

ESTIMATED TIMED AGENDA

CALIFORNIA TRANSPORTATION COMMISSION

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

August 15-16, 2018

San Francisco, California

Wednesday, August 15, 2018

- 1:00 PM** **Commission Meeting**
Bay Area Metro Center
Boardroom
375 Beale Street
San Francisco, CA 94105
- 5:30 PM** **WTS San Francisco Reception**
Bay Area Metro Center
Multi-Purpose Room
375 Beale Street
San Francisco, CA 94105
- 7:00 PM** **Commission Dinner**
Park Tavern
1652 Stockton Street
San Francisco, CA 94133

Thursday, August 16, 2018

- 9:00 AM** **Commission Meeting**
Bay Area Metro Center
Boardroom
375 Beale Street
San Francisco, CA 94105

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

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

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

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

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

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

NEXT REGULARLY SCHEDULED CTC MEETING (Subject to Change):

CTC Meeting – October 17-18, 2018 in Stockton, CA

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

GENERAL BUSINESS				
1	Roll Call	1.1	Fran Inman	I C
2	Welcome to the Region	1.12	Jake Mackenzie	I R
3	Approval of Minutes for June 27-28, 2018	1.2	Fran Inman	A C
4	Approval of Minutes for the June 27, 2018 Joint Meeting with the California Air Resources Board	1.13	Fran Inman	A C
5	Commissioners' Meetings for Compensation	1.5	Fran Inman	A C
REPORTS				
6	Commission Executive Director	1.3	Susan Bransen	A C
7	Commissioner Reports	1.4	Fran Inman	A C
8	CalSTA Secretary and/or Undersecretary	1.6	Brian Annis	I T
9	Caltrans Director and/or Deputy Director	1.7	Laurie Berman	I D
10	FHWA California Division Administrator	1.11	Vincent Mammano	I F
11	Regional Agencies Moderator	1.8	Luke McNeel-Caird	I R
12	Rural Counties Task Force Chair	1.9	Maura Twomey	I R
13	Self-Help Counties Coalition Executive Director	1.10	Keith Dunn	I R
POLICY MATTERS				
14	Innovations in Transportation <ul style="list-style-type: none"> Reopening of Highway 1 at Ragged Point in Big Sur (Mud Creek Slide) 	4.3	Garth Hopkins Tim Gubbins Richard Rosales	I D
15	State and Federal Legislative Matters	4.1	Jacqueline Campion	A C
16	Budget and Allocation Capacity	4.2	Jacqueline Campion Steven Keck	I D
17	Comments on Informal Draft Guidelines for Caltrans' Advance Mitigation Program	4.6	Garth Hopkins	A C
18	Road Charge Technical Advisory Committee Update	4.22	Garth Hopkins	A C
Road Repair and Accountability Act of 2017, Senate Bill 1				
19	Road Repair and Accountability Act of 2017, Senate Bill 1 Implementation Update	4.4	Robert Nelson	I C
20	Amendment to the 2018 Local Partnership Formulaic Program Resolution G-18-36, Amending Resolution G-18-29	4.7	Matthew Yosgott	A C
21	Adoption of the FY 18-19 Road Maintenance and Rehabilitation Account Local Streets and Roads Funding Subsequent Report of Eligible Cities and Counties, Resolution G-18-37	4.8	Alicia Sequeira Smith	A C
22 2:00PM Timed Item	Public Hearing and Presentation of the Draft 2019 Local Streets and Roads Funding Program Reporting Guidelines	4.9	Alicia Sequeira Smith	I C
23	Adoption of the 2019 Local Streets and Roads Funding Program Reporting Guidelines Resolution G-18-38	4.10	Alicia Sequeira Smith	A C
24	Adoption of the 2017 Active Transportation Program Augmentation - California Conservation Corps and Certified Local Community Conservation Corps Program Resolution G-18-39	4.12	Laurie Waters	A C

Tab #	Item Description	Ref. #	Presenter	Status*	
25	Adoption of the 2019 Active Transportation Program Regional Guidelines for Six Metropolitan Planning Organizations Resolution G-18-40	4.13	Laurie Waters	A	C
26	Timely Use of Funds Guideline Provisions	4.23	Robert Nelson	A	C
27	Amendment to the Senate Bill 1 Accountability and Transparency Guidelines Resolution G-18-43, Amending Resolution G-18-09	4.29	Robert Nelson	A	C
28	Development of Guidelines for the State Route 710 Surplus Property Proceed Reinvestment Program	4.5	Robert Nelson	I	C
29	Update on the 2018 Report of the State Transportation Improvement Program Balances, County and Interregional Shares	4.14	Teresa Favila	I	C
30	Altamont Corridor Express (ACE) Passenger Service Overview	4.17	Garth Hopkins Stacey Mortensen	I	R
INFORMATION CALENDAR			Teri Anderson		
31	Informational Reports on Allocations Under Delegated Authority -- Emergency G-11 Allocations (2.5f.(1)): \$77,510,000 for 20 projects. -- SHOPP Safety Sub-Allocations (2.5f.(3)): \$115,890,000 for 20 projects.	2.5f.		I	D
Monthly Reports on the Status of Contract Award for:					
32	State Highway Projects, per Resolution G-06-08	3.2a.		I	D
33	Local Assistance STIP Projects, per Resolution G-13-07	3.2b.		I	D
34	Local Assistance ATP Projects, per Resolution G-15-04	3.2c.		I	D
35	Pre-Construction SHOPP Support Allocations, per Resolution G-06-08	3.3		I	D
36	Monthly Report on Local and Regional Agency Notices of Intent to Expend Funds on Programmed STIP Projects Prior to Commission Allocation per SB 184	3.4		I	C
Other Reports					
37	Final Right of Way Expenditure Report for STIP Projects at Contract Acceptance	3.6		I	D
38	Quarterly Report – Commission Comment Letters on Notices of Preparation and Draft Environmental Impact Reports	4.18		I	C
BEGIN CONSENT CALENDAR			Teri Anderson		
39	The Santa Barbara County Association of Governments and the Department propose to amend the STIP to split the South Coast 101 HOV Lanes - Carpinteria through Summerland (Segments 4A-4C) project, in Santa Barbara County, into 3 projects for design and construction phasing. (PPNO 7101A) STIP Amendment 18S-04	2.1a.(2)		A	D
40	The Solano Transportation Authority (STA) and the Department propose to amend the STIP to change the implementing agency for PS&E for the I-80/I-680/Route 12 Interchange - Package 2A project, in Solano County, from STA to the Department. (PPNO 5301X) STIP Amendment 18S-03	2.1a.(3)		A	D
41	<u>Approval of Project for Future Consideration of Funding:</u> 03 – Sacramento County Green Valley Road Widening Project Widen road and construct bike lane improvements. (MND) (PPNO 1668) (STIP) (LPP) Resolution E-18-105 <i>(Related Item under Ref. 2.5s.(6).)</i>	2.2c.(3)		A	C

Tab #	Item Description	Ref. #	Presenter	Status*	
42	<p><u>Approval of Projects for Future Consideration of Funding:</u></p> <p>01-DN-101, PM 8.2/8.7 Hunter and Panther Creek Bridges Seismic Restoration Project Seismic retrofit of two existing bridges on U.S. 101 in Del Norte County. (MND) (PPNO 1072) (SHOPP) Resolution E-18-89 <i>(Related Item under Ref. 2.5b.(2).)</i></p> <p>01-DN-101, PM 25.6/27.3 Crescent City Americans with Disabilities Act Project Install sidewalks and crosswalks on a portion of U.S. 101 in Del Norte County. (ND) (PPNO 1095) (SHOPP) Resolution E-18-90 <i>(Related Item under Ref. 2.5b.(2).)</i></p> <p>03-Pla-80, PM 28.7/63.5 Placer/Nevada-80 Bridge Rehabilitation and Replacement Project Rehabilitate and/or replace six bridges on I-80 in Placer County. (ND) (PPNO 5097) (SHOPP) Resolution E-18-91 <i>(Related Item under Ref. 2.5b.(2).)</i></p> <p>04-Nap-121, PM 20.6 Capell Creek Storm Damage Project Repair and upgrade existing drainage system on SR 121 in Napa County. (ND) (PPNO 1485Q) (SHOPP) Resolution E-18-92 <i>(Related Item under Ref. 2.5b.(1).)</i></p> <p>05-Mon-1, PM 39.8/74.6 Big Sur Capital Preventative Maintenance Project Pavement overlay on a portion of SR 1 in Monterey County (MND) (PPNO 2534) (SHOPP) Resolution E-18-93 <i>(Related Item under Ref. 2.5b.(2).)</i></p> <p>05-SLO-1, PM 32.61 Toro Creek Bridge Replacement Project Replace existing bridge on SR 1 in San Luis Obispo County (MND) (PPNO 0072) (SHOPP) Resolution E-18-94 <i>(Related Item under Ref. 2.5b.(2).)</i></p> <p>05-SB-1, PM R36.1/49.5 Solomon Canyon Pavement Preservation Project Pavement overlay on a portion of SR 1 in Santa Barbara County. (MND) (PPNO 2586) (SHOPP) Resolution E-18-95 <i>(Related Item under Ref. 2.5b.(2).)</i></p> <p>06-Ker,Kin,Tul,Fre,Mad-99/I-5, PM various Zero Emissions Vehicle Charging Project Install zero emissions charging stations at locations along SR 99 and I-5 in Kern, Kings, Tulare, Fresno and Madera Counties. (ND) (PPNO 6875) (SHOPP) Resolution E-18-96</p>	2.2c.(1)		A	D

Tab #	Item Description	Ref. #	Presenter	Status*
	<p>07-LA-110, PM 20.10/20.92 Interstate 110 High-Occupancy Toll Lanes Flyover Project Construct an elevated off-ramp structure on I-110 in Los Angeles County.(MND)(EA 27800)(Local, Federal Grant, STIP) Resolution E-18-97</p> <p>08-SBd-18, PM 101.5/115.9 State Route 18 Shoulder Widening and Rumble Strips Project Construct roadway improvements on a portion of SR 18 in San Bernardino County. (MND) (PPNO 0191G) (SHOPP) Resolution E-18-98</p> <p>08-SBd-62, PM 41.04/41.5 & 60.6/61.1, 08-Riv-62, PM 81.6/82.2 SR 62 Widen Shoulders and Install Rumble Strips Project Construct roadway improvements on a portion of SR 62 in San Bernardino and Riverside Counties. (MND) (PPNO 0225K) (SHOPP) Resolution E-18-99</p> <p>08-SBd-127, PM 28.0/28.5 State Route 127 Shoulder Widening and Rumble Strips Project. Construct roadway improvements on a portion of SR 127 in San Bernardino County. (MND) (PPNO 0216F) (SHOPP) Resolution E-18-100</p> <p>08-Riv-10, PM 27.69 Rehabilitate Whitewater River Bridges Project Repair and upgrade two existing bridges on I-10 in Riverside County. (ND) (PPNO 3002F) (SHOPP) Resolution E-18-101</p> <p>09-Iny-178, PM 43.4 Shoshone Drainage Project. Replace culvert system on a portion of SR 178 in Inyo County. (MND) (PPNO 0653) (SHOPP) Resolution E-18-102</p> <p>10-SJ,Mer-5,12,99,152, PM various San Joaquin & Merced County Drainage Restoration Project. Restore/replace drainage facilities at various locations on I-5, SR 12, SR 99 and SR 152 in San Joaquin and Merced Counties. (MND) (PPNO 3139) (SHOPP) Resolution E-18-103 (Related Item under Ref. 2.5b.(2).)</p> <p>01-Lak-20, PM 28.4 Clearlake Oaks Charging Station Project Install an electric vehicle charging station adjacent to an existing Caltrans maintenance station along SR 20 in Lake County. (MND) (PPNO 3112) (SHOPP) Resolution E-18-117</p> <p>03-Yol-16, PM 25.1/25.5, 27.5/28.3 SR 16 Esparto/Capay Safety Improvement Project Construct safety improvements on a portion of SR 16 in Yolo County.(ND) (PPNO 8663/8663A) (SHOPP) Resolution E-18-118 (Related Item under Ref 2.5b.(2).)</p>			

Tab #	Item Description	Ref. #	Presenter	Status*	
	04-Son-116, PM 30.9/31.4 Llano Road Intersection Improvement Project Construct roadway improvements on an existing intersection on SR 116 and Llano Road in Sonoma County. (MND) (PPNO 0871Q) (SHOPP) Resolution E-18-119				
43	<u>Approval of Project for Future Consideration of Funding:</u> 08 – San Bernardino County Alder Avenue Improvements Project Widen Alder Avenue and other improvements. (MND) (PPNO 1249) (LPP) Resolution E-18-106	2.2c.(4)		A	C
44	<u>Approval of Project for Future Consideration of Funding:</u> 08 – San Bernardino County Randall Avenue Improvements Project Widen Randall Avenue and other improvements. (MND) (PPNO 1249) (LPP) Resolution E-18-107	2.2c.(5)		A	C
45	<u>Approval of Project for Future Consideration of Funding:</u> 10 – San Joaquin County MacArthur Drive Widening Project Widen MacArthur Drive and other improvements. (MND) (PPNO 10-6629) (STIP) Resolution E-18-108 <i>(Related Item under Ref 2.5c.(3).)</i>	2.2c.(6)		A	C
46	<u>Approval of Project for Future Consideration of Funding:</u> 05 – Monterey County North Monterey County Amphibian Habitat Restoration Project Construct new trail improvements. (MND) (ATP) Resolution E-18-109	2.2c.(14)		A	C
47	<u>Two Relinquishment Resolutions</u> --08-SBd-215-PM 2.775, Right of Way along SR 215 at Washington Avenue, in the city of Colton. Resolution R-4010 --11-SD-75-PM 9.9/11.1, Right of Way on Route 75, in the city of Imperial Beach. Resolution R-4011 <i>(Related item under Ref. 2.5b.(1).)</i>	2.3c.		A	D
48 8 Ayes	6 Resolutions of Necessity Resolutions C-21629 through C-21634	2.4b.		A	D
49	Director's Deeds Items 1 through 23 Excess Lands - Return to State: \$8,016,490 Return to Others: \$0	2.4d.		A	D
50	<u>SHOPP COS Allocation Amendment:</u> Request to rescind the PS&E and R/W Support funding for PPNO 3131 (Project 36 and Project 70) and PPNO 0488K (Project 13) approved under Resolution FP-17-61 in June 2018. Resolution FP-18-03, Amending Resolution FP-17-61	2.5b.(3)		A	D
51	Approval of the Semi Annual Proposition 1B Status Report	4.19		A	C

Tab #	Item Description	Ref. #	Presenter	Status*	
52	Technical Adjustments to the 2018 Local Partnership Competitive Program. Resolution LPP-P-1819-01, Amending Resolution LLP-P-1718-01	4.20		A	C
53	Technical Adjustments to the 2018 Trade Corridor Enhancement Program. Resolution TCEP-P-1819-04, Amending Resolution TCEP-P-1718-02	4.16		A	C
54	Technical Adjustments to the 2017 Active Transportation Program. Resolution G-18-42, Amending Resolutions G-16-32, G-17-04, G-17-29, G-17-38 and G-18-02	4.21		A	C
END OF CONSENT CALENDAR					
ENVIRONMENTAL MATTERS					
55	<u>Approval of Project for Future Consideration of Funding:</u> 08 – San Bernardino County Redlands Passenger Rail Project Construct a nine-mile rail line. (FEIR) (PPNO 1230) (LPP)(SCCP)(STIP) (TIRCP) Resolution E-18-111	2.2c.(8)	Jose Oseguera	A	C
56	<u>Approval of Project for Future Consideration of Funding:</u> 07 – Los Angeles County Metro Gold Line Foothill Extension Project Construct a light rail extension and other improvements. (FEIR) (PPNO CP090) (TIRCP) Resolution E-18-112 (Related Item under Ref 2.1c.(10).)	2.2c.(9)	Jose Oseguera	A	C
57	<u>Approval of Projects for Future Consideration of Funding:</u> 04-Ala-84, PM 17.9/22.9, 04-Ala-680, PM 10.3/15.3 SR 84 Expressway Widening and SR 84/I-680 Interchange Improvements Project Construct roadway and intersection improvements on portions of SR 84 and I-680 in Alameda County. (FEIR) (EA 29763) (Local) Resolution E-18-113	2.2c.(10)	Jose Oseguera Phil Stolarski	A	D
58	<u>Approval of Projects for Future Consideration of Funding:</u> 04-SCI-237, PM 2.7/3.3, 04-SCI-101, PM 45.2/45.8 Mathilda Avenue Improvements at SR 237 and US 101 Project Construct roadway improvements on portions of SR 237 and U.S. 101 in Santa Clara County. (FEIR) (PPNO 0462H) (LPP) Resolution E-18-114 (Related Item under Ref 2.5s.(2).)	2.2c.(11)	Jose Oseguera Phil Stolarski	A	D
59	<u>Approval of Project for Future Consideration of Funding:</u> 04 – Santa Clara County US 101 Improvements Project Widen and upgrade freeway interchange modifications, including other improvements. (FEIR) (PPNO 0462G) (SB 1 - TCEP) Resolution E-18-115 (Related Item under Ref 2.5s.(4).)	2.2c.(12)	Jose Oseguera	A	C

Tab #	Item Description	Ref. #	Presenter	Status*	
60	<p><u>Approval of Project for Future Consideration of Funding:</u> 04-Mrn-1, PM 28.4/28.6 SR 1 Lagunitas Creek Bridge Project Replace existing bridge on SR 1 in Marin County. (FEIR) (PPNO 0756K) (SHOPP) Resolution E-18-116 <i>(Related Item under Ref. 2.5b.(2).)</i></p>	2.2c.(13)	Jose Oseguera Phil Stolarski	A	D
BASELINE AGREEMENTS					
Senate Bill 1 Baseline Agreements for Approval					
61	<ul style="list-style-type: none"> • Trade Corridor Enhancement Program – 5 Baseline Agreements for approval <i>(4.11a)</i> Resolution TCEP-P-1819-02B <i>(Related Items under 2.5s.(4), 2.5s.(9) and 2.6s.(2).)</i> • Local Partnership Program – 1 Baseline Agreement for approval <i>(4.11b.)</i> Resolution LPP-P-1819-02B <i>(Related Item under Ref. 2.5s.(2).)</i> • State Highway Operations and Protection Program – 2 Baseline Agreements for approval <i>(4.11c)</i> Resolution SHOPP-P-1819-01B <i>(Related Items under Ref. 2.5b.(1).)</i> • Multi-Funded Solutions for Congested Corridor Program/ Local Partnership Program – 1 Baseline Agreement for approval <i>(4.11d.)</i> Resolution SCCP-P-1819-03B and Resolution LPP-P-1819-03B <i>(Related Item under Ref 2.5s.(8).)</i> • Multi-Funded - Trade Corridor Enhancement Program/State Highway Operations and Protection Program - 1 Baseline Agreement for approval <i>(4.11e.)</i> Resolution TCEP-P-1819-03B and Resolution SHOPP-P-1819-02B <i>(Related Item under Ref 2.5s.(5).)</i> • Multi-Funded - Solutions for Congested Corridors/State Highway Operations and Protection Program – 1 Baseline Agreement for approval <i>(4.11f.)</i> Resolution SCCP-P-1819-02B and Resolution SHOPP-P-1819-03B <i>(Related Items under 2.5b.(1) and 2.5s.(7))</i> 	4.11a – 4.11f	Matthew Yosgott	A	C
PROGRAM UPDATES					
62	Report on Reducing Deferred Maintenance and Improving Conditions on the State Highway System	4.25	Teri Anderson Bruce De Terra	I	D
Projects with Costs that Exceed the Programmed Amount by More Than 20 Percent					
63	Request for an allocation of \$6,536,000 in Construction Capital and \$922,000 in Construction Support for the SHOPP Roadside Safety Improvement project on SR 12 and SR 113 in Solano County. (PPNO 8060A) Resolution FP-18-12	2.5d.(1)	Teri Anderson Jim Davis	A	D
64	Request for an allocation of \$5,374,000 in Construction Capital and \$1,250,000 in Construction Support for the SHOPP Pavement Rehabilitation project on SR 23 in Ventura County. (PPNO 4698) Resolution FP-18-13	2.5d.(2)	Teri Anderson Shirley Choate	A	D

Tab #	Item Description	Ref. #	Presenter	Status*	
65	Request for an allocation of \$6,038,000 in Construction Capital and \$1,900,000 in Construction Support for the SHOPP Bridge Preservation project on Interstate 110 in Los Angeles County. (PPNO 4730) Resolution FP-18-14	2.5d.(3)	Teri Anderson Shirley Choate	A	D
66	Request for an allocation of \$4,900,000 in Construction Capital and \$1,475,000 in Construction Support for the SHOPP Roadside Maintenance Facility project on Route 14 in Kern County. (PPNO 6814) Resolution FP-18-16	2.5d.(5)	Teri Anderson Brent Green	A	D
Capital - Supplemental Fund Allocations					
67	Request for an additional \$3,860,000 in Construction Capital for the SHOPP Pavement Preservation project on Route 168 in Fresno County, to award a contract. (PPNO 6754A) Resolution FA-18-02	2.5e.(2)	Teri Anderson Sharri Bender Ehlert	A	D
68	Request for an additional \$341,000 in Construction Capital for the SHOPP Storm Water Mitigation project on SR 23, US 101 and SR 126 in Ventura County, to award a contract. (PPNO 4842) Resolution FA-18-03	2.5e.(3)	Teri Anderson Shirley Choate	A	D
69	Request for an additional \$519,000 in Construction Capital for the SHOPP Roadside Safety Improvement project on Interstate 15 in San Bernardino County, to award a contract. (PPNO 3005M) Resolution FA-18-04	2.5e.(4)	Teri Anderson John Bulinski	A	D
70	Request for an additional \$2,000,000 in Construction Capital for the SHOPP Roadway Safety Improvement project on SR 16, SR 49, SR 88 and SR 104 in Amador County, to award a contract. (PPNO 3178) Resolution FA-18-05	2.5e.(5)	Teri Anderson Dennis Agar	A	D
71	Request for an additional \$825,000 in Construction Support for the SHOPP Pavement Rehabilitation project on SR 36 in Tehama County, to complete construction. (PPNO 3453) Resolution FA-18-06	2.5e.(6)	Teri Anderson Dave Moore	A	D
72	Request for an additional \$3,777,000 in Construction Capital for the SHOPP Permanent Restoration project on SR 33 in Ventura County, to complete construction. (PPNO 4725) Resolution FA-18-07	2.5e.(7)	Teri Anderson Shirley Choate	A	D
73	Request for an additional \$621,000 in Construction Support for the SHOPP Roadway Preservation project on SR 88 in Amador County, to complete construction. (PPNO 0303) Resolution FA-18-08	2.5e.(8)	Teri Anderson Dennis Agar	A	D
74	Request for an additional \$532,000 in Construction Support for the SHOPP Roadway Preservation project on SR 88 in Amador County, to complete construction. (PPNO 0326) Resolution FA-18-09	2.5e.(9)	Teri Anderson Dennis Agar	A	D
75	Request for an additional \$6,700,000 in Construction Capital for the SHOPP Roadway Preservation project on SR 12 in San Joaquin County, to complete construction. (PPNO 7352) Resolution FA-18-10	2.5e.(10)	Teri Anderson Dennis Agar	A	D
HIGHWAY RIGHT OF WAY MATTERS					
Airspace Lease					
76	Request to Authorize Execution of a 40 Year Lease with Holliday Development (Alameda County).	2.4c.	Teri Anderson Jennifer S. Lowden	A	D

Tab #	Item Description	Ref. #	Presenter	Status*	
PROGRAM UPDATES					
SHOPP Program Amendments for Approval:					
77	Request to: --Add 40 new projects into the 2018 SHOPP. --Revise 3 projects currently programmed in the 2018 SHOPP. SHOPP Amendment 18H-004	2.1a.(1)	Teri Anderson Bruce De Terra	A	D
78	Request to: --Add 8 new projects into the 2016 SHOPP. SHOPP Amendment 16H-026	2.1a.(4)	Teri Anderson Bruce De Terra	A	D
STIP Approvals for Notice					
79	The San Bernardino County Transportation Authority proposes to amend the STIP to program an AB 3090 cash reimbursement project (PPNO 1230A) in order to use Local Measure I funding for construction of the Redlands Passenger Rail project (PPNO 1230)) in San Bernardino County, with reimbursement to be scheduled over a three year period beginning in FY 2020-21. STIP Amendment 18S-05	2.1b.(1)	Teresa Favila Bruce De Terra	I	D
80	The Transportation Agency for Monterey County (TAMC) and the Department propose to amend the STIP to change the implementing agency for PA&ED for Highway 68 Corridor Project in Monterey County from TAMC to the Department. (PPNO 1790) STIP Amendment 18S-06	2.1b.(2)	Teresa Favila Bruce De Terra	I	D
81	The Kern Council of Governments and the City of Bakersfield proposes to amend the STIP to program an AB 3090 cash reimbursement project (PPNO 3705B) in order to use local funds for construction of Westside Parkway – SR 58 Connector Mainline-Phase 1 (Centennial), (PPNO 3705) in Kern County, with reimbursement to be scheduled over a three year period beginning in FY 2019-20. STIP Amendment 18S-07	2.1b.(3)	Teresa Favila Bruce De Terra	I	D
82	The Department proposes to amend the Route 11 – Siempre Viva Interchange, Commercial Vehicle Enforcement Facility (CVEF) and Tolling and Border Wait Time System Project – Segment 2 (PPNO 0999B) in San Diego County to split out a portion of scope to a new segment entitled Siempre Viva Interchange at State Route 11 and CVEF, Segment 2B (PPNO 0999E). There is no change to programmed Border Infrastructure or Trade Corridor Enhancement Program funding. STIP Amendment 18S-09	2.1b.(4)	Teresa Favila Bruce De Terra	I	D
83	The Department proposes to amend the East Otay Mesa Land Port of Entry project (PPNO 0999C) in San Diego County to split out a portion of scope to a new segment entitled Otay Mesa East Port of Entry, Segment 3A (PPNO 0999F). There is no change to programmed Border Infrastructure or Trade Corridor Enhancement Program funding. STIP Amendment 18S-08	2.1b.(5)	Teresa Favila Bruce De Terra	I	D
Active Transportation Program					
84	The City of Pico Rivera proposes to amend the Cycle 2 Active Transportation – Pico Rivera Bikeway project (PPNO 5113) in Los Angeles County, to modify the scope of work by relocating the proposed bike/pedestrian bridge portion of the project. Resolution ATP-A-18-01	4.26	Laurie Waters Rihui Zhang	A	D

Tab #	Item Description	Ref. #	Presenter	Status*	
Transit and Intercity Rail Capital Program					
85	Letter of No Prejudice: Transit and Intercity Rail Capital Program – Los Angeles Region Transit System Integration and Modernization Program of Projects – Gold Line Foothill Extension to Montclair. Resolution LONP TIRCP-1819-01 <i>(Related Item under 2.2c.(9).)</i>	2.1c.(10)	Teresa Favila Dara Wheeler	A	D
Aeronautics Program					
86	Aeronautics – Acquisition and Development and Airport Improvement Program Quarterly Report	3.5	Garth Hopkins Mary Beth Herritt	I	D
87	Adoption of the Proposed 2018 Aeronautics - Acquisition & Development Program Resolution G-18-41	4.24	Garth Hopkins Mary Beth Herritt	A	D
ALLOCATIONS					
SHOPP Allocations					
88	Request of \$1,179,960,000 for 79 SHOPP projects. Resolution FP-18-01 <i>(Related Item under Ref. 2.2c.(1), 2.3c, 4.11c and 4.11f.)</i>	2.5b.(1)	Teri Anderson Bruce De Terra	A	D
89	Request of \$118 million for 126 2018 SHOPP preconstruction project phases for environmental, design and R/W support: 2.5b.(2a) – \$65,400,000 for 81 2018 SHOPP projects. 2.5b.(2b) – \$52,600,000 for 45 2018 SHOPP – SB1 projects. Resolution FP-18-02	2.5b.(2)	Teri Anderson Bruce De Terra	A	D
90	Request of \$3,829,000 for the SHOPP ITS project, on various routes, in San Diego County. (PPNO 1174) Resolution FP-18-19	2.5b.(5)	Teri Anderson Bruce De Terra	A	D
Advance - SHOPP Allocations					
91	Request of \$22,216,000 for the SHOPP ITS SR 5/8 Separation to north of SR 5/76 Separation project in San Diego County, programmed in FY 19-20. (PPNO 11-1281) Resolution FP-18-18	2.5b.(4)	Teri Anderson Bruce De Terra	A	D
Seismic Retrofit Project (Prop 192)					
92	Request of \$1,000,000 to the Bay Area Toll Authority for the Toll Bridge Seismic Retrofit Program. Resolution FP-18-17	2.5c.(6)	Stephen Maller Brian Maroney	A	D
STIP Allocations					
93	Request of \$31,555,000 for the locally-administered STIP SR 60 Truck Climbing/Descending Lanes project, on the State Highway System, in Riverside County. (PPNO 0046J) Resolution FP-18-04	2.5c.(2)	Teresa Favila Bruce De Terra	A	D
94	Request of \$18,019,000 for 25 locally-administered STIP projects, off the State Highway System. 2.5c.(3a) -- \$10,275,000 for four STIP projects. 2.5c.(3b) -- \$ 7,744,000 for 21 STIP Planning, Programming, and Monitoring projects. Resolution FP-18-05	2.5c.(3)	Teresa Favila Bruce De Terra	A	D
STIP Transit Project Allocations					
95	Request of \$17,200,000 for the AB 3090 Reimbursement STIP Transit project, in Los Angeles County. (PPNO 07-4027A) Resolution MFP-18-01	2.6a.(1)	Teresa Favila Dara Wheeler	A	D
STIP Rail Project Allocations					
96	Request of \$4,177,000 for two locally-administered STIP Rail projects. Resolution MFP-18-02	2.6a.(2)	Teresa Favila Dara Wheeler	A	D

Tab #	Item Description	Ref. #	Presenter	Status*	
Advance - STIP Allocations					
97	Request of \$8,600,000 for the locally-administered STIP Silicon Valley Express Lanes Program – Phase 4 ETS project, on the State Highway System, in Santa Clara County, programmed FY 19-20. (PPNO 04-2015G) Resolution FP-18-06	2.5c.(4)	Teresa Favila Bruce De Terra	A	D
Transit & Intercity Rail Capital Program Project Allocations					
98	Request of \$122,473,000 for 11 TIRCP projects. Resolution TIRCP-1819-01	2.6g.	Teresa Favila Dara Wheeler	A	D
Eureka Non-Freeway Alternative Program Projects					
99	Request of \$2,337,000 for the Waterfront Drive Connection Phase II Eureka Non-Freeway Alternative Program project, in Humboldt County. (PPNO 01-0302D) Resolution FP-18-07	2.5c.(5)	Teresa Favila Rihui Zhang	A	D
Senate Bill 1 Programs Project Allocations					
Local Partnership Program (LPP) Allocations					
100	Request of \$17,000,000 for the locally-administered LPP (Competitive) Mathilda Avenue Improvements at SR 237 and US 101 project, on the State Highway System, in Santa Clara County. (PPNO 04-0462H) Resolution LPP-A-1819-01 <i>(Related Items under Ref 2.2c.(11) and 4.11b.)</i>	2.5s.(2)	Matthew Yosgott Bruce De Terra	A	D
101	Request of \$16,300,000 for three locally-administered LPP projects off the State Highway System. 2.5s.(3a) - \$7,300,000 for one LPP – Formulaic projects. 2.5s.(3b) - \$9,000,000 for two LPP – Competitive projects. Resolution LPP-A-1819-02	2.5s.(3)	Matthew Yosgott Rihui Zhang	A	D
LPP Transit Projects					
102	Request of \$26,701,000 for two locally-administered LPP - Formulaic Transit projects. Resolution LPP-A-1819-03	2.6s.(1)	Matthew Yosgott Dara Wheeler	A	D
Trade Corridor Enhancement Program (TCEP) Allocations					
103	Request of \$4,200,000 for the locally-administered TCEP US 101/SR 25 Interchange – Phase 1 project, on the State Highway System, in Santa Clara County. (PPNO 04-0462G) Resolution TCEP-A-1819-01 <i>(Related Item under Ref 2.2c.(12) and 4.11a)</i>	2.5s.(4)	Matthew Yosgott Bruce De Terra	A	D
104	Request of \$11,710,000 for three State-Administered TCEP projects on the State Highway System. Resolution TCEP-A-1819-02 <i>(Related Item under Ref 4.11e)</i>	2.5s.(5)	Matthew Yosgott Bruce De Terra	A	D
TCEP Rail-Projects					
105	Request of \$7,000,000 for the locally-administered TCEP Etiwanda Avenue Grade Separation Rail project, in San Bernardino County. (PPNO 75-T0011) Resolution TCEP-A-1819-03 <i>(Related Item under Ref. 4.11a.)</i>	2.6s.(2)	Matthew Yosgott Dara Wheeler	A	D
Multi-Funded LPP/STIP Project					
106	Request of \$3,300,000 for the multi-funded locally-administered LPP/STIP Green Valley Road Widening project, off the State Highway System, in Sacramento County. (PPNO 03-1668) Resolution LPP-A-1819-04 Resolution FP-18-08	2.5s.(6)	Matthew Yosgott Rihui Zhang	A	D

Tab #	Item Description	Ref. #	Presenter	Status*	
Multi-Funded TCEP/STIP Project					
107	Request of \$33,625,000 for the locally-administered multi-funded TCEP/STIP SR 395 Widening from SR 18 to Chamberlaine Way project, on the State Highway System, in San Bernardino County. (PPNO 04-08-0260J) Resolution TCEP-A-1819-04 Resolution FP-18-09 <i>(Related Item under Ref. 4.11a.)</i>	2.5s.(9)	Matthew Yosgott Bruce De Terra	A	D
Advance of STIP Funding for Multi-Funded SCCP/STIP Project					
108	Request of \$266,078,000 for the State-administered multi-funded SCCP/STIP Interstate 5 North Coast Corridor HOV Extension – Phase 1 – Encinitas HOV project, on the State Highway System, in San Diego County, programmed in FY 19-20. (PPNO 11-0615F) Resolution SCCP-A-1819-01 Resolution FP-18-10 <i>(Related Items under Ref. 2.5b.(1) and 4.11f)</i>	2.5s.(7)	Matthew Yosgott Bruce De Terra	A	D
Advance of STIP Funding for Multi-Funded SCCP/STIP Project					
109	Request of \$47,468,000 for the locally-administered multi-funded SCCP/STIP Silicon Valley Express Lanes Program – Phase 3 project, on the State Highway System, in Santa Clara County, programmed in FY 19-20. (PPNO 04-2015E) Resolution SCCP-A-1819-02 Resolution FP-18-11 <i>(Related Item under Ref. 4.11d.)</i>	2.5s.(8)	Matthew Yosgott Bruce De Terra	A	D
Active Transportation Program (ATP) Project Allocations					
110	Request of \$3,544,000 for 12 locally-administered ATP projects. 2.5w.(1a) -- \$ 331,000 for two ATP projects. 2.5w.(1b) -- \$3,213,000 for 10 ATP SB1 Augmentation projects. Resolution FATP-1819-01	2.5w.(1)	Laurie Waters Rihui Zhang	A	D
TIME EXTENSION REQUESTS					
Contract Award Time Extension					
111	Request to extend the period for contract award for the State-Administered Shaver to Huntington Capital Preventive Maintenance and Culvert Rehabilitation SHOPP project, in Fresno County, on the State Highway System, per Interim SHOPP Guidelines. (PPNO 6754A) Waiver 18-39	2.8b.(1)	Teri Anderson Bruce De Terra	A	D
112	Request to extend the period of contract award for 2 Active Transportation Program projects, per ATP Guidelines. Waiver 18-40	2.8b.(2)	Laurie Waters Rihui Zhang	A	D
Project Completion Time Extension					
113	Request to extend the period of project completion for 3 Active Transportation Program projects, per ATP Guidelines. Waiver 18-41	2.8c.(1)	Laurie Waters Rihui Zhang	A	D
114	Request to extend the period of project completion for the Colfax Truck Climbing Lane SHOPP project, in Placer County on the State Highway System per Interim SHOPP Guidelines. (PPNO 5067). Waiver 18-42	2.8c.(2)	Teri Anderson Bruce De Terra	A	D
Project Expenditure Time Extension					
115	Request to extend the period of expenditure for the John Yehall Chin Safe Routes to School project, in San Francisco County, per ATP Guidelines. (PPNO 2023B) Waiver 18-43	2.8d.	Laurie Waters Rihui Zhang	A	D

Tab #	Item Description	Ref. #	Presenter	Status*
	<u>OTHER MATTERS / PUBLIC COMMENT</u>	6.		
	<u>ADJOURN</u>			

	<p><u>Highway Financial Matters</u></p> <p>\$1,352,400,000 Total SHOPP Requested for Allocation \$ 58,174,000 Total STIP Requested for Allocation \$ 3,544,000 Total ATP Requested for Allocation \$ 49,210,000 Total SB1 Requested for Allocation \$ 1,000,000 Total Prop 192 Requested for Allocation \$ 350,471,000 Total Multi-funded Requested for Allocation \$ 19,174,000 Total Supplemental Funds Requested for Allocation \$1,833,973,000 Sub-Total Project Funds Requested for Allocation</p> <p><u>\$ 193,400,000</u> Delegated Allocations \$2,027,373,000 Total Value</p> <p>Total Jobs Created: 33,012 <i>(Includes Direct, Indirect, and Induced)</i></p>
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	<p><u>Mass Transportation Financial Matters</u></p> <p>\$ 7,000,000 Total TCEP Requested for Allocation \$ 122,473,000 Total TIRCP Requested for Allocation <u>\$ 26,701,000</u> Total SB1 LPP Requested for Allocation \$ 156,174,000 Total State Allocations</p> <p>Total Jobs Created: 2,811 <i>(Includes Direct, Indirect, and Induced)</i></p>
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List of Projects Going Forward for CTC Allocation

August 2018 CTC Meeting

Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
2.5b.(1) SHOPP Projects							Resolution FP-18-01
1	01	DN	199	1094	0C470	Near Idlewild, at Collier Tunnel Safety Roadside Rest Area. Install required public water system in compliance with Federal and State statutes and regulatory requirements. Additional improvements include upgrading electrical system and installing new Supervisory Control and Data Acquisition (SCADA) system for remote monitoring capabilities.	\$3,608,000
2	01	HUM	101	2365	0C440	Near Trinidad, at northbound and southbound Trinidad Safety Roadside Rest Areas. Install public water system and sewer system in compliance with Federal and State statutes and regulatory requirements.	\$5,745,000
3	02	Mod	299	3484	4F210	Near Adin, at Butte Creek Bridge No. 03-001 (PM 0.51) and at Ash Creek Bridge No. 03-002 (PM 1.02). Replace aging bridges on existing alignment.	\$8,452,000
4	02	Sis	263	3424	2E480	About 8 miles north of Yreka, from 0.3 mile north of Shasta River Bridge to Route 96 (PM 56.8/57.194); also on Route 96, from 0.5 mile west to 0.2 mile east of Route 263 (PM 103.1/103.6). Replace the aging Klamath Bridge No. 02-0015 with a new structure on a new alignment to improve intersection geometrics.	\$18,459,000
5	03	Pla	49	4781	2F340	In and near Auburn, from 0.1 mile south of Routes 49/80 Separation to 0.1 mile north of Dry Creek Road. Rehabilitate roadway pavement and existing drainage systems, widen shoulders, upgrade guardrail, signals, and pedestrian facilities, and construct retaining walls. An additional contribution to the project is included for work to install a new signal and an Emergency Vehicle Preemption (EVP) system. This project will improve safety, ride quality, and	\$37,872,000
6	03	Yub	20	9587	2F320	Near Marysville, from 0.1 mile east of Loma Rica Road to 0.2 mile west of Spring Valley Road. Rehabilitate deteriorating pavement, realign new traveled way, and widen shoulders to meet current standards. The project is necessary to improve safety and ride quality.	\$13,623,000
7	04	Ala	238	0448E	4H080	Between Livermore and Hayward, at East Connector Separation Bridge No. 33-0524F, N238/S880 Connector Bridge No. 33-0540G and I-580 Arroyo Seco Bridge No. 33-0066. Conduct bridge preventative maintenance by injecting epoxy into cracks of the concrete structure, replacing joint seal assemblies, and reconstructing hinges.	\$6,181,000
8	04	ALA	580	0135A	27010	In San Leandro and Oakland, from Routes 580/238 Separation to Fruitvale Avenue. Rehabilitate roadway by grinding existing concrete pavement and replacing failed slabs, resurfacing asphalt pavement shoulders and ramps, upgrade guardrails, concrete barrier, crash cushions, signs, curb ramps and sidewalks.	\$42,803,000
9	04	Ala	680	1463D	4G113	In and near Fremont, Pleasanton, and Dublin, from 0.3 mile south of Scott Creek Road to 0.3 mile north of Alcosta Boulevard. Install ramp meters, ramp High Occupancy Vehicle (HOV) bypass lanes, closed circuit television cameras, changeable message signs, and traffic monitoring stations.	\$23,500,000
10	04	ALA	880	0086Q	4G880	In Fremont, at Crandall Creek Bridge No. 33-0273. Seismically retrofit the bridge by strengthening the bridge supports and foundation, rehabilitating the bridge deck, replacing the approach slabs, and placing Rock Slope Protection (RSP) within the channel bank.	\$8,125,000
11	04	ALA	880	0044Q	1A683	In Oakland, from 0.2 mile south of 29th Street to 0.3 mile north of 23rd Street. Rehabilitate pavement, construct concrete median barrier, and install safety lighting to improve the safety, ride quality and service life of existing roadway.	\$11,682,000
12	04	CC	4	1484C	2J590	Near Discovery Bay, from 0.2 mile west of Old River Bridge to Old River Bridge. Construct sheet pile retaining wall, place Rock Slope Protection (RSP), and install guardrail to repair storm damage slip-outs.	\$2,992,000

List of Projects Going Forward for CTC Allocation

August 2018 CTC Meeting

Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
13	04	CC	680	0482S	0J380	Near Alamo, from 0.3 mile south of Livorna Road to 0.6 mile south of Rudgear Road. Stabilize slope by constructing retaining walls at one location and reconstructing embankment using geosynthetic reinforced embankment at the second location.	\$8,488,000
14	04	MRN	1	1485J	2J560	Near Mill Valley, at 0.1 mile east of Tennessee Valley Road. Repair roadway slip-out on the north embankment by constructing a wall and side gutter.	\$2,268,000
15	04	Mrn	101	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.	\$8,617,000
16	04	Mrn	101	0350H	4G820	In San Rafael, from Route 101 northbound offramp to 2nd Street at San Rafael Harbor Bridge No. 27-0033. To address the seismic needs, replace existing bridge on a new alignment and widen the ramp.	\$12,485,000
17	04	Nap	121	1485Q	2J570	Near the city of Napa, from 0.6 mile to 0.4 mile south of Route 128. Stabilize embankment by placing Rock Slope Protection (RSP) and repairing culverts at two locations.	\$1,832,000
18	04	Nap	128	0587H	1G430	Near Rutherford, at Conn Creek Bridge No. 21-0021. Replace existing two-pier bridge with a one-pier pre-cast slab bridge to address bridge scour.	\$11,112,000
19	04	SCI	82	1490C	4J281	In the city of Santa Clara, on El Camino Real from Portola Avenue to Lawrence Expressway. Rehabilitate all lanes and shoulders by grinding pavement and overlaying with rubberized asphalt. This pavement rehabilitation project is necessary to extend pavement service life and improve ride quality.	\$9,780,000
20	04	SM	1	0482K	0J210	Near Pigeon Point, at 0.3 mile and 0.6 mile north of the Santa Cruz County line. Repair slip-out and eroding embankment by constructing Rock Slope Protection (RSP) and filling subsurface voids with styrofoam injections at Elliott Creek; also repair drainage system at Finney Creek.	\$982,000
21	04	SM	92	0482D	0J140	Near San Mateo, 0.8 mile east of Route 35. Restore storm damaged embankment by placing Rock Slope Protection (RSP) and making drainage improvements.	\$971,000
22	04	Son	1	1485P	2J540	Near Jenner, at 1.5 miles south of Myers Grade Road. Repair roadway slip-outs by constructing a retaining wall, placing Rock Slope Protection (RSP), and improving drainage systems.	\$5,580,000
23	04	Son	37	1487C	2J500	Near Novato, at the east approach of Petaluma River Bridge No. 27-0013. Restore eastern bridge approach settlement by injecting high density polyurethane grout to stabilize and strengthen embankment.	\$2,367,000
24	05	MON	1	2313	1A000	Near Big Sur, from 1.0 miles south of Bixby Creek Bridge to 0.3 mile south of Rocky Creek Bridge. Widen shoulders and travel way to reduce the severity and number of collisions.	\$6,064,000
25	05	MON	68	2378	1C250	Near Pacific Grove, from Piedmont Avenue to Scenic Drive. Widen shoulders, install rumble strips, and upgrade guardrail to current standards to reduce the severity and number of collisions.	\$4,657,000
26	05	MON	101	2548	1F750	In and near King City, from 0.2 mile south of Wild Horse Road to 0.1 mile south of Pi Bar Ranch Road. Rehabilitate structural and surface distressed pavement. Reconstruct roadway using Continuously Reinforced Concrete Pavement (CRCP). The project is necessary to improve safety, provide a 40 year design life and improve ride quality.	\$71,828,000
27	05	MON	101	2454	1C960	In and near King City, at the Salinas River Bridge No. 44-0032R/L. Seismically retrofit both northbound and southbound bridges, resurface bridge decks with polyester concrete overlay, widen and replace bridge rails to make standard.	\$29,599,000

List of Projects Going Forward for CTC Allocation

August 2018 CTC Meeting

Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
28	05	MON	101	2673	1H620	Near King City, from 0.3 mile south of Jolon Undercrossing to Teague Avenue. Improve safety by installing median barrier, widen inside shoulders and construct rumble strips. This project will improve safety and reduce the number and severity of collisions.	\$5,459,000
29	05	MON	101	2474	1C890	In Salinas, from East Market Street to 0.3 mile south of Russell/Espinosa Road. Rehabilitate roadway to improve safety and ride quality. Project will crack and seat existing concrete pavement and overlay with new asphalt pavement; construct new approach slabs at bridge structures; install precast transition slabs, and upgrade guardrail to current standards.	\$53,730,000
30	05	SBT	25	2379	1C260	Near Hollister, from 0.1 mile south of La Gloria Road to 0.2 mile north of La Gloria Road. Reduce the number and severity of collisions by realigning the roadway to improve vertical and horizontal sight distance.	\$3,240,000
31	05	SBT	25	2514	1F430	In and near Hollister, from Sunnyslope/Tres Pinos Road to San Felipe Road. Widen shoulders, flatten embankment slopes, improve roadway cross-slope and stopping sight distance to reduce the severity and number of collisions.	\$8,597,000
32	05	SCR	9	2418	1C650	In Castle Rock State Park, from 5 miles south to 3.3 miles south of Route 35. Construct centerline rumble strips, widen shoulders, replace guardrail, and improve roadway cross-slope. This project will reduce the severity and number of collisions	\$9,281,000
33	05	SCR	17	2538	1F760	In and near Scotts Valley, from 0.6 mile north of Granite Creek Road to the Santa Clara County line (PM 12.553). Rehabilitate pavement by grinding, overlaying asphalt, improving drainage, and upgrading guardrail. This project will extend pavement service life and improve ride quality.	\$17,013,000
34	05	SCR	152	2464	1E020	In Watsonville, from Wagner Avenue to Holohan Road. Construct sidewalks, upgrade curb ramps, driveways and other pedestrian facilities to meet Americans with Disability Act (ADA) standards.	\$2,234,000
35	05	SLO	101	2387	1C370	In Pismo Beach, at Pismo Creek Bridge No. 49-0015K. Repair stream erosion and scour to protect bridge foundation stability by placing rock slope protection.	\$3,350,000
36	06	KER	Var	6878	0U940	In Kern, Tulare and Fresno Counties on various routes and at various locations. Remove and prune dead or dying trees that are in various stages of decline due to past drought conditions and subsequent susceptibility to pests and disease.	\$2,365,000
37	06	MAD	Var	6870	0U950	In Tulare, Fresno and Madera Counties, at various locations. Remove and prune dead or dying trees that are in various stages of decline due to past drought conditions and subsequent susceptibility to pests and disease.	\$15,834,000
38	06	MAD	Var	6750	0U020	In various counties, on various routes. Establish mitigation bank for future Caltrans projects in Districts 6 and 10 to protect the California Tiger Salamander.	\$1,860,000
39	06	TUL	201	6521	0H200	Near Kingsburg, on Route 201 at Sand Creek Bridge No. 46-0137 and Friant-Kern Canal Bridge No. 46-0065; also on Route 216, at Kaweah River Bridge No. 46-0091. Widen bridge and upgrade bridge rail to current standard.	\$13,865,000
40	07	LA	1	4159	27510	In the city of Los Angeles (Pacific Palisades), from 0.2 mile north of Temescal Canyon Road to Bay Club Drive. Construct shoulders and upgrade guardrail. This project will reduce the number and severity of collisions.	\$7,098,000
41	07	LA	2	5245	34060	In Los Angeles and Ventura Counties, on various routes and at various locations. Repair and Rehabilitate Ramp Metering Systems (RMS) and Vehicle Detection Systems (VDS) to reduce maintenance needs and to improve system reliability.	\$17,016,000

List of Projects Going Forward for CTC Allocation

August 2018 CTC Meeting

Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
42	07	LA	5	4836	31260	Near Gorman, at various locations, from 0.4 mile south of Smokey Bear Road Undercrossing to 0.3 mile south of Route 138 separation. Construct storm water mitigation devices, including drainage systems and erosion control measures in order to reduce pollutant discharge into the Santa Clara Estuary.	\$7,559,000
43	07	LA	5	4835	31250	Near Gorman, from Route 138 to 0.8 mile south of Frazier Mountain Park Road, at various locations. Install storm water mitigation devices to reduce pollutants released to the Santa Clara Estuary.	\$8,336,000
44	07	LA	10	4700	30150	In the cities of Santa Monica and Los Angeles, from Route 1 to Route 5/101 interchange; also on Route 1 from McClure Tunnel to Lincoln Boulevard. Rehabilitate pavement, upgrade Americans with Disabilities Act (ADA) curb ramps, reconstruct approach slabs, and upgrade guardrail and crash cushions.	\$39,531,000
45	07	LA	14	4838	31280	Near Santa Clarita and Palmdale at various locations, from 0.7 mile south of Soledad Canyon Road to 0.3 mile south of Mountain Springs Road. Install storm water mitigation devices, such as infiltration trenches, sand filters, detention basins, erosion control, and gore paving.	\$7,233,000
46	07	LA	164	5193	33470	In and near South El Monte, on Rosemead Boulevard (Route 164) from Gallatin Road to Rush Street. Relinquish roadway by Financial Contribution Only (FCO) to the County of Los Angeles.	\$1,500,000
47	07	VEN	101	4710	29540	In the city of Ventura, at the Route 33 interchange. Enhance highway worker safety by miscellaneous paving, replacing crash cushions, modifying irrigation facilities, and adding maintenance vehicle pullouts.	\$2,625,000
48	07	VEN	126	4832	31220	In and near Ventura, from 0.5 mile west of Victoria Avenue to 0.7 mile west of Briggs Road Overcrossing. Install storm water mitigation devices, such as infiltration trenches, sand filters, and erosion control.	\$7,539,000
49	08	RIV	10	3002T	1F920	In Riverside County, on Routes 10, 60, and 86 at various locations. Install four Changeable Message Signs (CMS) on Route 10 eastbound, one CMS on Route 60 eastbound, and one CMS on Route 86 northbound in order to reduce travel time and improve reliability.	\$3,801,000
50	08	RIV	10	0005U	1C210	In and near Beaumont, from Route 60 westbound off-ramp to 0.3 mile east of Highland Springs Avenue. Improve highway worker safety by providing maintenance vehicle pullout areas, paving gore areas, and adding vegetation control.	\$1,501,000
51	08	RIV	10	0007N	1C380	In and near Beaumont and Banning, from Pennsylvania Avenue to Route 111. Rehabilitate pavement, in order to restore structural integrity and ride quality of both mainline and ramps.	\$215,934,000
52	08	Riv	60	0224N	0Q75U	In the cities of Riverside and Jurupa Valley, from the Route 91/215 separation to the San Bernardino County Line; also in San Bernardino County, in Ontario, from the Riverside County Line to Euclid Avenue. Replacement of two outside lanes and damaged concrete slabs. The new pavement will provide a service life of up to 40 years, improve safety, improve ride quality, and minimize maintenance worker exposure.	\$158,839,000
53	08	RIV	60	0033N	1C090	Near Beaumont, from Gilman Springs Road to 1.4 miles west of Jack Rabbit Trail. Rehabilitate distressed pavement. This project will extend the life of the existing pavement and improve ride quality and safety.	\$15,000,000
54	08	RIV	60	0045G	0Q180	Near Beaumont, from Gilman Springs Road to 1.4 miles west of Jack Rabbit Trail. Construct left and right shoulders for westbound direction. This project will increase safety and reduce the number and severity of collisions.	\$25,000,000
55	08	RIV	74	0050M	0R310	In Lake Elsinore, from Macy Street to 0.1 mile east of Lakeshore Drive. Reconstruct sidewalks and curb ramps to improve mobility and bring facilities up to Americans with Disabilities Act (ADA) standards.	\$1,487,000

List of Projects Going Forward for CTC Allocation

August 2018 CTC Meeting

Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
56	08	RIV	111	0105C	0R301	In Palm Springs, from Gateway Drive to Golf Club Drive. Reconstruct and construct curb ramps. This project will upgrade non-standard curb ramps and pedestrian push buttons to current Americans with Disabilities Act (ADA) standards.	\$2,119,000
57	08	SBD	10	3002P	1F440	In Colton, from 0.4 mile west of Rancho Avenue to Warm Creek Bridge. Upgrade irrigation systems to conserve water.	\$838,000
58	08	SBD	10	3001T	1C330	In Colton, from 0.4 mile west of Rancho Avenue to Warm Creek Bridge. Roadside safety improvements, including maintenance vehicle pullouts and vegetation control. This project will reduce highway worker exposure to traffic.	\$1,552,000
59	08	SBD	10	0133N	0Q910	In Colton, at Santa Ana River (Bridge No. 54-0292L/R and 54-0292G). Bridge rehabilitation and seismic retrofit to prevent further deterioration and ensure the safety and integrity of the bridges.	\$17,973,000
60	08	SBD	60	0033E	0F030	In Chino, at Pipeline Avenue Overcrossing (OC) No. 54-0744 (PM R0.86), Monte Vista Avenue OC No. 54-0746 (PM R1.87), and Benson Avenue OC No. 54-0748 (PM R2.87). Replace bridges to correct non-standard vertical clearance, which has resulted in multiple impacts by oversized vehicles. This project will eliminate the need for repair to the bridges due to impacts.	\$27,386,000
61	08	SBD	142	0241C	1E850	In Chino Hills, from Orange County Line to Route 71. Rehabilitate pavement by grinding, overlaying asphalt, improving drainage, and upgrading guardrail. This project will extend pavement service life and improve ride quality.	\$9,065,000
62	08	SBD	215	3002K	1E810	In the city of San Bernardino, from Palm Avenue Undercrossing to Little League Drive Overcrossing. Upgrade existing Weigh in Motion (WIM) system. This will bring the WIM system up to industry standards and improve data accuracy, reduce noise, and improve public safety.	\$1,898,000
63	08	SBD	330	0256C	38852	Near Highland, at City Creek Bridge No. 54-0365, and at East Fork City Creek Bridge No. 54-0345. Replace bridge rail. This project will reduce the number and severity of injuries.	\$3,609,000
64	09	INY	190	0610	35320	In Death Valley National Park near Panamint Springs, east of Panamint Valley Road. Realign curves and widen shoulders to reduce the number and severity of collisions.	\$4,171,000
65	09	INY	395	0657	36590	In and near Lone Pine, from 1.2 miles south of Route 136 to East Inyo Street; also on Route 136 at the Route 395 intersection (PM 0.0/0.1). Rehabilitate pavement by grinding, overlaying asphalt, and reconstruct curb ramps. This project will extend pavement service life and improve ride quality.	\$8,859,000
66	09	MNO	395	0658	36470	Near Bridgeport, from Conway Ranch Road to Route 270. Reduce the number and severity of collisions by upgrading guardrail to current standards.	\$3,562,000
67	10	Mer	Var	0338	0P550	In Merced and Stanislaus counties at various bridge locations. Seismic retrofit of six bridges by placing steel column casings, abutment seat extensions and catcher blocks.	\$5,502,000
68	10	SJ	5	3112	0X720	In and near Lathrop and Stockton, from south of Louise Avenue to Charter Way; also from south of Hammer Lane to north of Eight Mile Road (PM 32.3/35.7). Extend gore pavement and construct Maintenance Vehicle Pullouts (MVPs) to reduce maintenance work exposure and enhance highway worker safety.	\$3,843,000
69	10	SJ	99	0321	0L020	In Ripon, at the Stanislaus River Bridge No. 29-0013L; also in Stanislaus County (PM R24.3/R24.750). Rehabilitate and restore structural integrity of bridge by replacing the arched southern portion between spans three and four.	\$12,007,000

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Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount	
70	10	SJ	99	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 (ADA) requirements.	\$2,043,000	
71	10	STA	99	3011Y	0X56Y	In Modesto at Carpenter Road/Briggsmore Avenue southbound offramp. Replacement planting and irrigation system improvements as a landscape mitigation for EA 0X560.	\$1,026,000	
72	10	STA	99	3130	0V110	In Modesto, from north of West Modesto Overhead to north of Beckwith Road/Standiford Avenue. Construct acceleration and deceleration lanes at four northbound ramps and two southbound ramps to reduce the severity and number of collisions.	\$11,749,000	
73	10	TUO	120	3136	0Y790	Near Haden Flat, east of Cherry Lake Road. Stabilize slope and improve drainage for the protective betterment of the roadway.	\$1,009,000	
74	11	SD	5	1192	42260	In San Diego County, from 0.3 mile north of Lomas Santa Fe Drive Undercrossing to 0.2 mile north of Agua Hedionda Lagoon Bridge. Rehabilitate culverts using cured-in-place pipe, grouting, invert lining, and machine spiral wound PVC.	\$12,035,000	
75	11	SD	52	1176	41950	In the city of San Diego, on Routes 52, 15, 163, and 805 at various locations. Slab replacement, cold plane and overlay, and guardrail upgrade. This project will improve safety and ride quality and will extend the service life of the existing pavement.	\$15,190,000	
76	11	SD	75	1204	42040	In Imperial Beach, from Georgia Street to 0.2 mile north of Rainbow Drive. Relinquish roadway by Financial Contribution Only (FCO) to city of Imperial Beach.	\$5,300,000	
77	12	Ora	55	3573	0N500	In the cities of Orange, Santa Ana, and Tustin, from 0.3 mile south of 17th Street to Santiago Creek; also on Route 22 from Route 55 to Santiago Creek. Roadside safety improvements, including facility relocation and roadside paving to control vegetation. This project will minimize the frequency and duration of highway worker exposure to traffic.	\$2,225,000	
78	12	ORA	57	3799	0M480	In the cities of Brea, Fullerton, and Placentia, from 0.2 mile south of Orangethorpe Avenue Undercrossing to 0.3 mile north of Lambert Road Undercrossing. Upgrade pedestrian facilities to meet current Americans with Disabilities Act (ADA) standards.	\$2,300,000	
79	12	ORA	405	4956A	0H045	In Irvine, from Route 133 to Sand Canyon Avenue; also from Sand Canyon Avenue to University Drive/Jeffery Road. Construct southbound auxiliary lanes to reduce congestion and improve highway operations and mobility.	\$8,200,000	
79 Projects							Total	\$1,179,960,000
2.5b.(2a) Support Allocations for SHOPP Projects							Resolution FP-18-02	
1	01	DN	101	1095	0C660	In and near Crescent City, from south of Elk Valley Road to north of Wilson Avenue/Burtschell Street. Upgrade Americans with Disabilities Act (ADA) facilities and construct traffic calming measures to improve operations and safety for non-motorized users.	\$1,190,000	
2	01	HUM	299	2435	0F690	Near Blue Lake, from 2.2 miles east of Simpson Road to 3.2 miles east of Simpson Road. Widen shoulders, and install rumble strips and guardrail.	\$1,394,000	
3	02	SHA	44	3673	2H990	Near Viola, from 0.4 mile east to 1.1 miles east of Bridge Creek Road. Curve improvement.	\$160,000	

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Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
4	02	Teh	32	3726	4H460	Near Forest Ranch, at west of Slate Creek Bridge. Replace damaged concrete sack retaining wall with cased secant piling (CSP) retaining wall.	\$460,000
5	02	TRI	299	3579	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.	\$1,118,000
6	02	Tri	299	3720	4H040	Near Burnt Ranch, from east of China Slide Road to Mill Creek Road. Stabilize the slope by constructing a retaining wall, reconstructing roadway, and modifying drainage systems.	\$1,840,000
7	03	ED	193	3631	1H600	Near Placerville, at 1.1 miles north of the South Fork American River Bridge (PM 22.8/22.9); also at 2.5 miles north of the South Fork American River Bridge (PM 24.2/24.3). Restore embankment slope slipouts.	\$2,402,000
8	03	GLE	5	3710	4F420	Near Willows, at the Willows Safety Roadside Rest Area (SRRA). Upgrade potable water and wastewater systems.	\$1,308,000
9	03	NEV	20	3996	0H660	Near Nevada City and Junction House, from east of Conservation Road (Washington Ridge Road) to east of Washington Road. Operational improvements to widen for left-turn pockets and roadway turnouts.	\$808,000
10	03	NEV	20	3999	1H810	Near Bear Valley and Emigrant Gap, from 2.0 miles east of Chalk Bluff Road to 0.2 mile west of Excelsior Point Road. Operational improvement to make existing roadway turnout standard width with shoulders.	\$680,000
11	03	Nev	49	4137	3H640	Near Higgins Corner, at the intersection with Wolf Road/Combie Road. Improve safety by providing accelerations lanes at the intersection.	\$1,000,000
12	03	Nev	49	4138	3H650	Near Grass Valley, from 0.3 mile south to 0.1 mile north of Quail Creek Drive. Improve safety by constructing a two-way left turn lane and 8 foot shoulder.	\$960,000
13	03	Pla	80	4309	4H110	Near Soda Springs, from east of South Yuba River Bridge to Nevada County line; also, in Nevada County from Placer County line to east of Soda Springs Overcrossing (PM 0.0/R3.0). Install concrete gutter to repair shoulder damage at various locations.	\$1,480,000
14	03	SAC	12	5961	2H640	Near Rio Vista, at Route 160. Intersection improvements.	\$1,330,000
15	03	YOL	16	8663A	4F172	Near Capay, from Capay Canal Bridge to County Road 85. Improve signs and lighting, and remove dead trees.	\$360,000
16	03	YOL	16	8663	4F171	In Esparto, from Orleans Street to County Road 21A. Improve pedestrian safety by improving crosswalks, curb bulb-outs, and lighting.	\$2,120,000
17	04	ALA		1462A	4K980	In Oakland, at the Caltrans District 4 headquarters office building, 111 Grand Avenue. Rehabilitate the existing 13 building elevators with new systems to extend service life, increase efficiency, and correct performance failures.	\$520,000
18	04	ALA	185	1487P	3J190	In Oakland, San Leandro, Hayward, Union City and Fremont on Routes 185, 238, and 262 at various locations. Crosswalk safety enhancements.	\$1,480,000
19	04	Ala	Var	2025T	0Q870	In Alameda and Contra Costa Counties, on Routes 4, 13, 24, 80, 84, 92, 160, 238, 242, 580, 680, and 880 at various locations. Remove diseased, dead or dying drought damaged trees.	\$2,900,000
20	04	CC	24	1418C	1J990	In Orinda and Lafayette, from east of the Caldecott Tunnel to east of Camino Pablo and at Acalanes Road (PM R4.2/R4.99); also in Oakland on Route 13, at Redwood Road (PM 5.2/5.5). Install safety lighting and upgrade median barrier.	\$1,450,000

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Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
21	04	Nap	128	1464C	2K420	Near Saint Helena, at 1.8 miles east of Silverado Trail Road. Install Rock Slope Protection (RSP) over storm damaged embankment.	\$620,000
22	04	SCI	Var	2025U	0Q890	In Santa Clara, San Mateo, and San Francisco Counties on Routes 9, 17, 35, 84, 130, 280, and 880 at various locations. Remove dead or dying drought damaged trees.	\$2,600,000
23	04	SF	101	1490F	4J390	In the City and County of San Francisco, from San Mateo County line to Route 101/80 Junction. Overlay existing pavement with open graded asphalt, groove concrete pavement and upgrade drainage system.	\$4,000,000
24	04	SF	101	1493G	4J970	In the City and County of San Francisco, from Bayshore Boulevard Overcrossing (OC) to South Van Ness Avenue; also on Route 280, from Monterey Boulevard onramp OC to King Street onramp (PM R2.8 to T7.2). Install vandalism-resistant security fence and gates to reduce maintenance repairs and enhance highway worker safety.	\$1,900,000
25	04	SF	101	1453E	2K950	In the City and County of San Francisco, at the District 4 Materials Laboratory beneath Route 101 (325 San Bruno Avenue). Construct permanent District 4 Materials Lab at alternative state-owned site to replace obsolete facility closed in March 2015 due to unsafe conditions.	\$4,420,000
26	04	SM	1	1450H	0K570	Near Half Moon Bay, at 1.1 miles north of Santa Cruz County line. Repair slope washout by constructing a soldier pile wall and upgrading the drainage system.	\$700,000
27	04	SM	84	1455B	2K610	Near La Honda, at 1.2 miles north of Madera Lane (North). Repair slope washout and place Rock Slope Protection (RSP) on existing embankment to prevent further erosion.	\$1,872,000
28	04	SM	280	1499H	4J080	In San Bruno, from Jenevein Avenue to 0.1 mile south of San Bruno Avenue. Reconstruct failed concrete ditch and place Rock Slope Protection (RSP) at slope washouts as storm damage permanent restoration.	\$900,000
29	04	Son	Var	2022J	0Q850	In Sonoma, Solano, Napa, Marine, and Lake Counties on Routes 1, 12, 29, 80, 101, 116, 128, 131, 680, and 780 at various locations. Remove dead or dying drought damaged trees.	\$2,760,000
30	05	Mon	68	2742	1J460	Near Pacific Grove, from Skyline Forest Drive to west of Route 1; also, from Haul Road to west of Skyline Forest Drive (PM 2.7/3.2). Increase safety by improving roadway cross slope at curve, sight distance, widen shoulders, install rumble strip, tapered edge treatment and construct drainage improvements.	\$2,414,000
31	05	SB	135	2703	1H960	In Santa Maria, at various locations from Union Valley Parkway to Preisker Lane. Modify signals at and construct curb ramps.	\$4,468,000
32	05	SB	135	2745	1J470	In Santa Maria, from Roemer Way to Preisker Lane; also at Bunny Avenue (PM 16.5). Construct signal system, sidewalk, and highway lighting.	\$1,720,000
33	05	SBt	25	2746	1J480	Near Hollister, at the intersection of Route 25 and Route 156. Construct roundabout.	\$2,590,000
34	05	SCr	9	2874	1K120	In and near the city of Santa Cruz, north of Vernon Street; also, south of Glengarry Road (PM 4.0). Construct sidehill viaducts, restore roadway and facilities, provide erosion control.	\$2,428,000
35	05	SCr	9	2875	1K140	Near Boulder Creek, at Spring Creek Road. Construct soldier pile retaining wall, restore roadway and drainage facilities, and install permanent erosion control measures.	\$848,000

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Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
36	05	SCr	9	2876	1K130	Near Boulder Creek, 1.1 miles south of Route 236. Construct tieback wall, restore roadway and drainage facilities, and install permanent erosion control measures.	\$1,240,000
37	05	SLO	101	2766	1J780	Near Wellsona, at the intersection of Route 101 and Wellsona Road. Construct undercrossing.	\$2,746,000
38	06	KER	46	6865	0W410	In and near Wasco, from 0.7 mile west of Brown Material Road to Scofield Avenue. Install centerline and shoulder rumble strips.	\$1,050,000
39	06	Ker	99	6964	0S550	Near Bakersfield, at the Lerdo Canal Bridge No. 50-0133 R/L. Widen shoulders and construct median barrier.	\$2,800,000
40	07	LA	1	5257	34170	In Long Beach, at the intersection of Anaheim Street/Los Altos Plaza. Install protected left turn phases for north and south intersection approaches, upgrade existing signals, refresh crosswalk striping, and upgrade curb ramps to Americans with Disabilities Act (ADA) standards.	\$1,246,000
41	07	LA	1	5434	35200	In Long Beach, from Stanley Avenue to Cedar Avenue. Upgrade traffic signals, install protected left turn phases, install pedestrian push buttons and pedestrian signals, and upgrade curb ramps to Americans with Disabilities Act (ADA) standards to improve pedestrian and bicycle safety.	\$1,042,000
42	07	LA	1	5323	34380	In Los Angeles County near Carson, at Texaco Railroad Overhead Bridge No. 53-2152. Construct soldier pile retaining walls to replace existing deteriorated crib walls.	\$1,366,000
43	07	LA	5	5433	35180	In the city of Los Angeles, at Cesar Chavez Avenue. Upgrade traffic signal, Americans with Disabilities Act (ADA) curb ramps, and install flashing beacons.	\$884,000
44	07	LA	138	5435	35210	In Palmdale, at the intersection of 2nd Street East. Install new traffic signal, install pedestrian signal heads with countdown and audible pedestrian signals (APS), install marked crosswalks, and upgrade curb ramps to Americans with Disabilities Act (ADA) standards.	\$992,000
45	08	Riv	62	3010Q	1E611	Near Twentynine Palms, from 3.4 to 2.8 miles west of Route 177 Junction. Widen shoulders to 8 feet, install shoulder and centerline rumble strips.	\$240,000
46	08	RIV	74	3001Y	1C590	In and near Lake Elsinore, from 1.7 miles east of El Cariso Road to Lehr Drive. Stabilize slopes to decrease sediment transport.	\$1,010,000
47	08	RIV	215	3002A	1C660	In Murrieta and Menifee, from Route 215 to north of Scott Road. Stabilize slopes to decrease sediment transport.	\$2,746,000
48	08	SBd	15	3010J	1J200	Near Hesperia, from 0.1 mile north of of the Route 138 Separation to Gish Overhead. Extend deceleration lane leading to southbound offramp.	\$1,550,000
49	08	SBD	40	3001R	0R150	Near Essex, from west of Kelbaker Road to Essex Road. Regrade and flatten median cross slope.	\$4,050,000
50	08	SBd	138	3010W	1H820	Near Hesperia, from Cajon Boulevard to the Route 15 southbound offramp. Install traffic signals, realign Cajon Boulevard, widen southbound offramp, add left turn lane, and construct curb ramps.	\$1,140,000
51	10	MPA	140	0280	0P921	Near El Portal and Yosemite National Park, 0.5 miles west of South Fork Merced River. Construct rock shed.	\$11,000,000
52	11	SD	52	1219	41180	In the city of San Diego, from 0.1 mile east of Route 5 to 0.1 mile east of Convoy Street. Construct Maintenance Vehicle Pullouts (MVPs), pave slopes under bridge structures, pave narrow areas and beyond gores.	\$900,000

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Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount	
53	11	SD	163	1276	43013	In the city of San Diego, at various locations from Quince Street Overcrossing Bridge No. 57-0216K to Washington Street Overcrossing Bridge No. 57-0220. Replace bridge rail within Cabrillo Freeway Historic District. (Long Lead Project)	\$5,040,000	
54	11	SD	Var	1200	42490	At various locations, on Routes 5, 8, 15, 52, 54, 56, 67, 75, 76, 78, 94, 125, 163, 805 and 905 in San Diego County. Upgrade and install curve warning signs.	\$996,000	
55	12	ORA	1	2255	0P690	In Laguna Beach, from 7th Avenue to north of Moss Street. Upgrade existing curb ramps, sidewalks, and driveways to Americans with Disabilities Act (ADA) Standards.	\$8,000,000	
56	12	Ora	5	2834A	0Q820	In Tustin and Santa Ana, from Route 55 to south of Grand Avenue. Cold plane existing asphalt concrete, overlay with Open Graded Friction Course (OGFC), and apply High Friction Surface Treatment (HFST).	\$1,836,000	
57	12	ORA	5	2860N	0P900	In and near Anaheim, from Santa Ana Bridge No. 55-0811 to 0.6 mile south of Harbor Boulevard Overcrossing. Enhance highway worker safety by access trails and access gates, relocating facilities away from traffic, and installing features to reduce repetitive maintenance activities.	\$540,000	
58	12	ORA	5	2860P	0Q850	In the cities of Orange and Anaheim, from Santa Ana River Bridge to Harbor Boulevard. Improve wet pavement safety by repairing and placing a grooved polyester concrete overlay on three undercrossing bridge decks, and upgrading guardrail.	\$1,552,000	
59	12	ORA	5	2861E	0P910	In Anaheim, from north of Anaheim Boulevard to Santa Ana Street. Enhance highway worker safety by access trails and access gates, relocating facilities away from traffic, and installing features to reduce repetitive maintenance activities.	\$400,000	
60	12	Ora	22	2873B	0Q650	In Garden Grove, on the westbound offramp to Valley View Street. Modify existing traffic signals, add safety lighting, refresh pavement striping, and bring Americans with Disabilities Act (ADA) facilities to current standards.	\$640,000	
61	12	Ora	39	3182	0Q640	In Stanton, at the intersection of Chapman Avenue. Modify signals, add safety lighting, add crosswalk striping, and bring Americans with Disabilities Act (ADA) facilities to current standards.	\$690,000	
62	12	ORA	133	4846	0N890	In Irvine, from southbound Route 5 connector to the northbound Route 405 connector. Construct a new auxiliary lane to improve traffic flow.	\$3,006,000	
62 Projects							Total	\$117,902,000

2.5b.(2b) Support Allocations for SHOPP SB 1 Projects of Primary Asset Classes							Resolution FP-18-02
1	01	DN	101	1072	0B090	Near Klamath, at Panther Creek Bridge No. 01-0025 and at Hunter Creek Bridge No. 01-0003.	\$7,440,000
2	01	MEN	101	4442	46630	Near Hopland, from 0.7 mile south of Geysers Road to Hopland Overhead.	\$1,270,000
3	03	ED	50	3317	1H800	In and near Placerville, from west of El Dorado Road to west of Schnell School Road.	\$400,000
4	03	ED	50	3335	4H370	In and near Placerville, from west of Schnell School Road to east of Braeburn Lane.	\$206,000
5	03	PLA	80	5097	2F570	In Placer and Nevada Counties, at various locations.	\$12,700,000

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Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
6	04	ALA	580	1487A	3J050	In and near Oakland and San Leandro, from Route 238 to Route 80.	\$5,400,000
7	04	MRN	1	0756K	0G642	Near Point Reyes Station, at Lagunitas Creek Bridge No. 27-0023.	\$5,700,000
8	04	SCL	17	1480B	1J970	In and near Los Gatos, Campbell and San Jose, from Hebard Way to Route 280.	\$350,000
9	04	SM	101	1487J	3J060	In the cities of Burlingame, Millbrae, San Bruno and South San Francisco, from Broadway to Oyster Point Boulevard.	\$2,684,000
10	04	SOL	80	0480N	0J600	In and near Vallejo, Dixon and Vacaville, at Route 80/29 Separation Bridge No. 23-0087, McCune Creek Bridge No. 23-0084L/R and Horse Creek Bridge No. 23-0077L.	\$1,760,000
11	04	SOL	80	0481R	0J710	In Vallejo, from Magazine Street Overcrossing No. 23-0066 to Redwood Street Overcrossing No. 23-0114.	\$4,308,000
12	05	Mon	1	2534	1F680	In and near Big Sur and Carmel, from Torre Canyon Bridge to San Luis Avenue.	\$2,854,000
13	05	SB	1	2586	1G130	Near Santa Maria, from Solomon Road to Route 166.	\$1,832,000
14	05	SB	101	2426	1C821	In Carpinteria, from Casitas Pass Overcrossing to 0.2 miles north of Sheffield Avenue Undercrossing.	\$2,760,000
15	05	SB	101	2426A	1C822	In and near Summerland, from 0.9 mile south of South Padaro Lane Undercrossing to 0.6 mile north of Padaro Lane Overcrossing.	\$8,740,000
16	05	SB	101	2426C	1C823	In and near Summerland, from 0.2 mile north of Padaro Lane Overcrossing to 0.2 mile north of Sheffield Avenue.	\$660,000
17	05	SLO	1	0072	0L721	In Morro Bay, at Toro Creek Bridge.	\$4,600,000
18	06	Fre	198	6921	0X060	In Fresno County, on Route 198 at various locations.	\$6,000,000
19	06	Fre	Var	6923	0W180	In Fresno, Kern, Kings, Madera, and Tulare Counties, at various locations.	\$800,000
20	06	KER	5	6820	0U470	Near Kettleman City, from 0.34 mile south of Twisselman Road Overcrossing to Kings County line.	\$2,400,000
21	06	Kin	43	6965	0X390	In and near Corcoran, from Tulare County line to west of Santa Fe Avenue.	\$1,100,000
22	07	LA	14	5219	33760	In the City of Santa Clarita, near southbound offramp to Sierra Highway.	\$3,762,000
23	07	LA	101	4770	30750	In the cities of Los Angeles, Calabasas and Agoura Hills, from Route 170 to Kanan Road.	\$1,298,000
24	08	SBD	38	0205C	0G800	Near Big Bear Lake, from Zaca Road to Route 18.	\$3,460,000
25	10	MER	152	3139	0S120	In Merced County on Routes 152, 59, and 99 and in San Joaquin County on Routes 5 and 12, at various locations.	\$1,486,000
26	10	SJ	5	3235	1H341	Near Lathrop, at Mathews Road Undercrossing 29-0218L.	\$10,000
27	10	SJ	5	3250	1F400	In and near Stockton, on Routes 4 (PM 14.6/21.2), 5 and 99 (PM 15.8/18.5) at various locations.	\$760,000
28	10	SJ	120	3230	1C960	In and near Manteca and Lathrop, from Route 5 to Route 99; also on Route 5 at PM R13.34 and on Route 99 at PM 4.56.	\$2,442,000

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Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount	
29	11	SD	Var	1262	42970	In San Diego County, at various locations.	\$4,320,000	
30	12	ORA	Var	3450A	0Q390	In Costa Mesa, at the Route 55/73 Connector Overcrossing Bridge No. 55-538F (PM 4.74), Route 91 Carmenita Road Pedestrian Overcrossing Bridge No. 55-0473 (PM 0.02) and Route 405 Laguna Canyon Road Overcrossing Bridge No. 55-0247 (PM 2.20).	\$2,096,000	
30 Projects							Total	\$93,598,000
2.5b.(4) SHOPP Projects (Advancements)							Resolution FP-18-18	
1	11	SD	5	1281	42560	In San Diego County, from 0.6 mile south of Route 5/8 Separation to 1.5 miles north of Route 5/76 Separation. Install Vehicle Detection Stations (VDS), Changeable Message Signs (CMS), Closed Circuit Television (CCTV), Ramp Metering, Traffic Signal and Fiber Optic Network elements to reduce user delay and improve system reliability.	\$22,616,000	
1 Projects							Total	\$22,616,000
2.5b.(5) SHOPP Projects							Resolution FP-18-19	
1	11	SD	Var	1174	42080	In San Diego County, on various routes at various locations. Replace Changeable Message Signs (CMS) panels with Advanced Variable Message Signs (AVMS) panels. This project will replace message signs at the end of their lifecycle with new technology.	\$3,829,000	
1 Projects							Total	\$3,829,000
2.5c.(2) Locally-Administered STIP Projects On the State Highway System							Resolution FP-18-04	
1	08	RIV	60	0046J	0N69U	Near Beaumont. Construct new eastbound and westbound truck lanes from Gilman Springs Road to 1.47 miles west of Jack Rabbit Trail and upgrade existing inside and outside shoulders to standard width.	\$31,555,000	
1 Projects							Total	\$31,555,000
2.5c.(3a) Locally-Administered STIP Projects Off the State Highway System							Resolution FP-18-05	
1	02	LAS		2121A	1A010	In Susanville, from Route 139 to Route 36 east (Skyline East and Extension), outside the City of Susanville. Skyline Road corridor improvements. Construct two lane highway with a Class I bike way, complete with traffic signals at each intersection and bridge across Susan River.	\$6,800,000	
2	02	TRI		2487	45686	In Weaverville, on Browns Ranch Road from Lowden Park to the Golden Age Senior Center and residential area. New pedestrian/bicycle bridge crossing East Weaver Creek.	\$100,000	
3	05	SCR		2826		Transportation demand management, including centralized traveler information system and ride matching services.	\$181,000	
4	10	SJ		6629		In Tracy, on MacArthur Drive, from Schulte Road to Valpico Road. Widen from two to four lanes.	\$3,194,000	
4 Projects							Total	\$10,275,000

List of Projects Going Forward for CTC Allocation
August 2018 CTC Meeting

Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
2.5c.(3b) Local STIP Planning, Programming and Monitoring Projects							Resolution FP-18-05
1	01	DN		1032		Planning, Programming and Monitoring	\$42,000
2	01	LAK		3002P		Planning, Programming and Monitoring	\$35,000
3	01	MEN		4002P		Planning, Programming and Monitoring	\$89,000
4	02	LAS		2124		Planning, programming and monitoring	\$110,000
5	02	PLU		2057		Planning, programming and monitoring	\$29,000
6	02	TRI		2066		Planning, programming and monitoring.	\$20,000
7	03	Nev		0L83		Planning, Programming and Monitoring	\$79,000
8	03	Sac		VARIOUS		Planning, Programming and Monitoring	\$559,000
9	04	ALA		2179		Planning, Programming and Monitoring	\$565,000
10	04	ALA		VARIOUS		Planning, Programming and Monitoring.	\$676,000
11	04	CC		20110		Planning, Programming and Monitoring	\$454,000
12	04	SCL		2255		Planning, Programming and Monitoring	\$783,000
13	04	SM		2140A		Planning, Programming and Monitoring	\$338,000
14	04	SOL		2263		Planning, Programming and Monitoring	\$204,000
15	05	MON		1165		Planning, Programming and Monitoring.	\$231,000
16	05	SCR		0921		Planning, Programming and Monitoring.	\$174,000
17	06	Ker		6L03		Planning, Programming and Monitoring.	\$199,000
18	10	Alp		A1950		Planning Programming and Monitoring	\$19,000
19	10	CAL		C1950		Planning, Programming and Monitoring.	\$52,000
20	11	SD	8	7402	41131	Planning, Programming and Monitoring	\$1,605,000
21	12	ORA		2132		Planning, Programming and Monitoring	\$1,481,000
21 Projects							Total \$7,744,000
2.5c.(4) Locally-Administered STIP Projects On the State Highway System (Advancements FY 19-20)							Resolution FP-18-06
1	04	SCL	85	2015G	1K552	On SR 85, from US 101 to SR 87. Develop and install Electronic Tolling System (ETS) components.	\$8,600,000
1 Projects							Total \$8,600,000

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Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
2.5c.(5) Eureka Non-Freeway Alternative Program Projects							Resolution FP-18-07
1	01	HUM		0302D	28180	In Eureka, along Waterfront Drive between G Street and J Street. Construction of full width roadway with bike lanes, sidewalks, railroad crossing, street lighting and public amenities on Waterfront Drive, 'G' to 'J' Street in Eureka California.	\$2,337,000
1 Projects							Total \$2,337,000
2.5c.(6) Seismic Retrofit Allocation (Proposition 192)							Resolution FP-18-17
1	04	SF			013581		\$1,000,000
1 Projects							Total \$1,000,000
2.5d.(1) Allocations for Projects with Cost Increase Greater than 20 Percent							Resolution FP-18-12
1	04	Sol	12	8060A	4G560	Near Rio Vista, at the intersection of Route 12 and Route 113; also, on Route 113 from PM 0.0/0.2. Improve safety and operations by constructing a single lane roundabout. This project will reduce the number and severity of collisions.	\$7,458,000
1 Projects							Total \$7,458,000
2.5d.(2) Allocations for Projects with Cost Increase Greater than 20 Percent							Resolution FP-18-13
1	07	VEN	23	4698	30350	In Thousand Oaks, from Carlisle Road to Route 101. Rehabilitate pavement to provide a 20 year design life and upgrade curb ramps to Americans with Disabilities Act (ADA) standards. This project will extend pavement service life and improve ride quality.	\$6,624,000
1 Projects							Total \$6,624,000
2.5d.(3) Allocations for Projects with Cost Increase Greater than 20 Percent							Resolution FP-18-14
1	07	LA	110	4730	30570	In the city of Los Angeles, at Los Angeles River Bridge No. 53-0421R/L. Spot blast, clean, and paint steel bridge members. This improvement will prevent further deterioration and extend the service life of both directional bridges.	\$7,938,000
1 Projects							Total \$7,938,000
2.5d.(5) Allocations for Projects with Cost Increase Greater than 20 Percent							Resolution FP-18-16
1	06	KER	14	6814	0T301	In Mojave, at the Mojave Maintenance Station (L-5713). Demolish deteriorated facilities, construct new crew room and equipment storage building, and modify the existing wash pad.	\$6,375,000
1 Projects							Total \$6,375,000
2.5e.(10) Supplemental Funds for Previously Voted Projects							Resolution FA-18-10
1	10	SJ	12	7352	0G800	Near Terminous on Bouldin Island, from Mokelumne River Bridge to Potato Slough Bridge. Rehabilitate roadway.	\$6,700,000
1 Projects							Total \$6,700,000

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Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
2.5e.(2) Supplemental Funds for Previously Voted Projects							Resolution FA-18-02
1	06	Fre	168	6754A	0U09U	In Fresno County in and near Shaver Lake from 0.2 mile west of Auberry Road to Kaiser Pass Road. Pavement Preservation and Culvert Rehabilitation.	\$3,860,000
1 Projects							Total \$3,860,000
2.5e.(3) Supplemental Funds for Previously Voted Projects							Resolution FA-18-03
1	07	VEN	VAR	4842	31330	In various cities, at various locations on Routes 23, 101, and 126. Install storm water mitigation devices.	\$341,000
1 Projects							Total \$341,000
2.5e.(4) Supplemental Funds for Previously Voted Projects							Resolution FA-18-04
1	08	SBD	15	3005M	1G460	Near Baker, from 2.5 miles north of Bailey Road to 1.5 miles south of Nipton Road. Cold plane and overlay with Open Graded Friction Course (OGFC).	\$519,000
1 Projects							Total \$519,000
2.5e.(5) Supplemental Funds for Previously Voted Projects							Resolution FA-18-05
1	10	AMA	88	3178	1C430	In Amador and Alpine Counties on Routes 16, 49, 88, and 104 at various locations. Install centerline and shoulder rumble strips.	\$2,000,000
1 Projects							Total \$2,000,000
2.5e.(6) Supplemental Funds for Previously Voted Projects							Resolution FA-18-06
1	02	TEH	36	3453	3E720	In and near Red Bluff, from East Sand Slough Bridge to 0.6 mile east of Stice Road. Rehabilitate pavement.	\$825,000
1 Projects							Total \$825,000
2.5e.(7) Supplemental Funds for Previously Voted Projects							Resolution FA-18-07
1	07	VEN	33	4725	30520	Near Ojai, near North Fork Matilija Creek Bridge. Construct retaining wall, stream rock weirs and fish habitat structures.	\$3,777,000
1 Projects							Total \$3,777,000
2.5e.(8) Supplemental Funds for Previously Voted Projects							Resolution FA-18-08
1	10	AMA	88	0303	0W590	Near Silver Lake, from east of Peddler Hill Road to west of Tragedy Springs Road. Rehabilitate pavement.	\$621,000
1 Projects							Total \$621,000
2.5e.(9) Supplemental Funds for Previously Voted Projects							Resolution FA-18-09
1	10	AMA	88	0326	0W600	Near Silver Lake, from east of Kays Road to the Alpine County line. Rehabilitate pavement.	\$532,000
1 Projects							Total \$532,000

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Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
2.5f.(1) Informational Report - Emergency G-11 Allocations							Resolution
1	01	HUM	36	2470	0G920	Near Bridgeville, from 0.3 mile west of Jaymar Lane to 1.7 miles west of Trinity County line. Beginning on January 7, 2017, a series of storm events caused multiple slides, sinkholes, slipouts, and distressed pavement. Responding day and night to the damages, Department forces were inundated beyond the Department's capacity. The project will remove and dispose of slide debris and hazardous trees, support ongoing geotechnical investigations,	\$1,200,000
2	01	Hum	Var	2517	0J080	In and near Eureka, on Routes 101, 253, and 255 at various locations. Recent incidents at eight illegal homeless encampments resulted in trespass, damage to state infrastructure, and assaults on Department employees. This project will remove debris and reconstruct landscape/hardscape to deter against further encampments within the state right-of-way.	\$2,800,000
3	01	MEN	1	4651	0G450	Near Westport, from 0.6 mile to 1.4 miles north of Blue Slide Gulch. Heavy rainfall in March 2016 caused sudden movement in the Westport Landslide Complex, causing substantial settlement and cracking of the roadway. This project will reconstruct the roadway, repair drainage, install a geotechnical monitoring system, and install erosion control measures. The work is necessary to prevent further roadway deterioration and pavement loss and	\$19,700,000
4	01	Men	101	8503	0J160	Near Willits, from 2.0 miles south of Ridgewood Ranch Road to 0.9 mile south of Black Bart Drive. Heavy rainfall that occurred from January through April 2017 resulted in the movement of a landslide on Ridgewood Grade. Continued movement in May 2017 resulted in closure of the #1 southbound lane. A Director's Order (EA 01-0H420) was obtained on May 31, 2017 to provide traffic control, repair drainage, and support geotechnical investigation.	\$17,350,000
5	01	MEN	175	4681	0H210	Near Hopland, from 1.0 mile east of Buckman Drive Road to 0.5 mile east of McDowell Sidehill Viaduct. Heavy rainfall beginning January 7, 2017 caused a landslide at two locations. The first location (PM 8.8) had slide material deposited onto the roadway from February into March and daily cleanup was required because of the accelerating slide activity. On March 13, a geotechnical assessment determined that the slide reduced access to private	\$9,000,000
6	02	Sha	5	3729	4H390	Near the city of Mount Shasta, at 1.3 miles north of Gibson road to 1.5 miles south of Sims Road. In March 2018 the office of Geotechnical Design was sent to investigate a destabilized embankment. Field investigations determined heaving forces associated with the embankment have exceeded the ability of the existing large rock buttress to prevent movement and has begun failing. In June 2018 the Design office noticed a substantial change in failure since the	\$6,600,000
7	03	ED	50	3334	4H500	Near Fresh Pond, at 0.5 mile west of Forest Road. On April 30, 2018 the Department discovered a failed Loffelstein Wall. The failure has caused a vertical drop off at the edge of pavement and loss of guardrail support. After geotechnical investigations this project will remove debris, key in and install rock slope protection, replace guardrail, and install erosion control.	\$700,000
8	03	Pla	80	5139	4H450	Near Auburn, at 0.1 mile west of Bell Road; also at 0.1 mile east of Gold Run Road (PM 41.5). On May 9, 2018 sinkholes were discovered at two locations. Site investigations determined the cause were failed culverts. This project will repair failed culvert by installing new plastic pipe, line sections of culvert with cured in place pipe, replace drainage inlets, and repair sinkhole.	\$650,000
9	03	Pla	80	5138	4H440	Near Alta, at the Whitmore Maintenance Station. On May 8, 2018 several sinkholes had developed adjacent to the highway above a 72" corrugated metal pipe culvert. Site investigations determined the cause was the culvert was failing. This project will repair the failed culvert by replacing it at locations too far deteriorated to repair, and in salvageable locations invert pave the existing culvert.	\$1,700,000
10	03	Sac	99	6904	4H380	In Galt, at 0.1 mile north of Walnut Avenue. On April 23, 2018 a semi-truck collided with a overhead changeable message sign. This project will remove and replace the damaged sign structure. Abatement will be sought from the responsible party.	\$650,000

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Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount	
11	04	MRN	1	1456B	4K240	Near Stinson Beach, at 1.3 miles south of Panoramic Highway north. A series of heavy rain events beginning January 8, 2017 caused a slope slipout, large pavement failure cracks, and partial roadway closure. This project will construct a soldier pile retaining wall and reconstruct the roadway. Supplemental work was requested to address an additional substantial slipout that occurred on February 22, 2017, which includes constructing a nearly	\$1,600,000	
12	04	MRN	1	1461G	0P130	Near Stinson Beach, at 0.6 mile south of Panoramic Highway. A series of heavy storms beginning in early January 2017 through March 2017 caused a slipout which cracked asphalt pavement threatens lane loss. As per geotechnical recommendations, the project will reconstruct embankment, construct soldier pile retaining wall, install erosion control measures, and repair roadway. Supplemental work is required as pile driving conditions have	\$8,000,000	
13	05	SCR	9	2730	1J400	Near Brookdale, at 0.1 mile south of Western Avenue. Rainstorms, beginning January 13, 2017 through February 6, 2017, caused slope failure, a slipout, and northbound lane closure. Temporary K-rail barrier, one-way traffic control signal, and slope protection measures are currently in place to protect the traveling public. This project will include constructing a 307 foot sidehill viaduct, reconstructing roadway and barrier rail, stabilizing embankment, and	\$1,780,000	
14	05	SCR	17	2712	1J120	Near Scotts Valley, from 0.4 mile north of Laurel Drive to 0.2 mile north of Glenwood Drive. On January 21, 2017, heavy rains caused a slipout below northbound lanes. An ongoing geotechnical investigation will determine the extent of additional repair needed. This project includes repair drainage system, reconstruct embankment slipout, and stabilize roadway shoulder with 8-inch micro piles. A previous supplemental was requested to construct	\$2,125,000	
15	07	LA	27	5170	1XC00	Near Malibu, from Route 1 to 0.1 mile south of Mulholland Drive. Remove slide debris and hazardous trees, stabilize slope, and clear debris from drainage system. This supplemental will repair slides caused by lack of vegetation after the wildfire of June 2017 followed by severe winter storms.	\$500,000	
16	07	LA	Var	5174	1XC40	Near Long Beach, on Route 47, 110, and 405 at various locations. Beginning January 19, 2017, a series of storm events caused embankment washouts, a sinkhole at a bridge abutment, and damaged irrigation lines. The project will reconstruct embankments, repair sinkhole, and reconnect irrigation lines. Supplemental work is required to complete the work and close out the project.	\$5,000	
17	08	Riv	10	3010S	1K110	Near Indio, at 8 miles west of Route 177. On May 17, 2018 a collision involving two trucks caused a portion of the roadway to catch fire, damaging the asphalt. This project will remove and replace damaged asphalt pavement, reconstruct guardrail and restripe traffic lanes. Abatement will be sought from the responsible party.	\$530,000	
18	08	Riv	74	3010R	1K080	Near Hemet, at 1.2 miles east of Strawberry Court. After heavy rain events in March 2018 pavement cracks and settlement were observed at this location. As a result of a geotechnical investigation conducted on April 9, 2018 this project will replace a failed culvert, reconstruct embankment, repair pavement, and reconstruct guardrail.	\$850,000	
19	08	SBd	15	3010V	1K120	Near Baker, at Valley Wells Safety Roadside Rest Area (SRRA). Four years of drought have lead to a reduction in groundwater and water quality at the Valley Wells SRRA, forcing this heavily used facility to be closed to public use. An adjacent SRRA is also closed for similar reasons resulting in a very large section of isolated Route 15 without these types of services for the traveling public. This project will abandon the existing failing well, drill a new well, and	\$1,100,000	
20	08	SBd	215	3012R	1K200	In Colton, at the Colton-Loma Linda Yard Overhead Bridge No. 54-0482L. On June 20 2018, an investigation determined that the joint seals are failing at this location. Current joint seals were replaced in 2015 and have deteriorated at an accelerated rate. The deteriorated joints have caused the concrete underneath to break and immediate repair is necessary to halt further damages and to prevent highway closures. This project will replace the joint	\$670,000	
20 Projects							Total	\$77,510,000

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Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
2.5f.(3) Informational Report - SHOPP Safety Resolution G-03-10 Delegated Allocations							Resolution
1	01	Hum	101	2368	0C710	In Eureka, 0.3 mile south to 0.2 mile north of Wabash Avenue. Improve safety and operations from Hawthorne Street to 14th Street by reconfiguring intersections, coordinating signal timings, installing new signal, reconstructing curb ramps and sidewalks, and installing fiber optic cable. This project will reduce the number and severity of collisions.	\$3,472,000
2	01	LAK	175	3080	0A040	Near Middletown, from 0.1 mile east of Putah Creek Bridge to Dry Creek Bridge. Improve safety by widening shoulders, installing rumble strips, improving roadside clear recovery zone, and extending existing culverts. This project will reduce the number and severity of collisions.	\$14,044,000
3	02	LAS	44	3609	1H440	Near Susanville, from 0.3 mile west to 0.4 mile east of Big Springs Road. Improve safety by realigning roadway curves, improving roadside clear recovery zone and sight distance, and modifying drainage and fencing. This project will reduce the number and severity of collisions.	\$3,755,000
4	02	Mod	299	3607	1H330	Near Cedarville, from 0.6 mile west of Cedar Pass Ski Tow Road to Cedar Pass Ski Tow Road. Improve safety by realigning roadway curves, widening lane and shoulder widths, improving roadside clear recovery zone and drainage, and installing a drapery system to prevent rockfall. This project will reduce the number and severity of collisions.	\$4,074,000
5	02	PLU	70	3578	0H450	Near Belden, from 2.1 miles to 1.6 miles west of Chipps Creek Bridge. Improve safety by realigning roadway curves, widening shoulders, adding new guardrail, and constructing a gabion-style retaining wall. This project will reduce the number and severity of collisions.	\$2,731,000
6	04	Ala	92	1482K	2J440	In Hayward, from 0.4 mile west of Clawiter Road to 0.3 mile west of Hesperian Boulevard. Improve safety and visibility in dark conditions by installing safety lighting on the median barrier, and upgrading existing lighting and guardrails. This project will reduce the number and severity of collisions.	\$4,644,000
7	04	ALA	123	0481X	1J700	In Berkeley, at Bancroft Way. Improve safety by installing traffic signal and upgrading curb ramps. This project will reduce the number and severity of collisions.	\$1,443,000
8	04	ALA	238	1482N	2J670	In and near San Lorenzo, from 0.4 mile east of Mission Boulevard to 0.4 mile west of Hesperian Boulevard. Improve night time safety by installing and upgrading safety lighting, upgrade guardrail, and install rumble strips. This project will reduce the number and severity of collisions.	\$5,846,000
9	08	RIV	74	3001J	1E460	In and near Hemet, from 0.1 mile west of West Acacia Avenue to Ramona Expressway. Improve safety by constructing raised curb median, left turn pockets, and widening outside shoulders. This project will reduce the number and severity of collisions.	\$10,982,000
10	08	SBD	18	0191J	0Q120	In Victorville, from Cobalt Road to Route 395. Construct raised curb median. This project will reduce the number and severity of injuries.	\$9,083,000
11	08	SBD	62	0225K	1E610	Near Twentynine Palms, from 0.7 mile to 1.2 miles east of Godwin Road and from 5.6 miles to 6.1 miles east of Ironage Road. Widen shoulders and construct rumble strips. This project will increase safety and reduce the number and severity of collisions.	\$2,715,000
12	08	SBD	127	0216N	1E550	Near Baker, 28.0 miles north of Route 15 to 1.2 miles south of Saratoga Springs Road. Construct shoulders and install ground-in rumble strips. This will reduce the number and severity of collisions.	\$1,339,000

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Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount	
13	08	SBD	247	0253M	1E560	Near Lucerne Valley, from 0.1 mile south to 0.4 mile north of Camp Rock Road. Improve safety by constructing shoulders and installing shoulder and centerline rumble strips. This project will reduce the number and severity of collisions.	\$1,625,000	
14	08	SBD	395	0358P	0N972	Near Adelanto, from 1.0 mile south of Kramer Hills to 2.6 miles north of Kramer Hills. Widen median and shoulders and construct rumble strips. This project will increase safety and reduce the number and severity of collisions.	\$15,171,000	
15	10	MER	59	3164	1E350	In the city of Merced, from north of Cooper Avenue to South Fork Black Rascal Creek Bridge. Improve safety by providing adequate storage capacity and deceleration lengths for turning movements at the signalized intersection. This project will reduce the number and severity of collisions.	\$3,656,000	
16	10	MER	165	3196	1E580	In Merced, Mariposa and Stanislaus counties on Routes 165 and 140, at various locations. Improve safety by constructing centerline, shoulder, and edgeline rumble strips. This project will reduce the number and severity of collisions.	\$5,960,000	
17	10	TUO	108	3114	1C540	Near Yosemite Junction and Jamestown, from Route 120 to 0.3 mile east of Route 120; also on Route 120 from 0.5 mile east of Obyrnes Ferry Road to 0.1 mile south of Route 108 (PM 11.9/12.2). Improve safety by upgrading a stop-controlled intersection by installation of traffic signal and advanced signal notification devices. This project will reduce the number and severity of collisions.	\$4,101,000	
18	11	SD	94	1163	41660	Near Dulzura, from 0.3 mile east of Grande Creek Bridge to 0.1 mile west of Marron Valley Road. Roadway realignment, curve improvement, and shoulder widening. This project will increase safety and reduce the number and severity of collisions.	\$4,711,000	
19	12	ORA	22	2941	0M900	In the cities of Garden Grove, Orange and Santa Ana, from 0.1 mile west of Brookhurst Street to Bedford Road. Improve safety and enhance traffic flow by reconfiguring collector-distributor roadway channelization and connector ramps to Routes 5 and 57, and adding auxiliary lane. This project will reduce the number and severity of collisions.	\$14,800,000	
20	12	ORA	55	3575	0P720	In the City of Orange, on the Lincoln Avenue southbound offramp; also in Anaheim, on Route 91, on the Tustin Avenue eastbound offramp (PM 8.2). Improve safety during wet pavement conditions by placing open graded asphalt. Also, add safety lighting, striping and markings, and upgrade curb ramps and guardrail to Americans with Disabilities Act (ADA) standards. This project will reduce the number and severity of collisions.	\$1,738,000	
20 Projects							Total	\$115,890,000
2.5s.(2) Locally-Administered Senate Bill 1 - LPP Projects On the State Highway System (Competitive)							Resolution LPP-A-1819-01	
1	04	SCL	101/237	0462H	4H290	In the City of Sunnyvale, on Mathilda Avenue from Almanor Avenue to Innovation Way, construct improvements including on and off ramp improvements at SR 237 (from the interchange to 0.3 miles in each direction) and US 101 (from the interchange to 0.3 miles in each direction). The project also proposes to improve local roadway operations and traffic flow on Mathilda Avenue.	\$17,000,000	
1 Projects							Total	\$17,000,000
2.5s.(3a) Locally-Administered Senate Bill 1 - LPP Projects Off the State Highway System (Formulaic)							Resolution LPP-A-1819-02	
1	08	RIV		1240		In western Riverside County southeast of Corona, widen Temescal Canyon Road from two to four lanes including but not limited to curb and gutter and curb ramps in two different segments; Segment 1: Dos Lagos Drive to Leroy Road (0.6mile) and Segment 2: Dawson Canyon Road to north 0.7 miles.	\$7,300,000	

List of Projects Going Forward for CTC Allocation

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Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount	
1 Projects							Total	\$7,300,000
2.5s.(3b) Locally-Administered Senate Bill 1 - LPP Projects Off the State Highway System (Competitive)							Resolution LPP-A-1819-02	
1	03	YOL		1926		On West Main Street in the City of Woodland from West Street to County Road 98. New bicycle lanes, sidewalk gap closures and ADA accessible ramps, transit access improvements, narrowing of travel lanes, pavement rehabilitation on failed road way and overall aesthetic improvements for the corridor.	\$2,000,000	
2	07	LA		5498		Project Limits: Foothill Boulevard in the City of Claremont from Towne Avenue to Monte Vista Avenue (city limit to county line). This project is complete street project to improve 2.5 mile corridor to include closure of sidewalk gap, 2.35 miles of bike lanes and cycle tracks, curb extensions, bulb outs.	\$7,000,000	
2 Projects							Total	\$9,000,000
2.5s.(4) Locally-Administered Senate Bill 1 - TCEP Projects on the State Highway System							Resolution TCEP-A-1819-01	
1	04	SCL	101	0462G	3A160	In unincorporated southern Santa Clara County and Northern San Benito County south of Gilroy, at the interchange of US 101 and SR 25. Construct/relocate interchange north of the existing location by replacing a two-lane bridge with four-lane bridge/interchange, construct auxiliary lane, modify/construct frontage roadway, construct bike lanes, sidewalks, and install traffic signals.	\$4,200,000	
1 Projects							Total	\$4,200,000
2.5s.(5) State-Administered Senate Bill 1 - TCEP Projects on the State Highway System							Resolution TCEP-A-1819-02	
1	11	IMP	7	1335	43050	Near the city of Calexico, 0.7 mile south of Route 7 near the U.S./Mexico border, at the Calexico East Port of Entry Truck Crossing. Widen bridge over the All American Canal to add truck lanes and passenger lanes along with eight foot shoulders.	\$3,000,000	
2	11	SD	11	0999E	05637	Near San Diego at 1.9 miles east of Sanyo Avenue Undercrossing. Construct interchange at Siempre Viva Road and site preparation design for Commercial Vehicle Enforcement Facility, which includes grading, drainage and utilities.	\$4,810,000	
3	11	SD	11	0999F	05639	In and near San Diego, on route 11 at 1.9 miles east of Sanyo Aveue Undercrossing. Site preparation for Otay Mesa East Port of Entry, which includes grading, drainage and utilities.	\$3,900,000	
3 Projects							Total	\$11,710,000
2.5s.(6) Multi-Funded LPP/STIP Projects							Resolution LPP-A-1819-04	
1	03	SAC		1668		On Green Valley Road, between East Natoma Street in Folsom and Sophia Parkway in El Dorado County. Widen from two to four lanes and add Class II bike lanes.	\$3,300,000	
1 Projects							Total	\$3,300,000
2.5s.(7) Multi-Funded SCCP/STIP Project (Advancement FY 19-20)							Resolution SCCP-A-1819-01	
1	11	SD	5	0615F	2T218	In the cities of Encinitas and Carlsbad from Manchester Avenue to Palomar Airport Road. Construct one High Occupancy Vehicle (HOV) lane in each direction; construct multi-use facility at Manchester; construct bike paths.	\$266,078,000	
1 Projects							Total	\$266,078,000

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Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
2.5s.(8) Multi-Funded SCCP/STIP Project (Advancement FY 19-20)							Resolution SCCP-A-1819-02
1	04	SCL	101/85	2015E	1K551	This project is located on US 101 from SR 237 to the Santa Clara/San Mateo county line and on SR 85 from SR 237 to the SR 85/US 101 interchange: The project will (1) Convert existing single carpool lanes to express lanes at the following locations:[a] US 101 from near SR 237 north to SR 85 (in Mountain View) [b] SR 85 from SR 237 north to US 101 (in Mountain View) including the existing US 101/SR 85 carpool lane-to-carpool lane direct connector ramps and	\$47,468,000
1 Projects							Total \$47,468,000
2.5s.(9) Multi-Funded TCEP/STIP Project							Resolution TCEP-A-1819-04
1	08	SBD	395	0260J	0F631	The project will widen sections of US 395 from two to four lanes between SR 18 to Chamberlaine Way in the City of Adelanto. Proposed improvements also include operational improvements such as adding turn lanes and signal improvements at intersections.	\$33,625,000
1 Projects							Total \$33,625,000
2.5w.(1a) Active Transportation Program Projects							Resolution FATP-1819-01
1	01	Hum		2441B		South Fortuna Elementary School located at 2089 Newburg Road, Fortuna, CA. The non-infrastructure portion will work with students, staff and families about how to safely interact with the new infrastructure.	\$31,000
2	12	ORA		1015		Construct curb, gutter, sidewalk, ADA-compliant curb ramps, and a travel lane to install Class IV bicycle lanes, flashing beacons, vehicle speed feedback signs, roadway signing and striping. Project combines infrastructure and a non-infrastructure bike safety pilot program.	\$300,000
2 Projects							Total \$331,000
2.5w.(1b) Active Transportation Program Projects (SB 1 Augmentation)							Resolution FATP-1819-01
1	04	ALA		2322		Street improvements along Sacramento Street, Virginia Street, University Avenue, and Addison Street.	\$185,000
2	05	SLO		2813		Project is located in the coastal unincorporated community of Oceano, CA. Improvements are located on Wilmar Avenue and Paso Robles Street. Project is to install curb, gutter, and sidewalk on Wilmar Avenue and Paso Robles Street near Oceano Elementary School.	\$78,000
3	07	LA		5446		Non Infrastructure: In and around nine disadvantaged Pasadena Unified School District school sites: Washington, Madison, Cleveland, Jefferson, Roosevelt, and Longfellow Elementary schools; Washington and Wilson Middle schools; John Muir High School. Provide comprehensive active transportation education and encouragement programming, including supporting the implementation of infrastructure projects in the adopted Bicycle Transportation	\$780,000
4	08	Riv		1218		Implementation of comprehensive SRTS program in the City of Lake Elsinore, which includes community training for pedestrian/bicycle safety, walk-ability workshops, safety campaigns on school campus, increased targeted enforcement and walk/bike to school days.	\$500,000
5	08	Riv		1219		A comprehensive Safe Routes to School Program in the Banning/ Cabazon /Eastern Coachella Valley area including community training, walkability workshops, safety campaigns, targeted enforcement, and walk/bike to school days.	\$849,000

List of Projects Going Forward for CTC Allocation

August 2018 CTC Meeting

Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount	
6	11	SD		1296B		The City of Imperial Beach is the most southwesterly city in the US. The project is on a residential collector street, between Connecticut Street and Seacoast Drive It provides connectivity to a cluster of four schools, City Sports Park/Recreation Center, Tijuana River National Estuarine Research Reserve and the beach. This non-infrastructure project will educate Parents to feel confident in their child's safety to walk and bike to school.	\$65,000	
7	11	SD		1317A		All bicycle parking is located on Chula Vista Elementary School District right of way on campuses in the City of Chula Vista. Chula Vista Rides to School! is a infrastructure/non-infrastructure SRTS project that will install bicycle parking and provide bicycle safety instruction in 11 schools. Five schools will be provided enhanced bicycle safety education.	\$1,000	
8	11	SD		1317B		All bicycle parking is located on Chula Vista Elementary School District right of way on campuses in the City of Chula Vista. Chula Vista Rides to School is an infrastructure/non-infrastructure SRTS project that will install bicycle parking and provide bicycle safety instruction in 11 schools. Five schools will be provided enhanced bicycle safety education.	\$180,000	
9	11	SD		1328		The Project is located along the SPRINTER light-rail corridor between Mar Vista Drive and Civic Center Drive in the City of Vista. The Project constructs one mile of Class I bikeway, generally within railroad right-of-way, extending the Inland Rail Trail Corridor in the City of Vista to the Civic Center SPRINTER rail station. Other project improvements including pedestrian improvements at roadway	\$500,000	
10	12	ORA		1273A		Detailed planning and outreach to identify improvements around six elementary schools and their bus stops. The project includes the evaluation and consolidation of school bus stops along with design of sidewalk improvements, ADA ramps, pavement markings, and signage.	\$75,000	
10 Projects							Total	\$3,213,000
2.6a.(1) AB 3090 Reimbursement for STIP Transit Projects							Resolution MFP-18-01	
1	07	LA		4027A		AB 3090 Reimbursement Project	\$17,200,000	
1 Projects							Total	\$17,200,000
2.6a.(2) Financial Allocations for Locally-Administered STIP Rail Projects							Resolution MFP-18-02	
1	75	ORA		2107	RA89TA	In the City of San Juan Capistrano on the Pacific Surfliner Corridor, adjacent to the existing main track between MP 193.9 & 195.7 and partially in the City of Laguna Niguel MP 194.0 & 194.2. Construct 1.8 miles of new passing siding railroad track & relocate existing spur track.	\$3,000,000	
2	75	SD		2190	RA88TA	In Camp Pendleton along the LOSSAN corridor, from MP 216.5 to MP 218.1, construct 1.6 miles of additional second main track capacity adjacent to the main track, including new bridges at MP 217.3 and MP 218.	\$1,177,000	
2 Projects							Total	\$4,177,000
2.6g. Transit and Intercity Rail Capital Program Projects (SB 1 Augmentation)							Resolution TIRCP-1819-01	
1	03	Sac, Pla		CP023		Design to support increased rail service to the city of Roseville including construction of future track and facility improvements that will add two additional roundtrips per day between Sacramento and Roseville on the Capitol Corridor	\$2,000,000	
2	04	SF		CP006		Procurement of eight new zero emission light rail vehicles for expanded service.	\$26,867,000	

List of Projects Going Forward for CTC Allocation

August 2018 CTC Meeting

Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
3	04	Sonoma		CP041		The project will complete construction of the rail extensions to Larkspur and Windsor to facilitate the growth of passenger rail service in the corridor. Includes funding for Network Integration efforts.	\$21,000,000
4	04	VAR		CP039		Network integration efforts throughout the corridor including development of integrated regular interval schedules and connections to other corridors.	\$3,000,000
5	07	LA		CP029		Procurement of 112 zero-emission battery electric buses, acquisition of 56 chargers, and electrification upgrades to support replacing propane vehicles and expanding the existing fleet to increase frequency to 15-minutes service on all DASH routes. Includes funding to support network integration and to enhance AB 1550 benefits.	\$36,104,000
6	07	VAR		CP033		Preliminary engineering including a corridor-wide environmental assessment, Rail Traffic Controller modeling of specific project locations, and completion of a Project Development Report that will enable 30-minute service patterns on the San Bernardino, Orange, and Ventura Lines.	\$6,500,000
7	08	SBd		CP034		Procurement of a Diesel Multiple Unit (DMU) and the design of converting the DMU into a Zero Emission Multiple Unit that would operate on the Redlands Passenger Rail Corridor.	\$16,500,000
8	08	SBd		CP034		Completion of environmental review to support future construction of supporting infrastructure that will be used to accommodate additional vehicles.	\$500,000
9	12	Ora		CP027		Procurement of ten six-passenger microtransit electric vehicles, supporting signage, and mobile app development to operate a new circulator, fixed and flexed route on-demand first-mile last-mile service, in Downtown Anaheim.	\$802,000
10	VAR	Var		CP036		Funding to support a multi-agency effort to research, develop, and implement a pilot integrated travel program enabling transit riders to plan and pay for travel anywhere in the state across multiple modes through a single platform.	\$6,000,000
11	VAR	Var		CP036		Preliminary engineering and environmental studies to support the Oakland to San Jose corridor realignment.	\$3,200,000

11 Projects

Total

\$122,473,000

2.6s.(1)	Senate Bill 1 - Local Partnership Program Mass Transit Projects (Formulaic)						Resolution LPP-1819-03
1	07	LA		5501		Proposed light rail transit (LRT) line that would extend approximately 20 miles from downtown Los Angeles through southeast Los Angeles County to the City of Artesia.	\$18,500,000
2	07	LA		5510		Upgrade of bus farebox and rail station validators across LA Metro and local municipal transit operators in Los Angeles County.	\$8,201,000

2 Projects

Total

\$26,701,000

2.6s.(2)	Senate Bill 1 - Trade Corridors Enhancement Program Rail Projects						Resolution TCEP-A-1819-03
1	75	SBD		T0011	TC0011	This project is located in the south east portion of the City of Rancho Cucamonga. The project will construct an overcrossing, with an overhead concrete girder bridge with a raised roadway profile and road widening, along Etiwanda Avenue and over the SCRRA San Gabriel subdivision.	\$7,000,000

1 Projects

Total

\$7,000,000

PUBLIC DISTRIBUTION

CALIFORNIA TRANSPORTATION COMMISSION

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(916) 654-4245

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

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Mr. Paul Van Konynenburg
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Ex-Officio Members

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

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

Executive Director
Ms. Susan Bransen
1120 N Street, Room 2231 (MS-52)
Sacramento, CA 95814
(916) 654-4245

1.12

WELCOME TO THE REGION

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

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CTC Meeting: August 15-16 2018
Reference No.: 1.2
Action
Published Date: August 3, 2018

From: SUSAN BRANSEN
Executive Director
Prepared By: Douglas Remedios
Associate Governmental
Program Analyst

Subject: **MEETING MINUTES FOR JUNE 27-28, 2018**

ISSUE:

Should the California Transportation Commission (Commission) approve the meeting minutes for the June 27-28, 2018 Commission meeting?

RECOMMENDATION:

Staff recommends that the Commission approve the meeting minutes for the June 27-28, 2018 Commission meeting.

BACKGROUND:

California Code of Regulations, Title 21 CA ADC §8012, requires that:

The commission shall keep accurate minutes of all meetings and make them available to the public. The original copy of the minutes is that signed by the executive secretary and is the evidence of taking any action at a meeting. All resolutions adopted at a meeting shall be entered in the text of the minutes by reference.

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

Attachment:

Attachment A: June 27-28, 2018 Meeting Minutes

Minutes

CALIFORNIA TRANSPORTATION COMMISSION

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

June 27-28, 2018

Sacramento, California

Wednesday, June 27, 2018

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

Thursday, June 28, 2018

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

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

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

GENERAL BUSINESS					
1	Roll Call		1.1	Fran Inman	I C
	Chair Fran Inman	Present		Commissioner Carl Guardino	Present
	Commissioner Bob Alvarado	Present		Commissioner Christine Kehoe	Present
	Commissioner Yvonne Burke	Present		Commission Jim Madaffer	Present
	Commissioner Lucetta Dunn	Present		Commissioner Joe Tavaglione	Present
	Commissioner Jim Earp	Present		Commissioner Paul Van Konynenburg	Present
	Commissioner Jim Ghielmetti	Present			
	TOTAL	Present: 11 Absent: 0			
	Senator Jim Beall, Ex-Officio			Absent	
	Assembly member Jim Frazier, Ex-Officio			Present	

2	Approval of Minutes for May 16-17, 2018		1.2	Fran Inman	A C
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Recommendation: Approval

Action Taken: Approved

Motion: Madaffer

Second: Dunn

Recused: None

Absent: None

Vote result: 11-0

Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione, and Van Konynenburg

Nays: None

Abstained: None

NEXT REGULARLY SCHEDULED CTC MEETING (Subject to Change):

CTC Meeting – August 15-16, 2018 in San Francisco, CA

Tab #	Item Description	Ref. #	Presenter	Status*	
3	Commissioners' Meetings for Compensation	1.5	Fran Inman	A	C

Recommendation: Approval

Action Taken: Approved

Motion: Tavaglione

Second: Alvarado

Recused: None

Absent: None

Vote result: 11-0

Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione, and Van Konynenburg

Nays: None

Abstained: None

REPORTS					
4	Commission Executive Director • 2019 Meeting Schedule	1.3	Susan Bransen	A	C

Recommendation: Approval of 2019 Meeting Schedule

Action Taken: Approved

Motion: Alvarado

Second: Tavaglione

Recused: None

Absent: None

Vote result: 11-0

Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione, and Van Konynenburg

Nays: None

Abstained: None

5	Commissioner Reports	1.4	Fran Inman	I	C
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There were no reports were provided for this informational item.

6	CalSTA Secretary and/or Undersecretary	1.6	Brian Annis	I	T
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California State Transportation Agency Secretary Brian Annis presented this informational item.

7	Caltrans Director and/or Deputy Director	1.7	Laurie Berman	I	D
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California Department of Transportation Director Laurie Berman presented this informational item.

8	FHWA California Division Administrator	1.11	Vincent Mammano	I	F
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FHWA's California Division Deputy Administrator Paul Schneider presented this informational item.

9	Regional Agencies Moderator	1.8	Patricia Chen	I	R
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Regional Agencies Moderator Patricia Chen presented this informational item.

10	Rural Counties Task Force Chair	1.9	Maura Twomey	I	R
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Rural Counties Task Force Vice-Chair Woodrow Deloria presented this informational item.

11	Self-Help Counties Coalition Executive Director	1.10	Keith Dunn	I	R
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Self Help Counties Coalition's Suzanne Smith presented this informational item.

POLICY MATTERS					
12	State and Federal Legislative Matters	4.1	Jacqueline Campion	A	C

No action was taken on this item.

Speakers:

Congressman William Thomas – City of Bakersfield

Tab #	Item Description	Ref. #	Presenter	Status*	
13	Budget and Allocation Capacity	4.2	Jacqueline Campion Ron Sheppard	I	D

Commission Deputy Director Jacqueline Campion and Caltrans Chief of Budgets Ron Sheppard presented this informational item.

14	Adoption of the Federal Project Funding Guidelines Resolution G-18-35	4.27	Jacqueline Campion Steven Keck	A	D
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Recommendation: Approval

Action Taken: Approved

Motion: Van Konynenburg **Second:** Madaffer **Recused:** None **Absent:** None

Vote result: 11-0

Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione, and Van Konynenburg

Nays: None

Abstained: None

Road Repair and Accountability Act of 2017, Senate Bill 1					
15	Amendment to the 2018 Local Partnership Formulaic Program Resolution G-18-29, Amending Resolution G-18-22	4.5	Christine Gordon	A	C

Recommendation: Approval

Action Taken: Approved

Motion: Tavaglione **Second:** Madaffer **Recused:** None **Absent:** None

Vote result: 11-0

Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione, and Van Konynenburg

Nays: None

Abstained: None

16	Amendment to the 2018 Local Partnership Program Guidelines Resolution G-18-30, Amending Resolution G-17-33	4.6	Christine Gordon	A	C
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Recommendation: Approval

Action Taken: Approved

Motion: Dunn **Second:** Tavaglione **Recused:** None **Absent:** None

Vote result: 11-0

Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione, and Van Konynenburg

Nays: None

Abstained: None

17	Adoption of the 2019 Local Partnership Formulaic Program Funding Share Distribution Resolution G-18-31	4.7	Christine Gordon	A	C
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Recommendation: Approval

Action Taken: Approved

Motion: Alvarado **Second:** Madaffer **Recused:** None **Absent:** None

Vote result: 11-0

Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione, and Van Konynenburg

Nays: None

Abstained: None

Tab #	Item Description	Ref. #	Presenter	Status*	
18	Adoption of the FY 18-19 Road Maintenance and Rehabilitation Account Local Streets and Roads Funding Initial Report of Eligible Cities and Counties Resolution G-18-33	4.12	Alicia Sequeira Smith	A	C

Recommendation: Approval

Action Taken: Approved

Motion: Ghielmetti **Second:** Burke **Recused:** None **Absent:** None

Vote result: 11-0

Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione, and Van Konyneburg

Nays: None

Abstained: None

Speakers:

Rony Berdugo – League of California Cities

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

Adoption of the FY 18-19 Road Maintenance & Rehabilitation Account **PINK REPLACEMENT ITEM**
Local Streets and Roads Funding

19	Adoption of the 2017 Active Transportation Program Augmentation Program – California Conservation Corps Resolution G-18-32 <i>(Related Item under Ref. 2.5w.(3).)</i>	4.11	Anja Aulenbacher	A	C
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Recommendation: Approval

Action Taken: Approved

Motion: Guardino **Second:** Burke **Recused:** None **Absent:** None

Vote result: 11-0

Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione, and Van Konyneburg

Nays: None

Abstained: None

20	Caltrans' Administration of the Active Transportation Program	4.13	Laurie Waters Rihui Zhang	I	D
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This item was withdrawn prior to the meeting.

21	Semi-Annual Active Transportation Program Delivery Report	4.21	Laurie Waters Rihui Zhang	I	D
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This item was withdrawn prior to the meeting.

22	Informal Draft Advance Mitigation Program Guidelines	4.17	Garth Hopkins Jeremy Ketchum Amy Bailey	I	D
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Commission Deputy Director Garth Hopkins and Caltrans Amy Bailey presented this informational item.

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

Informal Draft Advance Mitigation Program Guidelines **YELLOW SUPPLEMENTAL ITEM**

23	California Department of Housing and Community Development - Housing Update	4.14	Garth Hopkins Ben Metcalf	I	R
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Commission Deputy Director Garth Hopkins and California Department of Housing and Community Development Director Ben Metcalf presented this informational item.

Tab #	Item Description	Ref. #	Presenter	Status*	
	INFORMATION CALENDAR		Rick Guevel		
24	Informational Reports on Allocations Under Delegated Authority --Emergency G-11 Allocations (2.5f. (1)): \$82,899,000 for 25 projects. --SHOPP Safety Sub-Allocations (2.5f. (3)): \$40,109,000 for 11 projects. <i>(Related Items under 2.5b. (1) and 2.5s.(8).)</i> --Minor G-05-16 Allocations (2.5f. (4)): \$1,721,000 for 2 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 - SHOPP Safety Sub-Allocations – 2.5f.(3)

→In the Book Item Attachment 2.5f.(3) – Revise the following

- Project 6 (PPNO 4904/EA 31840) 07-LA-5 – The "CON ENG" reporting number, for 001-0890 FTF, should read as **\$600,000** not \$0

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

Monthly Report on Status of Contract Award for State Highway Projects

→In the Book Item, on page 2, in the chart for the FY 2017-18 Allocations – Revise the following:

- In the line for "October 2017" – Column for "No. Projects Pending Bid Opening Award " the number should read as **3 2**
- In the line for "Total" – Column for "No Projects Pending Bid Opening Award – the number should read as **82 81**

→In the Book Item Attachment, under the "FY 2017-18 Project Status Award" – Revise the following:

- Row 4 - PPNO 04-0064A/EA 15500 – the award deadline date should read as **6/30/19** not 4/30/18
- Row 6 – PPNO 11-1035/EA 28882 – the award deadline date should read as **8/31/19** not 6/30/18

UPDATE to the Projects in the Book Item Attachment under FY 2017-18 Project Award Status:

- Row 1 – PPNO 3529/EA 4F990 – **Awarded 6/11/2018**
- Row 3 – PPNO 4599/EA 29660 – **Awarded 6/4/2018**
- Row 5 – PPNO 0086R/EA 4G890 – **Awarded 5/10/2018**

26	Local Assistance STIP Projects, per Resolution G-13-07	3.2b.		I	D
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This item was presented as part of the Information Calendar.

27	Local Assistance ATP Projects, per Resolution G-15-04	3.2c.		I	D
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This item was presented as part of the Information Calendar.

Tab #	Item Description	Ref. #	Presenter	Status*
28	Pre-Construction SHOPP Support Allocations, per Resolution G-06-08	3.3		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:

Monthly Report on Status of Contract Award for Pre-Construction SHOPP Support Allocations

→ In the Book Item, on page 2, in the chart for the FY 2017-18 Allocations – Revise the following:

- In the line for "Jan-18" - Column for "Number of Phases pending or Approved Time Ext." – the number should read as 51
- In the Line for January 2018 Total – Column for "Number of Phases Pending or Approved Time Ext." – the number should read as 4713
- In the line for FY 17-18 Total – Column for "Number of Phases Pending or Approved Time Ext." the number should read as 359355

→ In the Book Item Attachment – Revise the following:

- On page 1, the first summary total line should read as "PS&E Phase - 63 Projects"
- On page 2, the first summary total line should read as "PS&E PA&ED Phase – 1 Project"

29	Monthly Report on Local and Regional Agency Notices of Intent to Expend Funds on Programmed STIP Projects Prior to Commission Allocation per SB 184	3.4		I C
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This item was presented as part of the Information Calendar.

<u>Quarterly Reports – Third Quarter – FY 2017-18</u>				
30	Caltrans Finance Report	3.5		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:

Caltrans Finance Report

→ In the Report, on page 3, under "Executive Summary", second line of the header should read as "Summary through March 31, 2017 2018"

31	Proposition 1A – High Speed Passenger Train Bond Program	3.6		I D
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This item was presented as part of the Information Calendar.

32	Caltrans Rail Operations Report	3.7		I D
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This item was presented as part of the Information Calendar.

33	Proposition 1B –Corridor Mobility Improvement Account (3.9a.) –Route 99 Corridor Program (3.9b.) –Local Bridge Seismic Retrofit Program (3.9c.) –State-Local Partnership Program (3.9d.) –Traffic Light Synchronization Program (3.9e.) –Highway-Railroad Crossing Safety Account (3.9f.) –Intercity Rail Improvement Program (3.9g.) –Trade Corridors Improvement Fund (3.9h.)	3.9		I D
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This item was presented as part of the Information Calendar.

<u>Other Reports</u>				
34	Second Quarter – Balance Report on AB 1012 "Use It or Lose It" Provision for Federal Fiscal Year 2016 Unobligated RST and CMAQ Funds.	3.11		I D

This item was presented as part of the Information Calendar.

Tab #	Item Description	Ref. #	Presenter	Status*
	BEGIN CONSENT CALENDAR		Rick Guevel	

Recommendation: Approval as revised

Action Taken: Approved

Motion: Kehoe

Second: Dunn

Recused: None

Absent: None

Vote result: 11-0

Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione, and Van Konynenburg

Nays: None

Abstained: None

35	<u>Approval of Project for Future Consideration of Funding:</u> 08 – Riverside County Temescal Canyon Road Widening Project Construct roadway widening improvements on Dawson Canyon Road and Dos Lagos Drive. (MND) (PPNO 1240) (LPP) Resolution E-18-64	2.2c.(2)		A	C
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This item was presented and approved as part of the Consent Calendar.

36	<u>Approval of Project for Future Consideration of Funding:</u> 03 – Sacramento County North 12th Complete Streets Project Construct a Class IV Bikeway. (MND) (PPNO 1685) (ATP) Resolution E-18-65 <i>(Related Item under Ref. 2.5w.(1).)</i>	2.2c.(3)		A	C
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This item was presented and approved as part of the Consent Calendar.

37	<u>Approval of Project for Future Consideration of Funding:</u> 03 – El Dorado County Sierra Boulevard Complete Streets Project Construct Class I and Class II bicycle improvements. (MND) (PPNO 1223) (ATP) Resolution E-18-66 <i>(Related Item under Ref. 2.5w.(1).)</i>	2.2c.(4)		A	C
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This item was presented and approved as part of the Consent Calendar.

38	<u>Approval of Project for Future Consideration of Funding:</u> 09 – Inyo County Spruce, Hanby, and Yaney Streets Project Construct bike and pedestrian improvements. (MND) (PPNO 09-0671) (ATP) Resolution E-18-67 <i>(Related Item under Ref. 2.5w.(1).)</i>	2.2c.(5)		A	C
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This item was presented and approved as part of the Consent Calendar.

Tab #	Item Description	Ref. #	Presenter	Status*	
39	<p><u>Approval of Projects for Future Consideration of Funding:</u></p> <p>01-Hum-96, PM 0.6 Willow Creek Charging Station Project Install an electric vehicle charging station on SR 96 in Humboldt County. (ND) (PPNO 2462) (SHOPP) Resolution E-18-57 <i>(Related Item under Ref 2.5b.(2).)</i></p> <p>02-Teh-5, PM 25.34 I-5-Sacramento River Bridges Seismic Retrofit Project Seismic retrofit and scour repair on existing bridges on I-5 in Tehama County. (MND) (PPNO 3515) (SHOPP) Resolution E-18-58</p> <p>03-But-162, PM 16.0/16.72 BUT 162 Traffic Signal Upgrade Project Upgrade current traffic signalization and construct roadway improvements at 5th Ave. and SR 162 in Butte County. (ND) (EA 2F520) (SHOPP Minor A) Resolution E-18-59</p> <p>03-ED-50, PM 67.3 Echo Summit Sidehill Viaduct Replacement Project Replace existing viaduct on U.S. 50 in El Dorado County. (MND) (PPNO 3304) (SHOPP) Resolution E-18-60 <i>(Related Item under Ref. 2.5b.(1).)</i></p> <p>04-Nap-121, PM 0.5/1.0 Huichica Creek Bridge Replacement & Fish Passage Project Replace existing bridge and make improvements to an existing fish passage on SR 121 in Napa County. (MND) (PPNO 0775G) (SHOPP) Resolution E-18-61</p> <p>05-SLO-1, PM 24.46 Old Creek Bridge Project Replace existing bridge on SR 1 in San Luis Obispo County. (MND) (PPNO 0072A) (SHOPP) Resolution E-18-62</p> <p>08-SBd-330, PM 32.5 & 33.7 City Creek Bridge and East Fork City Creek Bridge Rail Replacement Project Replace bridge railing on two bridges on SR 330 in San Bernardino County. (MND) (PPNO 0256C) (SHOPP) Resolution E-18-63</p> <p>02-Las-36, PM 6.0/14.6 Goodfred Bridge Replacement and Roadway Rehabilitation Project Replace existing bridge and construct roadway improvements on SR 36 in Lassen County. (MND) (PPNO 3468) (SHOPP) Resolution E-18-88</p>	2.2c.(1)		A	D

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

Tab #	Item Description	Ref. #	Presenter	Status*	
40	<u>Approval of Project for Future Consideration of Funding:</u> 10 – Stanislaus County Safe Route to Schools: Whitmore Road Corridor Improvements Project Construct pedestrian and bike improvements. (ND) (PPNO 3171) (ATP) Resolution E-18-68	2.2c.(6)		A	C

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

41	<u>Approval of Project for Future Consideration of Funding:</u> 01 – Mendocino County James Creek Fish Passage Barrier Project Restoration of anadromous salmonid habitat. (MND) (EEM) Resolution E-18-69	2.2c.(7)		A	C
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This item was presented and approved as part of the Consent Calendar.

42	<u>Approval of Project for Future Consideration of Funding:</u> 01 – Humboldt County Martin Slough Enhancement Project Construct estuary enhancements. (MND) (EEM) Resolution E-18-70	2.2c.(8)		A	C
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This item was presented and approved as part of the Consent Calendar.

43	<u>Approval of Project for Future Consideration of Funding:</u> 08 – San Bernardino County Big Bear Valley Trails Project Construct bicycle and trail improvements. (MND) (ATP- CCC) Resolution E-18-71 <i>(Related Item under Ref. 2.5w.(3).)</i>	2.2c.(9)		A	C
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This item was presented and approved as part of the Consent Calendar.

44	<u>Approval of Project for Future Consideration of Funding:</u> 07 – Los Angeles County Duck Farm San Gabriel River Parkway Trail Construction Project Construct a river parkway and trail. (MND) (ATP- CCC) Resolution E-18-72 <i>(Related Item under Ref. 2.5w.(3).)</i>	2.2c.(10)		A	C
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This item was presented and approved as part of the Consent Calendar.

45	<u>Approval of Project for Future Consideration of Funding:</u> 03 – El Dorado County Site 1: El Dorado Trail Extension Project Construct new multi-use trails. (MND) (ATP- CCC) Resolution E-18-74 <i>(Related Item under Ref. 2.5w.(3).)</i>	2.2c.(12)		A	C
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This item was presented and approved as part of the Consent Calendar.

Tab #	Item Description	Ref. #	Presenter	Status*	
46	<u>Approval of Project for Future Consideration of Funding:</u> 03 – El Dorado County Site 2: El Dorado Trail Extension Project Construct new multi-use trails. (MND) (ATP- CCC) Resolution E-18-75 (Related Item under Ref. 2.5w.(3).)	2.2c.(13)		A	C

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

47	<u>Approval of Project for Future Consideration of Funding:</u> 07 – Los Angeles County El Encanto Azusa River Wilderness Park Trail Extension Improvements Project Construct trail connections and bikeway paving, including a Class I trail extension. (MND) (ATP- CCC) Resolution E-18-76 (Related Item under Ref. 2.5w.(3).)	2.2c.(14)		A	C
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This item was presented and approved as part of the Consent Calendar.

48	<u>Approval of Project for Future Consideration of Funding:</u> 05 – Santa Cruz County Felton Nature Discovery Park Trail Construction Project Construct new trails and sidewalks. (MND) (ATP- CCC) Resolution E-18-78 (Related Item under Ref. 2.5w.(3).)	2.2c.(16)		A	C
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This item was presented and approved as part of the Consent Calendar.

49	<u>Approval of Project for Future Consideration of Funding:</u> 05 – Santa Cruz County Heart of Soquel Trail Extension and Improvements Project Construct a trail and complete extension. (MND) (ATP- CCC) Resolution E-18-79 (Related Item under Ref. 2.5w.(3).)	2.2c.(17)		A	C
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This item was presented and approved as part of the Consent Calendar.

50	<u>Approval of Project for Future Consideration of Funding:</u> 02 – Shasta County Henderson/Parkview Open Space Trail and Landscape Improvements Project Construct a trail and complete pedestrian and bike improvements. (MND) (ATP- CCC) Resolution E-18-80 (Related Item under Ref. 2.5w.(3).)	2.2c.(18)		A	C
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This item was presented and approved as part of the Consent Calendar.

51	<u>Approval of Project for Future Consideration of Funding:</u> 06 – Fresno County San Joaquin River New Trail Construction Project Construct a Class III multi-modal trail and other improvements. (MND) (ATP- CCC) Resolution E-18-81 (Related Item under Ref. 2.5w.(3).)	2.2c.(19)		A	C
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This item was presented and approved as part of the Consent Calendar.

Tab #	Item Description	Ref. #	Presenter	Status*	
52	<u>Approval of Project for Future Consideration of Funding:</u> 10 – San Joaquin County Stockton Creek Preserve Trail Construction Project Construct new trails and other improvements. (MND) (ATP- CCC) Resolution E-18-82 <i>(Related Item under Ref. 2.5w.(3).)</i>	2.2c.(20)		A	C

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

53	<u>Approval of Project for Future Consideration of Funding:</u> 03 – Sacramento County Willow Hill Reservoir Multi-Use Trail Project Construct a multi-use trail and other improvements. (MND) (ATP- CCC) Resolution E-18-83 <i>(Related Item under Ref. 2.5w.(3).)</i>	2.2c.(21)		A	C
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This item was presented and approved as part of the Consent Calendar.

54	<u>Approval of Project for Future Consideration of Funding:</u> 7 – Los Angeles County Heritage Park Trail Improvements and Rehabilitation Project Construct trail improvements and rehabilitation. (MND) (ATP- CCC) Resolution E-18-87 <i>(Related Item under Ref. 2.5w.(3).)</i>	2.2c.(25)		A	C
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This item was presented and approved as part of the Consent Calendar.

55	<u>New Public Road Connection Resolutions:</u> --03-Sac-5-PM 31.4, New Public Road Connection to Interstate 5 at Metro Air Parkway Interchange in the county of Sacramento. Resolution S-761	2.3b.(1)		A	D
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This item was presented and approved as part of the Consent Calendar.

56	<u>New Public Road Connection Resolutions:</u> --02-Las-36-PM R26.9, New Public Road Connection to State Route 36 at Skyline Road in the county of Lassen. Resolution S-762	2.3b.(2)		A	D
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This item was presented and approved as part of the Consent Calendar.

Tab #	Item Description	Ref. #	Presenter	Status*	
57	<p><u>Two Relinquishment Resolutions:</u></p> <p>--07-LA-164-PM-1 4/4.0, Right of way on Route 164 (Rosemead Boulevard), in the county of Los Angeles. Resolution R-4007</p> <p>--12-Ora-5-PM 41.1, Right of way along Route 5 on Ventura Street, in the city of Anaheim. Resolution R-4009</p>	2.3c		A	D

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

58 8 Ayes	3 Resolutions of Necessity Resolutions C-21626 through C-21628	2.4b.		A	D
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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:

3 ~~2~~ Resolution of Necessity

Resolutions C -21626 through and C-21628

Resolution C-21627 (B.V.M Investments, a California general partnership; 04-Son-101-PM 3.9 – Parcel 62923-1;EA 2640F9)

Withdrawn prior to the CTC Meeting.

59	<p>Director's Deeds --Items 1 through 16 Excess Lands – Return to State: \$6,879,900 Return to Others: \$0</p>	2.4d.(1)		A	D
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This item was presented and approved as part of the Consent Calendar.

60	Request of \$680,000 for the California Natural Resources Agency FY 2016-17 Environmental Enhancement and Mitigation Projects. Resolution FP-17-73	2.5c.(6)		A	C
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This item was presented and approved as part of the Consent Calendar.

61	<p><u>Allocation Amendments – Proposition 1B TCIF projects</u> Request to deallocate a combined total of \$3,322,000 in Proposition 1B TCIF funding from the following projects, due to savings at project close out:</p> <ul style="list-style-type: none"> \$2,384,000 from TCIF Project 54 - March Inland Cargo Port Airport – I-215 Van Buren Boulevard – Ground Access Improvements project in Riverside County. (PPNO 08-0041C) (2.5g.(5b)) Resolution TCIF-AA-1718-11, Amending Resolution TCIF-AA-1213-01 \$938,000 from TCIF Project 93 – Sorrento Valley Double Track project in San Diego County. (PPNO 11-TC93) (2.5g.(5c)) Resolution TCIF-AA-1718-12, Amending Resolution TCIF-AA-1314-19 	2.5g.(5b) 2.5g.(5c)		A	D
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This item was presented and approved as part of the Consent Calendar.

Tab #	Item Description	Ref. #	Presenter	Status*	
62	Allocation Amendment – Proposition 1B ICR Project: Request to deallocate \$1,701,000 in construction savings from the New Station Track at LA Union Station Project, in Los Angeles County, due to project savings at closeout. (PPNO 2091) Resolution ICR1B-AA-1718-04, Amending Resolution ICR1B- A-0708-01	2.5g.(8)		A	D

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

63	Allocation Amendment – STIP Transit Project Request to revise the Budget Year in the vote box for the Riverside County Transportation Commission Perris Valley Line Commuter Rail Extension project (PPNO 1114), by splitting the total allocation of \$52,978,000 as \$51,325,447 in FY 2011-12 and \$1,652,553 in FY 2016-17. Resolution MFP-17-08, Amending Resolution MFP-16-06	2.6a.		A	D
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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 Amendment – STIP Transit Project (PPNO 1114)

→Correct the dollar amount for FY 2011-12 PTA to **\$51,325,447**

64	Allocation Amendment - TIRCP Request to de-allocate \$250,000 in TIRCP funding from the San Joaquin Regional Rail Commission for the Altamont Corridor Express (ACE) Near-Term Capacity Improvements project (PPNO CP025), in San Joaquin County, to reflect cost savings. Resolution TIRCP-1718-05, Amending Resolution TIRCP-1718-01 <i>(Related Item under Ref. 2.6g.(1).)</i>	2.6g.(2)		A	D
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This item was presented and approved as part of the Consent Calendar.

65	Technical Adjustments to the 2018 Solutions for Congested Corridor Program. Resolution SCCP-P-1718-02, Amending Resolution SCCP-P-1718-01	4.16		A	C
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This item was presented and approved as part of the Consent Calendar.

66	Technical Adjustments to the 2018 Trade Corridor Enhancement Program. Resolution TCEP-P-1718-02, Amending Resolution TCEP-P-1718-01	4.4		A	C
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This item was presented and approved as part of the Consent Calendar.

67	Approval of Break in Access along State Route 84. Resolution G-18-34	4.20		A	D
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This item was presented and approved as part of the Consent Calendar.

Tab #	Item Description	Ref. #	Presenter	Status*	
END OF CONSENT CALENDAR					
Environmental Matters					
68	<u>Approval of Project for Future Consideration of Funding:</u> 03 – El Dorado County Sacramento – Placerville Transportation Corridor Master Plan Construct new multi-use trails. (FEIR) (ATP) Resolution E-18-86	2.2c.(24)	Jose Oseguera	A	C

Recommendation: Approval

Action Taken: Approved

Motion: Earp **Second:** Madaffer **Recused:** None **Absent:** None

Vote result: 11-0

Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione, and Van Konynenburg

Nays: None

Abstained: None

69	<u>Approval of Projects for Future Consideration of Funding:</u> 07-Ven-34, PM 6.27/6.77 Rice Avenue Grade Separation Project Construct a grade separation structure at an existing intersection of Rice Avenue and Fifth Street in Ventura County. (FEIR) (PPNO 4961) (TCEP) Resolution E-18-85 <i>(Related Item under Ref. 2.6s.(4).)</i>	2.2c.(23)	Jose Oseguera Phil Stolarski	A	D
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Recommendation: Approval

Action Taken: Approved

Motion: Alvarado **Second:** Dunn **Recused:** None **Absent:** None

Vote result: 11-0

Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione, and Van Konynenburg

Nays: None

Abstained: None

70	<u>Approval of Project for Future Consideration of Funding:</u> 07 – Los Angeles County Montebello Boulevard Bike and Sidewalk Improvements Project Construct bike and pedestrian improvements. (FEIR) (PPNO 5454) (ATP) Resolution E-18-84 <i>(Related Item under Ref. 2.5w.(1).)</i>	2.2c.(22)	Jose Oseguera	A	C
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Recommendation: Approval

Action Taken: Approved

Motion: Burke **Second:** Madaffer **Recused:** None **Absent:** None

Vote result: 11-0

Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione, and Van Konynenburg

Nays: None

Abstained: None

PROGRAM UPDATES					
Quarterly Report – Third Quarter – FY 2017-18					
71	Caltrans Project Delivery Report	3.15	Rick Guevel Michael Keever	I	D

Commission Associate Deputy Director Rick Guevel, Caltrans Acting Division Chief for Project Management Michael Keever presented this informational item.

Tab #	Item Description	Ref. #	Presenter	Status*	
72	Report on Reducing Deferred Maintenance and Improving Conditions on the State Highway System	4.8	Rick Guevel	I	C

Commission Associate Deputy Director Rick Guevel presented this informational item.

Projects with Costs that Exceed the Programmed Amount by More Than 20 Percent					
73	Request to allocate \$11,000,000 for the construction of the SHOPP Mobility project on I-405 in Los Angeles County, an overall increase of \$5,078,000 over the original programmed amount of \$5,922,000. This consists of a Construction Capital increase of \$4,028,000, 82.7 percent over the original programmed amount and a Construction Support increase of \$1,050,000, 100 percent over the original programmed amount, to advertise a contract. (EA 07-28910, PPNO 4457) Resolution FP-17-74	2.5d.(1)	Rick Guevel Carrie Bowen	A	D

Recommendation: Approval

Action Taken: Approved

Motion: Burke **Second:** Tavaglione **Recused:** None **Absent:** Madaffer

Vote result: 9-1

Ayes: Alvarado, Burke, Dunn, Earp, Guardino, Inman, Kehoe, Tavaglione, and Van Konynenburg

Nays: Ghielmetti

Abstained: None

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

Projects with Costs that Exceed Programmed Amount by More Than 20 Percent

**YELLOW REVISED ITEM
(Book Item only)**

SHOPP Mobility Project on I-405 in Los Angeles County (PPNO 4457) for \$11,000,000

74	Request to allocate \$2,069,000 for the construction of a SHOPP ADA project on Route 108 and Route 132 in Stanislaus County, an increase of \$519,000 over the original programmed amount of \$1,550,000. This consists of a Construction Capital increase of \$519,000, 53.5 percent over the original programmed amount and a Construction Support increase of \$0 over the original programmed amount, to advertise a contract. (EA 10-0W901, PPNO 3010) Resolution FP-17-75	2.5d.(2)	Rick Guevel Dennis Agar	A	D
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Recommendation: Approval

Action Taken: Approved

Motion: Van Konynenburg **Second:** Tavaglione **Recused:** None **Absent:** Madaffer

Vote result: 10-0

Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione, and Van Konynenburg

Nays: None

Abstained: None

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

Projects with Costs that Exceed Programmed Amount by More than 20 Percent

SHOPP Americans with Disability Act Project on State Route 108 & 132 in Stanislaus County

→In the Book Item, on page 2, under "REASON FOR INCREASE" – Revise the following:

- In paragraph 1, the first line should read as "The largest increase of \$314,000 (~~59~~ **60** percent)...."
- In paragraph 2, the first line should read as "An increase of ~~\$138,000~~ **\$128,000** (~~26~~ **25** percent)..."
- In paragraph 3, the first line should read as "The remaining increase amount of ~~\$77,400~~ **\$77,000** (15 percent)..."

Tab #	Item Description	Ref. #	Presenter	Status*	
Capital Outlay Support – Supplemental Fund Allocations					
75	Request for an additional \$383,300 in Capital Outlay Support for a SHOPP Collision Severity Reduction project on Route 68 in Monterey County, an increase of 35.1 percent over the original allocated amount, to complete the PS&E phase. (EA 05-1C250, PPNO 2378) Resolution FA-17-22.	2.5e.(2)	Rick Guevel Richard Rosales	A	D

Recommendation: Approval

Action Taken: Approved

Motion: Tavaglione **Second:** Dunn **Recused:** None **Absent:** Madaffer

Vote result: 10-0

Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione, and Van Konyenburg

Nays: None

Abstained: None

76	Request for an additional \$383,000 in Capital Outlay Support for a SHOPP ADA Pedestrian Infrastructure project on Route 152 in Santa Cruz County, an increase of 53.5 percent over the original allocated amount, to complete the PS&E phase. (EA 05-1E020, PPNO 2464) Resolution FA-17-23	2.5e.(3)	Rick Guevel Richard Rosales	A	D
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Recommendation: Approval

Action Taken: Approved

Motion: Guardino **Second:** Tavaglione **Recused:** None **Absent:** Madaffer

Vote result: 10-0

Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione, and Van Konyenburg

Nays: None

Abstained: None

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

Capital Outlay Support – Supplemental Fund Allocations

ADA Pedestrian Infrastructure Project in Santa Cruz County (PPNO 2464) for \$383,000

→In the Book Item, under "RECOMMENDATION", in the last line, the PPNO should read as (PPNO 2434 **2464**)

Capital - Supplemental Fund Allocations					
77	Request for an additional \$10,760,000 to complete construction of a SHOPP Bridge Seismic Restoration project on I-5 in Shasta County. This consists of a Construction Capital increase of \$7,400,000, 56 percent over the original allocated amount and a Construction Support increase of \$3,360,000, 65 percent, over the original allocated amount. (EA 02-0E090, PPNO 3346) Resolution FA-17-24 <i>(Related Item under Ref. 2.8c.(2).)</i>	2.5e.(4)	Rick Guevel Dave Moore	A	D

Recommendation: Approval

Action Taken: Approved

Motion: Ghielmetti **Second:** Tavaglione **Recused:** None **Absent:** Madaffer

Vote result: 10-0

Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione, and Van Konyenburg

Nays: None

Abstained: None

Tab #	Item Description	Ref. #	Presenter	Status*	
78	Request for an additional \$2,700,000 to complete construction of a SHOPP Permanent Restoration project on Route 33 in Ventura County. This is a Construction Capital increase of 41 percent over the original allocated amount. (EA 07-30520, PPNO 4725) Resolution FA-17-25	2.5e.(5)	Rick Guevel Carrie Bowen	A	D

This item was withdrawn prior to the meeting.

Highway Right of Way Matters					
79	Director's Deeds – Los Angeles County (Roberti Regulation) --Items 1 through 2 Excess Lands – Return to State: \$263,741 Return to Others: \$0	2.4d.(2)	Teri Anderson Jennifer S. Lowden	A	D

Recommendation: Approval

Action Taken: Approved

Motion: Dunn

Second: Alvarado

Recused: None

Absent: Madaffer

Vote result: 10-0

Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione, and Van Konyneburg

Nays: None

Abstained: None

PROGRAM UPDATES					
SHOPP Program Amendments for Approval:					
80	Request to: --Add 23 new projects into the 2016 SHOPP. --Add 1 new SB 1 project into the 2016 SHOPP. --Revise 5 projects currently programmed in the 2016 SHOPP. SHOPP Amendment 16H-025	2.1a.(1)	Rick Guevel Bruce De Terra	A	D

Recommendation: Approval

Action Taken: Approved

Motion: Tavaglione

Second: Alvarado

Recused: None

Absent: Madaffer

Vote result: 10-0

Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione, and Van Konyneburg

Nays: None

Abstained: None

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

2016 SHOPP Amendments

- Revise agenda as follows: Request to:
 --Add **23 21** new projects into the 2016 SHOPP
 --Add 1 new SB 1 project into the 2016 SHOPP
 --Revise 5 projects currently programmed in the 2016 SHOPP

YELLOW REPLACEMENT ITEM

Tab #	Item Description	Ref. #	Presenter	Status*	
81	Request to: --Add 8 new projects into the 2018 SHOPP. --Add 3 new SB 1 projects into the 2018 SHOPP. --Revise 88 projects currently programmed in the 2018 SHOPP. SHOPP Amendment 18H-003	2.1a.(2)	Rick Guevel Bruce De Terra	A	D

Recommendation: Approval

Action Taken: Approved

Motion: Alvarado

Second: Dunn

Recused: None

Absent: Madaffer

Vote result: 10-0

Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione, and Van Konyenburg

Nays: None

Abstained: None

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

2018 SHOPP Amendments

→In Book Item Attachment 3 – Revise the following:

- Project 17 (PPNO 3317/EA 1H800) – 03-ED-50 – the first line of the Note at the bottom should read as "Note: Parent project EA 1H880/PPNO 03-3347 **EA 1H800/PPNO 03-3317** to split off eastern project limits into....."
- Project 18 (PPNO 3335/4H370) – 03-ED-50 - the first line of the Note at the bottom should read as "Note: Parent project EA 1H880/PPNO 03-3347 **EA 1H800/PPNO 03-3317** to split off eastern project limits into....."

STIP Program Amendments for Approval:					
82	The Los Angeles County Metropolitan Transportation Authority (Metro) proposes to amend the STIP to program an AB 3090 replacement project (PPNO 4356A) in place of the Route 138 Widening, Segment 6 project (PPNO 4356) in Los Angeles County, currently programmed in FY 2019-20. Metro is ready to deliver the project with local federal funds in FY 2018-19. STIP Amendment 18S-01	2.1a.(3)	Teresa Favila Bruce De Terra	A	D

Recommendation: Approval

Action Taken: Approved

Motion: Burke

Second: Earp

Recused: None

Absent: Madaffer

Vote result: 10-0

Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione, and Van Konyenburg

Nays: None

Abstained: None

STIP Program Amendments for Notice					
83	The Santa Barbara County Association of Governments and the Department propose to amend the STIP to split the South Coast 101 HOV Lanes - Carpinteria through Summerland (Segments 4A-4C) (PPNO 7101A) in Santa Barbara County, into 3 projects for design and construction phasing. STIP Amendment 18S-04	2.1b.(2)	Teresa Favila Bruce De Terra	I	D

Commission Associate Deputy Director Teresa Favila presented this informational item.

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

STIP Amendment for Notice - South Coast 101 HOV Lanes – Carpinteria through Summerland (Segments 4A-4C) Santa Barbara County - PPNO 7101A

PINK REPLACEMENT ITEM

Tab #	Item Description	Ref. #	Presenter	Status*	
84	The Department and the Solano Transportation Authority propose to amend the 2018 STIP to revise the Implementing Agency from the Solano Transportation Authority to the Department for the PS&E phase on the I-80/I-680/Route 12 Interchange (Package 2A) project in Solano County. (PPNO 5301X) STIP Amendment 18S-03	2.1b.(1)	Teresa Favila Bruce De Terra	I	D

Commission Associate Deputy Director Teresa Favila presented this informational item.

Proposition 1B Program					
85	<u>Trade Corridors Improvement Fund Program Amendment:</u> Add Project 128 – I-10 Corridor Contract 1 Project, from the White Avenue overcrossing to the Los Angeles/San Bernardino County line in Los Angeles County, and from the Los Angeles/San Bernardino County line to the I-15 interchange in San Bernardino County into the Program. Resolution TCIF-P-1718-11 <i>(Related Items under Ref 4.9 and 2.5s.(8).)</i>	4.10	Teri Anderson	A	C

Items 85 and 86 were taken together.

Recommendation: Approval

Action Taken: Approved

Motion: Tavaglione

Second: Burke

Recused: None

Absent: Madaffer

Vote result: 10-0

Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione, and Van Konynenburg

Nays: None

Abstained: None

86	<u>Trade Corridors Improvement Fund Baseline Agreement:</u> Approve the Baseline Agreement for Project 128 – I-10 Corridor Contract 1 Project, from the White Avenue overcrossing to the Los Angeles/San Bernardino County line in Los Angeles County, and from the Los Angeles/San Bernardino County line to the I-15 interchange in San Bernardino County. Resolution TCIF-P-1718-12B <i>(Related Items under Ref 4.10 and 2.5s.(8).)</i>	4.9	Teri Anderson	A	C
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Items 85 and 86 were taken together.

Recommendation: Approval

Action Taken: Approved

Motion: Tavaglione

Second: Burke

Recused: None

Absent: Madaffer

Vote result: 10-0

Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione, and Van Konynenburg

Nays: None

Abstained: None

Tab #	Item Description	Ref. #	Presenter	Status*	
87	<p>Proposition 1B TCIF Baseline Amendment: The Department proposes to amend the TCIF baseline agreement for Project 125 (Durfee Avenue Grade Separation Project) in Los Angeles County to update the project delivery schedule. Resolution TCIF-P-1718-10, Amending Resolution TCIF-P-1617-11B <i>(Related Items under Ref 2.5g. (5a) and 2.5g. (9).)</i></p>	2.1c.(5)	Teri Anderson Bruce De Terra	A	D

Recommendation: Approval

Action Taken: Approved

Motion: Burke **Second:** Alvarado **Recused:** None **Absent:** Madaffer

Vote result: 10-0

Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione, and Van Konynenburg

Nays: None

Abstained: None

Proposition 1B – Trade Corridor Improvement Fund Program					
88	<p>Request of \$2,620,000 for the locally-administered Durfee Avenue Grade Separation TCIF project, in Los Angeles County. (PPNO 07-TC125) Resolution TCIF-A-1718-05 <i>(Related Items under Ref 2.1c.(5), and 2.5g.(9).)</i></p>	2.5g.(5a)	Teri Anderson Bruce De Terra	A	D

Items 88 and 89 were taken together.

Recommendation: Approval

Action Taken: Approved

Motion: Burke **Second:** Tavaglione **Recused:** None **Absent:** Madaffer

Vote result: 10-0

Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione, and Van Konynenburg

Nays: None

Abstained: None

Proposition 1B – Highway-Railroad Crossing Safety Account Program					
89	<p>Request of \$2,706,000 for the locally-administered Durfee Avenue Grade Separation HRCSA project, in Los Angeles County. (PPNO 07-75HR003) Resolution GS1B-A-1718-01 <i>(Related Items under Ref 2.1c.(5) and 2.5g.(5a).)</i></p>	2.5g.(9)	Teri Anderson Dara Wheeler	A	D

Items 88 and 89 were taken together.

Recommendation: Approval

Action Taken: Approved

Motion: Burke **Second:** Tavaglione **Recused:** None **Absent:** Madaffer

Vote result: 10-0

Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione, and Van Konynenburg

Nays: None

Abstained: None

Aeronautics Program					
90	<p>Proposed 2018 Aeronautics Acquisition & Development Program</p>	4.18	Teri Anderson Mary Beth Herritt	I	D

Commission Assistant Deputy Director Teri Anderson and Caltrans Acting Division Chief for Aeronautics presented this informational item.

Tab #	Item Description	Ref. #	Presenter	Status*	
Active Transportation Program					
91	The City of Pico Rivera proposes to amend the Cycle 2 Active Transportation – Pico Rivera Bikeway project (PPNO 5113) in Los Angeles County to relocate the proposed bike/pedestrian bridge portion of the project. Resolution ATP-A-17-06	4.24	Laurie Waters Rihui Zhang	A	D

This item was withdrawn prior to the meeting.

ALLOCATIONS					
SHOPP Minor Program Allocations					
92	Request of \$1,250,000 for the safety improvement Minor SHOPP project between Mountain Boulevard and Laurel Mountain Road, in Mono County. (EA 36690) Resolution FP-17-59 <i>(Related Item under Ref. 2.5c.(2a).)</i>	2.5a.	Rick Guevel Bruce De Terra	A	D

Recommendation: Approval

Action Taken: Approved

Motion: Dunn

Second: Tavaglione

Recused: None

Absent: Burke and Madaffer

Vote result: 9-0

Ayes: Alvarado, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione, and Van Konynenburg

Nays: None

Abstained: None

SHOPP Allocations					
93	Request of \$506,202,000 for 42 SHOPP projects. Resolution FP-17-60 <i>(Related Items under Ref. 2.2c.(1.), 2.5f.(3), 2.5s.(4), 2.5s.(8) and 2.5g.(3).)</i>	2.5b.(1)	Rick Guevel Bruce De Terra	A	D

Recommendation: Approval as revised

Action Taken: Approved

Motion: Tavaglione

Second: Dunn

Recused: None

Absent: Burke and Madaffer

Vote result: 9-0

Ayes: Alvarado, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione, and Van Konynenburg

Nays: None

Abstained: None

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

SHOPP Allocations - \$506,202,000 for 42 projects

→In the Book Item Attachment – Revise the following:

- Project 32 (PPNO 6661/EA 0Q280) – Add the following to the vote box **"(As part of this allocation request, the Department is requesting to extend the completion of construction an additional 12 months beyond the 36 month deadline.)"**
- Project 19 (PPNO 1488P/EA 2J100) – Add in correct program code of **20.10.201.010** for CON ENG & **20.20.201.010** for CONST and correct programmed year to **16-17**

94	Request for \$875,000 for the South Fork Eel River Bridge SHOPP project, in Mendocino County. (PPNO 8501) Resolution FP-17-78	2.5b.(5)	Rick Guevel Bruce De Terra	A	D
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Recommendation: Approval

Action Taken: Approved

Motion: Ghielmetti

Second: Kehoe

Recused: None

Absent: Burke and Madaffer

Vote result: 9-0

Ayes: Alvarado, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione, and Van Konynenburg

Nays: None

Abstained: None

Tab #	Item Description	Ref. #	Presenter	Status*	
95	Request of \$101.0 million for 123 2016 SHOPP preconstruction project phases for environmental, design and R/W support: 2.5b.(2a) – \$52.4 million for 72 2016 SHOPP projects. 2.5b.(2b) - \$48.6 million for 51 2016 SHOPP – SB1 projects Resolution FP-17-61	2.5b.(2)	Rick Guevel Bruce De Terra	A	D

Recommendation: Approval as revised

Action Taken: Approved

Motion: Tavaglione

Second: Dunn

Recused: None

Absent: Burke and Madaffer

Vote result: 9-0

Ayes: Alvarado, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione, and Van Konyneburg

Nays: None

Abstained: None

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

016 SHOPP COS Allocations - \$101.0 for 123 preconstruction project phases

Under Book Item Attachment 2.5b.(2a):

- Project 14 (PPNO 5961/EA 2H640) – 03-Sac-12 - \$560,000 for PS&E
- Project 19 (PPNO 1490F/EA 4J390) – 04-SF-101 - \$2,000,000 for PS&E
- Project 47 (PPNO 5961/EA 2H640) – 03-Sac-12 - \$100,000 for R/W Support

Withdrawn prior to the CTC Meeting.

Withdrawn prior to the CTC Meeting.

Withdrawn prior to the CTC Meeting.

Advance – SHOPP Allocations					
96	Request of \$76.4 million for 102 2018 SHOPP preconstruction project phases for environmental, design and R/W support: 2.5b.(3a) – \$50.2 million for 77 2018 SHOPP projects. 2.5b.(3b) - \$26.2 million for 25 2018 SHOPP – SB1 projects. Resolution FP-17-62	2.5b.(3)	Rick Guevel Bruce De Terra	A	D

Recommendation: Approval

Action Taken: Approved

Motion: Tavaglione

Second: Guardino

Recused: None

Absent: Burke and Madaffer

Vote result: 9-0

Ayes: Alvarado, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione, and Van Konyneburg

Nays: None

Abstained: None

97	Request of \$117,519,000 for four SHOPP projects, programmed in FY 18-19. Resolution FP-17-63	2.5b.(4)	Rick Guevel Bruce De Terra	A	D
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Recommendation: Approval as revised

Action Taken: Approved

Motion: Dunn

Second: Tavaglione

Recused: None

Absent: Burke and Madaffer

Vote result: 9-0

Ayes: Alvarado, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione, and Van Konyneburg

Nays: None

Abstained: None

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

SHOPP Allocations - \$117,519,000 for 4 projects

- Project 2 (PPNO 6731/EA 0T200) – 06-Ker-99 – 0.0/11.2 - \$55,200,000 for CON ENG & CONST
- Project 3 (PPNO 5287/EA 34240) – 07-LA-101 – 0.0 - \$2,750,000 for CON ENG & CONST
- Project 4 (PPNO 5379/EA 34400) – 07-LA-101 – 0.0 - \$870,000 for CON ENG & CONST

Withdrawn prior to the CTC Meeting

Withdrawn prior to the CTC Meeting

Withdrawn prior to the CTC Meeting

Tab #	Item Description	Ref. #	Presenter	Status*	
STIP Allocations					
98	Request of \$1,070,000 for the State-administered California Boulevard Roundabouts STIP project, on the State Highway System, in Napa County. (PPNO 04-2130F) Resolution FP-17-64	2.5c.(1)	Teresa Favila Bruce De Terra	A	D

Recommendation: Approval

Action Taken: Approved

Motion: Ghielmetti **Second:** Tavaglione **Recused:** None **Absent:** Burke and Madaffer

Vote result: 9-0

Ayes: Alvarado, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione, and Van Konynenburg

Nays: None

Abstained: None

99	Request of \$3,731,000 for three locally-administered STIP projects, on the State Highway System. Resolution FP-17-65 <i>(Related Item under Ref. 2.5a.)</i>	2.5c.(2a)	Teresa Favila Bruce De Terra	A	D
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Recommendation: Approval

Action Taken: Approved

Motion: Dunn **Second:** Earp **Recused:** None **Absent:** Burke and Madaffer

Vote result: 9-0

Ayes: Alvarado, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione, and Van Konynenburg

Nays: None

Abstained: None

100	Request of \$3,738,000 for the locally-administered Zinfandel Complex Improvements STIP project, on the State Highway System, in Sacramento County. (PPNO 03-1670) Resolution FP-17-66	2.5c.(2b)	Teresa Favila Bruce De Terra	A	D
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Recommendation: Approval

Action Taken: Approved

Motion: Alvarado **Second:** Tavaglione **Recused:** None **Absent:** Burke and Madaffer

Vote result: 9-0

Ayes: Alvarado, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione, and Van Konynenburg

Nays: None

Abstained: None

101	Request of \$1,285,000 for 10 locally-administered STIP projects, off the State Highway System. 2.5c. (3a) -- \$916,000 for five STIP projects. 2.5c. (3b) -- \$369,000 for five STIP Planning, Programming, and Monitoring projects. Resolution FP-17-67 <i>(Related Item under Ref 2.2c.(1).)</i>	2.5c.(3)	Teresa Favila Bruce De Terra	A	D
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Recommendation: Approval

Action Taken: Approved

Motion: Kehoe **Second:** Tavaglione **Recused:** None **Absent:** Burke and Madaffer

Vote result: 9-0

Ayes: Alvarado, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione, and Van Konynenburg

Nays: None

Abstained: None

Tab #	Item Description	Ref. #	Presenter	Status*	
Advance – STIP Allocations					
102	Request of \$1,000,000 for the locally-administered Kammerer Road Extension (Connector Segment) STIP project, on the State Highway System, in Sacramento County, programmed in FY 18-19. (PPNO 03-5844) Resolution FP-17-68	2.5c.(2c)	Teresa Favila Bruce De Terra	A	D

Recommendation: Approval

Action Taken: Approved

Motion: Alvarado **Second:** Kehoe **Recused:** None **Absent:** Burke and Madaffer

Vote result: 9-0

Ayes: Alvarado, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione, and Van Konynenburg

Nays: None

Abstained: None

103	Request of \$1,013,000 for seven locally-administered STIP projects, off the State Highway System, programmed in FY 18-19. 2.5c. (4b) -- \$1,013,000 for seven STIP Planning, Programming, and Monitoring project. Resolution FP-17-72 <i>(Related Item under Ref. 2.2c.(25).)</i>	2.5c.(4)	Teresa Favila Rihui Zhang	A	D
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Recommendation: Approval

Action Taken: Approved

Motion: Dunn **Second:** Tavaglione **Recused:** None **Absent:** Burke and Madaffer

Vote result: 9-0

Ayes: Alvarado, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione, and Van Konynenburg

Nays: None

Abstained: None

104	Request of \$18,800,000 for the locally-administered I-680/SR 4 Interchange Proposition 1B TFA project, on the State Highway System, in Contra Costa County, programmed in FY 19-20. (PPNO 04-0298E) Resolution STIP1B-A-1718-02 Resolution FP-17-70 <i>(Related Items under Ref. 2.5b.(1), and 2.5s.(4).)</i>	2.5g.(3)	Teresa Favila Bruce De Terra	A	D
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Recommendation: Approval

Action Taken: Approved

Motion: Ghielmetti **Second:** Alvarado **Recused:** None **Absent:** Burke and Madaffer

Vote result: 9-0

Ayes: Alvarado, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione, and Van Konynenburg

Nays: None

Abstained: None

Tab #	Item Description	Ref. #	Presenter	Status*	
Advance –Local Partnership Program					
105	Request of \$38,399,000 for the locally-administered I-680/SR 4 Interchange LPP project, on the State Highway System, in Contra Costa County, programmed in FY 18-19. (PPNO 04-0298E) Resolution LPP-A-1718-11 <i>(Related Items under Ref. 2.5b.(1) and 2.5g.(3).)</i>	2.5s.(4)	Christine Gordon Bruce De Terra	A	D

Recommendation: Approval

Action Taken: Approved

Motion: Ghielmetti **Second:** Alvarado **Recused:** None **Absent:** Burke and Madaffer

Vote result: 9-0

Ayes: Alvarado, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione, and Van Konynenburg

Nays: None

Abstained: None

Proposition 1A High Speed Passenger Train Bond Project Allocations – Urban and Commuter					
106	Request of \$20,207,000 for the locally-administered Metrolink High Speed Readiness Program Proposition 1A project, in Los Angeles County. (PPNO 07-CP002) Resolution HST1A-A-1718-02	2.6f.(2)	Teresa Favila Dara Wheeler	A	D

Recommendation: Approval

Action Taken: Approved

Motion: Tavaglione **Second:** Kehoe **Recused:** None **Absent:** Burke and Madaffer

Vote result: 9-0

Ayes: Alvarado, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione, and Van Konynenburg

Nays: None

Abstained: None

Transit & Intercity Rail Capital Program Project Allocations					
107	Request of \$500,000 for the ACE Near-Term Capacity Improvements Program (Platforms) TIRCP project, in San Joaquin County. (PPNO 10-CP025) Resolution TIRCP-1718-04 <i>(Related Item under Ref. 2.6g.(2).)</i>	2.6g.(1)	Teresa Favila Dara Wheeler	A	D

Recommendation: Approval

Action Taken: Approved

Motion: Alvarado **Second:** Dunn **Recused:** None **Absent:** Burke and Madaffer

Vote result: 9-0

Ayes: Alvarado, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione, and Van Konynenburg

Nays: None

Abstained: None

Aeronautics Program					
108	Request to allocate \$1,400,000 for the FY 18-19 Aeronautics Program Lump Sum for the Set Aside to Match Federal Airport Improvement Program (AIP) grants. Resolution FDOA-2018-16	2.7a	Teri Anderson Mary Beth Herritt	A	D

Recommendation: Approval

Action Taken: Approved

Motion: Tavaglione **Second:** Dunn **Recused:** None **Absent:** Burke, Earp and Madaffer

Vote result: 8-0

Ayes: Alvarado, Dunn, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione, and Van Konynenburg

Nays: None

Abstained: None

Tab #	Item Description	Ref. #	Presenter	Status*	
	Lump Sum Allocations				
	<u>Local Assistance</u>				
109	Report on the Local Assistance Lump Sum Allocation for the Period Ending March 31, 2018.	3.10	Teresa Favila Rihui Zhang	I	D

Commission Associate Deputy Director Teresa Favila and Caltrans Division Chief for Local Assistance Rihui Zhang presented this informational item.

110	Request of \$131,078,000 in State Funds for a Local Assistance Lump Sum Allocation for FY 18-19. Resolution FM-17-03	2.5h.	Teresa Favila Rihui Zhang	A	D
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Recommendation: Approval

Action Taken: Approved

Motion: Kehoe

Second: Dunn

Recused: None

Absent: Burke, Earp and Madaffer

Vote result: 8-0

Ayes: Alvarado, Dunn, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione, and Van Konynenburg

Nays: None

Abstained: None

	<u>Right of Way</u>				
111	Preliminary Close-Out Report on the FY 17-18 Right of Way Lump Sum Allocation.	3.13	Teri Anderson Jennifer S. Lowden	I	D

Commission Assistant Deputy Director Teri Anderson and Caltrans Division Chief for Right of Way Jennifer Lowden presented this informational item.

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

Preliminary Close-Out Report on the FY 17-18 Right of Way Lump Sum Allocation

YELLOW REPLACEMENT ITEM

112	Request of \$170,000,000 for the FY 18-19 Right of Way Lump Sum Allocation. Resolution FM-17-04	2.5i.	Teri Anderson Jennifer S. Lowden	A	D
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Recommendation: Approval

Action Taken: Approved

Motion: Dunn

Second: Tavaglione

Recused: None

Absent: Burke and Madaffer

Vote result: 9-0

Ayes: Alvarado, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione, and Van Konynenburg

Nays: None

Abstained: None

	<u>SHOPP Minor</u>				
113	Preliminary Close-Out Report on the FY 17-18 Minor Program Lump Sum allocation.	3.12	Rick Guevel Bruce De Terra	I	D

Commissioner Associate Deputy Director Rick Guevel and Caltrans Division Chief for Programming Bruce DeTerra presented this informational item.

Tab #	Item Description	Ref. #	Presenter	Status*	
114	Request of \$150,000,000 for a FY 18-19 Minor Lump Sum Allocation for Capital and Support. Resolution FM-17-05	2.5j.	Rick Guevel Bruce De Terra	A	D

Recommendation: Approval

Action Taken: Approved

Motion: Dunn **Second:** Tavaglione **Recused:** None **Absent:** Burke and Madaffer

Vote result: 9-0

Ayes: Alvarado, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione, and Van Konynenburg

Nays: None

Abstained: None

Senate Bill 1 Programs					
Local Partnership Program					
115	Request of \$375,000 for the State-administered Route 101, Santa Monica Road/Via Real Intersection Improvements LPP Formulaic project, on the State Highway System, in Santa Barbara County. (PPNO 05-2985) Resolution LPP-A-1718-08	2.5s.(1)	Christine Gordon Bruce De Terra	A	D

Recommendation: Approval

Action Taken: Approved

Motion: Tavaglione **Second:** Kehoe **Recused:** None **Absent:** Burke and Madaffer

Vote result: 9-0

Ayes: Alvarado, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione, and Van Konynenburg

Nays: None

Abstained: None

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

Local Partnership Program – Formulaic– Santa Monica Road/Via Real Intersection Improvement project (PPNO 2895)

→ Add in the Adv Phase of **4PAED**

116	Request of \$3,128,000 for eight locally-administered LPP Formulaic projects off the State Highway System. 2.5s.(3a) - \$3,128,000 for eight LPP – formulaic projects. Resolution LPP-A-1718-09	2.5s.(3)	Christine Gordon Rihui Zhang	A	D
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Recommendation: Approval

Action Taken: Approved

Motion: Kehoe **Second:** Dunn **Recused:** None **Absent:** Burke and Madaffer

Vote result: 9-0

Ayes: Alvarado, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione, and Van Konynenburg

Nays: None

Abstained: None

Tab #	Item Description	Ref. #	Presenter	Status*	
	Local Partnership Program– Mass Transit				
117	Request of \$18,962,000 for seven locally-administered LPP Formulaic - Mass Transit projects. Resolution LPP-A-1718-10	2.6s.(1)	Christine Gordon Dara Wheeler	A	D

Recommendation: Approval

Action Taken: Approved

Motion: Guardino

Second: Kehoe

Recused: None

Absent: Burke and Madaffer

Vote result: 9-0

Ayes: Alvarado, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione, and Van Konynenburg

Nays: None

Abstained: None

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

Local Partnership Program – Mass Transit Allocations - \$18,962,000 for 7 projects

→In the Book Item Attachment – Revise as follows:

- Project 6 – Revise the PPNO to read as (PPNO LP004 **T0014**) and in the "Project Description", the first line should read as follows: "Design 4-8 **1.9** miles of ..."

	Advance - Local Partnership Program – Mass Transit				
118	Request of \$1,287,000 for the locally-administered 15 Buses for Circulator Service Expansion LPP Formulaic - Mass Transit project, in Sacramento County, programmed in FY 18-19. (PPNO 03-1774) Resolution LPP-A-1718-12	2.6s.(2)	Christine Gordon Dara Wheeler	A	D

Recommendation: Approval

Action Taken: Approved

Motion: Dunn

Second: Kehoe

Recused: None

Absent: Burke and Madaffer

Vote result: 9-0

Ayes: Alvarado, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione, and Van Konynenburg

Nays: None

Abstained: None

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

Advance – Local Partnership Program – Mass Transit

→Revise Agenda to read as: "Request of \$1,287,000 for the locally administered ~~45~~ Buses for Circular Service Expansion...."

→In the Book Item, under "Issue" and "Recommendation", revise the project title to read as "~~45~~ Buses for Circular Service Expansion Transit project"

→In the Book Item Attachment, revise the Project Title in the vote box to read as "~~24 Buses~~ 45 Buses for Circular Service Expansion"

Tab #	Item Description	Ref. #	Presenter	Status*	
	Advance - Trade Corridors Enhancement Program - Rail				
119	Request of \$1,000,000 for the locally-administered Fyffe Avenue Grade Separation TCEP Rail project, in San Joaquin County, programmed in FY 18-19. (PPNO T0001) Resolution TCEP-A-1718-02	2.6s.(3)	Dawn Cheser Dara Wheeler	A	D

Recommendation: Approval

Action Taken: Approved

Motion: Tavaglione **Second:** Kehoe **Recused:** None **Absent:** Burke and Madaffer

Vote result: 9-0

Ayes: Alvarado, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione, and Van Konynenburg

Nays: None

Abstained: None

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

Advance – Trade Corridor Enhancement Program – Rail – Fyffe Avenue Grade Separation – San Joaquin County

→In the Agenda and the Book Item, under "RECOMMENDATION" – Revise the PPNO as follows: (PPNO T0001 **T0002**)

→In the vote box on the Book Item Attachment – Revise the PPNO to read as (PPNO T0001 **T0002**) and add the following in the vote box: **CEQA – SE Section 15282(g); 5/18/2018.**

	Advance – Multi-Funded TCEP/Federal Earmark Rail Project				
120	Request of \$13,929,000 for the multi-funded locally-administered TCEP/Federal Earmark Rice Avenue/Fifth Avenue Grade Separation TCEP/Federal Earmark Funding Rail project, in Ventura County, programmed in FY 18-19. (PPNO 75-4961) Resolution TCEP-A-1718-01 Resolution FP-17-79 <i>(Related Item under Ref. 2.2c.(23).)</i>	2.6s.(4)	Dawn Cheser Dara Wheeler	A	D

Recommendation: Approval

Action Taken: Approved

Motion: Tavaglione **Second:** Dunn **Recused:** None **Absent:** Burke and Madaffer

Vote result: 9-0

Ayes: Alvarado, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione, and Van Konynenburg

Nays: None

Abstained: None

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

Advance – Multi-Funded TCEP/Federal Earmark Rail Project – Rice Avenue/Fifth Avenue & Fifth Street Grade Separation

→In the Book Item, under "BACKGROUND", revise the last sentences to read as: "This allocation is contingent on the passage of the 2018 Budget Act and the approval of a budget revision by the Department of Finance."

→In the Book Item Attachment – Revise the following in the vote box:

- Project Description, third line should read as "Grade Separation to elevate Rice Avenue and **over** Fifth..."
- Budget Year from 2018-19 to **2017-18**
- Remove **"CONTINGENT ON THE PASSAGE OF THE 2018 BUDGET ACT."**

→Revise project name through Book Item and Attachment to be **Rice Avenue & Fifth Street Grade Separation**

Tab #	Item Description	Ref. #	Presenter	Status*	
Advance - Trade Corridors Enhancement Program					
121	Request of \$42,000,000 for two locally-administered TCEP projects, on the State Highway System, in Los Angeles County, programmed in FY 18-19. Resolution TCEP-A-1718-03	2.5s.(6)	Dawn Cheser Bruce De Terra	A	D

Recommendation: Approval

Action Taken: Approved

Motion: Tavaglione **Second:** Van Konynenburg **Recused:** None **Absent:** Burke and Madaffer

Vote result: 9-0

Ayes: Alvarado, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione, and Van Konynenburg

Nays: None

Abstained: None

Advance - Multi-Funded TCEP/STIP Project					
122	Request of \$79,422,000 for the multi-funded State-administered Redding to Anderson Six Lane TCEP/STIP project, on the State Highway System, in Shasta County, programmed in FY 18-19. (PPNO 02-3445A) Resolution TCEP-A-1718-04 Resolution FP-17-76	2.5s.(7)	Dawn Cheser Bruce De Terra	A	D

Recommendation: Approval

Action Taken: Approved

Motion: Dunn **Second:** Tavaglione **Recused:** None **Absent:** Burke and Madaffer

Vote result: 9-0

Ayes: Alvarado, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione, and Van Konynenburg

Nays: None

Abstained: None

Advance - Multi-Funded TCEP/LPP/TCIF/STIP Project					
123	Request of \$168,718,000 for the multi-funded locally-administered I-10 Express Lanes-San Antonio Ave to Route 15 (Contract 1) TCEP/LPP/TCIF/STIP project, on the State Highway System, in San Bernardino County, programmed in FY 18-19. (PPNO 08-3009P) Resolution TCEP-A-1718-05 Resolution LPP-A-1718-13 Resolution TCIF-A-1718-04 Resolution FP-17-77 <i>(Related Items under Ref. 4.9 and 4.10.)</i>	2.5s.(8)	Dawn Cheser Bruce De Terra	A	D

Recommendation: Approval

Action Taken: Approved

Motion: Tavaglione **Second:** Alvarado **Recused:** None **Absent:** Burke and Madaffer

Vote result: 9-0

Ayes: Alvarado, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione, and Van Konynenburg

Nays: None

Abstained: None

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

Advance – Multi-Funded TCEP/LPP/TCIF/STIP Project – 1-10 Express Lanes (PPNO 3009)

→ Add in the Adv Phase of **4CONL**

Tab #	Item Description	Ref. #	Presenter	Status*	
Active Transportation Program Project Allocations					
124	Request of \$38,899,000 for 64 locally-administered ATP projects. 2.5w.(1a) -- \$21,941,000 for 41 ATP projects. 2.5w.(1b) -- \$16,958,000 for 23 ATP SB1 Augmentation projects. Resolution FATP-1718-19 <i>(Related Item under Ref. 2.2c.(3), 2.2c.(4), 2.2c.(5), 2.2c.(22).)</i>	2.5w.(1)	Laurie Waters Rihui Zhang	A	D

Items 124 and 126 were taken together.

Recommendation: Approval as revised

Action Taken: Approved

Motion: Guardino

Second: Dunn

Recused: None

Absent: Burke and Madaffer

Vote result: 9-0

Ayes: Alvarado, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione, and Van Konynenburg

Nays: None

Abstained: None

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

ATP Allocations: \$38,889,000 for 64 projects:

→In the Book Item Attachment for 2.5w.(1a) – Revise the following:

- Project 4 (PPNO 4632) – Revise the Program Code to **20.30.720.100**
- Project 5 (PPNO 4634) – Revise the Budget Items to **308-0042** and add the Adv Phases of **4PSEL** and **4RWCL**
- Project 6 (PPNO 1223) Revised the Right of Way Certification as "Pending" to "**06/18/2018**"
- Project 9 (PPNO 2668) – Revise project description should read as: "Install 875 **600 directional** signs to promote **preferred** cycling routes and motorist awareness of shared roadway, evaluate the project's effectiveness **and in increasing bicycle use and** safety, and public outreach.

→In the Book Item Attachment for 2.5w.(1b):

- Project 7 (PPNO 2329) – Add in the Adv Phase of **4CONL**

Advance - Active Transportation Program					
125	Request of \$4,170,000 for five locally-administered ATP projects, programmed in FY 18-19. 2.5w.(2a) -- \$3,927,000 for three ATP projects. 2.5w.(2b) -- \$243,000 for two ATP SB1 Augmentation projects. Resolution FATP-1718-20	2.5w.(2)	Laurie Waters Rihui Zhang	A	D

Recommendation: Approval

Action Taken: Approved

Motion: Guardino

Second: Van Konynenburg

Recused: None

Absent: Burke and Madaffer

Vote result: 9-0

Ayes: Alvarado, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione, and Van Konynenburg

Nays: None

Abstained: None

Tab #	Item Description	Ref. #	Presenter	Status*	
126	Request of \$176,000 for two locally-administered ATP SB1 Augmentation projects. Resolution FATP-1718-22	2.5w.(4)	Laurie Waters Rihui Zhang	A	D

Items 124 and 126 were taken together.

Recommendation: Approval as revised

Action Taken: Approved

Motion: Guardino **Second:** Dunn **Recused:** None **Absent:** Burke and Madaffer

Vote result: 9-0

Ayes: Alvarado, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione, and Van Konynenburg

Nays: None

Abstained: None

127	Request of \$7,625,262 for the 2017 and 2018 Active Transportation Program – Augmentation Lump Sum for the California Conservation Corps. Resolution FATP-1718-21 <i>(Related Item under Ref. 4.11 and Ref 2.2c.(9) – 2.2c.(25).)</i>	2.5w.(3)	Laurie Waters Rihui Zhang	A	D
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Recommendation: Approval

Action Taken: Approved

Motion: Guardino **Second:** Dunn **Recused:** None **Absent:** Burke and Madaffer

Vote result: 9-0

Ayes: Alvarado, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione, and Van Konynenburg

Nays: None

Abstained: None

TIME EXTENSION REQUESTS					
Project Allocation Time Extension					
128	Request to extend the period of allocation for 120 SHOPP projects, per SHOPP Guidelines. Waiver 17-23	2.8a.(3)	Rick Guevel Bruce De Terra	A	D

Recommendation: Approval of staff recommendation as revised

Action Taken: Approved

Motion: Tavaglione **Second:** Dunn **Recused:** None **Absent:** Burke and Madaffer

Vote result: 9-0

Ayes: Alvarado, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione, and Van Konynenburg

Nays: None

Abstained: None

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

Project Allocation Time Extensions - 120-114 SHOPP projects

YELLOW REPLACEMENT ITEM

→Revised Agenda to read as follows:

"Request to extend the period of allocation for 120 **114** SHOPP Projects, per SHOPP Guidelines."

Tab #	Item Description	Ref. #	Presenter	Status*	
129	Request to extend the period of allocation for 50 Active Transportation Projects, per ATP Guidelines. Waiver 17-25	2.8a.(5)	Laurie Waters Rihui Zhang	A	D

Items 129 and 130 were taken together.

Recommendation: Approval of staff recommendations as revised

Action Taken: Approved

Motion: Alvarado **Second:** Tavaglione **Recused:** None **Absent:** Burke and Madaffer

Vote result: 9-0

Ayes: Alvarado, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione, and Van Konynenburg

Nays: None

Abstained: None

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

Project Allocation Time Extensions – 50 ATP Projects

- Project 12 (PPNO 1223) – El Dorado County - Sierra Boulevard Bicycle & Pedestrian Trail Project – **Withdraw prior to the CTC meeting.**
- Project 37 (PPNO 5383A) – LACMTA – Metro Bike Share USC/South LA/Expo Line Communities Expansion – **Withdrawn to the CTC meeting.**
- Project 38 (PPNO 5393B) – LACMTA - Metro Bike Share USC/South LA/Expo Line Communities Expansion – **Withdrawn to the CTC meeting.**

130	Request to extend the period of allocation for 5 Active Transportation Projects, per ATP Guidelines. Waiver 17-35	2.8a.(8)	Laurie Waters Rihui Zhang	A	D
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Items 129 and 130 were taken together.

Recommendation: Approval of staff recommendations as revised

Action Taken: Approved

Motion: Alvarado **Second:** Tavaglione **Recused:** None **Absent:** Burke and Madaffer

Vote result: 9-0

Ayes: Alvarado, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione, and Van Konynenburg

Nays: None

Abstained: None

131	Request to extend the period of allocation for State Route 198 and Akers Street Interchange Improvement the LPP - Formulaic Project, in Tulare County, per LPP Guidelines. (PPNO 6691) Waiver 17-26	2.8a.(6)	Christine Gordon Rihui Zhang	A	D
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Recommendation: Approval of staff recommendations

Action Taken: Approved

Motion: Van Konynenburg **Second:** Tavaglione **Recused:** None **Absent:** Burke and Madaffer

Vote result: 9-0

Ayes: Alvarado, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione, and Van Konynenburg

Nays: None

Abstained: None

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

Project Allocation Time Extension – State Route 198 & Akers Street Interchange – LPP

→ In the Book Item Attachment, second paragraph, first line, should be revised as: "The project was adopted into the Local Partnership Program (LPP) at the ~~May~~ January 2018, Commission meeting. The city anticipated extensive fee...."

Tab #	Item Description	Ref. #	Presenter	Status	
132	Request to extend the period of allocation for four STIP projects, per STIP Guidelines. Waiver 17-24	2.8a.(4)	Teresa Favila Rihui Zhang	A	D

Recommendation: Approval of staff recommendations

Action Taken: Approved

Motion: Tavaglione **Second:** Dunn **Recused:** None **Absent:** Burke and Madaffer

Vote result: 9-0

Ayes: Alvarado, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione, and Van Konyneburg

Nays: None

Abstained: None

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

Project Allocation Time Extension – 4 STIP projects

→In the Book Item Attachment for Project 3 – the PPNO should be 09-2569, not 02-2569

133	Request to extend the period of allocation for three locally administered STIP projects, on the State Highway System, per STIP Guidelines. Waiver 17-27	2.8a.(7)	Teresa Favila Bruce De Terra	A	D
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Recommendation: Approval of staff recommendations

Action Taken: Approved

Motion: Dunn **Second:** Kehoe **Recused:** None **Absent:** Burke and Madaffer

Vote result: 9-0

Ayes: Alvarado, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione, and Van Konyneburg

Nays: None

Abstained: None

134	Request to extend the period of allocation for the Del Mar Bluff Stabilization 4 STIP Rail project, on the Pacific Surfliner Corridor in San Diego County, per STIP Guidelines Waiver 17-36	2.8a.(9)	Teresa Favila Dara Wheeler	A	D
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Recommendation: Approval of staff recommendations

Action Taken: Approved

Motion: Alvarado **Second:** Dunn **Recused:** None **Absent:** Burke and Madaffer

Vote result: 9-0

Ayes: Alvarado, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione, and Van Konyneburg

Nays: None

Abstained: None

<u>Contract Award Time Extension</u>					
135	Request to extend the period of contact award for the Little Walker Shoulders SHOPP project, in Mono County, on the State Highway System, per Interim SHOPP Guidelines. (PPNO 0615) Waiver 17-28	2.8b.(1)	Rick Guevel Bruce De Terra	A	D

Recommendation: Approval of staff recommendations

Action Taken: Approved

Motion: Dunn **Second:** Tavaglione **Recused:** None **Absent:** Burke and Madaffer

Vote result: 9-0

Ayes: Alvarado, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione, and Van Konyneburg

Nays: None

Abstained: None

Tab #	Item Description	Ref. #	Presenter	Status*	
136	Request to extend the period of contract award for three ATP projects, per ATP Guidelines. Waiver 17-30	2.8b.(2)	Laurie Waters Rihui Zhang	A	D

Recommendation: Approval of staff recommendations

Action Taken: Approved

Motion: Tavaglione

Second: Alvarado

Recused: None

Absent: Burke and Madaffer

Vote result: 9-0

Ayes: Alvarado, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione, and Van Konynenburg

Nays: None

Abstained: None

137	Request to extend the period of contact award for the Grand Boulevard Initiative Complete Streets Program STIP project, in San Mateo County, on the State Highway System, per STIP Guidelines. (PPNO 0648F) Waiver 17-35	2.8b.(3)	Teresa Favila Bruce De Terra	A	D
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Recommendation: Approval of staff recommendations

Action Taken: Approved

Motion: Ghielmetti

Second: Van Konynenburg

Recused: None

Absent: Burke and Madaffer

Vote result: 9-0

Ayes: Alvarado, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione, and Van Konynenburg

Nays: None

Abstained: None

Project Completion Time Extension					
138	Request to extend the period of project completion for the Cajon Valley Union School District program, in San Diego County, per ATP Guidelines. (PPNO 1153) Waiver 17-31	2.8c.(1)	Laurie Waters Rihui Zhang	A	D

Recommendation: Approval of staff recommendations

Action Taken: Approved

Motion: Dunn

Second: Tavaglione

Recused: None

Absent: Burke and Madaffer

Vote result: 9-0

Ayes: Alvarado, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione, and Van Konynenburg

Nays: None

Abstained: None

139	Request to extend the project completion for the Sidehill Viaduct and Dog Creek Bridge Seismic Retrofit SHOPP project, on the State Highway System, in Shasta County, per SHOPP Guidelines. (PPNO 3346) Waiver 17-32 <i>(Related Item under Ref. 2.5e.(4).)</i>	2.8c.(2)	Rick Guevel Bruce De Terra	A	D
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Recommendation: Approval of staff recommendations

Action Taken: Approved

Motion: Tavaglione

Second: Alvarado

Recused: None

Absent: Burke and Madaffer

Vote result: 9-0

Ayes: Alvarado, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione, and Van Konynenburg

Nays: None

Abstained: None

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

Project Completion Time Extension – Sidehill Viaduct & Dog Creek Bridge Seismic Retrofit SHOPP project (PPNO 3346)

→In the Book Item under "ISSUE" & "RECOMMENDATION" the date for 10 months should be **December 31, 2019**

Tab #	Item Description	Ref. #	Presenter	Status*	
Project Expenditure Time Extension					
140	Request to extend the period of expenditure to the Ukiah Downtown Streetscape Improvement Phase I project, in Mendocino County, per STIP Guidelines. (PPNO 4563) Waiver 17-33	2.8d.(1)	Teresa Favila Rihui Zhang	A	D

Recommendation: Approval of staff recommendations

Action Taken: Approved

Motion: Tavaglione **Second:** Dunn **Recused:** None **Absent:** Burke and Madaffer

Vote result: 9-0

Ayes: Alvarado, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione, and Van Konynenburg

Nays: None

Abstained: None

141	Request to extend the period of expenditure for six ATP projects, per ATP Guidelines. Waiver 17-34	2.8d.(2)	Laurie Waters Rihui Zhang	A	D
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Recommendation: Approval of staff recommendations

Action Taken: Approved

Motion: Ghielmetti **Second:** Tavaglione **Recused:** None **Absent:** Burke and Madaffer

Vote result: 9-0

Ayes: Alvarado, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione, and Van Konynenburg

Nays: None

Abstained: None

OTHER MATTERS / PUBLIC COMMENT		6.			
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Speakers:

Bruce Williams – City of Oakland

ADJOURN					
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Susan Bransen

 Susan Bransen, Executive Director

July 20, 2018

 Date

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: August 15-16 2018

Reference No.: 1.13
Action

Published Date: August 3, 2018

From: SUSAN BRANSEN
Executive Director

Prepared By: Douglas Remedios
Associate Governmental
Program Analyst

Subject: **APPROVAL OF MINUTES FOR THE JUNE 27, 2018 JOINT MEETING WITH THE CALIFORNIA AIR RESOURCES BOARD**

ISSUE:

Should the California Transportation Commission (Commission) approve the meeting minutes for the June 27, 2018 Joint Meeting with the California Air Resources Board?

RECOMMENDATION:

Staff recommends that the Commission approve the meeting minutes for the June 27, 2018 Joint Meeting with the California Air Resources Board.

BACKGROUND:

California Code of Regulations, Title 21 CA ADC §8012, requires that:

The commission shall keep accurate minutes of all meetings and make them available to the public. The original copy of the minutes is that signed by the executive secretary and is the evidence of taking any action at a meeting. All resolutions adopted at a meeting shall be entered in the text of the minutes by reference.

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

Attachment:

Attachment A: June 27, 2018 Joint Meeting with the California Air Resources Board Meeting Minutes

MINUTES

California Transportation Commission

Joint Meeting with the California Air Resources Board

Wednesday, June 27, 2018
 California Environmental Protection Agency
 Coastal Hearing Room, 2nd Floor
 1001 I Street
 Sacramento, California 95814

Assembly Bill 179 (Cervantes, Chapter 737, Statutes 2017) directs the California Transportation Commission and the California Air Resources Board to meet at least twice a year to coordinate implementation of transportation programs and policies. The purpose of the first joint meeting is to kick off this coordination by discussing shared interests and policies to achieving climate, air quality, and equity goals.

For a detailed review of this meeting please view the archived video recording at:
<http://cal-span.org/unipage/?site=cal-span&owner=CARB&date=2018-06-27>

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

1) Roll Call

California Transportation Commission – A quorum is present, as determined and announced by the California Transportation Commission Chair.

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

California Air Resources Board – A quorum is present, as announced by the California Air Resources Board Clerk Reynolds.

Chair Mary Nichols	Present	Vice-Chair Sandra Berg	Present
Member Hector De La Torre	Present*	Member Barbara Riordan	Present
Member John Eisenhut	Present	Supervisor Phil Serna	Present
Member Dean Florez	Absent	Member Dr. Alex Sherriffs	Present
Supervisor John Gioia	Present	Member Professor Dan Sperling	Present
Member Judy Mitchell	Present	Supervisor Ron Roberts	Absent
Physician Member John Balmes	Absent		
Assembly member Eduardo Garcia, Ex-Officio	Absent	Senator Ricardo Lara, Ex-Officio	Absent
TOTAL	Present: 9 Absent: 6		

* - Arrived after Roll Call

2) AB 179 Bill Overview, Purpose, and Desired Meeting Outcomes

California Transportation Commission Commissioners and California Air Resources Board Members heard an overview of AB 179, the purpose of the bill, and the main outcomes anticipated from joint meetings and continued collaboration.

Presentations for this item were provided by:

- Mary Nichols – Chair, California Air Resources Board
- Fran Inman – Chair, California Transportation Commission
- Assemblymember Sabrina Cervantes – AB 179 Author
- Secretary of Transportation – Brian Annis

3) California Air Resources Board and California Transportation Commission Overview and Priorities

California Transportation Commission Commissioners and California Air Resources Board Members heard presentations on the mission, program priorities, and areas identified for coordination and collaboration, by each organization.

Presentations for this item were provided by:

- Richard Corey – Executive Officer, California Air Resources Board
- Susan Bransen – Executive Director, California Transportation Commission

Comments on this item: California Transportation Commission Chair Fran Inman

4) Interface between Air Quality, Climate Change, and Transportation

California Transportation Commission Commissioners and California Air Resources Board Members heard presentations on the Scoping Plan and State transportation planning and programming.

Presentations for this item were provided by:

- Ashley Georgiou – Air Pollution Specialist, California Air Resources Board
- Mitchell Weiss – Chief Deputy Director, California Transportation Commission

5) California Air Resources Board and California Transportation Commission Members and Commissioners Discussion

California Transportation Commission Commissioners and California Air Resources Board Members provided comments and asked questions related to the staff presentations, discussed topics of mutual interest in transportation programs and policies, and discussed key topics of focus for the next joint meeting.

Comments and questions for this item were provided by:

Mary Nichols – Chair, California Air Resources Board
Fran Inman – Chair, California Transportation Commission
Professor Dan Sperling – Member, California Air Resources Board
Judy Mitchell – Member, California Air Resources Board
Lucy Dunn – Commissioner, California Transportation Commission
Assemblymember Jim Frazier – Ex-Officio, California Transportation Commission
Supervisor Phil Serna – Member, California Air Resources Board
Senator Dean Florez – Member, California Air Resources Board
Supervisor John Gioia – Member, California Air Resources Board
Jim Madaffer – Commissioner, California Transportation Commission
Bob Alvarado – Commissioner, California Transportation Commission
Yvonne Burke – Commissioner, California Transportation Commission
Christine Kehoe – Commissioner, California Transportation Commission
Dr. Alexander Sherriffs – Member, California Air Resources Board
Paul Van Konynenburg – Commissioner, California Transportation Commission
Jim Ghielmetti – Commissioner, California Transportation Commission
Hector De La Torre – Member, California Air Resources Board

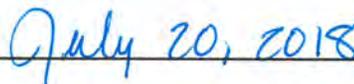
6) Public Comment

See the attached list

7) Adjourn



Susan Bransen, Executive Director



Date

Witness List for the June 27, 2018, Joint Board Meeting

PAGE 1

JOINT CALIFORNIA AIR RESOURCES BOARD AND CALIFORNIA TRANSPORTATION
COMMISSION COORDINATION MEETING

Witness Position: S = Support; N = Neutral; O = Oppose

#	Name/Organization	Notes	Witness Position			Written Comments Received
			S	N	O	
1.	Robert Phipps, Fresno Council of Governments					No
2.	Richard Marcantonio, Public Advocates					No
3.	Carter Rubin, NRDC					No
4.	Steve Birdlebough, Sonoma County Transportation & Land-use Coalition					No
5.	Bryn Lindblad, Climate Resolve					Yes #4
6.	Bill Higgins, CALCOG					No
7.	Will Barrett, American Lung Association					No
8.	Mike Saint, CFST					Yes
9.	Rick Longinotti, Campaign for Sustainable Transportation					#2
10.	Brett Garret, CFST					No
11.	Joe Jordan					No
12.	Ella Wise, Climate Plan					No
13.	Jared Sanchez, CALBIKE					#5
14.	Erika Rincon, Policy Link					No
15.	Kevin Hamilton, Central California Asthma Collaboration					No
16.	Kevin Hall, Valley Climate					Yes
17.	Yolanda Park, Catholic Charities Diocese of Stockton					No
18.	Joel Espino, The Greenlining Institute					No
19.	Matthew Baker, PGL					No
20.	Esther Postiglione, California Walks					No
21.	Chanell Fletcher, Climate Plan					No

Witness List for the June 27, 2018, Joint Board Meeting

PAGE 2

JOINT CALIFORNIA AIR RESOURCES BOARD AND CALIFORNIA TRANSPORTATION
COMMISSION COORDINATION MEETING

Witness Position: S = Support; N = Neutral; O = Oppose

#	Name/Organization	Notes	Witness Position			Written Comments Received
			S	N	O	
22.	Bill Magavern, Coalition for Clean Air					No
23.	Linda Khamoushian, California Bicycle Coalition					No
24.	Bruce Griesenbeck, SACOG					No
25.	Grecia A. Elenes, Leadership Counsel for Justice & Accountability					No
26.	Ryan Kenny, Clean Energy					No
27.	Rose Park, Stanislaus Council of Governments					No

MINUTES

California Transportation Commission

Joint Meeting with the California Air Resources Board

Wednesday, June 27, 2018
 California Environmental Protection Agency
 Coastal Hearing Room, 2nd Floor
 1001 I Street
 Sacramento, California 95814

Assembly Bill 179 (Cervantes, Chapter 737, Statutes 2017) directs the California Transportation Commission and the California Air Resources Board to meet at least twice a year to coordinate implementation of transportation programs and policies. The purpose of the first joint meeting is to kick off this coordination by discussing shared interests and policies to achieving climate, air quality, and equity goals.

For a detailed review of this meeting please view the archived video recording at:
<http://cal-span.org/unipage/?site=cal-span&owner=CARB&date=2018-06-27>

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

1) Roll Call

California Transportation Commission – A quorum is present, as determined and announced by the California Transportation Commission Chair.

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

California Air Resources Board – A quorum is present, as announced by California Air Resources Board Clerk Reynolds.

Chair Mary Nichols	Present	Vice-Chair Sandra Berg	Present
Member Hector De La Torre	Present*	Member Barbara Riordan	Present
Member John Eisenhut	Present	Supervisor Phil Serna	Present
Member Dean Florez	Absent	Member Dr. Alex Sherriffs	Present
Supervisor John Gioia	Present	Member Professor Dan Sperling	Present
Member Judy Mitchell	Present	Supervisor Ron Roberts	Absent
Physician Member John Balmes	Absent		
Assembly member Eduardo Garcia, Ex-Officio	Absent	Senator Ricardo Lara, Ex-Officio	Absent
TOTAL	Present: 9 Absent: 6		

* - Arrived after Roll Call

2) AB 179 Bill Overview, Purpose, and Desired Meeting Outcomes

California Transportation Commission Commissioners and California Air Resources Board Members heard an overview of AB 179, the purpose of the bill, and the main outcomes anticipated from joint meetings and continued collaboration.

Presentations for this item were provided by:

- Mary Nichols – Chair, California Air Resources Board
- Fran Inman – Chair, California Transportation Commission
- Assemblymember Sabrina Cervantes – AB 179 Author
- Secretary of Transportation – Brian Annis

3) California Air Resources Board and California Transportation Commission Overview and Priorities

California Transportation Commission Commissioners and California Air Resources Board Members heard presentations on the mission, program priorities, and areas identified for coordination and collaboration, by each organization.

Presentations for this item were provided by:

- Richard Corey – Executive Officer, California Air Resources Board
- Susan Bransen – Executive Director, California Transportation Commission

Comments on this item: California Transportation Commission Chair Fran Inman

4) Interface between Air Quality, Climate Change, and Transportation

California Transportation Commission Commissioners and California Air Resources Board Members heard presentations on the Scoping Plan and State transportation planning and programming.

Presentations for this item were provided by:

- Ashley Georgiou – Air Pollution Specialist, California Air Resources Board
- Mitchell Weiss – Chief Deputy Director, California Transportation Commission

5) California Air Resources Board and California Transportation Commission Members and Commissioners Discussion

California Transportation Commission Commissioners and California Air Resources Board Members provided comments and asked questions related to the staff presentations, discussed topics of mutual interest in transportation programs and policies, and discussed key topics of focus for the next joint meeting.

Comments and questions for this item were provided by:

Mary Nichols – Chair, California Air Resources Board
Fran Inman – Chair, California Transportation Commission
Professor Dan Sperling – Member, California Air Resources Board
Judy Mitchell – Member, California Air Resources Board
Lucy Dunn – Commissioner, California Transportation Commission
Assemblymember Jim Frazier – Ex-Officio, California Transportation Commission
Supervisor Phil Serna – Member, California Air Resources Board
Senator Dean Florez – Member, California Air Resources Board
Supervisor John Gioia – Member, California Air Resources Board
Jim Madaffer – Commissioner, California Transportation Commission
Bob Alvarado – Commissioner, California Transportation Commission
Yvonne Burke – Commissioner, California Transportation Commission
Christine Kehoe – Commissioner, California Transportation Commission
Dr. Alexander Sherriffs – Member, California Air Resources Board
Paul Van Konynenburg – Commissioner, California Transportation Commission
Jim Ghielmetti – Commissioner, California Transportation Commission
Hector De La Torre – Member, California Air Resources Board

6) Public Comment

See the attached list

7) Adjourn

Prior to adjournment, California Air Resources Board Chair Nichols and California Transportation Commission Chair Inman stated their intention for the Chairs, Vice Chairs and Executive Directors of each organization to meet for purposes of proposing next steps for future joint meetings.

Susan Bransen, Executive Director

Date

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

COMMISSION Meeting: August 15-16, 2018

Reference No.: 1.5
Action

Published Date: August 3, 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 May 2018 (Attachment A)
- 2) Meetings for Compensation for June 2018 (Attachment B)
- 3) Amended Meetings for Compensation for April 2018 (Attachment C)

RECOMMENDATION:

Staff recommends that the Commission approve the Commissioners' meetings for compensation as provided above.

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 May 2018

Attachment B: Meetings for Compensation for June 2018

Attachment C: Amended Meetings for Compensation for April 2018

ATTACHMENT A

MEETINGS FOR COMPENSATION

May 2018

Regular Commission Meeting Activities:

- May 16 - Commission meeting in San Diego (Commissioner Dunn was absent. All other Commissioners attended all or part of the meeting)
- May 17 - Commission meeting in San Diego (Commissioner Dunn was absent. All other Commissioners attended all or part of the meeting)

Additional Meetings:

Bob Alvarado

- May 14 – Teleconference with Commission Staff Re: Agenda Briefing. Oakland
- May 16 – Attended the Commission Retreat. San Diego

Yvonne Burke

- No Additional Meetings Reported at this Time.

Lucetta Dunn

- May 1 – Meeting with Tom Tietz and Charles Stuart Re: SB 1 and Pavement Innovation. Irvine
- May 2 – Attended a Tour of Metrolink. Tustin
- May 3 – Attended the Southern California Association of Governments General Assembly. Indian Wells
- May 9 – Teleconference with Commission Staff Re: Project Delivery Committee. Irvine
- May 11 – Meeting with Orange County Transportation Authority Re: May Commission Meeting. Irvine
- May 11 – Meeting with Josh Newman and Ernesto Medrano Re: SB 1. Costa Mesa
- May 24 – Attended the California Transportation Foundation Event. Irvine

Jim Earp

- May 7 – Meeting with Amarjeet Benipal Re: Caltrans District 3 Projects. Rocklin
- May 9 – Teleconference with Commission Staff Re: Project Delivery Committee. Roseville
- May 14 – Teleconference with Commission Staff Re: Agenda Briefing. Roseville
- May 16 – Attended the Commission Retreat. San Diego

James Ghielmetti

- May 14 – Teleconference with Commission Staff Re: Agenda Briefing. Pleasanton
- May 15 – Meeting with Grace Crunican Re: Congested Corridors Grant. Pleasanton
- May 16 – Attended the Commission Retreat. San Diego
- May 23 – Attended the Commission Legislator Briefing. Sacramento
- May 31 – Meeting with Congressman Mark DeSaulnier Re: Regional Measure. Danville

Carl Guardino

- May 3 – Teleconference with Grace Crunican Re: Solutions for Congested Corridors Funding. San Jose
- May 9 – Meeting with Mayor Liccardo, John Tortora and Nuria Fernandez Re: BART Segment 2. San Jose
- May 10 – Teleconference with Susan Bransen Re: SB 1 Staff Recommendations. San Jose
- May 11 – Teleconference with Assembly Member Kevin McCarty Re: Interstate 50 Improvements. San Jose
- May 15 – Teleconference with George Dondero Re: Santa Cruz SB 1 Funding Requests. San Jose
- May 14 – Teleconference with Commission Staff Re: Agenda Briefing. San Jose
- May 16 – Attended the Commission Retreat. San Diego
- May 22 – Meeting with the Los Gatos Chamber of Commerce Re: State Route 17 Improvements. Los Gatos

Fran Inman

- May 1 – Meeting with Caltrans District 12 Staff Re: Interstate 5 Project Resolution of Necessity. Santa Ana
- May 2 – Speaker at the Southern California Association of Governments Annual Meeting. La Quinta
- May 9 – Teleconference with Los Angeles County Metropolitan Transportation Authority Staff Re: SB 1 Programs on the May Commission Agenda. City of Industry
- May 14 – Teleconference with Commission Staff Re: Chair Briefing. City of Industry
- May 16 – Attended the Commission Retreat. San Diego
- May 18 – Speaker at the Mobility 21 SB 1 Press Conference. Los Angeles
- May 23 – Attended the Commission Legislator Briefing. Sacramento
- May 30 – Attended the California Freight Advisory Committee Meeting. Long Beach
- May 31 – Attended the Metrolink Positive Train Control Demonstration. Los Angeles.

Christine Kehoe

- May 1 – Meeting with San Diego Association of Government Re: SB 1 Allocations. San Diego
- May 14 - May 14 – Teleconference with Commission Staff Re: Agenda Briefing. San Diego

- May 15 – Attended the Tour of Interstate 5 North County Project. San Diego
- May 16 – Attended the Commission Retreat. San Diego

Jim Madaffer

- May 1 – Meeting with San Diego Association of Government Re: SB 1 Allocations. San Diego
- May 14 - May 14 – Teleconference with Commission Staff Re: Agenda Briefing. San Diego
- May 15 – Attended the Tour of Interstate 5 North County Project. San Diego
- May 16 – Attended the Commission Retreat. San Diego

Joseph Tavaglione

- May 9 – Teleconference with Commission Staff Re: Project Delivery Committee. Riverside
- May 14 – Teleconference with Commission Staff Re: Agenda Briefing. Riverside
- May 16 – Attended the Commission Retreat. San Diego
- May 18 – Attended the Mobility 21 SB 1 Press Conference. Los Angeles
- May 23 – Attended the Commission Legislators Briefing. Sacramento

Paul Van Konynenburg

- May 7 – Teleconference with Adnan Maiah Re: Interstate 5 Easement. Modesto
- May 9 – Attended the San Joaquin Valley Policy Conference. Modesto
- May 10 – Speaker at the San Joaquin Valley Policy Conference. Modesto
- May 11 – Attended the San Joaquin Valley Policy Conference. Modesto
- May 14 – Teleconference with Commission Staff Re: Agenda Briefing. Modesto
- May 16 – Attended the Commission Retreat. San Diego
- May 23 – Attended the Commission Legislators Briefing. Sacramento
- May 24 – Attended the San Joaquin Council of Governments Board Meeting. Stockton
- May 29 – Teleconference with John Eisenhut Re: Joint Commission and California Air Resources Board Meeting. Modesto

ATTACHMENT B

MEETINGS FOR COMPENSATION

June 2018

Regular Commission Meeting Activities:

- June 27 – Joint California Transportation Commission and California Air Resources Board Meeting. (All Commissioners attended all or part of the meeting)
- June 27 - Commission meeting in Sacramento (All Commissioners attended all or part of the meeting)
- June 28 - Commission meeting in Sacramento (Commissioner Madaffer was absent. All other Commissioners attended all or part of the meeting)

Additional Meetings:

Bob Alvarado

- June 25 – Teleconference with Commission Staff Re: Agenda Briefing. Oakland

Yvonne Burke

- No Additional Meetings Reported at this Time.

Lucetta Dunn

- June 4 – Teleconference with Susan Bransen Re: Commission Matters. Irvine
- June 5 – Teleconference with Commission Staff Re: SB 1 Baseline Agreement Process. Irvine
- June 7 – Webinar with Southern California Association of Governments Re: Regional Transportation Plan and Sustainable Communities Strategy. Irvine
- June 7 – Meeting with Susan Bransen, Fran Inman and Stephen Ritchie Re: UC Irvine Transportation Studies. Irvine
- June 11 – Teleconference with Susan Bransen Re: Commission Matters. Irvine
- June 12 – Speaker at Santa Ana Chamber of Commerce Re: SB 1 Repeal. Costa Mesa
- June 13 – Meeting with Stan Oftelie Re: Transportation, Transportation Corridor Agency, and San Clemente Issues. Irvine.
- June 14 – Attended a Presentation at Southern California Association of Governments Re: New Approaches to Reducing Driving. Irvine
- June 15 – Attended Mobility 21 Board Meeting. Los Angeles
- June 18 – Teleconference with Susan Bransen Re: Commission Matters. Irvine
- June 19 – Teleconference with Commission Staff Re: Project Delivery Committee. Irvine

- June 25 – Teleconference with Orange County Transportation Authority. Re: June Commission Meeting Briefing. Irvine
- June 25 – Teleconference with Commission Staff Re: Agenda Briefing. Irvine
- June 25 – Teleconference with Commission Staff Re: California Air Resources Board Joint Meeting Briefing. Irvine

Jim Earp

- No Additional Meetings Reported at this Time.

James Ghielmetti

- June 14 – Meeting with Supervisor John Gioia Re: Joint Commission and California Air Resources Board Meeting. Berkeley
- June 19 – Meeting with Commission Staff Re: Project Delivery Committee. Sacramento
- June 19 – Meeting with Commission Staff Re: Toll Bridge Program Oversight Committee Meeting Briefing. Sacramento
- June 25 – Teleconference with Commission Staff Re: California Air Resources Board Joint Meeting Briefing. Pleasanton
- June 25 – Meeting with Commission Staff, Caltrans Staff, and El Dorado County Officials Re: Camino Safety Project. Sacramento
- June 27 – Meeting with Active Transportation Advocates Re: On-Going Discussions. Sacramento

Carl Guardino

- No Additional Meetings Reported at this Time.

Fran Inman

- June 1 – Speaker at Interstate 110/405 Interchange Project Groundbreaking Event. Torrance
- June 6 – Teleconference with Mary Nichols Re: Joint Commission and California Air Resources Board Meeting. City of Industry
- June 7 – Meeting with Susan Bransen, Lucy Dunn and Stephen Ritchie Re: UC Irvine Transportation Studies. Irvine
- June 8 – Attended the GoBiz Meeting on Freight Competitiveness. Irvine
- June 11 – Attended the Monterey Salinas Transit Maintenance Facility Opening. Monterey
- June 12 – Meeting with Randall Lewis and John Bulinski Re: Regional Transportation Issues. Claremont
- June 15 – Attended the GoBiz Freight Symposium. Sacramento
- June 18 – Teleconference with Commission Staff Re: Joint Commission and California Air Resources Board Meeting. City of Industry
- June 25 – Teleconference with Commission Staff Re: Chair Briefing. City of Industry

- June 29 – Attended the Los Angeles County Metropolitan Transportation Authority Van Nuy's Groundbreaking Event. Los Angeles

Christine Kehoe

- No Additional Meetings Reported at this Time

Jim Madaffer

- June 7 – Speaker at the Southern California Association of Governments Joint Policy Committee Meeting. Los Angeles
- June 8 – Speaker at the Transportation Authority of Marin Innovation Workshop. San Rafael
- June 25 – Meeting with San Diego Association of Governments Re: Commission Meeting Briefing. San Diego
- June 25 – Teleconference with Commission Staff Re: Agenda Briefing. San Diego

Joseph Tavaglione

- June 12 – Meeting with Ray Wolf Re: Transportation Projects. Riverside
- June 19 – Teleconference with Commission Staff Re: Project Delivery Committee. Riverside
- June 19 – Teleconference with Commission Staff Re: Toll Bridge Program Oversight Committee Meeting Briefing. Riverside
- June 25 – Teleconference with Commission Staff Re: Agenda Briefing. Riverside
- June 25 – Meeting with Riverside County Transportation Commission, San Diego Association of Governments and Caltrans Staff Re: Commission Meeting Agenda. Riverside

Paul Van Konynenburg

- June 5 – Teleconference with Commission Staff and Stakeholders Re: Local Partnership Program Guidelines. Modesto
- June 8 – Meeting with Dennis Agar Re: Westley Rest Area Site Visit. Westley
- June 18 – Teleconference with Commission Staff Re: Climate Advocates Call Briefing. Modesto
- June 19 – Teleconference with Climate Advocates. Modesto
- June 22 – Presenter at the San Joaquin Valley Policy Council Meeting. Fresno
- June 25 – Meeting with Commission Staff Re: Agenda Briefing. Sacramento
- June 29 – Teleconference with Susan Bransen Re: Commission Meeting Issues De-brief. Modesto

ATTACHMENT C

**AMENDED MEETINGS FOR COMPENSATION
APRIL 2018**

Additional Meetings:

Carl Guardino

- April 3 – Teleconference with Suzanne Smith Re: Marin-Sonoma Narrow Project. San Jose
- April 4 – Teleconference with Secretary Annis and Mayor Liccardo Re: Cap-and-Trade Funding for BART to Silicon Valley. San Jose
- April 6 – Teleconference with John Ferrera Re: Solutions for Congested Corridors Funding. San Jose
- April 11 – Attended the Sonoma, Lake and Mendocino Counties Town Hall Meeting. Santa Rosa
- April 12 – Attended the Sonoma, Lake and Mendocino Counties Town Hall Meeting. Santa Rosa
- April 14 – Speaker at the Annual Progress Seminar Re: SB 1 Funding. Monterey
- April 17 – Teleconference with James Corless Re: Solutions for Congested Corridors Funding. San Jose
- April 19 – Teleconference with Assembly Member Tim Grayson Re: SB 1 Funding. San Jose
- April 24 – Teleconference with Commission Staff Re: SB 1 Staff Recommendations. San Jose

Joseph Tavaglione

- April 11 – Attended the Sonoma, Lake and Mendocino Counties Town Hall Meeting. Santa Rosa
- April 12 – Attended the Sonoma, Lake and Mendocino Counties Town Hall Meeting. Santa Rosa
- April 24 – Teleconference with Commission Staff Re: SB 1 Staff Recommendations. Riverside
- April 25 – Attended the Caltrans Fallen Workers Memorial. Sacramento

EXECUTIVE DIRECTOR'S REPORT

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

COMMISSION REPORTS

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

REPORT BY THE STATE TRANSPORTATION
AGENCY SECRETARY
AND/OR UNDERSECRETARY

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

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.

REPORT BY UNITED STATES
DEPARTMENT OF TRANSPORTATION

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

**REPORT BY REGIONAL
AGENCIES MODERATOR**

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

REPORT BY RURAL COUNTIES
TASK FORCE CHAIR

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

1.10

REPORT BY SELF-HELP COUNTIES
COALITION MODERATOR

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

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 15-16, 2018

Reference No.: 4.3
Information Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Tim Gubbins, Director
District 5

Subject: INNOVATIONS IN TRANSPORTATION – REOPENING OF HIGHWAY 1 AT RAGGED POINT IN BIG SUR (MUD CREEK SLIDE)

SUMMARY:

A presentation will be given to the California Transportation Commission (Commission) by Mr. Tim Gubbins, District 5 Director, from the California Department of Transportation (Department) on the reopening of Highway 1 in Big Sur (also known as the Mud Creek Slide) in Monterey County. This presentation will be focused on the innovative activities used for design and construction of this project.

BACKGROUND:

On May 20, 2017, a massive landslide occurred on Highway 1 near Big Sur in Monterey County that transferred over 5 million cubic yards of material (dirt, rocks and other debris) into the Pacific Ocean. This landslide covered a quarter mile stretch of Highway 1, burying and destroying the roadway. Using innovative methods of construction, safety monitoring, analysis and design, the Department set out to realign the highway to restore access along Highway 1 and address concerns from possible future landslides.

This presentation will outline some of the challenges that the project team faced and how innovation and teamwork were utilized to deliver this critical project in 14 months. Reopening the roadway on scenic Highway 1 provided relief to the traveling public, the local community, residents and businesses affected by the landslide and subsequent road closure.

Attachment



Mud Creek Landslide Emergency Project

Project Description: Construct a realigned highway over the main body of landslide to restore access along Highway 1 along the Big Sur Coast. The new roadway will be buttressed with a series of embankments, berms, rocks, netting, culverts and other stabilizing material.

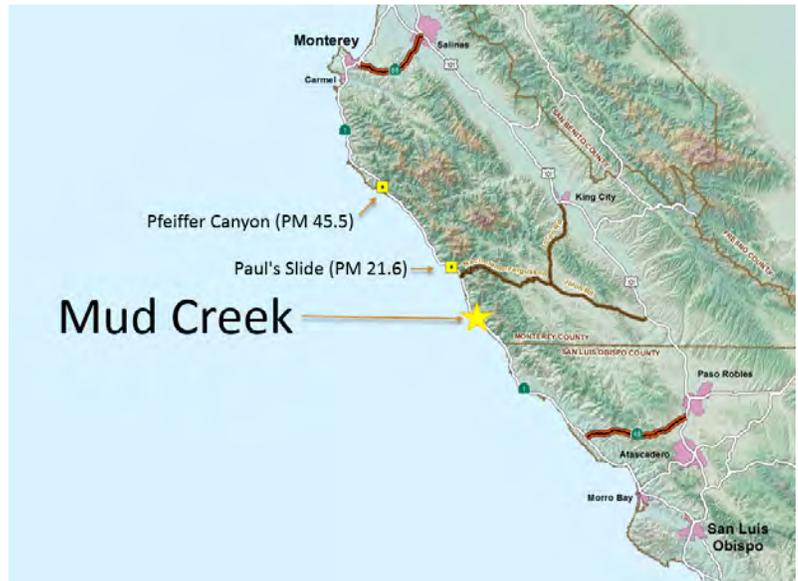
Total cost of \$54,000,000 and reopened in 14 months (May '17-July '18)

Landslide Event

The Mud Creek project location had been experiencing smaller landslides since the early winter of 2017. There were a series of 5 separate landslides that combined to make up the Mud Creek Landslide Complex. John Madonna Construction was brought on under Emergency Contract for this project in January 2017. On May 20th, 2017 a massive landslide occurred with over 5 million cubic yards of material transferring downslope into the Pacific Ocean. This event created 15 acres of new California land and 2400 feet of new shoreline.

Emergency Response

The response by Caltrans and John Madonna Construction was swift and focused on keeping personnel safe while working on site. Innovative techniques to understand the complexity of the landslide, monitor movement, and ensure worker safety were deployed including ground radar, aerial lidar, GPS measurements, automated surveying equipment, extensometers, and slope inclinometers. Armed with this technology, a plan to reopen the highway could be developed.



Project Design Philosophy

The plan to reopen the highway was guided in part by the 2004 Big Sur Coast Highway Management Plan. This document was prepared by Caltrans with guidance from a 19-member steering committee including participation from local stakeholders. Part of this plan was an overview of geology and landslides on the Big Sur Coast and it provided guidelines and techniques for how to manage and respond to these events. From this, a realignment alternative rose to the top because it was the most efficient, cost effective and ecologically mindful alternative available to reopen the highway. To do this however, protective features needed to be built including:

Rock Revetment

On the new shoreline, a rock revetment over 2000 feet long and 40 feet tall was built to prevent erosion and secured the main body of the slide. Without the revetment, the soil from the landslide would have been eroded away leaving nowhere to place the realigned highway. The revetment also reduced the amount of sediment entering critical black abalone habitat found up and down the Big Sur Coast.

Engineered Embankments, Berms and Catchments

Built in lifts to ensure proper compaction and reinforced with geosynthetic fabric in steeper locations, the 160 to 260-foot tall embankments supported the realigned highway. Located above the highway, the berms, hilficker retaining walls and strategic catchments were constructed to handle anticipated debris from the dynamic, continued, and thoroughly monitored movement of the landslide. These work together to move and protect the highway away from the more active portions of the project site.

Culverts, Netting, and Other Protective Features

As the site matures, it is anticipated that debris will come down from the hillside. Culverts to handle runoff were installed, netting to reduce the energy of falling debris, and other protective features will allow for a defensible space for the highway and our maintenance forces.

This project is a major achievement in reopening this world famous Scenic Highway after the severe storms of 2017. In 14 months, the highway went from being buried under 250 feet of soil to being fully reopened thanks to the creativity and ingenuity of our engineers, geologists, planners, and contracting partners.



Date: May 2017 Photo courtesy of John Madonna Construction



Date: July 2018 Photo courtesy of John Madonna Construction

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: August 15-16, 2018

Reference No.: 4.1
Action

Published Date: August 3, 2018

Prepared By: Jacqueline Campion
Deputy Director

From: SUSAN BRANSEN
Executive Director

Subject: **STATE AND FEDERAL LEGISLATIVE MATTERS**

ISSUE:

Should the California Transportation Commission (Commission):

- 1) Accept the staff report on the proposed legislation identified and monitored by staff as presented in Attachment A?
- 2) Adopt a position of support for Assembly Bill (AB) 2006 (Eggman)?
- 3) Approve the draft letter of support presented in Attachment B for transmittal to Assembly Member Eggman?

RECOMMENDATION:

Staff recommends that the Commission:

- 1) Accept the staff report and provide direction on legislation of interest in Attachment A.
- 2) Adopt a position of support for AB 2006 (Eggman).
- 3) Approve the letter in Attachment B for transmittal to Assembly Member Eggman.

BACKGROUND:

The Legislature reconvened on August 6 after their summer recess, and they have until August 31, 2018 to pass bills before the adjournment of session. The Governor will then have until September 30 to sign or veto bills that were passed by the August 31 deadline.

A list of bills monitored by staff is presented in Attachment A and is divided into two sections:

- 1) An update on high-priority bills that directly impact the Commission's work, and
- 2) Other bills that may not have a direct impact on the Commission, but may present areas of interest, concern, or opportunities.

Please note that bills previously tracked that failed passage or missed any legislative deadlines were removed from this list.

AB 2006 (Eggman) would expand an existing pilot program administered by the Air Resources Board, in consultation with the Energy Commission and local air quality management districts. This existing program provides funding for advanced technology vehicle vanpool programs for agricultural workers in the San Joaquin Valley. This bill would require this program to allocate a minimum of 25 percent of the moneys appropriated for agricultural vanpool programs to services for disadvantaged and low-income communities in California, as defined.

This bill is consistent with the goals of the Administration and existing directives to reduce greenhouse gas emissions and air pollutants. By supporting rideshare programs as well as zero emission vehicle technology (ZEVs) and near-ZEVs, this bill simultaneously addresses the problems of air pollution and greenhouse gas emissions from the transportation sector and expands access to these programs for workers that commute to remote areas of the state and may not have access to transit or other alternative transportation. Staff recommends that the Commission adopt a formal position of support for this bill because it would further the state's efforts in reducing both congestion on roadways and vehicle emissions.

Update on Bills on which the Commission has taken a formal position:

Within the attached list of monitored legislation are a number of bills on which the Commission has adopted a formal position. An update on these bills is presented below:

AB 1756 (Brough) Transportation funding.

Status: Failed passage.

This bill would have repealed the Road Repair and Accountability Act of 2017. Because this bill would have derailed crucial efforts to repair California's aging infrastructure, the Commission adopted a formal position of oppose at its January meeting.

AB 1901 (Oberholte) California Environmental Quality Act: exemption: roadway projects.

Status: Failed passage.

This bill would have extended an existing California Environmental Quality Act (CEQA) exemption to January 1, 2023, for projects that would repair, maintain, or make minor alterations to an existing roadway, provided that the project is carried out by a city or county with a population of less than 100,000 persons. This bill was consistent with a legislative recommendation in the Commission's 2017 Annual Report. The Commission adopted a formal position of support at its January meeting.

AB 1905 (Grayson) Environmental quality: judicial review: transportation projects.

Status: Failed passage.

This bill would have prohibited a court from staying or enjoining a transportation project that would reduce total vehicle miles traveled, that is included in a sustainable communities strategy, and for which an environmental impact report has been certified, unless the court makes specified findings. This bill would have partially advanced one of the Commission's legislative recommendations in its 2017 Annual Report. The Commission adopted a formal position of support at its January meeting.

AB 2418 (Mullin) Transportation: emerging transportation technologies: California Smart Cities Challenge Grant Program.

Status: Failed passage.

This bill would have established the California Smart Cities Challenge Grant Program to competitively allocate grants for emerging transportation technology projects. This bill would have required the Commission to form a California Smart Cities Challenge Workgroup, and to develop guidelines for the program in consultation with the workgroup. This bill was consistent with a recommendation in the Commission's 2017 Annual Report. The Commission adopted a position of support in concept at its March meeting.

SB 1029 (McGuire) North Coast Railroad Authority: right-of-way: Great Redwood Trail Agency: Sonoma-Marín Area Rail Transit District.

Status: Assembly Appropriations Committee.

This bill would require the North Coast Railroad Authority (NCRA) to transfer its assets and obligations to successor entities, as specified. The bill would abolish the NCRA after those transfers are made. This bill is consistent with a recommendation in the Commission's 2017 Annual Report. The Commission adopted a position of support in concept at its March meeting.

SB 1328 (Beall) Mileage-based road usage fee.

Status: Assembly Appropriations Committee.

This bill would extend the operation of the Road Usage Charge Technical Advisory Committee provisions to January 1, 2023, and would require the technical advisory committee to continue assessing the potential for mileage-based revenue collection for California's roads and highways as an alternative to the gas tax system. This bill is consistent with a recommendation in the Commission's 2017 Annual Report. The Commission adopted a formal position of support at its March meeting.

SCR 90 (Roth) Joseph Tavaglione Interchange.

Status: Passed by the Senate; ordered to the Assembly.

This bill would designate the interchange where State Highway Routes 60 and 91 meet Interstate 215 in Riverside County as the Joseph Tavaglione Interchange. The Commission adopted a formal position of support at its March meeting.

Other bills of interest:

The following bills are presented for information. These bills may not meet the Commission's criteria of addressing a statewide issue; however, these bills may advance the Commission's policy recommendations on a local level or otherwise be of interest:

AB 2548 (Friedman) Commute benefit policies: Los Angeles County Metropolitan Transportation Authority: South Coast Air Quality Management District.

Status: Passed by the Senate, pending Assembly concurrence with Senate amendments.

This bill would authorize the Los Angeles County Metropolitan Transportation Authority, in coordination with the South Coast Air Quality Management District, to jointly adopt a commute benefit ordinance. This bill would partially support the Commission's recommendation for the Legislature to expand statutory authority for regions to adopt and implement a regional commuter benefits ordinance similar to a successful program in the Bay Area to increase ridesharing, reduce greenhouse gas emissions, and advance statewide climate goals. While this bill does not meet the

Commission's criteria of addressing a statewide issue, this bill conceptually addresses, on a local level, the intent of a legacy recommendation from the Commission's Annual Report by promoting effective partnerships within transportation agencies.

AB 2734 (Frazier) California Transportation Commission.

Status: Assembly Appropriations Committee.

This bill would exclude the California Transportation Commission from the Transportation Agency, establish it as a separate entity in state government, and require it to act in an independent oversight role.

FEDERAL LEGISLATIVE UPDATE

On July 23, 2018, House Transportation and Infrastructure Committee Chairman Bill Shuster (R-PA) introduced a draft of an infrastructure plan that would be funded in part by an increase in fuel taxes. Intended to “further the national conversation about the current state of America’s infrastructure and highlight some of the major roadblocks to funding and improving our transportation network,” Chairman Shuster’s plan calls for significant federal investment in infrastructure projects and grant programs at least through 2021, as well as a plan to shore up the Highway Trust Fund.

Among other things, the plan calls for:

- The creation of a Highway Trust Fund Commission that would make recommendations about the long-term solvency of the Highway Trust Fund and any legislation needed to enact the recommendations;
- The establishment of a national, volunteer-based pilot demonstration program to explore whether a per-mile (road-usage charge) user fee can replace the existing federal gas tax;
- The increase of the federal gas tax by 15 cents per gallon and the federal diesel gas tax by 20 cents per gallon over a period of three calendar years, after which time the taxes would be indexed to inflation;
- The extension of the Fixing America's Surface Transportation Act (the FAST Act) for one additional year, through fiscal year 2021, with all programs funded at fiscal year 2020 rates;
- Permanent statutory authorization of the Transportation Investment Generating Economic Recovery (TIGER) / Better Utilizing Investments to Leverage Development (BUILD) program, as the National Infrastructure Investments Program, and authorization of up to \$3 billion of federal general fund appropriations annually.
 - The annual appropriation would include a 30 percent set-aside for rural projects and another set-aside for incentive grants that “would be given to eligible applicants that have leased an infrastructure asset to the private sector and have certified that the proceeds from the lease will be used to make other infrastructure improvements.”

- Would also increase the minimum grant size to \$25 million (in recent rounds of funding, the minimum size has been \$5 million – and in the most recent round, the maximum award size was \$25 million).
- There is also a \$500 million annual set-aside that would allow Congress to assign dollars, as opposed to the U.S. Department of Transportation (USDOT).
- Two significant changes to the Infrastructure for Rebuilding America program:
 - 1) Increased decision-making transparency on the part of USDOT: the Secretary must send Congress project application evaluations.
 - 2) USDOT shall reserve \$200 million in contract authority over three years (2019-2021) for unsuccessful prior-year applicants “for allocation by an Act of Congress;”
- Various accelerated project delivery reforms, including coordination among designated agencies in the decision-making and permitting processes, application of categorical exclusions from the environmental review process, and a pilot program to study the use of innovative practices for environmental reviews.

Attachments:

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

Attachment B – Draft letter to Assembly Member Eggman and text of AB 2006

Attachment C – Representative Shuster’s Infrastructure Proposal Vision Statement

List of bills Commission staff is tracking Friday, August 03, 2018

AB 118 (Committee on Budget) Transportation.

Current Text: Amended: 6/26/2017 [html](#) [pdf](#)

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

Summary: This budget trailer bill would establish the Advance Mitigation Account within the State Transportation Account, and would specify that funding shall be set aside from the SHOPP, but not from the STIP. This bill would specify that these funds could be used to purchase, or fund the purchase of, credits from mitigation banks, conservation banks, or in-lieu fee programs approved by one or more regulatory agencies to provide appropriate mitigation of the anticipated potential impacts of planned transportation improvements.

AB 636 (Irwin D) Local streets and roads: expenditure reports.

Current Text: Amended: 6/4/2018 [html](#) [pdf](#)

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

Summary: Current law, with limited exceptions, requires each city and county to submit to the Controller a complete report of expenditures for street and road purposes by October 1 of each year relative to the preceding fiscal year ending on June 30. This bill would require the report to be submitted to the Controller by December 1 of each year relative to the preceding fiscal year ending on June 30.

AB 1395 (Chu D) State highways: Department of Transportation: litter cleanup and abatement: report.

Current Text: Amended: 6/18/2018 [html](#) [pdf](#)

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

Summary: Would require each district within the Department of Transportation for its highway litter cleanup and abatement programs to assign the highest priority to segments along the state highway system that receive the highest volume of complaints and with the greatest incidence of litter and to prioritize funding appropriated for highway litter maintenance in order to implement this priority. The bill would also require the department, on or before January 1, 2020, to conduct an assessment of the problem of litter on state highways and to make a specified report to the Legislature on its findings.

AB 2006 (Eggman D) Charge Ahead California Initiative: agricultural worker vanpool programs.

Current Text: Amended: 6/21/2018 [html](#) [pdf](#)

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

Summary: Would require the State Air Resources Board, in consultation with the State Energy Resources Conservation and Development Commission, air pollution control and air quality management districts, and the public, to require existing agricultural vanpool programs to serve disadvantaged communities and low-income communities, as defined, and to allocate a minimum of 25% of the moneys appropriated for agricultural vanpool programs to those programs servicing low-income communities.

AB 2145 (Reyes D) Vehicular air pollution.

Current Text: Amended: 5/17/2018 [html](#) [pdf](#)

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

Summary: Would add as eligible projects for the California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program those projects that support grid integration and integrated storage solutions and charging management demonstration and analytics. The bill would additionally require the energy commission, as part of the guidance developed for the program, to advise the State Air Resources Board on to how to allocate moneys for vehicle charging infrastructure consistent with the energy commission's investment plan strategies on charging infrastructure that is part of the California Alternative and Renewable Fuel, Vehicle Technology, Clean Air, and Carbon Reduction Act of 2007. The bill instead would require the guidance to promote projects that assist the state in reaching its climate goals beyond 2030.

AB 2272 (Mayes R) State highways: relinquishment.**Current Text:** Amended: 4/2/2018 [html](#) [pdf](#)

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

Summary: Would authorize the California Transportation Commission to relinquish to the City of Palm Springs any portion, or the entirety, of Route 111 within its city limits, upon terms and conditions the commission finds to be in the best interests of the state, if the department and the city enter into an agreement providing for that relinquishment.

AB 2447 (Reyes D) California Environmental Quality Act: land use: environmental justice.**Current Text:** Amended: 7/2/2018 [html](#) [pdf](#)

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

Summary: Would, except as provided, require a lead agency that is preparing an EIR or a negative declaration to provide certain notices required by CEQA to owners and occupants of property located within 1/2 mile of any parcel or parcels, and to any schools located within one mile of any parcel or parcels, on which is located a project involving a subject land use, as defined, for projects for which environmental review commences on or after July 1, 2019. The bill would require the lead agency to call at least one scoping meeting for those projects, as provided.

AB 2473 (Bonta D) State Highway Route 185: relinquishment: City of San Leandro.**Current Text:** Amended: 3/22/2018 [html](#) [pdf](#)

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

Summary: Would authorize the commission to relinquish all or a portion of Route 185 in the City of San Leandro to that city, as specified.

AB 2543 (Eggman D) State agencies: infrastructure project budget and schedule: Internet Web site information.**Current Text:** Amended: 3/13/2018 [html](#) [pdf](#)

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

Summary: Would require each state agency or department authorized to undertake any infrastructure project costing \$100,000,000 or more to publicly post on its Internet Web site any change in the cost or schedule of the project that would result in the project exceeding its established budget by 10 percent or more or being delayed by 12 months or longer. The bill would require that the posted information describe how much the project is expected to exceed its established budget or delay its construction schedule.

AB 2548 (Friedman D) Commute benefit policies: Los Angeles County Metropolitan Transportation Authority.**Current Text:** Amended: 6/25/2018 [html](#) [pdf](#)

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

Summary: Current law declares that the fostering, continuance, and development of public transportation systems are a matter of statewide concern. Current law creates the Los Angeles County Metropolitan Transportation Authority, with various powers and duties with respect to transportation planning, programming, construction, and operations. This bill would authorize the authority to adopt, and revise as necessary, a commute benefit ordinance that requires covered employers operating within the authority's area with a specified number of employees to offer certain employees commute benefits, as specified, except that the bill would prohibit the ordinance from affecting employers covered by certain South Coast Air Quality Management District rules or regulations.

AB 2614 (Carrillo D) Outdoor experiences: community access program: grant program.**Current Text:** Amended: 7/3/2018 [html](#) [pdf](#)

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

Summary: Would require the Natural Resources Agency to develop and implement a community access program focused on engagement programs, technical assistance, or facilities that maximize safe and equitable physical admittance, especially for low-income and disadvantaged communities, to natural or cultural resources, community education programs, or recreational amenities. The bill would authorize the agency to develop a grant program for innovative transportation projects that provide disadvantaged and low-income youth with access to outdoor experiences, as specified.

AB 2615 (Carrillo D) State highway system: parks and recreation: accessibility for bicycles and pedestrians.**Current Text:** Amended: 3/21/2018 [html](#) [pdf](#)

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

Summary: Would, to the extent possible, and where feasible, require the Department of Transportation to partner with appropriate public agencies, including, but not limited to, the Department of Parks and Recreation, any federal department or agency, and any regional or local public entity, to develop strategies and plans to maximize safe and convenient access for bicycles and pedestrians to federal, state, regional, and local parks adjacent to or connected to the state highway system.

AB 2629 (Eggman D) Department of Transportation: airspace under state highways: leases.**Current Text:** Amended: 6/28/2018 [html](#) [pdf](#)

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

Summary: This bill would allow the Department of Transportation to lease airspace under the interchange of Route 4 and Route 5 in San Joaquin County and on the northeast corner of Route 101 and De La Vina Street in the County of Santa Barbara, to a city, county, or other political subdivision or another state agency for emergency shelter or feeding program purposes, as specified.

AB 2734 (Frazier D) California Transportation Commission.**Current Text:** Introduced: 2/15/2018 [html](#) [pdf](#)

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

Summary: Would exclude the California Transportation Commission from the Transportation Agency, establish it as an entity in state government, and require it to act in an independent oversight role. The bill would also make conforming changes.

AB 2782 (Friedman D) California Environmental Quality Act.**Current Text:** Amended: 4/30/2018 [html](#) [pdf](#)

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

Summary: The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. This bill would authorize lead agencies, in describing and evaluating projects, to consider the specific economic, legal, social, technological, or other benefits of, and the negative impacts of denying, the project.

AB 2851 (Grayson D) Regional transportation plans: traffic signal optimization plans.**Current Text:** Amended: 5/25/2018 [html](#) [pdf](#)

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

Summary: Would authorize each city located within the jurisdiction of MTC to develop and implement a traffic signal optimization plan intended to reduce greenhouse gases and particulate emissions, and reduce travel times, and the number of stops and fuel use. The bill would also require the Department of Transportation to coordinate with each city that develops a traffic signal optimization plan pursuant to these provisions to ensure that any traffic signals owned or operated by the department are adjusted and maintained in accordance with the plan.

AB 2865 (Chiu D) High-occupancy toll lanes: Santa Clara Valley Transportation Authority: Bay Area Infrastructure Financing Authority.**Current Text:** Amended: 6/20/2018 [html](#) [pdf](#)

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

Summary: Would authorize the San Francisco County Transportation Authority to authorize VTA or the Bay Area Infrastructure Financing Authority to develop and operate a value pricing high-occupancy toll lane program on State Highway Route 101 and a specified portion of State Highway Route 280 in the City and County of San Francisco in coordination with the San Francisco County Transportation Authority, as prescribed.

AB 3246 (Committee on Transportation) Transportation: omnibus bill.**Current Text:** Amended: 6/11/2018 [html](#) [pdf](#)

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

Summary: This bill would make a number of technical corrections and updates, as well as shift the program adoption date for the Active Transportation Program from April 1 to July 1 in order to align this program schedule with other Commission programs and accommodate the additional funding cycle made possible by SB 1.

SB 989 (Wieckowski D) State highways: relinquishment.**Current Text:** Introduced: 2/5/2018 [html](#) [pdf](#)

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

Summary: Would authorize the California Transportation Commission to relinquish to the City of Fremont a specified portion of Route 84 within its city limits, upon terms and conditions the commission finds to be in the best interests of the state, if the department and the city enter into an agreement providing for that relinquishment.

SB 1014 (Skinner D) California Clean Miles Standard and Incentive Program: zero-emission vehicles.**Current Text:** Amended: 7/5/2018 [html](#) [pdf](#)

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

Summary: This bill would require, by January 1, 2020, the California Air Resources Board to establish a baseline for emissions of greenhouse gases for vehicles used on the online-enabled applications or platforms by transportation network companies on a per-passenger-mile basis. The bill would also require, by January 1, 2021, the Air Resources Board to establish annual targets and goals starting in 2023 for the reduction under that baseline for emissions of greenhouse gases per passenger mile driven on behalf of a transportation network company.

SB 1029 (McGuire D) North Coast Railroad Authority: right-of-way: Great Redwood Trail Agency: Sonoma-Marín Area Rail Transit District.**Current Text:** Amended: 6/20/2018 [html](#) [pdf](#)

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

Summary: This bill would require the North Coast Railroad Authority, before April 1, 2019, to transfer its rights, privileges, and responsibilities, excluding any pre-existing liability related to debt, litigation, or contractual obligations, relating to both its right-of-way south of a point in the City of Willits and the railroad assets the authority owns to the Sonoma-Marín Area Rail Transit District, and to transfer its rights, privileges, and responsibilities, excluding any preexisting liability related to debt, litigation, or contractual obligations, relating to its right-of-way north of that point in the City of Willits to the Department of Transportation. The bill would abolish the authority after those transfers are made.

SB 1262 (Beall D) Construction Manager/General Contractor project delivery method: Department of Transportation.**Current Text:** Amended: 6/21/2018 [html](#) [pdf](#)

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

Summary: This bill would remove the cap on the number of projects for which the Department of Transportation may engage in a Construction Manager/General Contractor project delivery method for the construction of a highway, bridge, or tunnel. This bill would also eliminate the minimum construction costs limitation, and specify that Caltrans must use department employees or consultants to perform project design and engineering services on at least 2/3 of the projects delivered by the department utilizing the Construction Manager/General Contractor method.

SB 1328 (Beall D) Mileage-based road usage fee.**Current Text:** Amended: 6/4/2018 [html](#) [pdf](#)

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

Summary: This bill would extend the operation of the Road Usage Charge Technical Advisory Committee provisions from January 1, 2019, until January 1, 2023. This bill would require the Technical Advisory Committee to continue to assess the potential for mileage-based revenue collection for California's roads and highways as an alternative to the gas tax system.

SCR 90 (Roth D) Joseph Tavaglione Interchange.**Current Text:** Amended: 1/29/2018 [html](#) [pdf](#)

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

Summary: This measure would designate the interchange where State Highway Routes 60 and 91 meet Interstate 215 in the County of Riverside as the Joseph Tavaglione Interchange. The measure would request the Department of Transportation to determine the cost of appropriate signs showing this special designation and, upon receiving donations from nonstate sources covering that cost, to erect those signs.

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CALIFORNIA TRANSPORTATION COMMISSION

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August 15, 2018

The Honorable Susan Talamantes Eggman
Member of the State Assembly
State Capitol, Room 4117
Sacramento, CA 95814

Re: Support for Assembly Bill 2006: Charge Ahead California Initiative: agricultural worker vanpool programs.

Dear Assembly Member Eggman:

As part of its statutory charge, the California Transportation Commission (Commission) advises the Administration and the Legislature in formulating and evaluating state policies and plans for California's transportation programs.

The Commission adopted a position of support for Assembly Bill 2006 at its August 15 meeting. This bill would require the State Air Resources Board, in consultation with the State Energy Resources Conservation and Development Commission, air pollution control and air quality management districts, and the public to require existing agricultural vanpool programs to serve disadvantaged communities and low-income communities, as defined, and to allocate a minimum of 25 percent of the moneys appropriated for agricultural vanpool programs to those that serve low-income communities.

The Commission commends your leadership in supporting the rideshare programs established in the Charge Ahead California Initiative, as well as the use of zero emission vehicle technology (ZEVs) and near-ZEVs, while simultaneously addressing the problems of air pollution and greenhouse gas emissions from the transportation sector. The Commission believes that this bill could potentially expand access to these programs for workers that commute to remote areas of the state and may not have access to transit or other alternative transportation, and would further the efforts of reducing both congestion on roadways and potential vehicle emissions.

The Commissioners and staff are available to provide any information that may assist you in moving this legislation forward. Should you have any questions or concerns, please do not hesitate to contact Executive Director Susan Bransen at (916) 654-4245 or via email at Susan.Bransen@catc.ca.gov.

Sincerely,

FRAN INMAN
Chair


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AB-2006 Charge Ahead California Initiative: agricultural worker vanpool programs. (2017-2018)

SECTION 1. *Section 44258.4 of the Health and Safety Code is amended to read:*

44258.4. (a) Any moneys utilized pursuant to this chapter from the Greenhouse Gas Reduction Fund, created pursuant to Section 16428.8 of the Government Code, shall be consistent with the appropriations processes and criteria established by the Greenhouse Gas Reduction Fund Investment Plan and Communities Revitalization Act (Chapter 4.1 (commencing with Section 39710) of Part 2).

(b) The Charge Ahead California Initiative is hereby established and shall be administered by the state board. The goals of this initiative are to place in service at least 1,000,000 zero-emission and near-zero-emission vehicles by January 1, 2023, to establish a self-sustaining California market for zero-emission and near-zero-emission vehicles in which zero-emission and near-zero-emission vehicles are a viable mainstream option for individual vehicle purchasers, businesses, and public fleets, to increase access for disadvantaged, low-income, and moderate-income communities and consumers to zero-emission and near-zero-emission vehicles, and to increase the placement of those vehicles in those communities and with those consumers to enhance the air quality, lower greenhouse gases, and promote overall benefits for those communities and consumers.

(c) The state board, in consultation with the State Energy Resources Conservation and Development Commission, districts, and the public, shall do all of the following:

(1) (A) Include, commencing with the funding plan for the 2016–17 fiscal year of the Air Quality Improvement Program (Article 3 (commencing with Section 44274) of Chapter 8.9), a funding plan that includes the immediate fiscal year and a forecast of estimated funding needs for the subsequent two fiscal years commensurate with meeting the goals of this chapter. Funding needs may be described as a range that identifies the projected high and low funding levels needed for the two-year forecast period to contribute to technology advancement, market readiness, and consumer acceptance of zero- and near-zero-emission vehicle technologies. The funding plan shall include a market and technology assessment for each funded zero- and near-zero-emission vehicle technology to inform the appropriate funding level, incentive type, and incentive amount. The forecast shall include an assessment of when a self-sustaining market is expected and how existing incentives may be modified to recognize expected changes in future market conditions.

(B) Projects included in the forecast may include, but are not limited to, any of the following:

(i) The Clean Vehicle Rebate Project, established pursuant to Section 44274.

(ii) Light-duty zero-emission and near-zero-emission vehicle deployment projects eligible under the Alternative and Renewable Fuel and Vehicle Technology Program, established pursuant to Article 2 (commencing with Section 44272) of Chapter 8.9.

(iii) Programs adopted pursuant to paragraph (4).

(2) Update the plan required pursuant to paragraph (1) at least every three years through January 1, 2023.

(3) No later than June 30, 2015, adopt revisions to the criteria and other requirements for the Clean Vehicle Rebate Project, established pursuant to Section 44274, to ensure the following:

(A) Rebate levels can be phased down in increments based on cumulative sales levels as determined by the state board.

(B) Eligibility is limited based on income.

(C) Consideration of the conversion to prequalification and point-of-sale rebates or other methods to increase participation rates.

(4) (A) Establish programs that further increase access to and direct benefits for disadvantaged, low-income, and moderate-income communities and consumers from electric transportation, including, but not limited to, any of the following:

(i) Financing mechanisms, including, but not limited to, a loan or loan-loss reserve credit enhancement program to increase consumer access to zero-emission and near-zero-emission vehicle financing and leasing options that can help lower expenditures on transportation and prequalification or point-of-sale rebates or other methods to increase participation rates among low- and moderate-income consumers.

(ii) Car sharing programs that serve disadvantaged communities and utilize zero-emission and near-zero-emission vehicles.

(iii) Deployment of charging infrastructure in multiunit dwellings in disadvantaged communities to remove barriers to zero-emission and near-zero-emission vehicle adoption by those who do not live in detached homes. This clause does not preclude the Public Utilities Commission from acting within the scope of its jurisdiction.

(iv) Additional incentives for zero-emission, near-zero-emission, or high-efficiency replacement vehicles or mobility option available to participants in the enhanced fleet modernization program, established pursuant to Article 11 (commencing with Section 44124) of Chapter 5.

(B) Programs implemented pursuant to this paragraph shall provide adequate outreach to disadvantaged, low-income, and moderate-income communities and consumers, including partnering with community-based organizations.

(5) (A) Require agricultural vanpool programs, including, but not limited to, the agricultural worker vanpools pilot project implemented by the state board pursuant to this chapter, to serve disadvantaged communities and low-income communities, as defined in Section 39719, and allocate a minimum of 25 percent of the moneys appropriated by the Legislature for agricultural vanpool programs to those programs servicing low-income communities.

(B) For the purposes of this paragraph, hybrid vehicle technology shall remain an eligible vehicle technology until the state board determines that a more cost-effective and cleaner alternative becomes commercially available.



Chairman Shuster's Vision Statement: Infrastructure Discussion Draft

Introduction:

This discussion draft is intended to further the national conversation about the current state of America's infrastructure and highlight some of the major roadblocks to funding and improving our transportation network. The American people continue to wait for action on infrastructure by their federal elected leaders, and this proposal outlines one potential legislative path forward.

This discussion draft reflects input from Members of Congress from both sides of the aisle, as well as the broad stakeholder community.

However, it does not attempt to solve every issue facing our infrastructure, nor does it pretend to provide all of the answers. Instead, it serves as a framework and a new starting point for Congress to begin to seriously address, in a fiscally responsible and bipartisan manner, how we are going to provide the Nation with the 21st century infrastructure it needs and deserves.

We all know that infrastructure is the backbone of our economy, our national defense, and our identity. If we can't move people and goods efficiently throughout the country and into the broader world, then our economy suffers. Every good and service relies one way or another on our infrastructure system. We need modern, efficient infrastructure to remain globally competitive in an ever-shrinking world.

Our constituents know how awful their roads and bridges have become. The current population is 328 million people, and we're rapidly heading to 400 million. Commuting to work, going to the doctor's office, and getting the kids to activities are taking Americans longer due to worsening road conditions and congestion. They expect Congress to act to improve our infrastructure.

Yet, when Washington does attempt to address the issue, the bureaucratic red tape causes significant, costly delays. Complicated projects can take years and years to get through the overly burdensome permitting process.

The Highway Trust Fund (HTF) is in serious trouble. The Congressional Budget Office estimates that it will go insolvent, yet again, as soon as the fall of 2020 and will see a cumulative shortfall of more than \$160 billion by the fall of 2028.



My proposal will address these issues in the following ways.

Reforming the Highway Trust Fund (HTF):

This proposal reforms and addresses the short-term and long-term solvency of the HTF, and ultimately eliminates the federal gas and diesel taxes. By ensuring its short-term solvency, we can thoughtfully look at the future needs of the HTF and produce a solution that fully supports appropriate investment in our Nation's vital transportation infrastructure.

The proposal creates a Highway Trust Fund Commission of experts to study how best to achieve the long-term solvency of the HTF and recommend to Congress a 21st century solution. The results of the Commission will take the form of a legislative recommendation that will be presented to Congress for a simple up-or-down vote. However, the Commission cannot propose to continue or adjust the gas and diesel taxes. An innovative solution must be proposed.

The proposal also establishes a national, voluntary pilot program to test the viability of replacing current HTF user fees with a per-mile user fee. This pilot program will help address a variety of policy issues associated with a per-mile user fee and provide Congress with important information.

This proposal also recognizes that a number of surface transportation system users do not currently pay into the system, even though they benefit from it. The proposal lays out a simple principle: if you are using the system in some manner, then you should help pay for it. Capturing all users of the system is a fair requirement which will benefit everyone.

This represents one responsible solution for ensuring the solvency of the HTF.

Strengthening Investment:

This proposal increases federal investment in our Nation's infrastructure. It provides for direct federal investment in a broad array of transportation projects, including projects that use new innovations and technologies to transform the way we move goods and people. It provides states with an additional year of certainty to plan and carry out critical highway and public transportation projects by extending the FAST Act through fiscal year 2021. It also reauthorizes and improves a number of successful water infrastructure and economic development programs. Finally, it ensures that user fees paid into the Harbor Maintenance Trust Fund are fully spent to improve access to our ports.



Utilizing Innovative Financing:

A number of provisions designed to remove barriers to private investment and encourage the private sector to participate in the effort to rebuild our Nation's infrastructure are included in this proposal. It authorizes incentive grants to encourage public entities to lease their infrastructure to the private sector and then use both the funding from the lease and incentive grant to improve other public infrastructure. It also helps the federal government tackle its crumbling real property inventory by leveraging private sector dollars and expertise in the construction and rehabilitation of federal buildings, including military family housing for Coast Guard service members.

Accelerating Project Delivery:

Furthermore, this proposal continues to reform the environmental review and permitting process to accelerate delivery of critical transportation projects, while protecting the environment. It ensures that the Department of Transportation can carry out the reforms and two-year permitting deadlines called for under the Administration's One Federal Decision Executive Order. It also authorizes the use of innovate practices and makes other administrative reforms at the Department to expedite the environmental review and permitting process for transportation projects. Finally, it reduces unreasonable delays in the water quality certification process under section 401 of the Clean Water Act.

This discussion draft includes other provisions as well. I hope this document prompts a more serious discussion about how, together, we can work to responsibly address our Nation's infrastructure needs.

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 15-16, 2018

Reference No.: 4.2
Information Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Ron Sheppard, Chief (Acting)
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 an update to the draft capacity presented at the June 2018 Commission meeting, final capacity will be presented and discussed. The total exceeds the prior year by \$1.7 billion due to a full year of Senate Bill 1 funding. Notable changes include a large carryover capacity for the Transit and Intercity Rail Capital Program, the Local Partnership Program, Solutions for Congested Corridors Program and the Trade Corridors Enhancement Program due to recent program adoptions. A more detailed breakout of funds will be available as part of the “Budget and Allocation Capacity” presentation.

2018-19 Capital Capacity Summary										
(\$ in millions)										
	SHOPP	STIP	AERO	LPP	SCCP	TCEP	ATP	TIRCP	BONDS	TOTAL
Final Capacity	\$3,149	\$501	\$5	\$355	\$486	\$729	\$276	\$1,0833	\$195	\$6,779

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

¹ Proposition 1B bond amounts for STIP and SHOPP are included in each program total respectively.

² Aeronautics capacity is contingent upon the transfer of Local Airport Loan Account funds.

PROJECT SAVINGS REPORT (G-12):

Through June 30, 2018, the California Department of Transportation (Department) has processed changes to capital construction budgets for both the State Transportation Improvement Program (STIP) and the State Highway Operation and Protection Program (SHOPP). The SHOPP experienced a decrease of approximately \$162 million of the programmed amounts. This is the result of increases to 164 projects and decreases to 206 projects. The STIP experienced an increase of approximately \$12.9 million as a result of increases to seven 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 above.

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: August 15-16, 2018

Reference No.: 4.6
Action

Published Date: August 10, 2018

From: SUSAN BRANSEN
Executive Director

Prepared By: Garth Hopkins
Deputy Director

Subject: **COMMENTS ON INFORMAL DRAFT GUIDELINES FOR CALTRANS' ADVANCE MITIGATION PROGRAM**

ISSUE:

Should the California Transportation Commission (Commission) approve the attached letter for transmittal to the California Department of Transportation (Caltrans) in response to the Caltrans Informal Draft Advance Mitigation Program Guidelines?

RECOMMENDATION:

Staff recommends that the Commission approve transmittal of the attached letter prepared in response to the Informal Draft Advance Mitigation Program Guidelines.

BACKGROUND:

Advance mitigation provides the potential to obtain quality replacement habitat, achieve economies of scale by mitigating the environmental impact of multiple transportation projects, and shorten project delivery timelines resulting in both cost and time savings. The current practice in California is to identify and apply environmental mitigation measures on a project-by-project basis. The Advance Mitigation Program was created by the Legislature to:

- Enhance communication between Caltrans and stakeholders to protect natural resources through project mitigation
- To meet or exceed applicable environmental requirements
- To accelerate project delivery
- To mitigate, to the maximum extent required by law, the environmental impacts from transportation infrastructure projects

Caltrans has prepared Informal Draft Guidelines for the Advance Mitigation Program authorized by Senate Bill (SB) 1 in 2017. According to the draft guidelines, \$30 million per year for four years (\$120 million total) will be deposited into the Advance Mitigation Account. Funding for the account is derived from the State Highway Operation and Protection Program (SHOPP) and

the State Transportation Improvement Program (STIP) and is intended to be self-sustaining and revolving.

As written, the informal draft guidelines require completion of key aspects before the Advance Mitigation Program can be implemented. The attached letter contains recommendations for Caltrans to consider for implementation of the program.

Attachments:

- Attachment A: Commission Draft Comments to the Caltrans Informal Draft Advance Mitigation Program Guidelines

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

STATE OF CALIFORNIA

ATTACHMENT A
EDMUND G. BROWN Jr., Governor

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

SUSAN BRANSEN, Executive Director



CALIFORNIA TRANSPORTATION COMMISSION

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August 15, 2018

Laurie Berman
Director
California Department of Transportation
1120 N Street
Sacramento, CA 95814

RE: Comments on Advance Mitigation Program Informal Draft Guidelines

Dear Director Berman:

The California Transportation Commission (Commission) considered the Informal Draft Guidelines for the Advance Mitigation Program prepared by the California Department of Transportation (Caltrans) at the Commission's August 2018 meeting. The Commission was pleased that funding for advance mitigation was authorized with the passage of Senate Bill (SB) 1 in 2017. According to SB 1, \$30 million will be deposited annually over the next four years into the Advance Mitigation Account. Funding for the account is derived from the State Highway Operation and Protection Program (SHOPP) and the State Transportation Improvement Program (STIP) and is intended to be self-sustaining and revolving. Although funds from this account can only be used for SHOPP or STIP transportation improvements, funding may be transferred to another agency for an advance mitigation project.

The Commission has previously supported the advance mitigation concept as it is expected to provide substantial benefits to the current practice in California of identifying and applying environmental mitigation measures on a project-by-project basis. The Advance Mitigation Program was created by the Legislature to enhance communication between Caltrans and stakeholders to protect natural resources through project mitigation; to meet or exceed applicable environmental requirements; to accelerate project delivery, and to mitigate the environmental

Laurie Berman

RE: Comments on Advance Mitigation Program Informal Draft Guidelines

August 15, 2018

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impacts from transportation infrastructure development. Advance mitigation provides the potential to obtain quality replacement habitat, achieve economies of scale by mitigating the environmental impact of multiple transportation projects, and shorten project delivery timelines resulting in both cost and time savings.

Overall, given the importance of this program, the Commission is concerned that the program is not yet implemented and the guidelines are incomplete. It is important that the level of guidance necessary for Caltrans staff, resource agencies, and other stakeholders to successfully implement the Advance Mitigation Program is timely and comprehensively established. As a result, the Commission has the following comments for your consideration:

1. To expedite implementation of the Advance Mitigation Program, a demonstration in select regions of the state where potential regional mitigation sites have already been identified should be considered. A focused demonstration program in specific geographic regions would allow Caltrans to partner with regional agencies with advance mitigation program plans already in place. Participation by regional transportation agencies will assist in accomplishing the overall goals of the Advance Mitigation Program. This would allow Caltrans staff to gain experience with implementing a new process prior to conducting a statewide needs assessment.
2. To ensure accountability of both SHOPP and STIP funds, the Commission expects that Advance Mitigation Program funds will be included in future Fund Estimates for both of those funding programs.
3. The program milestones should be refined to accelerate tasks wherever possible. This refinement should provide more detail on the steps and timeframes necessary for program implementation. According to the draft guidelines, actual scoping of advance mitigation projects will not begin until the winter of 2019; and the estimated timeline for expenditure of program funding is not specified. Accelerating the implementation of the overall program and expenditure of the funds should be a priority.
4. The guidelines should identify procedures for requesting the use and purchase of mitigation banking for upcoming transportation projects. Methods should also be identified to track and measure the following: acceleration of project delivery; efficient allocation and programming of funds; identification of projects eligible to use mitigation credits, and assurance that programmed projects reimburse the Advance Mitigation Account. The guidelines should also include a requirement and methodology to ensure the transactions are recorded for transparent accounting and reporting to the Commission and the Legislature.
5. Section 4.0 of the draft guidelines states: “*Specific procedures for programming, resourcing and delivery schedule development, as well as procedures for AMP [Advance Mitigation Program] projects, are being prepared.*” Given the importance of programming and delivery schedule development, the Commission is concerned these procedures are not identified in the draft guidelines. For example, the guidelines should specify how SHOPP and STIP projects will be impacted by advance mitigation; certainty of the process for permitting

Laurie Berman

RE: Comments on Advance Mitigation Program Informal Draft Guidelines

August 15, 2018

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agencies to value, issue, and apply mitigation credits for individual advance mitigation transportation projects; when the Resource Agencies that issue permits for specific transportation projects can be assured that mitigation is taking place; and the Caltrans divisions assigned to oversee the planning and programming of advance mitigation funds.

6. Federal, state, and regional resource agencies have a significant role in any advance mitigation efforts. The program will not achieve desired goals without the firm agreement of those agencies. The draft guidelines identify that Caltrans renewed a Memorandum of Understanding (MOU) in 2016 with a number of resource agency partners. This MOU was signed prior to SB 1 funding to implement the program. The guidelines should articulate the role, function, and requirements of the MOU as part of the Advance Mitigation Program.
7. The Advance Mitigation Account is intended to be self-sustaining and revolving. The guidelines should specify how programmed projects will use funds designated for mitigation to purchase credits. The document should also identify how and when credits are available for a project in a specific area; any up-front costs of purchasing credits, and if those credits are the most cost-effective approach to mitigate the transportation project.
8. The guidelines should provide a list with links to informational advance mitigation documents prepared by other entities.
9. The guidelines should specify that Caltrans will provide an annual update to the Commission on the expenditure of Advance Mitigation Account funds and an overview of progress made during the prior 12-month period. Caltrans may need to determine if a program update would be more beneficial at either the October or December 2018 Commission meetings. In future annual reporting by Caltrans beginning in 2019, the Commission would prefer regular reporting by fiscal year; with reports to the Commission at the August Commission meetings.

In summary, the Commission recommends that Caltrans reassess how guidelines for the Advance Mitigation Program should be structured to address key timelines for program implementation, and ensure that useful guidance is provided to practitioners responsible for carrying out this program. Consideration should also be given to the importance of convening a stakeholder group to help provide direction and identify steps to accelerate the timeline for use of Advance Mitigation Account funds.

Please contact Garth Hopkins, the Commission's Deputy Director for Transportation Planning at (916) 653-3148 if you have any questions.

Sincerely,

FRAN INMAN
Chair

Laurie Berman

RE: Comments on Advance Mitigation Program Informal Draft Guidelines

August 15, 2018

Page 4

c: Commissioners

Susan Bransen, Executive Director

Karla Sutliff, Deputy Director, Project Delivery, Caltrans

Philip Stolarski, Chief, Division of Environmental Analysis, Caltrans

Amy Bailey, Office Chief, Advance Mitigation, Caltrans

4.22

ROAD CHARGE TECHNICAL ADVISORY
COMMITTEE UPDATE

INFORMATION ON THIS ITEM WILL BE
PROVIDED PRIOR TO THE AUGUST 15-16, 2018
CALIFORNIA TRANSPORTATION COMMISSION MEETING

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS	CTC Meeting: August 15-16, 2018
	Reference No.: 4.4 Information
	Published Date: August 3, 2018
From: SUSAN BRANSEN Executive Director	Prepared By: Robert Nelson Deputy Director
Subject: <u>ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017 - (SENATE BILL 1)</u> <u>IMPLEMENTATION UPDATE</u>	

SUMMARY:

The California Transportation Commission (Commission) has programmed over \$9 billion in Senate Bill (SB) 1 funding for transportation projects that will improve safety, mobility, environmental sustainability, economic vitality, and quality of life in California. The Commission held over 40 public workshops to solicit input from federal and state agencies including the California Air Resources Board, environmental and social equity advocacy groups, Native American Tribes, Metropolitan Planning Organizations, Regional Transportation Planning Agencies, and other local agencies and interested stakeholders. The attached SB 1 Implementation Update reflects the current status of programs that fall under the Commission's purview.

At this Commission meeting, the following action items will be considered:

- Amendment to the 2018 Local Partnership Formulaic Program
- Adoption of the 2018-19 Local Streets and Roads Subsequent Report of Eligible Cities and Counties
- Presentation of the Draft 2019 Reporting Guidelines for the Local Streets and Roads Program
- Adoption of the 2019 Local Streets and Roads Program Reporting Guidelines
- Adoption of SB 1 Baseline Agreements for various programs
- Adoption of the 2017 Active Transportation Program Augmentation – California Conservation Corps and Certified Local Community Conservation Corps Program
- Adoption of the 2019 Active Transportation Program Guidelines Metropolitan Planning Organizations Component

Important SB 1 activities to note:

- Commission staff provided training to over 100 Active Transportation Program application reviewers.
- Active Transportation Program project applications were due by July 31, 2018.

- Commission staff held workshops to solicit feedback on the draft 2019 Reporting Guidelines for the Local Streets and Roads Program and to provide training to cities and counties on Local Streets and Roads Program reporting. Staff anticipates holding additional Reporting Tool trainings in August and September.
- Commission staff held two workshops to develop guidelines for Comprehensive Multimodal Corridor Plans. The workshops were held in Sacramento (July 16, 2018) and in Los Angeles (July 20, 2018) with the goal of gathering stakeholder feedback. Initial draft guidelines were released for public review the week of August 6, 2018, with comments due the week of August 27, 2018. Staff anticipates issuing the final draft guidelines and holding the next round of stakeholder workshops in September. Final guidelines are anticipated to be presented to the Commission for consideration of adoption at the December 2018 Commission meeting.
- Commission staff notified 2019 Active Transportation Program applicants that if they experienced a delay submitting applications directly attributed to a recent fire emergency, the Commission would grant applicants up to a 15 day extension (August 15, 2018) to submit applications.

BACKGROUND:

The Road Repair and Accountability Act of 2017, 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. In providing this funding, the Legislature has provided additional funding to and increased the Commission's role in a number of existing programs, and created new programs for the Commission to oversee.

Attachment B is a list of SB 1 programs and guidelines adopted by the Commission.

Attachments:

- Attachment A: SB 1 Implementation Update
- Attachment B: SB 1 Adopted Programs and Guidelines



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

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. By enacting this bill, the Legislature has provided additional funding for transportation infrastructure, increased accountability for how transportation funds are spent, enhanced the role of the California Transportation Commission (Commission) in a number of existing programs, and created new transportation funding programs under the oversight of the Commission.

PROGRAMS UNDER COMMISSION OVERSIGHT	
Active Transportation Program	Solutions for Congested Corridors Program
<p>The Active Transportation Program funds projects that encourage biking and walking and improve safety and mobility for non-motorists.</p> <ul style="list-style-type: none"> • Augmented 2017 Program – \$100 million per year <ul style="list-style-type: none"> ○ \$192 million to 121 new projects for a two-year augmentation through 2018-19 ○ Advanced 52 projects to 2017-18 and 2018-19 ○ Program Adopted - January 2018 • 2019 Active Transportation Program <ul style="list-style-type: none"> ○ Approximately \$446 million ○ Four-year program through 2022-23 ○ Applications were due July 31, 2018 ○ Statewide and small urban and rural Program Adoption – January 2019 ○ MPO Program Adoption – June 2019 	<p>The Congested Corridors Program funds projects designed to reduce congestion in highly-traveled and highly-congested corridors through performance improvements that balance transportation improvements, community impacts, and environmental benefits.</p> <ul style="list-style-type: none"> • \$250 million per year <ul style="list-style-type: none"> ○ Program Adopted – May 2018 ○ \$1 billion to 9 projects valued at more than \$3.5 billion ○ Four-year program through 2020-21 • Comprehensive Multimodal Corridor Plan Guidelines <ul style="list-style-type: none"> ○ Guideline Development – July to September 2018 ○ Draft Guidelines – August 2018 ○ Final Draft Guidelines – September 2018 ○ Guideline Adoption – December 2018
Local Streets & Roads	Trade Corridor Enhancement Program
<p>The Local Streets & Roads Program provides funds, apportioned by the State Controller, to cities and counties for basic road maintenance, rehabilitation, and critical safety projects on the local streets.</p> <ul style="list-style-type: none"> • 2017-18 Program – \$376 million <ul style="list-style-type: none"> ○ Approved : 58 counties and 479 cities <ul style="list-style-type: none"> ○ 4,096 Local Streets and Roads Projects • 2018-19 Program – \$1.1 billion <ul style="list-style-type: none"> ○ Initial List of Eligible Cities and Counties Adopted – June 2018 <ul style="list-style-type: none"> ○ 57 counties and 450 cities ○ 2,228 Local Streets and Roads Projects ○ Subsequent eligibility submissions – August 2018 <ul style="list-style-type: none"> ○ 1 county and 27 cities ○ 62 Local Streets and Roads Projects 	<p>The Trade Corridor Enhancement Program funds infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on the Primary Freight Network, as identified in the California Freight Mobility Plan, and along other corridors that have a high volume of freight movement as determined by the Commission.</p> <ul style="list-style-type: none"> • Approximately \$300 million per year <ul style="list-style-type: none"> ○ Program Adopted – May 2018 ○ \$1.4 billion* to 28 projects valued at more than \$4 billion ○ Three-year program through 2019-20 <p style="font-size: small;">*Includes Federal FAST Act Funding</p>

<p>Local Partnership Program</p> <p>The Local Partnership Program provides funding to counties, cities, districts, and regional transportation agencies in which voters have approved fees or taxes solely dedicated to transportation improvements or that have enacted fees solely dedicated to transportation. The Commission approved implementation of the Local Partnership Program as a 50 percent competitive program, 50 percent formulaic program.</p> <p><u>Formulaic Program</u></p> <ul style="list-style-type: none"> • \$100 million per year <ul style="list-style-type: none"> ○ Program Adopted – January 2018 ○ \$194.7 million to 67 projects valued at \$6.18 billion ○ First cycle – two-year program through 2018-19 <p><u>Competitive Program</u></p> <ul style="list-style-type: none"> • \$100 million per year <ul style="list-style-type: none"> ○ Program Adopted – May 2018 ○ \$308.8 million to 27 projects valued at more than \$1.7 billion ○ Three-year program through 2019-20 	<p>State Highway Operation And Protection Program (SHOPP)</p> <p>The SHOPP is a four-year program of projects adopted by the Commission after holding at least two public hearings and a finding of consistency with the Transportation Asset Management Plan. Funding for SHOPP projects is a combination of federal and state funds, including the Road Maintenance and Rehabilitation Account created by Senate Bill 1. Projects included in the program are limited to capital improvements related to the maintenance, safety, operation, and rehabilitation of the state highway system that do not add new capacity to the system.</p> <ul style="list-style-type: none"> • Approximately \$1.6 billion per year <ul style="list-style-type: none"> ○ Public Hearings – February & March 2018 ○ Program Adopted – \$18 billion*, March 2018 ○ Four-year program through 2021-22 <p>*Total state and federal funding</p>
<p>State Transportation Improvement Program (STIP)</p> <p>The STIP is the biennial five-year plan adopted by the Commission for state highway improvements, intercity rail, and regional highway and transit improvements. State law requires the Commission to update the STIP biennially, in even-numbered years, with each new STIP adding two new years to prior programming commitments.</p> <ul style="list-style-type: none"> • 2018 Program Adopted – \$3.58 billion, March 2018 • \$2.3 billion in new projects • Five-year program through 2022-23 	<p>Accountability</p> <p>Senate Bill 1 states that “it is the intent of the Legislature that Caltrans 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.”</p> <ul style="list-style-type: none"> • Transportation Asset Management Plan Guidelines – Adopted June 29, 2017 • Asset Class Performance Benchmarks – Adopted March 2018 • Senate Bill 1 Accountability and Transparency Guidelines – Adopted March 2018 • Caltrans Efficiency Measures Report – Due September 30, 2018 • Report on Caltrans’ effectiveness in reducing deferred maintenance and improving conditions on the state highway system – Due December 2018



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

ADOPTED PROGRAMS AND GUIDELINES

ADOPTED GUIDELINES

PROGRAM	ADOPTED
2017 Active Transportation Program Augmentation Guidelines	June 28, 2017
Interim State Highway Operation and Protection Program Guidelines	June 28, 2017
Transportation Asset Management Plan Guidelines	June 29, 2017
2017 Local Streets and Roads Funding Reporting Guidelines	August 16, 2017
2018 State Transportation Improvement Program Guidelines	August 16, 2017
2018 Local Partnership Program Guidelines	October 18, 2017
2018 Trade Corridor Enhancement Program Guidelines	October 18, 2017
2018 Solutions for Congested Corridors Program Guidelines	December 6, 2017
2017 Active Transportation Program Augmentation Guidelines – California Conservation Corps	March 21, 2018
Senate Bill 1 Accountability and Transparency Guidelines	March 21, 2018
2019 Active Transportation Program Guidelines	May 16, 2018
2019 Active Transportation Program Guidelines – Metropolitan Planning Organization – Metropolitan Transportation Commission	May 16, 2018

ADOPTED PROGRAMS

PROGRAM	ADOPTED
2017 Active Transportation Program Augmentation – Statewide and Small Urban & Rural Components	October 18, 2017
2017 Active Transportation Program Augmentation – Metropolitan Planning Organization Component	December 5, 2017
2017 Local Streets and Roads Funding List of Eligible Cities and Counties	December 6, 2017
2017 Local Partnership Formulaic Program Shares	December 6, 2017
Sustainable Communities and Adaptation Planning Grants Project Allocations	December 6, 2017
2018 Local Partnership Formulaic Program	January 31, 2018
2018 State Transportation Improvement Program	March 22, 2018
2018 State Highway Operation and Protection Program	March 21, 2018
2018 Trade Corridor Enhancement Program	May 16, 2018
2018 Solutions for Congested Corridors Program	May 16, 2018
2018 Local Partnership Competitive Program	May 16, 2018
2019 Active Transportation Program Fund Estimate	May 16, 2018
2017 Active Transportation Program Augmentation – California Conservation Corps.	June 27, 2018
2018 Local Streets and Roads Funding List of Eligible Cities and Counties	June 27, 2018
2018 Local Partnership Formulaic Program Shares	June 27, 2018

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: August 15-16, 2018

Reference No.: 4.7
Action

Published Date: August 3, 2018

From: SUSAN BRANSEN
Executive Director

Prepared By: Christine Gordon
Assistant Deputy Director

Subject: **AMENDMENT TO THE 2018 LOCAL PARTNERSHIP FORMULAIC PROGRAM
RESOLUTION G-18-36, AMENDING RESOLUTION G-18-29**

ISSUE:

Should the California Transportation Commission (Commission) amend the 2018 Local Partnership Formulaic Program to include one new project and amend programmed funding for two projects in Fiscal Year 2018-19?

RECOMMENDATION:

Commission staff recommends that the Commission approve the amendment to the 2018 Local Partnership Formulaic Program.

BACKGROUND:

Enabling Legislation

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

Local Partnership Formulaic Program

The 2018 Local Partnership Formulaic Program is funded from \$100 million annually in state funds authorized by Senate Bill 1 that are appropriated from the Road Maintenance and Rehabilitation Account for Fiscal Years 2017-18 and 2018-19. The 2018 Local Partnership Formulaic Program only awards funding to those agencies with Commission-adopted shares and committed local matching funds.

On December 6, 2017, the Commission adopted the 2018 Local Partnership Formulaic Program Funding Share Distribution for Fiscal Years 2017-18 and 2018-19, which included shares for 40 agencies. On January 31, 2018, the Commission adopted the 2018 Local Partnership Formulaic Program. Among the 40 agencies eligible for the program, 32 agencies received programmed funds for 57 projects.

The adopted program totals \$194.7 million over Fiscal Years 2017-18 and 2018-19. The remaining \$5.3 million can be programmed through the duration of the current formulaic cycle (June 2019). Agencies with distributed shares left un-programmed must submit eligible project proposals to the Commission in order to receive their distribution share of funding. If these project funding requests are in accordance with the Local Partnership Program Guidelines, the Commission will adopt an agency's programming request through an amendment to the initial program of projects.

The following amendments to the program of projects meet the Local Partnership Program Guidelines:

- The Los Angeles County Metropolitan Transportation Authority requests to deprogram formulaic shares of \$8.2 million from the Green Line Extension (Redondo Beach-Torrance) and replace this project with a new project, the Transit Access Pass Bus Farebox & Rail Station Validator Upgrades, for the formulaic programming shares of \$8.2 million in Fiscal Year 2018-19; and
- The San Diego County Regional Transportation Commission requests to deprogram formulaic shares of \$9.47 million from the Batiquitos Lagoon Doubletrack/Bridge project to be made available for future eligible project nominations.

This amendment to the current program of projects would result in a new total of 33 agencies programmed with \$185.3 million for fiscal years 2017-18 and 2018-19, for a total of 68 projects. The remaining \$14.7 million can be programmed through the duration of the current formulaic cycle (June 2019).

Attachments:

- Attachment A: Resolution G-18-36, Amending Resolution G-18-29
- Attachment B: Changes to Adopted 2018 Local Partnership Formulaic Program
- Attachment C: Amended 2018 Local Partnership Formulaic Program

CALIFORNIA TRANSPORTATION COMMISSION
Adoption of Amendment to the 2018 Local Partnership Formulaic Program
August 15-16, 2018

RESOLUTION G-18-36
Amending Resolution G-18-29

- 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 Formulaic Program distribution of shares on December 6, 2017; and
- 1.5 **WHEREAS**, the Commission adopted the 2018 Local Partnership Formulaic Program on January 31, 2018; and
- 1.6 **WHEREAS**, the program of projects programmed \$194.7 million over Fiscal Years 2017-18 and 2018-19. The remaining balance of \$5.3 million is available for the 2018 Local Partnership Formulaic Program for programming to eligible agencies through the duration of the current formulaic cycle (June 2019); and
- 1.7 **WHEREAS**, agencies with distributed shares left un-programmed must submit eligible project proposals to the Commission in order to receive their distribution share of funding; and
- 1.8 **WHEREAS**, if subsequent project funding requests are made in accordance with the Local Partnership Program Guidelines, the Commission will adopt an agency's programming through an amendment to the initial program of projects; and
- 1.9 **WHEREAS**, the following amendments to the program of projects meet the Local Partnership Program Guidelines; and

Page 2

- 1.10 **WHEREAS**, the Los Angeles County Metropolitan Transportation Authority requests to deprogram formulaic shares of \$8.2 million from the Green Line Extension (Redondo Beach-Torrance) and replace this project with a new project, the Transit Access Pass Bus Farebox & Rail Station Validator Upgrades, for the formulaic programming shares of \$8.2 million in Fiscal Year 2018-19; and
- 1.11 **WHEREAS**, the San Diego County Regional Transportation Commission requests to deprogram formulaic shares of \$9.47 million from the Batiquitos Lagoon Doubletrack/Bridge project to be made available for future eligible project nominations; and
- 1.12 **WHEREAS**, the aforementioned projects have been determined to be eligible for Local Partnership Formulaic Program funding.
- 2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission approves the amendment to the 2018 Local Partnership Formulaic Program, as reflected in the Attachment; and
- 2.2 **BE IT FURTHER RESOLVED**, that, with this amendment, the Local Partnership Formulaic Program includes 33 agencies programmed with \$185.3 million for Fiscal Years 2017-18 and 2018-19, for a total of 68 projects. The remaining \$14.7 million can be programmed through the duration of the current formulaic cycle (June 2019); and
- 2.3 **BE IT FURTHER RESOLVED**, that the Commission staff is authorized to make minor technical changes as needed to the program of projects; and
- 2.4 **BE IT FURTHER RESOLVED**, that the Commission directs staff to post the amended 2018 Local Partnership Formulaic Program of Projects on the Commission's website.

Changes to Adopted 2018 Local Partnership Formulaic Program
(\$1,000s)

County	Applicant Agency	Project Title	Implementing Agency	Year Proposed 2017-18	Year Proposed 2018-19	Total Proposed	LPP Shares	Unprgrmd Balance
Various	Bay Area Toll Authority	Dumbarton Bridge Operational Improvements SFOBB/West Oakland Regional Bicycle/Pedestrian Link Connection	BATA MTC/BATA/CT		\$8,200 \$2,000	\$10,200	\$10,236	\$36
Alameda/Contra Costa	Alameda-Contra Costa Transit District	Customer Service Center Rehab Purchase 59 Hybrid Buses	AC Transit	\$50	\$765 \$253	\$1,068	\$1,068	\$0
San Francisco	Bay Area Rapid Transit District	BART Escalator Replacement (Downtown SF Stations)	BART		\$1,880	\$1,880	\$1,880	\$0
Contra Costa	Orinda	Miner Road Rehab	Orinda	\$200		\$200	\$200	\$0
Alameda	Alameda County Transportation Commission	7th Street Grade Separation East Segment (7SGSE)	ACTC	\$907	\$7,073	\$7,980	\$7,980	\$0
Contra Costa	Contra Costa Transportation Authority	I-880/SR 4 Interchange Phase 3 Project El Cerrito Pavement Project Martinez Pavement Project	CCTA El Cerrito Martinez		\$4,799 \$200 \$200	\$5,199	\$5,199	\$0
Fresno	Fresno County Transportation Authority	Willow Avenue Street Improvements	Clovis		\$4,544	\$4,544	\$4,544	\$0
Lake	Clearlake	Burns Valley School/Civic Center - Bicycle/Pedestrian Enhancements	Clearlake		\$200	\$200	\$200	\$0
Madera	Madera County Transportation Authority	Orange Avenue and 6th Street Pavement Rehabilitation 2017-18 3R and ADA Improvements 2018-19 3R and ADA Improvements Road 30 Curb & Gutter, Sidewalk, Shoulder Paving & Rehabilitation	Chowchilla Madera Madera Madera County	\$142 \$217	\$180 \$175	\$714	\$714	\$0
Marin	Transportation Authority Marin County	Marin-Sonoma Narrows (Design Contract A4) Marin-Sonoma Narrows (Design Contract B1) Francisco Blvd West Multi-Use Pathway (2nd St to Andersen Dr)	Caltrans Caltrans San Rafael	\$502	\$250 \$250	\$1,002	\$1,002	\$0
Mendocino	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
Monterey	Transportation Agency for Monterey County	Fort Ord Regional Trail and Greenway Route 156 Safety Improvements-Blackie Road Extension Regional Wayfinding Program	TAMC	\$500	\$600 \$250 \$163	\$1,513	\$1,513	\$0
	Monterey-Salinas Transit District	Monterey Bus Rapid Transit Phase II	MST		\$505	\$505	\$505	\$0
Nevada	Truckee	Annual Slurry Seal Project	Truckee		\$200	\$200	\$200	\$0
Sacramento	Sacramento Transportation Authority	Buses for Circulator Service Expansion Roadway Rehabilitation, Street Light & Street Sign Replacement Upgraded Curb Ramps Pavement Sealing Pavement Sealing Road Widening w/ Bike Lanes Sunrise Blvd Roadway Rehabilitation Roadway Rehabilitation Complete Streets Rehabilitation	RT Citrus Heights Elk Grove Elk Grove Folsom Rancho Sacramento Sacramento Co.	\$323 \$30	\$1,287 \$299 \$261 \$300 \$289	\$6,911	\$6,911	\$0
San Joaquin	San Joaquin County Transportation Authority	Route 99/120 Connector	Caltrans		\$3,408	\$3,408	\$3,408	\$0
Stanislaus	Stanislaus County Transportation Authority	Route 99/Fulkerth Road Interchange Improvements	Turlock		\$2,501	\$2,501	\$2,501	\$0
San Francisco	San Francisco County Transportation Authority	Parkmerced/Twin Peaks/Glen Park Residential Pavement Renovation Alemany Boulevard Pavement Renovation	SFPW	\$2,106	\$2,083	\$4,189	\$4,189	\$0
Santa Clara	Santa Clara County Valley Transportation Authority	Capitol Expressway LRT Extension (Eastridge-Alum Rock)	SCCVTA	\$9,442	\$0	\$9,442	\$9,442	\$0
San Mateo	San Mateo County Transportation Authority	SR 92/US 101 Interchange Improvements US 101 Managed Lanes	SMCTA		\$207 \$1,550	\$1,757	\$1,757	\$0
Santa Cruz	Santa Cruz County Regional Transportation Commission	2018 Full Depth Recycle & Overlay Vehicle Replacement	Santa Cruz Co. SC Metro		\$476 \$155	\$631	\$631	\$0
	Santa Cruz Metropolitan Transit District	Vehicle Replacement	SC Metro		\$631	\$631	\$631	\$0
Sonoma	Sonoma County Transportation Authority	Santa Rosa OBAG2 Bike and Pedestrian Project Route 101 Marin/Sonoma Narrows C-2 orolect	Santa Rosa Caltrans	\$100	\$473 \$579	\$1,152	\$1,152	\$0
Sonoma/Marin	Sonoma Marin Area Rail Transit District	SMART Rail Maintenance Equipment Expansion	SMART	\$1,553		\$1,553	\$1,553	\$0
Los Angeles	Los Angeles County Metropolitan Transportation Authority	West Santa Ana Branch Transit Corridor (WSAB)	LACMTA		\$23,941			
		Transit Access Pass Bus Farebox & Rail Station Validator Upgrades			\$8,201			
		Green Line Extension (Redondo Beach-Torrance)			\$11,544			
		Green Line Extension (Redondo Beach-Torrance)			\$19,745			
		Willowbrook/Rosa Parks Station Mezzanine Improvements		\$14,808		\$58,494	\$58,494	\$0
Orange	Orange County Transportation Authority	I-5 Improvements, Rt 73-Oso Parkway (Segment 1)	Caltrans		\$18,242	\$18,242	\$18,242	\$0
Riverside	Riverside County Transportation Commission	Replace Route 71/91 Interchange (NB Rt 71 to EB Rt 91) Pachappa Underpass (Rt 91 HOV Remnant Work, Raise UPRR) Temescal Canyon Road Gap Closure (widen to 4 lanes)	RCTC RCTC Riverside Co.	\$2,000	\$4,272 \$7,300	\$13,572	\$13,620	\$48
San Bernardino	San Bernardino County Transportation Authority	I-10 Corridor Contract 1 (Express Lanes - D/B 2b) Redlands Passenger Rail (SB Transit Center - Redlands University)	SBCTA	\$6,169	\$6,169	\$12,338	\$12,338	\$0
San Diego	San Diego County Regional Transportation Commission	LOSSAN SD Subdivision Doubletrack (CP Eastbrook - CP Shell)	SANDAG		\$2,000			
		LOSSAN Batiquitos Lagoon Doubletrack/Bridge (MP234.5-MP235.5)			\$1,250	\$9,470		
		LOSSAN San Dieguito Lagoon Doubletrack/Bridge/Platform (242.2-243.9)			\$3,500			
		LOSSAN SD Subdivision Sorrento to Miramar Ph2 (MP251.2-MP253)			\$1,720			
		LOSSAN SD Subdivision Signal Respacing/Optimization		\$1,000		\$9,470	\$18,940	\$9,470
Santa Barbara	Santa Barbara County Local Transportation Authority	Rt 101, Santa Monica Rd/Via Real Intersection Improvements Santa Claus Lane Class I Bikeway, California Coastal Trail Gap Closure North Padaro Lane Coastal Access Improvements Summerland Area Coastal Access Improvements	Caltrans Carpinteria SB County SB County	\$754 \$30 \$150	\$450 \$410 \$180 \$600	\$2,574	\$2,574	\$0
Tulare	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 Adopted for Formulaic Program						\$194,734	\$194,918	\$184
						\$185,264	\$194,918	\$9,654

Applicant Agency	No Project Proposed	Implementing Agency	2018 LPP Formulaic Shares 2017-18	2018 LPP Formulaic Shares 2018-19	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 Transit District			\$884	\$873	\$1,757
C/CAG of San Mateo County			\$135	\$135	\$270
Yuba County			\$100	\$100	\$200

Amended 2018 Local Partnership Formulaic Program
(\$1,000s)

County	Applicant Agency	Project Title	Implementing Agency	Year Proposed 2017-18	Year Proposed 2018-19	Total Proposed	LPP Shares	Unprgrmd Balance
Various	Bay Area Toll Authority	Dumbarton Bridge Operational Improvements SFOBB/West Oakland Regional Bicycle/Pedestrian Link Connection	BATA MTC/BATA/CT		\$8,200 \$2,000	\$10,200	\$10,236	\$36
Alameda/Contra Costa	Alameda-Contra Costa Transit District	Customer Service Center Rehab Purchase 59 Hybrid Buses	AC Transit	\$50	\$765 \$253	\$1,068	\$1,068	\$0
San Francisco	Bay Area Rapid Transit District	BART Escalator Replacement (Downtown SF Stations)	BART		\$1,880	\$1,880	\$1,880	\$0
Contra Costa	Orinda	Miner Road Rehab	Orinda	\$200		\$200	\$200	\$0
Alameda	Alameda County Transportation Commission	7th Street Grade Separation East Segment (7SGSE)	ACTA	\$907	\$7,073	\$7,980	\$7,980	\$0
Contra Costa	Contra Costa Transportation Authority	I-880/SR 4 Interchange Phase 3 Project El Cerrito Pavement Project Martinez Pavement Project	CCTA El Cerrito Martinez		\$4,799 \$200 \$200	\$5,199	\$5,199	\$0
Fresno	Fresno County Transportation Authority	Willow Avenue Street Improvements	Clovis		\$4,544	\$4,544	\$4,544	\$0
Lake	Clearlake	Burns Valley School/Civic Center - Bicycle/Pedestrian Enhancements	Clearlake		\$200	\$200	\$200	\$0
Madera	Madera County Transportation Authority	Orange Avenue and 6th Street Pavement Rehabilitation 2017-18 3R and ADA Improvements 2018-19 3R and ADA Improvements Road 30 Curb & Gutter, Sidewalk, Shoulder Paving & Rehabilitation	Chowchilla Madera Madera Madera County	\$142 \$217	\$180 \$175	\$714	\$714	\$0
Marin	Transportation Authority Marin County	Marin-Sonoma Narrows (Design Contract A4) Marin-Sonoma Narrows (Design Contract B1) Francisco Blvd West Multi-Use Pathway (2nd St to Andersen Dr)	Caltrans Caltrans San Rafael	\$502	\$250 \$250	\$1,002	\$1,002	\$0
Mendocino	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
Monterey	Transportation Agency for Monterey County	Fort Ord Regional Trail and Greenway Route 156 Safety Improvements-Blackie Road Extension Regional Wayfinding Program	TAMC	\$500	\$600 \$250 \$163	\$1,513	\$1,513	\$0
	Monterey-Salinas Transit District	Monterey Bus Rapid Transit Phase II	MST		\$505	\$505	\$505	\$0
Nevada	Truckee	Annual Slurry Seal Project	Truckee	\$200		\$200	\$200	\$0
Sacramento	Sacramento Transportation Authority	Buses for Circulator Service Expansion Roadway Rehabilitation, Street Light & Street Sign Replacement Upgraded Curb Ramps Pavement Sealing Pavement Sealing Road Widening w/ Bike Lanes Sunrise Blvd Roadway Rehabilitation Roadway Rehabilitation Complete Streets Rehabilitation	RT Citrus Heights Elk Grove Elk Grove Folsom Rancho Sacramento Sacramento Co.	\$323 \$30	\$1,287 \$299 \$261 \$300 \$289	\$6,911	\$6,911	\$0
San Joaquin	San Joaquin County Transportation Authority	Route 99/120 Connector	Caltrans		\$3,408	\$3,408	\$3,408	\$0
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Sonoma/Marin	Sonoma Marin Area Rail Transit District	SMART Rail Maintenance Equipment Expansion	SMART	\$1,553		\$1,553	\$1,553	\$0
Los Angeles	Los Angeles County Metropolitan Transportation Authority	West Santa Ana Branch Transit Corridor (WSAB) Transit Access Pass Bus Farebox & Rail Station Validator Upgrades Green Line Extension (Redondo Beach-Torrance) Willowbrook/Rosa Parks Station Mezzanine Improvements	LACMTA		\$23,941 \$8,201 \$11,544	\$58,494	\$58,494	\$0
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San Diego	San Diego County Regional Transportation Commission	LOSSAN SD Subdivision Doubletrack (CP Eastbrook - CP Shell) LOSSAN Batiqitos Lagoon Doubletrack/Bridge (MP234.5-MP235.5) LOSSAN San Dieguito Lagoon Doubletrack/Bridge/Platform (242.2-243.9) LOSSAN SD Subdivision Sorrento to Miramar Ph2 (MP251.2-MP253) LOSSAN SD Subdivision Signal Respacing/Optimization	SANDAG	\$2,000 \$1,250 \$3,500 \$1,720 \$1,000		\$9,470	\$18,940	\$9,470
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Total Adopted for Formulaic Program						\$185,264	\$194,918	\$9,654

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San Mateo County Transit District			\$884	\$873	\$1,757
C/CAG of San Mateo County			\$135	\$135	\$270
Yuba County			\$100	\$100	\$200

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: August 15-16, 2018

Reference No.: 4.8
Action

Published Date: August 3, 2018

From: SUSAN BRANSEN
Executive Director

Prepared By: Alicia Sequeira Smith
Assistant Deputy Director

Subject: **ADOPTION OF THE FISCAL YEAR 2018-19 ROAD MAINTENANCE AND REHABILITATION ACCOUNT LOCAL STREETS AND ROADS FUNDING SUBSEQUENT REPORT OF ELIGIBLE CITIES AND COUNTIES RESOLUTION G-18-37**

ISSUE:

Should the California Transportation Commission (Commission) adopt the report of additional cities and counties that are eligible to receive Fiscal Year 2018-19 Road Maintenance and Rehabilitation Account Local Streets and Roads Funding?

RECOMMENDATION:

Staff recommends that the Commission adopt the Fiscal Year 2018-19 Road Maintenance and Rehabilitation Account Local Streets and Roads Funding Subsequent Report of Eligible Cities and Counties 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). A percentage of the Road Maintenance and Rehabilitation Account funding created by SB 1 is 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.

Statutory Requirements and Reporting Guidelines

Pursuant to Streets and Highways Code Section 2034, the Commission adopted the Initial Report of Eligible Cities and Counties for Fiscal Year 2018-19 Road Maintenance and Rehabilitation Account Local Streets and Roads Funding on June 27, 2018. The initial report, reflecting the eligibility of 507 cities and counties, was transmitted to the State Controller's Office (Controller) on June 28, 2018, prior to the close of the State Fiscal Year.

Commission staff worked closely with the 32 cities and counties, regional agencies and metropolitan planning organizations, the California State Association of Counties, and the League of California Cities in an effort to collect the remaining proposed project list submittals in order to meet the funding eligibility requirements.

In accordance with Streets and Highways Code Section 2034(a)(4), the Controller will retain the Fiscal Year 2018-19 apportionments for those 32 jurisdictions for a period of 90 days from when the Commission transmitted the initial report of eligibility.

Any of the 32 jurisdictions not included in the subsequent eligibility report will forfeit their Fiscal Year 2018-19 apportionment. Those funds will be reapportioned (per Streets and Highways Code Section 2034 [a][C]) to those cities and counties listed in the adopted eligibility reports transmitted to the Controller.

Of the 32 cities and counties that were not included in the initial eligibility report adopted at the June meeting, 30 cities and 1 county have since submitted for eligibility and are included for adoption in Attachment B. The City of Fort Jones in Siskiyou County is the only city that has yet to meet the requirements for eligibility. Commission staff will continue to work with the City in an effort to establish eligibility prior to Commission action.

Upon Commission adoption, Attachment B will serve as the official Subsequent Report of Eligible Cities and Counties to receive Fiscal Year 2018-19 program funding, and will be transmitted to the Controller in accordance with Streets and Highways Code Section 2034(a)(2). The Controller, upon receipt of the subsequent report, will apportion and reapportion funds as applicable to all eligible jurisdictions.

Accountability and Transparency

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. In an effort to ensure jurisdictions were adequately informed of all program requirements including the subsequent eligibility project list submittal deadline of August 1, 2018, Commission staff held five workshops from July 24-27, 2018. The webinars included a comprehensive review and discussion of the Draft 2019 Local Streets and Roads Funding Program Reporting Guidelines and the annual reporting requirements of the program funding.

Commission staff will host training sessions on the new online Annual Project Expenditure Reporting process once user testing is complete in late August 2018. The complete and timely project expenditure reports submitted to the Commission will be aggregated for inclusion in the Commission's 2018 Annual Report to the California Legislature.

Attachments:

Attachment A – Commission Resolution G-18-37

Attachment B – Subsequent Report of Cities and Counties Eligible to Receive FY 2018-19 Road Maintenance and Rehabilitation Account Local Streets and Roads Funding

CALIFORNIA TRANSPORTATION COMMISSION

**ADOPTION OF THE FISCAL YEAR 2018-19 ROAD MAINTENANCE AND
REHABILITATION ACCOUNT LOCAL STREETS AND ROADS FUNDING
SUBSEQUENT REPORT OF ELIGIBLE CITIES AND COUNTY
Resolution G-18-37**

- 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, portions of new funding from increases to certain fuel excise and sales taxes and vehicle registration fees were deposited into the Road Maintenance and Rehabilitation Account, and a percentage of this new funding has been apportioned monthly by formula by the State Controller 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 State 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 report to the State 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 State 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, amended the 2018 Local Streets and Roads Funding Program Annual Reporting Guidelines at the March 21, 2018 Commission Meeting establishing a revised program schedule and online tool for project list submittal and project expenditure reporting; and

- 1.7 **WHEREAS**, Commission staff collected Fiscal Year 2018-19 proposed project list submittals and support documentation from cities and counties required by Streets and Highways Code Section 2034(a)(1); and
- 1.8 **WHEREAS**, Commission staff reviewed submittals for completeness, not to select or authorize the projects listed; and
- 1.9 **WHEREAS**, on June 27, 2018, the Commission adopted the Initial Report of Eligible Cities and Counties based on the staff compiled list consisting of 481 cities and 57 counties that provided complete proposed project list submittals and were therefore eligible to receive Fiscal Year 2018-19 formula apportionments of Road Maintenance and Rehabilitation Account Local Streets and Roads Funding, and;
- 1.10 **WHEREAS**, since adoption of the initial report on June 27, 2018, Commission staff worked with 31 cities and 1 county to collect their complete proposed project list submittals. Thirty cities and 1 county, as reflected in the attached, are therefore also eligible to receive Fiscal Year 2018-19 monthly program apportionments; and
- 1.11 **WHEREAS**, per Streets and Highways Code Section 2034(a)(1) Commission staff has compiled a list of those cities and counties that sent the Commission their complete proposed project list submittals by August 1, 2018, as reflected in the attached Subsequent Report of Eligible Cities and Counties; and
- 1.12 **WHEREAS**, that attachment is intended to serve as the subsequent report of eligible cities and counties 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 2018-19 Road Maintenance and Rehabilitation Account Local Streets and Roads Funding Subsequent Report of Eligible Cities and Counties; 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).

**CALIFORNIA TRANSPORTATION COMMISSION
 FISCAL YEAR 2018-19 ROAD MAINTENANCE AND REHABILITATION ACCOUNT
 LOCAL STREETS AND ROADS FUNDING
 SUBSEQUENT REPORT OF ELIGIBLE CITIES AND COUNTIES
 Resolution G-18-37 (Attachment)**

Pursuant to Streets and Highways Code Section 2034, the following cities and counties are deemed eligible based on the subsequent eligibility timeline for Fiscal Year 2018-19 funding:

ELIGIBLE CITIES

City	County	Projects	City	County	Projects
Amador City	Amador	2	San Marino	Los Angeles	4
Richmond	Contra Costa	1	Santa Monica	Los Angeles	2
Westmorland	Imperial	2	Dos Palos	Merced	1
Delano	Kern	2	Villa Park	Orange	1
Susanville	Lassen	1	Isleton	Sacramento	7
Avalon	Los Angeles	1	San Juan Bautista	San Benito	1
Beverly Hills	Los Angeles	1	Grand Terrace	San Bernardino	2
Commerce	Los Angeles	1	Yucaipa	San Bernardino	3
El Segundo	Los Angeles	1	Upland	San Bernardino	5
Huntington Park	Los Angeles	1	Coronado	San Diego	1
Inglewood	Los Angeles	4	Del Mar	San Diego	1
Montebello	Los Angeles	3	Atascadero	San Luis Obispo	1
Pomona	Los Angeles	7	Loyalton	Sierra	2
Rancho Palos Verdes	Los Angeles	1	Etna	Siskiyou	2
San Gabriel	Los Angeles	1	Montague	Siskiyou	1

ELIGIBLE COUNTIES

County	Projects
San Benito County	4

SUMMARY OF ALL ELIGIBLE CITIES AND COUNTIES

Total Fiscal Year 2018-19 Eligibility (Initial and Subsequent Eligibility)

Cities Eligible	Proposed Projects	Counties Eligible	Proposed Projects	Total Cities and Counties	Total Proposed Projects
480	1475	58	820	538	2295

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: August 15-16, 2018

Reference No.: 4.9
Information

Published Date: August 3, 2018

From: SUSAN BRANSEN
Executive Director

Prepared By: Alicia Sequeira Smith
Assistant Deputy Director

Subject: **HEARING ON THE 2019 LOCAL STREETS AND ROADS FUNDING PROGRAM REPORTING GUIDELINES**

SUMMARY:

On April 28, 2017, the Governor signed Senate Bill (SB) 1 (Beall, Chapter 5, Statutes of 2017). SB 1 established the Road Maintenance and Rehabilitation Account which apportions funds by formula to eligible cities and counties for basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system.

The draft 2019 Local Streets and Roads Funding Program Reporting Guidelines were developed in cooperation with regional transportation planning agencies, metropolitan planning organizations, city and county stakeholders, and the State Controller's Office. The Commission staff presented the proposed guideline amendments to stakeholders over the course of five webinars held from July 24 – 27, 2018.

This public hearing is to take final comments on the draft 2019 Local Streets and Roads Funding Program Reporting Guidelines prior to Commission adoption under Book Item 4.10.

BACKGROUND:

Pursuant to statute, the program purpose is to provide additional funding for basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system.

The Commission's role in this program is primarily to prepare and update programmatic guidelines, administer reporting requirements, and compile and share project information with the Legislature and the public as well as report eligible agencies to the State Controller.

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS **CTC Meeting:** August 15-16, 2018

Reference No.: 4.10
Action

Published Date: August 3, 2018

From: SUSAN BRANSEN **Prepared By:** Alicia Sequeira Smith
Assistant Deputy Director
Executive Director

Subject: **ADOPTION OF THE 2019 LOCAL STREETS AND ROADS FUNDING PROGRAM REPORTING GUIDELINES RESOLUTION G-18-38**

ISSUE:

Should the California Transportation Commission (Commission) adopt the Draft 2019 Local Streets and Roads Funding Program Reporting Guidelines presented in Attachment B?

RECOMMENDATION:

Staff recommends that the Commission adopt the 2019 Local Streets and Roads Funding Program Reporting Guidelines provided in Attachment B, and direct staff to post the guidelines onto the program website.

BACKGROUND:

On April 28, 2017, the Governor signed Senate Bill (SB) 1 (Beall, Chapter 5, Statutes of 2017). A percentage of the new Road Maintenance and Rehabilitation Account funding created by SB 1 is 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.

Statutory Requirements and Reporting Guidelines

The Local Streets and Roads Funding Program Guidelines were first adopted by the Commission on August 16, 2017. Subsequently, guideline amendments were adopted on October 18, 2017 and March 21, 2018, to incorporate statutory and technical updates.

Commission staff has prepared statutory and technical updates in the Draft 2019 guidelines to provide the following:

- Reflect a recent amendment to Streets and Highways Code Section 2034(c), which allows a jurisdiction to advance a project that is eligible under the program prior to receiving an apportionment of funds from the State Controller over one or more years. This change provides an opportunity for a jurisdiction to pay for eligible project activities up front with other fund sources, and later reimburse those expenditures when they receive the Local Streets and Roads Program apportionment from the State Controller.

- Update the annual program schedule chart to reflect August 1 as the subsequent project list submittal deadline to the Commission.
- Clarify the adopted resolution and project list detail to allow for a more accurate representation of the projects anticipated to be funded with Road Maintenance and Rehabilitation Account funds each year. Specifically, to provide more transparency to the public, the guidelines were clarified to address the following:
 - The resolution adopted by jurisdictions will reflect not only newly proposed projects but also those projects previously proposed that will continue into the next fiscal year or that are scheduled to commence in the next fiscal year.
 - Project components will be included in the project descriptions.
- Clarify the basis of accounting in which the cities and counties are required to report their Annual Program Fiscal Year Apportionments received and Annual Expenditure Activity.
- Appendices A and B were removed from the Draft 2019 guidelines creating the standalone reference document, “Online Reporting Tool Guidelines”, for the Local Streets and Roads Funding Program. This reference document must be followed for the program reporting requirements and is available on the Commission’s Local Streets and Roads Funding Program website at: <http://catc.ca.gov/programs/sb1/l srp/>.

The online tool for Annual Project Expenditure Reporting will be available for cities and counties to use upon adoption of these program reporting guidelines.

On July 13, 2018, Commission staff circulated the proposed guidelines for stakeholder review and comment. Staff held five online workshops from July 24-27, 2018, to develop the Draft 2019 Local Streets and Roads Funding Program Reporting Guidelines and the Annual Project Expenditure Report criteria. In total, 360 jurisdictions were represented in the webinars. Furthermore, a specific webinar session was held for the Regional Transportation Planning Agencies and Metropolitan Planning Organizations.

Attachments:

Attachment A – Commission Resolution G-18-38

Attachment B – Draft 2019 Local Streets and Roads Funding Program Reporting Guidelines

CALIFORNIA TRANSPORTATION COMMISSION

**ADOPTION OF THE 2019 LOCAL STREETS AND ROADS FUNDING
PROGRAM REPORTING GUIDELINES
Resolution G-18-38**

- 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, new funding from increases to certain fuel excise and sales taxes and vehicle registration fees were deposited into the Road Maintenance and Rehabilitation Account, and a percentage of this new funding has been apportioned monthly by formula by the State Controller 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 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 the Draft 2019 Local Streets and Roads Funding Program Reporting Guidelines and released for public comment on July 13, 2018; and
- 1.7 WHEREAS**, Commission staff conducted five online workshops to discuss the proposed guideline amendments and encouraged cities, counties, as well as program stakeholders to provide comments and questions; and

- 1.8 **WHEREAS**, Commission staff worked collaboratively with representatives from the cities and counties, State Controller's Office, and regional partners to address and incorporate comments into the Draft 2019 Local Streets and Roads Funding Program Reporting Guidelines where feasible.
- 2.1 **NOW, THEREFORE, BE IT RESOLVED**, that the Commission adopts the attached 2019 Local Streets and Roads Funding Program Reporting Guidelines; and
- 2.2 **BE IT FURTHER RESOLVED**, that the purpose of these guidelines is to 1.) Outline the general policies and procedures for cities and counties to carry out the annual Local Streets and Roads Funding Program reporting requirements and for the Commission's annual transmittal of a list of eligible cities and counties to the State Controller pursuant to Streets and Highways Code Section 2034, and 2.) Outline the responsibility of the Commission to receive project expenditure information each year from cities and counties and provide statewide information regarding the use of the Road Maintenance and Rehabilitation Account funds available through the Local Streets and Roads Funding Program to the public and the Legislature to promote transparency, accountability, and meet the legislative intent of SB 1; and
- 2.3 **BE IT FURTHER RESOLVED**, that Commission staff is authorized to make minor technical changes as needed to the guidelines; and
- 2.4 **BE IT FURTHER RESOLVED**, that the Commission directs staff to post these guidelines to the Commission's website.

**THE ROAD REPAIR AND
ACCOUNTABILITY ACT OF 2017**

**LOCAL STREETS AND ROADS FUNDING
PROGRAM**

2019 ~~ANNUAL~~ REPORTING GUIDELINES

August, 2018

California Transportation Commission



**CALIFORNIA TRANSPORTATION COMMISSION
THE ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017**

LOCAL STREETS AND ROADS FUNDING PROGRAM ANNUAL REPORTING GUIDELINES

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I. Introduction

1. Background and Purpose of Reporting Guidelines

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

As of November 1, 2017, the State Controller began depositing various portions of these funds into Road Maintenance and Rehabilitation Account (RMRA); a percentage of these funds are to be ~~A percentage of RMRA~~ apportioned by formula to eligible cities and counties pursuant to Streets and Highways Code (SHC) Section 2032(h) intended for basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system. For a detailed breakdown of RMRA funding sources and the disbursement of funding please see Sections 5 and 6 of these guidelines.

SB 1 emphasizes the importance of accountability and transparency in the delivery of California's transportation programs. Therefore, in order to be eligible for RMRA funding, statute requires cities and counties provide basic annual RMRA project reporting to the California Transportation Commission (Commission).

These guidelines describe the general policies and procedures for carrying out the annual RMRA project reporting requirements for cities and counties and other statutory objectives as outlined in Section 2 below. The guidelines were developed in consultation with state, regional, and local government entities, and other transportation stakeholders.

The Commission may amend these guidelines after first giving notice of the proposed amendments. In order to provide clear and timely guidance, it is the Commission's policy that a reasonable effort be made to amend the guidelines prior to the due date for project lists, or the The Commission may extend the deadline for project list submission in order to facilitate compliance with the amended guidelines.

2. Funding Program Objectives and Statutory Requirements

Streets and Highways Code (SHC) Section 2032.5(a) articulates the general intent of the legislation that recipients of RMRA funding be held accountable for the efficient investment of public funds to maintain local streets and roads and are accountable to the people through performance goals that are tracked and reported.

Pursuant to SHC Section 2030(a), the objective of the Local Streets and Roads Funding Program is to address deferred maintenance on the local streets and roads system through the prioritization and delivery of basic road maintenance and rehabilitation projects as well as critical safety projects.

Cities and counties receiving RMRA funds must comply with all relevant federal and state laws, regulations, policies, and procedures. The main requirements for the funding program are codified in SHC Sections 2032.5, 2034, 2036, 2037, and 2038 and include the following:

- 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 [SHC 2032.5(a)].
- Prior to receiving an apportionment of RMRA funds from the State Controller in a fiscal year, a city or county must submit to the Commission a list of projects proposed to be funded with these funds. All projects proposed to receive funding must be adopted by resolution by the applicable city council or county board of supervisors at a regular public meeting each fiscal year [SHC 2034(a)(1)].
- The list of projects must include a description and the location of each proposed project, a proposed schedule for the project's completion, and the estimated useful life of the improvement [SHC 2034(a)(1)]. Further guidance regarding the scope, content, and submittal process for project lists prepared by cities and counties is provided in Sections 9-10.
- The project list does not limit the flexibility of an eligible city or county to fund projects in accordance with local needs and priorities so long as the projects are consistent with RMRA priorities as outlined in SHC 2030(b) [SHC 2034(a)(1)].
- The Commission will submit an initial report to the State Controller that indicates the cities and counties that have submitted a list of projects as described in SHC 2034(a)(1) and that are therefore eligible to receive an apportionment of RMRA funds for the applicable fiscal year [SHC 2034(a)(2)].
- The State Controller, upon receipt of an initial report from the Commission, shall apportion RMRA funds to eligible cities and counties pursuant to SHC 2032(h) [SHC 2034(a)(3)].
- The State Controller will retain the monthly share of RMRA funds for cities and counties not included in the Commission's initial report that would otherwise be apportioned and distributed to those cities and counties [SHC 2034(a)(4)(A)]. Pursuant to SHC 2034(a)(4)(B), the monthly share of RMRA funds for each of these cities and counties will be retained by the State Controller for 90 days.
- Upon receipt of a list of projects from a city or county after the Commission has submitted its initial report to the State Controller, the Commission will submit a subsequent report to the State Controller that specifies all newly eligible cities and counties [SHC 2034(a)(2)].
- After 90 days, the State Controller will apportion to all newly eligible cities and counties the RMRA funds that were retained but not previously apportioned and distributed pursuant to SHC 2304(a)(4)(B).
- Any RMRA funds held by the State Controller for a city or county that still remains ineligible after 90 days will be reapportioned to all other eligible cities and counties [SHC 2034(a)(4)(C)].
- For each fiscal year in which RMRA funds are received and expended, cities and counties must submit documentation to the Commission that details the expenditure of all RMRA funds, including a description and location of each completed project, the amount of funds expended on the project, the completion date, and the estimated useful life of the improvement [SHC 2034(b)]. Further guidance regarding the scope,

content, and submittal process for program expenditure reports is provided in Sections 12-13.

- Prior to receiving an apportionment of funds under the program an eligible city or county may expend other funds on eligible projects and may reimburse the source of those other funds when it receives its apportionment from the State Controller over one or more years [SHC 2034(c)].
- ~~Eligible cities and counties may expend other funds on eligible projects prior to receiving an apportionment of RMRA funds from the Controller and may reimburse the original source of funds expended when a RMRA apportionment is received from the Controller [SHC 2034(c)].~~
- A city or county receiving an apportionment of RMRA funds is required to sustain a maintenance of effort (MOE) by spending at least the annual average of its general fund expenditures during the 2009–10, 2010–11, and 2011–12 fiscal years for street, road, and highway purposes from the city’s or county’s general fund [SHC 2036]. Monitoring and enforcement of the maintenance of effort requirement for RMRA funds will be carried out by the State Controller and is addressed in more detail in Section 15.
- A city or county may spend its apportionment of RMRA funds on transportation priorities other than priorities outlined in SHC 2030(b) if the city or county’s average Pavement Condition Index (PCI) meets or exceeds 80 [SHC 2037].
- By July 1, 2023, cities and counties receiving RMRA funds must follow guidelines developed by the California Workforce Development Board (Board) that address participation and investment in, or partnership with, new or existing pre-apprenticeship training programs [SHC 2038]. Further information regarding the forthcoming Board Guidelines and future Board-sponsored grant opportunities is available in Section 16.

3. Funding Program Roles and Responsibilities

Below is a general outline of the roles and responsibilities of recipient cities/counties, the Commission, the State Controller, and the California Workforce Development Board, in carrying out the funding program’s statutory requirements, as well as activities the Commission will undertake to meet the legislative intent of SB 1:

Recipient Cities/Counties:

- Develop and submit a list of projects to the Commission each fiscal year.
- Develop and submit a project expenditure report to the Commission each fiscal year.
- Comply with all requirements including reporting requirements for RMRA funding.

Commission:

- Provide technical assistance to cities and counties in the preparation of project lists and reports.
- Receive and review project lists from cities and counties each fiscal year to ensure compliance with the statutorily required elements of a project list submittal is met.

- Provide a comprehensive list to the State Controller each fiscal year of cities and counties eligible to receive RMRA apportionments.
- Receive program expenditure reports from cities and counties each fiscal year and provide aggregated statewide information regarding use of RMRA funds to the Legislature and the public (e.g. the Commission’s Annual Report to the Legislature and a SB 1 Accountability Website).

State Controller:

- Receive list of cities and counties eligible for RMRA apportionments each fiscal year from the Commission.
- Apportion RMRA funds to cities and counties.
- Oversee Maintenance of Effort and other requirements for RMRA funds including reporting required pursuant to SHC 2151.

California Workforce Development Board:

- Pursuant to SHC 2038, establish a pre-apprenticeship development and training grant program beginning January 1, 2019 that local public agencies receiving RMRA funds are eligible to apply for or partner with other entities to apply for.
- Pursuant to SHC 2038, develop guidelines for public agencies receiving RMRA funds to participate, invest in, or partner with, new or existing pre-apprenticeship training programs. Local public agencies receiving RMRA funds must follow the guidelines by no later than July 1, 2023.

4. Funding Program Schedule

The following schedule lists the major milestones for the Local Streets and Roads Funding Program Annual Reporting.

Project Lists due to Commission	May 1 st each year
Commission Adopts Initial List of Eligible Cities and Counties	June Commission Meeting each year
Commission Submits Initial List to State Controller	No later than June 30 th each year
<u>Subsequent Eligibility Project Lists due to Commission</u>	<u>August 1st each year (if needed)</u>
Commission Adopts Subsequent List of Eligible Cities and Counties	August Commission Meeting each year (if needed)
Commission Submits Subsequent List to State Controller	No later than August 31 st each year (if needed)

Annual Reporting of Fiscal Year Expenditures due to Commission	October 1 st each year
Informational <u>Funding</u> Program Update to Commission	December Commission Meeting each year

II. Funding

5. Source

The State of California imposes per-gallon excise taxes on gasoline and diesel fuel, sales taxes on diesel fuel, and registration taxes on motor vehicles and dedicates these revenues to transportation purposes. Portions of these revenues flow to cities and counties through the Highway Users Tax Account (HUTA) and the newly established RMRA created by SB 1.

The Local Streets and Roads Funding is supported by RMRA funding which includes portions of revenues pursuant to SHC 2031 from the following sources:

- An additional 12 cent per gallon increase to the gasoline excise tax effective November 1, 2017.
- An additional 20 cent per gallon increase to the diesel fuel excise tax effective November 1, 2017.
- An additional vehicle registration tax called the “Transportation Improvement Fee” with rates based on the value of the motor vehicle effective January 1, 2018.
- An additional \$100 vehicle registration tax on zero emissions (ZEV) vehicles of model year 2020 or later effective July 1, 2020.
- Annual rate increases to these taxes beginning on July 1, 2020 (July 1, 2021 for the ZEV fee) and every July 1st thereafter equal to the change in the California Consumer Price Index (CPI).

SHC 2032(h)(2) specifies that 50 percent of the balance of revenues deposited into the RMRA, after certain funding is set aside for various programs, will be continuously appropriated for apportionment to cities and counties by the State Controller pursuant to the formula in SHC Section 2103(a)(3)(C)(i) and (ii).

6. Estimation and Disbursement of Funds

While neither, the Commission nor the State Controller’s Office prepare formal estimates of RMRA funds, the Department of Finance (DOF) estimates the total amount of funding that will be deposited into the RMRA annually. The California State Association of Counties and the League of California Cities use this information from DOF to develop city and county level estimates of RMRA funds which are available here:

California State Association of Counties

<http://www.counties.org/sb-1-road-repair-and-accountability-act-2017>

League of California Cities

<http://www.californiacityfinance.com/>

Each fiscal year, upon receipt of a list of cities and counties that are eligible to receive an apportionment of RMRA funds pursuant to SHC 2032(h)(2) from the Commission, the State Controller is required to apportion RMRA funds to eligible cities and counties consistent with the formula outlined in SHC Section 2103(a)(3)(C)(i) and (ii). It is expected that the State Controller will continuously apportion RMRA funds on a monthly basis to eligible cities and counties using a process and system similar to that of HUTA apportionments. RMRA funding is continuously apportioned and is not provided on a reimbursement basis.

The Commission does not approve the projects listed or provide authorization to proceed with RMRA funded projects. The Commission receives project lists, determines they are complete and meet basic statutory requirements outlined in SHC 2034 and then approves and submits a statewide list to the State Controller of cities and counties that are eligible to begin receiving monthly RMRA funding apportionments.

III. Eligibility and Funding Program Priorities

7. Eligible Recipients

Eligible recipients of RMRA funding apportionments include cities and counties that have prepared and submitted a project list to the Commission each fiscal year pursuant to SHC Section 2034(a)(1) and that have been included in a list of eligible entities submitted by the Commission to the State Controller pursuant to SHC Section 2034(a)(2).

Recipients of RMRA apportionments must comply with all relevant federal and state laws, regulations, policies, and procedures.

8. Funding Program Priorities and Example Projects

Pursuant to SHC Section 2030(a), RMRA funds made available for the Local Streets and Roads Funding Program shall be prioritized for expenditure on basic road maintenance and rehabilitation projects, and on critical safety projects.

SHC Section 2030(b)(1) provides a number of example projects and uses for RMRA funding that include, but are not limited to, the following:

- Road Maintenance and Rehabilitation
- Safety Projects
- Railroad Grade Separations
- Complete Streets Components (including active transportation purposes, pedestrian and bicycle safety projects, transit facilities, and drainage and stormwater capture projects in conjunction with any other allowable project)
- Traffic Control Devices
- Other (match funds for eligible project advancement)
- Pursuant to Article XIX Section 2(a) of the constitution: "The research, planning, construction, improvement, maintenance, and operation of public streets and

highways (and their related public facilities for nonmotorized traffic), including the mitigation of their environmental effects, the payment for property taken or damaged for such purposes, and the administrative costs necessarily incurred in the foregoing purposes.”

SHC Section 2030(b)(2) states that funds made available by the program may also be used to satisfy a match requirement in order to obtain state or federal funds for projects authorized by this subdivision.

SHC Section 2030(c)-(f) specifies additional project elements that will be incorporated into RMRA-funded projects by cities and counties to the extent possible and cost effective, and where feasible (as deemed by cities and counties). These elements are:

- Technologies and material recycling techniques that lower greenhouse gas emissions and reduce the cost of maintaining local streets and roads through material choice and construction method.
- Systems and components in transportation infrastructure that recognize and accommodate technologies including but not limited to ZEV fueling or charging and infrastructure-vehicles communications for transitional or fully autonomous vehicles.
- Project features to better adapt the transportation asset to withstand the negative effects of climate change and promote resiliency to impacts such as fires, floods, and sea level rise (where appropriate given a project's scope and risk level for asset damage due to climate change).
- Complete Streets Elements (such as project features that improve the quality of bicycle and pedestrian facilities and that improve safety for all users of transportation facilities) are expected to be incorporated into RMRA funded projects to the extent (as deemed by cities and counties) beneficial, cost-effective, and practicable in the context of facility type, right-of-way, project scope, and quality of nearby facilities.

Pursuant to SHC Section 2037, a city or county may spend its apportionment of RMRA funds on transportation priorities other than those outlined in SHC Section 2030 if the city's or county's average Pavement Condition Index (PCI) meets or exceeds 80.

IV. Project List Submittal

9. Content and Format of Project List

Pursuant to SHC Section 2034(a)(1), prior to receiving an apportionment of RMRA funds from the State Controller in a fiscal year (funds collected from July 1 to June 30 and apportioned September 1 to August 31), a city or county must submit to the Commission a list of projects proposed to be funded with these funds pursuant to an adopted resolution by the city council or county board of supervisors at a regular public meeting. Each year, a city or county must submit to the Commission an adopted resolution and updated proposed project list in order to meet the eligibility requirements for the upcoming fiscal year's apportionment. A submittal with a resolution adopted in a previous fiscal year will not be considered complete and deemed not compliant with statute.

Project lists must, at a minimum, include any new proposed projects for the upcoming fiscal year and any projects from previous fiscal years that will continue to receive funding in the upcoming fiscal year (i.e. multi-year funded projects).

Each city and county is strongly encouraged to provide a copy of their Proposed Project List to their applicable Regional Transportation Planning Agencies and Metropolitan Planning Organizations, once reviewed and accepted by the Commission.

Listed below are the specific statutory criteria for the content of the project list along with additional guidance provided to help ensure a consistent statewide format and to facilitate accountability and transparency within the Local Streets and Roads Funding Program.

a.) ~~Included in an~~ Adopted Resolution

All proposed projects must be adopted by resolution by the applicable city council or county board of supervisors at a regular public meeting.

Documentation of Inclusion in an Adopted Resolution

A city or county must provide a public record which illustrates that projects proposed for each fiscal year's apportionment of RMRA funding through the Local Streets and Roads Funding Program have been included in an current fiscal year's adopted resolution by the applicable city council or county board of supervisors at a regular public meeting. An acceptable public record shall include a signed, executed copy of the city/county's adopted resolution including the relevant list of projects documenting approval at a regular public meeting.

Submittal of an electronic copy of the relevant support documentation (i.e. resolution) is required. Support documentation requirements are further discussed in Appendix A: the Online Reporting Tool Guidelines.

b.) List of Projects – Content

Pursuant to SHC 2034(a)(1), the project list must include a description and the location of each proposed project, a proposed schedule for each project's completion, and the estimated useful life of the improvement. The project list is intended to cover, at a minimum, the applicable fiscal year. Cities and counties may include project information for future fiscal years but are expected to update the project list as needed every fiscal year prior to submittal to the Commission. Cities and counties must list projects that will be funded with the apportioned funds for that fiscal year, including projects for which the fiscal year funds are being reserved for future project funding.

Development and Content

The Commission recognizes the inherent diversity of road maintenance and rehabilitation needs among the approximately 539 jurisdictions across the state that may utilize Local Streets and Roads Program funding.

Given the emphasis SB 1 places on accountability and transparency in delivering California's transportation programs, cities and counties are encouraged to clearly articulate how these funds are being utilized through the development of a project list.

To promote statewide consistency in the content and format of project information submitted to the Commission, and to facilitate transparency within the Local Streets and Roads Funding Program, the following guidance is provided regarding the key components of the project list. Please note that project lists included in a city or county adopted resolution should, at a minimum, include the elements mandated by statute: description, location, schedule for completion and useful life. Cities and counties should include more detailed project information as described below in the project list submitted to the Commission.

For further assistance, [Appendix A the Online Reporting Tool Guidelines](#) have been developed to outline project list content and format.

Project Description

The list must include a project description for each proposed project. The city/county is encouraged to provide a brief non-technical description (up to 5 sentences) written so that the main objectives of the project can be clearly and easily understood by the public.

The description should clearly inform the public if the project listed is for construction, pre-construction (i.e. environmental, design, right of way, feasibility studies, needs assessments, etc.), or procurement/operational needs as consistent with Article XIX Section 2(a) of the constitution. The level of detail provided will vary depending upon the nature of the project; however, it is highly encouraged that the project description contain a minimum level of detail needed for the public to understand what is being done and why it is a critical or high-priority need.

Project Location

The list must include a project location for each proposed project. The city/county is encouraged to provide project location information that, at a minimum, would allow the public to clearly understand where within the community the project is being undertaken. For example, providing specific street names where improvements are being undertaken and specifying project termini when possible would allow the public to clearly understand where the project is to take place within the community. ~~are preferable to more general information such as "various" or "south west side of city/county".~~ If project-specific geolocation data is available, it is highly encouraged to be included in the project list submitted to the Commission.

If the listed project component is for procurement/operational needs or pre-construction and a location of work has yet to be determined, city or county-wide is an acceptable location description. If the proposed project is for construction and specific project locations have not been finalized, city/county boundaries or identifiable neighborhoods and communities is also an acceptable location description. In such instances, it is encouraged to provide a statement prior to listing the estimated or proposed locations that "All locations listed are an estimate and have yet to be finalized."

Proposed Schedule for Completion

The list must include a completion schedule for each proposed project. The city/county is encouraged to provide a high-level general timeline that provides a clear picture to the public of when a project is reasonably expected to start and to be completed. The proposed schedule for completion should clearly articulate if a project will take multiple years to complete.

Estimated Useful Life

The list must include an estimated useful life for each proposed project in its entirety, not by each segment/location to be improved. The city/county is encouraged to provide information regarding the estimated useful life of the project that is clear, understandable, and based on industry-standards for the project materials and design, where applicable.

Technology, Climate Change, and Complete Streets Considerations

SHC Section 2030(c)-(f) specifies additional project elements that will be incorporated into RMRA-funded projects by cities and counties to the extent possible and cost effective, and where feasible. These elements are:

- Technologies and material recycling techniques that lower greenhouse gas emissions and reduce the cost of maintaining local streets and roads through material choice and construction method.
- Systems and components in transportation infrastructure that recognize and accommodate technologies including but not limited to ZEV fueling or charging and infrastructure-vehicles communications for transitional or fully autonomous vehicles.
- Project features to better adapt the transportation asset to withstand the negative effects of climate change and promote resiliency to impacts such as fires, floods, and sea level rise (where appropriate given a project's scope and risk level for asset damage due to climate change).
- Complete Streets Elements (such as project features that improve the quality of bicycle and pedestrian facilities and that improve safety for all users of transportation facilities) are expected to be incorporated into RMRA funded projects to the extent (as deemed by cities and counties) beneficial, cost-effective, and practicable in the context of facility type, right-of-way, project scope, and quality of nearby facilities.

Cities and counties are encouraged to consider all of the above for implementation, to the extent possible, cost-effective, and feasible, in the design and development of projects for RMRA funding.

To meet the intent of SHC 2032.5(a) as outlined in Section 2 of these Guidelines, in addition to the statutory requirements outlined in Section 10, the standard forms developed by the Commission will allow cities and counties to report on the inclusion of these elements.

Other Statutory Considerations for Project Lists

Pursuant to SHC Section 2034(a)(1), the project list shall not limit the flexibility of an eligible city or county to fund projects in accordance with local needs and priorities, so long as the projects are consistent with SHC Section 2030(b). After submittal of the project list to the Commission, in the event a city or county elects to make changes to the project list pursuant to the statutory provision noted above, formal notification of the Commission is not required. However, standard reporting forms will provide an opportunity for

jurisdictions to annually communicate such changes to the Commission as part of the Annual Expenditure Reporting ~~regular reporting~~ process.

Pursuant to SHC Section 2037, a city or county may spend its apportionment of RMRA funds on transportation priorities other than those outlined in SHC 2030(b) if the city or county's average Pavement Condition Index (PCI) meets or exceeds 80. This provision however, does not eliminate the requirement for cities and counties to prepare and submit a list of projects or the requirement to consider technology, climate change, and complete streets elements to the extent possible, cost-effective and feasible, in the design and development of projects for RMRA funding.

In the event a city or county will spend its apportionment of RMRA funds on transportation priorities other than those outlined in Section 8 of these guidelines and pursuant to SHC 2037, cities and counties are encouraged to work with its respective Regional Transportation Planning Agency or Metropolitan Planning Organization to ensure that projects are included in the applicable Regional Transportation Plan.

Should a city or county choose to seek eligibility with the intent of reserving their fiscal year apportionment of RMRA funds for a project to take place in a future fiscal year, an adopted resolution and proposed project list submittal is still required.

c.) List of Projects – Standard Format and Online Submittal Tool

Please note that project lists included in a city or county adopted resolution should, at a minimum, include the elements mandated by statute: description, location, schedule for completion and useful life elements. Cities and counties should include more detailed project information in the project list submitted to the Commission.

To promote statewide consistency of project information submitted to the Commission, a standard project list format and online submittal tool has been developed and is further explained in Appendix A the Online Reporting Tool Guidelines

. The tool ~~will be~~ is available at <http://www.catc.ca.gov/programs/sb1/l srp/>.

10. Process and Schedule for Project List Submittal

A city or county must submit a project list and support documentation to the Commission by ~~May 1, 2018 and~~ May 1st of each ~~subsequent~~ year, ~~to the Commission.~~ All materials must be provided electronically using the online submittal tool described in Appendix A the Online Reporting Tool Instructions. The online submittal tool that will be available with instructions is available at <http://www.catc.ca.gov/programs/sb1/l srp/>.

11. Commission Submittal of Eligible Entities to the State Controller's Office

Pursuant to SHC Section 2034(a), a city or county must submit a project list to the Commission to be eligible for the receipt of RMRA funds, and the Commission must report to the State Controller the jurisdictions that are eligible to receive funding. Upon receipt of project lists and support documentation, Commission staff will review submittals to ensure they are complete. Once a project list submittal has been received and deemed complete by staff, the city or county will be added to a list of jurisdictions eligible to receive RMRA funding for that fiscal year as required by SHC Section 2034(a)(2). All proposed project lists ~~and support documentation~~

submitted by those cities and counties deemed eligible will be posted to the Commission's website.

The list of eligible cities and counties will be brought forward for Commission consideration at a regularly scheduled meeting where staff will request Commission direction to transmit the list to the State Controller. Upon direction of the Commission, staff will transmit the list to the State Controller pursuant to SHC Sections 2034(a)(2) and 2034(a)(4)(B) and the cities and counties included on the list will be deemed eligible to receive RMRA apportionments for that fiscal year pursuant to SHC Section 2034 (a)(1). Upon receipt of the list from the Commission, the State Controller is expected to apportion funds to the cities and counties included on the list pursuant to SHC Sections 2034(a)(3) and 2032(h).

In the event a city or county does not provide a complete project list and with the required support documentation for Commission consideration and eligibility designation pursuant to the deadlines established by these guidelines, cities and counties are expected to work cooperatively with Commission staff to provide any missing information as soon as possible, prior to the established subsequent submittal deadline. Once the completed information is provided in accordance with the subsequent submittal deadline, Commission action to establish eligibility will be taken at the next earliest opportunity.

V. Annual Project Expenditure Reporting and Auditing

12. Scope of ~~the Annual Completed and In-Progress~~ Project ~~Expenditure Report~~

Pursuant to SHC Section 2034(b), for each fiscal year in which an apportionment of RMRA funds is received and upon expenditure of funds, cities and counties must submit documentation to the Commission detailing the expenditure of those funds on completed and in-progress projects. Information is to include: a description and location of each completed project, the amount of funds expended on the project, the completion date or anticipated date of completion, and the estimated useful life of the overall improvement performed. The project expenditure reporting process will allow for cities and counties to capture actual project outcomes for completed projects that will be aggregated statewide. This is also the opportunity for cities and counties to report project updates associated with that reporting year's proposed projects including a project status, project component, and any changes made throughout the year to those listed projects.

Listed below are the specific statutory criteria for the content of the completed annual project expenditure report along with additional guidance provided to help ensure a consistent statewide format and to facilitate accountability and transparency within the Local Streets and Roads Funding Program.

a.) ~~Completed and In-Progress Annual~~ Project Expenditure Report – Content

Development and Content

Given the emphasis SB 1 places on accountability and transparency in delivering California's transportation programs, it is vitally important that cities and counties clearly articulate the public benefit of these funds through the development of a project expenditure report submitted annually.

To promote statewide consistency in the content and format of the annual project expenditure information submitted and to facilitate transparency and reporting within the

Local Streets and Roads Funding Program, the following guidance is provided regarding the key components of the ~~completed~~-project expenditure report. ~~Additionally, Appendix B has been developed to~~ The Online Reporting Tool Guidelines provide an example of project expenditure report content and format.

The project expenditure report must cover the full fiscal year and must include updates for all ~~include~~ projects that were proposed in the reporting year. Expenditure information regarding the program funding is to be provided on all projects that have been deemed complete ~~construction and are fully operational~~ in-progress at the end of the fiscal year. Completed construction projects are considered complete once they are fully operational with no remaining construction to be performed.

The standard form will also request cities and counties to report updates on any project that was neither completed nor in-progress by the end of the reporting period (July 1 to June 30). Updates to projects must include: a status, component identification, project specific details previously reported on, and identify the removal from or addition of projects to the list.

Funds Expended

For the purposes of the Annual Expenditure Report, the report must include the amount of RMRA funds expended. This is defined as: the costs accrued as a result of activities performed on each completed and in-progress project during the State Fiscal Year (July 1 – June 30). The RMRA expenditures reported shall be based on services obtained and invoiced, work performed, or goods received within the reporting period.

Commission staff consulted with the State Controller's Office to ensure the reporting period and accounting basis for the Local Streets and Roads Annual Expenditure Report aligns with the Annual Streets and Roads report collected by the State Controller each year. The State Controller identifies the reporting accounting basis as: "Street-related activities recorded in a governmental fund type should be reported on the modified accrual basis of accounting. Street-related activities recorded in a proprietary fund type should be reported on the accrual basis of accounting. Whenever reference is made to the accrual basis in these instructions, it is intended to include both full accrual and modified accrual bases of accounting."

Project Description

The report must include a project description for each completed and in-progress project. The city/county is encouraged to provide a brief non-technical description (up to 5 sentences) written so that the main objectives of the project can be clearly and easily understood by the public.

The level of detail provided will vary depending upon the nature of the project; however, it is highly encouraged that the project description contains a minimum level of detail needed for the public to understand what work was completed or will be completed in the future.

Completed projects will report project deliverables based on a selection of applicable general outcomes with quantifiable metrics that will be aggregated statewide. This method of outcome related data collection should minimize the level of detail needed in the description field streamlining the overall reporting process.

The Commission will aggregate all quantifiable data collected in the Annual Project Expenditure Reports for inclusion in the Annual Report to the California Legislature.

Project Location

The report must include a project location for each completed and in-progress project. The city/county is required to provide project location information that, at a minimum, would allow the public to clearly understand where within the community the project was or will be constructed. For example, specific street names where improvements were undertaken and project termini should be specified. If project-specific geolocation data is available, it is highly encouraged to be included. For completed pre-construction components (i.e. feasibility studies, maintenance program plan and asset management plan development, etc.), or completed procurement/operational needs that would not have the ability to provide specific location detail, "city/county-wide" is acceptable.

Actual and Estimated Project Completion Date

The report must include ~~its~~ the date of completion or expected date of completion for those projects utilizing RMRA funds. For the purposes of the project expenditure report, a construction project is considered complete when it is operational/open to traffic by June 30. Construction contract close-out is not required for the project to be reported as complete.

Estimated Useful Life

The report must include an estimated useful life for each proposed project in its entirety. The city/county is encouraged to provide information regarding the estimated useful life of the project that is clear, understandable, and based on industry-standards for the project materials and design, where applicable.

Technology, Climate Change, and Complete Streets Considerations

SHC Section 2030(c)-(f) specifies additional project elements that will be incorporated into RMRA-funded projects by cities and counties to the extent possible and cost effective, and where feasible. These elements are:

- Technologies and material recycling techniques that lower greenhouse gas emissions and reduce the cost of maintaining local streets and roads through material choice and construction method.
- Systems and components in transportation infrastructure that recognize and accommodate technologies including but not limited to ZEV fueling or charging and infrastructure-vehicles communications for transitional or fully autonomous vehicles.
- Project features to better adapt the transportation asset to withstand the negative effects of climate change and promote resiliency to impacts such as fires, floods, and sea level rise (where appropriate given a project's scope and risk level for asset damage due to climate change).
- Complete Streets Elements (such as project features that improve the quality of bicycle and pedestrian facilities and that improve safety for all users of transportation facilities) are expected to be incorporated into RMRA funded projects to the extent

(as deemed by cities and counties) beneficial, cost-effective, and practicable in the context of facility type, right-of-way, project scope, and quality of nearby facilities.

Cities and counties are encouraged to consider all of the above for implementation, to the extent possible, cost-effective and feasible, in the design and development of projects for RMRA funding. In the event that completed projects contain technology, climate change, and complete streets considerations pursuant to SHC 2030(c)-(f). Standard reporting forms developed by the Commission will allow request cities and counties to report on the inclusion of these elements in RMRA-funded projects.

Other Statutory Considerations for Project Expenditure Reports

Pursuant to SHC Section 2037, a city or county may spend its apportionment of RMRA funds on transportation priorities other than those outlined in SHC Section 2030(b) if the city's or county's average Pavement Condition Index (PCI) meets or exceeds 80. This provision, however, does not eliminate the requirement for cities and counties to prepare and submit a completed project expenditure report or the requirement to consider technology, climate change, and complete streets elements to the extent possible, cost-effective and feasible, in the design and development of projects for RMRA funding.

To clearly communicate how RMRA funding is effectively used, the project expenditure report format will provide space for supplementary information to be provided regarding the benefits of RMRA funded projects in addition to the project deliverables and outcomes featured. Cities and counties should report any changes to proposed projects within the reporting period (July 1 to June 30), including why a project(s) was not ultimately funded or was replaced with another project(s).

b.) Project Expenditure Report – Standard Format

To promote statewide consistency of project information submitted to the Commission, a standard ized -completed and in-progress project annual project expenditure reporting format was developed and made available as of Summer 2018 as further explained in the Online Reporting Tool Guidelines.

For the initial submittal of project expenditure reports due October 1, 2018, and for each subsequent report thereafter, cities and counties will be required to use the standard online format.

13. Process and Schedule for Project Expenditure Report Submittal

Completed Project Reports must be developed and submitted to the Commission according to the statutory requirements of SHC Section 2034(b) as outlined above in Section 12.

A city or county must submit an n Completed and In-Progress Annual Project Expenditure Report by **October 1, 2018** and October 1st of each subsequent year to the Commission. The report must be provided electronically using the standard format provided through the online tool.

14. Commission Reporting of Project Information Received

In order to meet the requirements of SB 1 which include accountability and transparency in the delivery of California's transportation programs, it is vitally important that the Commission clearly

communicate the public benefits achieved by RMRA funds. The Commission intends to articulate these benefits by posting reported project information on the Commission's website (www.catc.ca.gov), providing project information to the California State Transportation Agency for posting on the Rebuilding California – SB 1 website (www.rebuildingca.ca.gov), and through other reporting mechanisms such as the Commission's Annual Report to the Legislature.

Upon receipt of project expenditure reports, Commission staff will review submittals to ensure they are complete. If any critical project information is missing (i.e. SHC 2034(b) requirements such as project description, location, date of completion, expenditures, and useful life of improvement) Commission staff will notify city/county staff to complete for resubmittal within 10 working days of receipt.

All ~~completed~~ project expenditure reports submitted by cities and counties will be posted to the Commission's website. The Commission will also analyze the ~~completed~~ project expenditure reports provided by cities and counties and aggregate the project information to provide both statewide and city/county level summary information such as the number, type, outcomes, and location of the RMRA funded projects. This information will also be provided on the Commission's website by December 1st each year, and included in the Commission's Annual Report to the Legislature which is delivered to the Legislature by December 15th each year.

In the event a city or county does not provide a project expenditure report by the deadline requested (October 1st each year) to allow for Commission analysis and inclusion on the SB 1 accountability website and in the Annual Report to the Legislature, absence of the report will be noted on the Commission's website, in the Annual Report, and may will be reported to the State Controller.

15. State Controller Expenditure Reporting and Maintenance of Effort Monitoring

This section provides general information regarding the detailed expenditure reporting and maintenance of effort requirements that cities and counties are responsible for demonstrating to the State Controller's Office. It is important to note that the Commission has no oversight or authority regarding these provisions. Specific guidance should be sought from the State Controller's Office in these areas.

In addition to the RMRA ~~completed~~ project expenditure reporting requirements outlined in SHC Section 2034(b), SHC Section 2151 requires each city and county to file an annual report of expenditures for street or road purposes with the State Controller's Office. SHC Section 2153 imposes a mandatory duty on the State Controller's Office to ensure that the annual streets and roads expenditure reports are adequate and accurate. Additional information regarding the preparation of the annual streets and roads expenditure report is available online in the [Guidelines Relating to Gas Tax Expenditures for Cities and Counties](#) issued in January 2018 and maintained by the State Controller's Office.

Expenditure authority for RMRA funding is governed by Article XIX of the California Constitution as well as Chapter 2 (commencing with Section 2030) of Division 3 of the SHC.

RMRA funds received should be deposited as follows in order to avoid the commingling of those funds with other local funds:

- a.) In the case of a city, into the city account that is designated for the receipt of state funds allocated for local streets and roads.
- b.) In the case of a county, into the county road fund.
- c.) In the case of a city and county, into a local account that is designated for the receipt of state funds allocated for local streets and roads.

RMRA funds are subject to audit by the State Controller pursuant to Government Code Section 12410 and SHC Section 2153. Pursuant to SHC 2036, a city or county receiving an apportionment of RMRA funds is required to sustain a maintenance of effort (MOE) by spending at least the annual average of its general fund expenditures during the 2009–10, 2010–11, and 2011–12 fiscal years for street, road, and highway purposes from the city's or county's general fund, Monitoring and enforcement of the MOE requirement for RMRA funds will be carried out by the State Controller.

MOE requirements are fully articulated in statute as follows:

Streets and Highways Code Section 2036

(a) cities and counties shall maintain their existing commitment of local funds for street, road, and highway purposes in order to remain eligible for an allocation or apportionment of funds pursuant to Section 2032.

(b) In order to receive an allocation or apportionment pursuant to Section 2032, the city or county shall annually expend from its general fund for street, road, and highway purposes an amount not less than the annual average of its expenditures from its general fund during the 2009–10, 2010–11, and 2011–12 fiscal years, as reported to the Controller pursuant to Section 2151. For purposes of this subdivision, in calculating a city's or county's annual general fund expenditures and its average general fund expenditures for the 2009–10, 2010–11, and 2011–12 fiscal years, any unrestricted funds that the city or county may expend at its discretion, including vehicle in-lieu tax revenues and revenues from fines and forfeitures, expended for street, road, and highway purposes shall be considered expenditures from the general fund. One-time allocations that have been expended for street and highway purposes, but which may not be available on an ongoing basis, including revenue provided under the Teeter Plan Bond Law of 1994 (Chapter 6.6 (commencing with Section 54773) of Part 1 of Division 2 of Title 5 of the Government Code), may not be considered when calculating a city's or county's annual general fund expenditures.

(c) For any city incorporated after July 1, 2009, the Controller shall calculate an annual average expenditure for the period between July 1, 2009, and December 31, 2015, inclusive, that the city was incorporated.

(d) For purposes of subdivision (b), the Controller may request fiscal data from cities and counties in addition to data provided pursuant to Section 2151, for the 2009–10, 2010–11, and 2011–12 fiscal years. Each city and county shall furnish the data to the Controller not later than 120 days after receiving the request. The Controller may withhold payment to cities and counties that do not comply with the request for information or that provide incomplete data.

(e) The Controller may perform audits to ensure compliance with subdivision (b) when deemed necessary. Any city or county that has not complied with subdivision (b) shall reimburse the state for the funds it received during that fiscal year. Any funds returned as a result of a failure to comply with subdivision (b) shall be reapportioned to the other counties and cities whose expenditures are in compliance.

(f) If a city or county fails to comply with the requirements of subdivision (b) in a particular fiscal year, the city or county may expend during that fiscal year and the following fiscal year a total amount that is not less than the total amount required to be expended for those fiscal years for purposes of complying with subdivision (b).

16. Workforce Development Requirements and Project Signage

Pursuant to SHC Section 2038, by July 1, 2023, cities and counties receiving RMRA funds must follow guidelines developed by the California Workforce Development Board that address participation & investment in, or partnership with, new or existing pre-apprenticeship training programs. Cities and Counties receiving RMRA funds will also be eligible to compete for funding from the Board's pre-apprenticeship development and training grant program that includes a focus on outreach to women, minority participants, underrepresented subgroups, formerly incarcerated individuals, and local residents to access training and employment opportunities. Upon California Workforce Development Board adoption of guidelines and grant funding opportunities in this area, the Commission will update the Local Streets and Roads Funding Program Reporting Guidelines to incorporate this information by reference.

To demonstrate to the public that RMRA funds are being put to work, cities and counties should consider including project funding information signage, where feasible and cost-effective, stating that the project was made possible by SB 1 – The Road Repair and Accountability Act of 2017. Project funding information signage specifications are available online at: <http://www.dot.ca.gov/trafficops/tcd/pfi.html>.

Cities and Counties must follow the Online Reporting Tool Instructions available at <http://catc.ca.gov/programs/sb1/l srp/>.

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: August 15-16, 2018

Reference No.: 4.12
Action

Published Date: August 3, 2018

From: SUSAN BRANSEN
Executive Director

Prepared By: Anja Aulenbacher
Assistant Deputy Director

Subject: AMENDMENT TO THE 2017 ACTIVE TRANSPORTATION PROGRAM AUGMENTATION – CALIFORNIA CONSERVATION CORPS AND CERTIFIED LOCAL COMMUNITY CONSERVATION CORPS PROGRAM RESOLUTION G-18-39, AMENDING RESOLUTION G-18-32

ISSUE:

Should the California Transportation Commission (Commission) amend the 2017 Active Transportation Program Augmentation - California Conservation Corps and Certified Local Community Conservation Corps Program to include three new projects, program \$374,738 in additional funding in fiscal years 2017-18 and 2018-19, and approve the Substitution List?

RECOMMENDATION:

Staff recommends that the Commission amend the 2017 Active Transportation Program Augmentation - California Conservation Corps and Certified Local Community Conservation Corps Program to include three new projects, program \$374,738 in additional funding in fiscal years 2017-18 and 2018-19, and approve the Substitution List.

BACKGROUND:

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 Fiscal Year 2017-18. In addition, Assembly Bill 97 (Ting, Chapter 14, Statutes of 2017) directs \$4 million of the \$100 million annually for Fiscal Year 2017-18 through Fiscal Year 2021-22 to the California Conservation Corps for active transportation projects to be developed and implemented by the California Conservation Corps and certified Local Community Conservation Corps. The availability of these funds is subject to annual appropriation by the Legislature. Senate Bill 840 (Mitchell, Chapter 29, Statutes of 2018), directs \$4 million to the California Conservation Corps for active transportation projects for Fiscal Year 2018-19.

The program of projects adopted by the Commission at the June 2018 meeting included 34 projects recommended for funding for two years of programming for Fiscal Years 2017-18 and 2018-19. The California Conservation Corps has submitted three additional projects for adoption into the program and one project on the substitution list. Staff recommendations are consistent with the Active Transportation Program Augmentation - California Conservation Corps competitive program selection criteria set forth in the 2017 Active Transportation Program Augmentation Guidelines - California Conservation Corps and Local Community Conservation Corps with the following stipulations:

- In the event a project is removed or savings are generated from the recommended projects list, a project from a substitution list may be awarded as long as there is sufficient capacity to allow a substitution.
- The California Conservation Corps shall report to the Commission when additional projects are awarded.
- The Commission expects that the funds allocated will be expended on a timely basis.

With this recommendation, a total of \$8,000,000 will be programmed for 37 projects. Twenty-four projects totaling \$5,233,325 (65 percent) will benefit disadvantaged communities and nineteen projects totaling \$4,377,772 (54 percent) will go to Certified Local Community Conservation Corps.

The Commission's adoption of the 2017 Active Transportation Program Augmentation - California Conservation Corps and Certified Local Community Conservation Corps Program is not authorization to begin work on a project. Contracts may not be awarded and/or work cannot begin until an allocation is approved by the Commission.

The California Conservation Corps solicited applications from California Conservation Corps Centers and Certified Local Conservation Corps and scored applications based on the criteria described in the approved Guidelines. Categories included ability to further the goals of the Active Transportation Program, project design and timeline, benefit to disadvantaged communities, and ability to leverage other funds.

Each project recommended for funding has provided the California Transportation Commission evidence of California Environmental Quality Act compliance. Projects identified on the California Conservation Corps adopted substitution list are valid for consideration by the Commission only until adoption of the subsequent Active Transportation Program - California Conservation Corps Program.

Attachments:

Attachment A: Resolution G-18-39, Amending Resolution G-18-32

Attachment B: Proposed 2017 Active Transportation Program Augmentation – California Conservation Corps and Certified Local Community Conservation Corps Program of Additional Project Recommendations

Attachment C: Proposed Substitution List

CALIFORNIA TRANSPORTATION COMMISSION

**Amendment to the 2017 Active Transportation Program Augmentation – California Conservation Corps and Certified Local Community Conservation Corps Program
August 15-16, 2018**

**RESOLUTION G-18-39
Amending Resolution G-18-32**

- 1.1 **WHEREAS**, the Active Transportation Program was created by Senate Bill 99 (Chapter 359, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking; and
- 1.2 **WHEREAS**, 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
- 1.3 **WHEREAS**, Assembly Bill 97 directs \$4 million of the \$100 million annually, beginning in the 2017-18 fiscal year for the next five years, to the California Conservation Corps for active transportation projects to be developed and implemented by the California Conservation Corps and certified Local Community Conservation Corps; and
- 1.4 **WHEREAS**, Senate Bill 840 (Mitchell, Chapter 29, Statutes of 2018), directs \$4 million to the California Conservation Corps for active transportation projects for Fiscal Year 2018-19; and
- 1.5 **WHEREAS**, the California Conservation Corps is charged with evaluating proposals submitted for this program and providing a list of proposals recommended for funding to the California Transportation Commission (Commission); and
- 1.6 **WHEREAS**, the Commission is responsible for awarding grants to fund proposals which are included on the list prepared by the California Conservation Corps; and
- 1.7 **WHEREAS**, on June 27, 2018, the Commission adopted the 2017 Active Transportation Program Augmentation - California Conservation Corps and Certified Local Community Conservation Corps Program of 34 projects totaling \$7,625,262 (Resolution G-18-32); and
- 1.8 **WHEREAS**, the California Conservation Corps has prepared three additional Projects Recommended for Funding totaling \$374,738 and they have been reviewed by the Commission; and
- 1.9 **WHEREAS**, the California Conservation Corps also prepared a Substitution list of projects totaling \$140,020 for one project in the event projects from the Projects Recommended for Funding list are unable to proceed.

- 2.1 **NOW THEREFORE BE IT RESOLVED**, that the Commission adopts three additional projects into the 2017 Active Transportation Program Augmentation – California Conservation Corps and Certified Local Community Conservation Corps program of projects, as indicated in the Projects Recommended for Funding list of projects (attached); and
- 2.2 **BE IT FURTHER RESOLVED** that in the event a project is removed or savings are generated from the Projects Recommended for Funding list, a project from the Substitution list (attached) may be awarded as long as there is sufficient capacity. The Substitution list will be valid only until adoption of the subsequent Active Transportation Program - California Conservation Corps program; and
- 2.3 **BE IT FURTHER RESOLVED** that it is the intent of the Commission to allocate available funds for these projects, and expects that the funds allocated will be expended on a timely basis, and expects that the California Conservation Corps will follow all reporting requirements as specified in the Active Transportation Program Guidelines.

2017 Active Transportation Program Augmentation
California Conservation Corps and Certified Local Community Conservation Corps Program
Resolution G-18-39

Project Title	Lead Applicant	Certified Local Corps	Partnering Agency (Project Sponsor)	Project Type	Project Description	County	Recommended Amount	Total Project Amount	CEQA Document Filed	Benefits a Disadvantaged Community	Safe Routes to School	FINAL SCORE (45 Total Points Possible - Please see separate attachment for description of
North Monterey County Amphibian Habitat Restoration - CCC Trail Construction & Improvements Phase	CCC Monterey Bay Center		RCD of Santa Cruz County	Infrastructure	This project is located adjacent to the North Monterey County high school and is part of a multi-phase project to protect and enhance upland and wetland habitat and provide trail access to the community. Project activities will include the construction of 1200 linear feet of new trail and improvements to 4100 linear feet of existing trail, including landscaping, native planting, and interpretive sign installation. Trail system will have three access points - two that connect community trails and one connected to high school campus.	Santa Cruz	\$92,000.00	\$485,000.00	Notice of Determination - Mitigated Negative Declaration		x	36.5
SJCOE Redwood School Campus - Trail Construction & Improvements	San Joaquin County Office of Education dba Greater Valley Conservation Corps	x	San Joaquin Office of Education	Infrastructure	This project will establish an ADA accessible campus-wide walking trail to address existing safety hazards for students with limited mobility and encourage walking and other active modes of transportation for non-motorized users. The ADA accessible trails will provide all students, regardless of their level of mobility, access to all campus areas and will link existing pathways between classrooms and buildings to the newly constructed pathways. The project will also reduce Greenhouse Gasses (GHGs) through the planting of shade	San Joaquin	\$150,000.00	\$150,000.00	Notice of Exemption	x	x	39
San Dieguito River Trail Rehabilitation	Urban Corps of San Diego County	x	San Dieguito River Park JPA	Infrastructure	The project will enhance public access to neighborhoods and community green space and encourage active transportation by refurbishing approximately 1.4 miles of multi-use trails in partnership with the San Dieguito River Park JPA. Refurbishing natural surfaces with decomposed granite, rebuilding switchbacks, and installing erosion control measures and wayfinding signage will improve safety and walkability, enhance air and water quality, and provide non-motorized local connectivity to local neighborhoods, parks, public transit, and green space along the San Dieguito River. Trail segments to be enhanced include San Pasqual Valley (0.5 mi), Old Coach Trail (0.1 mi), Santa Fe Valley (0.3 mi), and North Shore (0.5 mi). Trail widths will vary between 4-8 feet depending on local	San Diego	\$132,738.00	\$197,780.00	Notice of Exemption			39.5
						Projects	\$374,738.00					
Previously approved amount June 27, 2018 Resolution G-18-32	\$7,625,262.00											
Current recommendation	\$374,738.00											
Total	\$8,000,000.00											

2017 Active Transportation Program Augmentation
 California Conservation Corps and Certified Local Community Conservation Corps
 Substitution List

Project Title	Lead Applicant	Certified Local Corps	Partnering Agency (Project Sponsor)	Project Type	Project Description	County	Recommended Amount	Total Project Amount	CEQA Document Filed	Benefits a Disadvantaged Community	Safe Routes to School	FINAL SCORE (45 Total Points Possible - Please see separate attachment for description of review process and scoring)
La Piedra Trail Rehabilitation	Los Angeles Conservation Corps	x	CA State Parks	Infrastructure	This project will rehabilitate the beach access trail at LA Piedra State Beach to improve access, reduce erosion, and protect sensitive resources. The lower portion of existing trail is eroded and unsustainable. A new section of trail will be installed (approximately 400 feet in length). This trail will be a 36 to 48 inches in width. 2 foot bridges will be built and installed on site. Project will also remove the steps and put in a fence to block off the old route . A fence will be installed at the area currently used as an overlook to keep people off the steeper parts of the bluffs to reduce erosion.	Los Angeles	\$140,020.00	\$190,020.00	Notice of Exemption			38.5

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: August 15-16, 2018

Reference No.: 4.13
Action

Published Date: August 3, 2018

From: SUSAN BRANSEN
Executive Director

Prepared By: Anja Aulenbacher
Assistant Deputy Director

Subject: **ADOPTION OF THE 2019 ACTIVE TRANSPORTATION PROGRAM REGIONAL GUIDELINES – FRESNO COUNCIL OF GOVERNMENTS, SACRAMENTO AREA COUNCIL OF GOVERNMENTS, SAN DIEGO ASSOCIATION OF GOVERNMENTS, SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS, TAHOE METROPOLITAN PLANNING ORGANIZATION, AND TULARE COUNTY ASSOCIATION OF GOVERNMENTS**
RESOLUTION G-18-40

ISSUE:

Should the California Transportation Commission (Commission) adopt the 2019 Active Transportation Program Regional Guidelines for use in administering the metropolitan planning organization competitive selection process for Fresno Council of Governments, Sacramento Area Council of Governments, San Diego Association of Governments, Southern California Association of Governments, Tahoe Metropolitan Planning Organization, and Tulare County Association of Governments as set forth in Resolution G-18-40?

RECOMMENDATION:

Staff recommends that the Commission adopt the 2019 Active Transportation Program Regional Guidelines as proposed by Fresno Council of Governments, Sacramento Area Council of Governments, San Diego Association of Governments, Southern California Association of Governments, Tahoe Metropolitan Planning Organization, and Tulare County Association of Governments as set forth in Resolution G-18-40 and the attachments for the following agencies:

- Fresno Council of Governments
- Sacramento Area Council of Governments
- San Diego Association of Governments
- Southern California Association of Governments
- Tahoe Metropolitan Planning Organization
- Tulare County Association of Governments

BACKGROUND:

The Commission adopted statewide guidelines for administering the 2019 Active Transportation Program at the May 2018 meeting. The ten metropolitan planning organizations charged with programming funds to projects in the metropolitan planning organization competitive component were provided discretion in Senate Bill 99 (Chapter 359, Statutes of 2013) to develop regional guidelines with regard to project selection. Guidelines prepared by the metropolitan planning organizations and adopted by the Commission may differ from the Commission's adopted statewide guidelines in the following areas:

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

The 2019 Active Transportation Program schedule requires the metropolitan planning organizations (MPO) to submit the regional guidelines to the Commission by July 16, 2018, for adoption at the August 2018 Commission meeting.

Commission staff reviewed the guidelines submitted by the Fresno Council of Governments (FCOG), the Sacramento Area Council of Governments (SACOG), the San Diego Association of Governments (SANDAG), the Southern California Association of Governments (SCAG), the Tahoe Metropolitan Planning Organization (TMPO), and the Tulare County Association of Governments (TCAG) with respect to the areas for which the Commission provided flexibilities and found those areas consistent with the statewide Active Transportation Program guidelines. The following summarizes the areas that differ from the statewide 2019 Active Transportation Program Guidelines by each MPO:

	FCOG	SACOG	SANDAG	SCAG	TMPO	TCAG
Scoring criteria and weighting		X	X	X		X
Minimum project size	X	X			X	
Match requirement		X				
Definition of disadvantaged community		X	X	X		
Supplemental call for projects or questionnaire		X	X	X		

Fresno Council of Governments

- No minimum award request required for any of the five types of applications.
- Encourage Active Transportation Program award requests of \$1.5 million or less.

Sacramento Area Council of Governments

- Regional supplemental application.
- Classifies public participation and planning, and seeking the use of California Conservation Corps or qualified community conservation corps, as criteria for screening rather than scoring.
- Requires all applicants to include at least an 11.47 percent local match.
- Requires a minimum project size of \$282,390 (\$250,000 funding request) for infrastructure projects and \$56,478 (\$50,000 funding request) for non-infrastructure projects.
- Adds scoring criteria for the potential to reduce number and/or rate of pedestrian and bicycle fatalities/injuries, demonstrating a balance of cost effectiveness and context sensitive design to demonstrate high performance potential, supporting greenhouse gas reduction goals through reducing or shortening vehicle trips and supporting economic prosperity goals and strategies in the project area.
- Adds scoring criteria for “Other Considerations” which includes past performance on projects, demonstrated project delivery readiness in the application, and evidence of providing meaningful benefit to a disadvantaged community.
- Adds an evaluation criterion for how the project complements local economic prosperity strategies and goals.
- Regional definition of disadvantaged communities using the definition of low-income and high minority areas used in the environmental justice analysis for the 2016 Metropolitan Transportation Plan/Sustainable Communities Strategy.

San Diego Association of Governments

- Regional definition of a disadvantaged community.
- Requires applicants to submit a supplemental questionnaire.
- Establishes different scoring and weighting systems for infrastructure and non-infrastructure projects for demand analysis, alignment with Active Transportation Program objectives, comprehensiveness and greenhouse gas emission reductions, methodology, community support, evaluation, innovation, public health, matching funds, and cost effectiveness.

Southern California Association of Governments

- Will conduct a supplemental call for proposals that will meet all requirements of the statewide Active Transportation Program Guidelines, and provide a simplified application for projects requesting small awards for plans and non-infrastructure programs.
- SCAG’s regional program will be segmented into two projects categories: Implementation Projects (>95 percent) and Planning and Capacity Building Projects (<5 percent).
- Regional definition of disadvantaged communities with additional criteria including Environmental Justice Areas and Communities of Concern.
- County transportation commissions can prioritize implementation projects by adding up to 20 points, on a 120-point scale, to supplement the state-provided base scores.

Tahoe Metropolitan Planning Organization

- Applicants can jointly submit requests for Active Transportation Program funds and Surface Transportation Block Grant funds if eligible for both types of funding.
- State application will be resubmitted to TMPO with the main criteria from the Regional Grant Program application and the performance assessment completed.
- Minimum project size is \$50,000, rather than \$250,000, which is approximately 30% of the annual funds competitively distributed by the TMPO.

Tulare County Association of Governments

- Agencies can phase and segment their projects due to the lower amount of funding available in the MPO component.
- Bonus points for projects which: are in the Measure R expenditure plan (5 points); were previously funded under the Transportation Enhancement Program (5 points); or are part of an agency-adopted Complete Streets Plan or a local or regional Active Transportation Program plan (3 points).
- Higher scoring for projects benefitting severely disadvantaged communities:
 - Additional points for projects benefitting a community with less than 60 percent of the statewide median income (5 points).
- Additional points for projects that use local and/or regional measure funds for the environmental, design, and right-of-way phases (5 points).

The Commission adopted 2019 Active Transportation Program Regional Guidelines proposed by the Metropolitan Transportation Commission at the May 2018 Commission meeting (Resolution G-18-27).

The Kern Council of Governments, the Stanislaus Council of Governments and the San Joaquin Council of Governments do not propose regional specific 2019 Active Transportation Program Guidelines.

Attachments:

Attachment A: Resolution G-18-40

Attachment B: Fresno Council of Governments

Attachment C: Sacramento Area Council of Governments

Attachment D: San Diego Association of Governments

Attachment F: Southern California Association of Governments

Attachment G: Tahoe Metropolitan Planning Organization

Attachment H: Tulare County Association of Governments

Attachment J: Additional Information

CALIFORNIA TRANSPORTATION COMMISSION

**Adoption of the 2019 Active Transportation Program Regional Guidelines –
Fresno Council of Governments, Sacramento Area Council of Governments, San
Diego Association of Governments, Southern California Association of
Governments, Tahoe Metropolitan Planning Organization, and Tulare County
Association of Governments
August 15-16, 2018**

RESOLUTION G-18-40

- 1.1 **WHEREAS**, the Active Transportation Program was created by Senate Bill 99 (Chapter 359, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking; and
- 1.2 **WHEREAS**, Streets and Highways Code Section 2382(k) allows the Commission to adopt separate guidelines for the metropolitan planning organizations charged with programming funds to projects pursuant to Streets and Highways Code Section 2381(a)(1) relative to project selection; and
- 1.3 **WHEREAS**, the Active Transportation Program Guidelines (Resolution G-16-07) requires the Commission to adopt a metropolitan planning organization's use of different project selection criteria or weighting, minimum project size, match requirement, definition of disadvantaged communities, or target funding amount for certain project types; and
- 1.4 **WHEREAS**, the 2019 Active Transportation Program Guidelines (Resolution G-18-19) require metropolitan planning organizations to submit their guidelines to the Commission by July 16, 2018; and
- 1.5 **WHEREAS**, metropolitan planning organization guidelines were submitted by the Tahoe Metropolitan Planning Organization on July 2, 2018; San Diego Association of Governments on July 9, 2018; Tulare County Association of Governments on July 11, 2018; Sacramento Area Council of Governments on July 12, 2018; Fresno Council of Governments on July 16, 2018; and Southern California Association of Governments on July 19, 2018.
- 2.1 **NOW, THEREFORE, BE IT RESOLVED**, that the Commission adopts the regional guidelines proposed by the Fresno Council of Governments, Sacramento Area Council of Governments, San Diego Association of Governments, Southern California Association of Governments, Tahoe Metropolitan Planning Organization, and Tulare County Association of Governments for administering their 2019 metropolitan planning organization competitive program, as presented by Commission Staff on August 15-16, 2018; and
- 2.2 **BE IT FURTHER RESOLVED**, that these guidelines do not preclude any project nomination or any project selection that is consistent with the implementing legislation.

July 16, 2018

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

***Subject: Fresno Council of Governments Proposed 2019 Regional Competitive Active
Transportation Guidelines for Cycle 4***

Ms. Bransen:

The Fresno Council of Governments (Fresno COG) is pleased to submit its proposed regional guidelines for your review and consideration at the upcoming Commission meeting scheduled for August 15-16, 2018. The Fresno COG 2019 Regional ATP Guidelines were unanimously approved by the Fresno COG Policy Board on June 28, 2018 (Resolution 2018-14).

The proposed Fresno COG guidelines (enclosed) are consistent with the goals of the statewide 2019 ATP guidelines. Fresno COG respectfully submits the area proposed below that slightly differs from the statewide ATP Cycle 4 Guidelines for the Commission's consideration:

- Minimum project size

In addition to the above change, all projects in the Regional ATP must submit a resolution of local support for all selected projects by October 31, 2018. The application and criteria will remain consistent with the statewide application. Fresno COG will form an evaluation committee to score and rank the submitted applications.

The guidelines for Cycle 4 of the 2019 Fresno COG Regional Competitive ATP were revised and adopted after undergoing an open and transparent process that involved the members of the ATP Multidisciplinary Advisory Group and were taken through the various regional committee processes that allowed for public involvement and comment. No formal comments were received.

Included with this letter are the following attachments:

1. Summary of Revisions to the Cycle 4 Regional ATP Guidelines
2. Proposed 2019 Cycle 4 Fresno COG Regional Competitive ATP Guidelines
3. List of the Fresno COG Regional Competitive ATP Multi-Disciplinary Advisory Group members
4. Resolution 2018-14, signed on June 28, 2018 by the Fresno COG Policy Board for the adoption of the Proposed 2019 Cycle 4 Fresno COG Regional Competitive ATP Guidelines

This information is also available online at the Fresno COG website at:
www.fresnocog.org.

If any additional information is needed, or if you should have any questions or comments, please feel free to call Jennifer Soliz at (559) 233-4148 ext. 223.

Sincerely,

A handwritten signature in blue ink that reads "Tony Boren". The signature is written in a cursive style and is positioned above a faint, dotted grid pattern.

Tony Boren, Executive Director
Fresno Council of Governments

cc: Laurie Waters, California Transportation Commission
Anja Aulenbacher, California Transportation Commission

Summary of Major Changes to Cycle 4 of the 2019 Fresno COG Active Transportation Program Regional Guidelines

**Changes are reflected with red text and strikethrough*

SECTION OF THE GUIDELINES	2017 CYCLE 3	2019 CYCLE 4
Milestone Dates	<p>Call for Projects: July 1st-September 15th, 2016</p> <p>Programming Years: 2019/20 – 2020/21, 2-year cycle</p>	<p>ADJUSTED (CONSISTENT WITH STATEWIDE GUIDELINES): Call for Projects: May 16– July 31, 2018 Programming Years: 2019/20 – 2022/23, 4-year cycle <i>(Page 3 of Guidelines)</i></p>
Matching Requirements	<p>No matching requirements, but points will be awarded based on non-ATP funds pledged.</p>	<p>ADJUSTED (CONSISTENT WITH STATEWIDE GUIDELINES): No matching requirements, but leveraging points will not be awarded for small infrastructure, plans or non-infrastructure only applications. (Page 5 of Guidelines)</p>
Maximum Request	<p>“Encourage” ATP fund awards of \$1 million or less per project.</p>	<p>ADJUSTED: Encourage ATP fund awards of \$1.5 million or less per project <i>(Page 5 of Guidelines)</i></p>
Project Selection Process	<p>The project applications received in this competitive process will be considered along with those not selected through the statewide competition. In administering a competitive selection process, FCOG will use a multidisciplinary advisory group (MAG) to assist in evaluating project applications. Following the competitive selection process, FCOG will submit its programming recommendations to the CTC along with:</p> <ul style="list-style-type: none"> • Project applications that were not submitted through the statewide program • List of the members of its multidisciplinary advisory group • Description of unbiased project selection methodology • Program spreadsheet with the following elements <ul style="list-style-type: none"> ○ All projects evaluated ○ Projects recommended with total project cost, request amount, fiscal years, phases, state only funding requests, amount benefitting disadvantaged communities ○ Project type designations such as non-infrastructure, Safe Routes to School, etc. • Board resolution approving program of projects • Updated Project Programming Requests (PPRs) 	<p>SUBSTANTIVE CHANGE (NEW/REVISED LANGUAGE CONSISTENT WITH STATEWIDE GUIDELINES): <u>All project applications must be submitted to Caltrans for consideration in the statewide competition to be eligible for the regional competition. Projects not selected for programming in the statewide competition must be considered in the regional competition.</u> The project applications received in this competitive process will be considered along with those not selected through the statewide competition. In administering a competitive selection process, FCOG will use a multidisciplinary advisory group (MAG) to assist in evaluating project applications. Following the competitive selection process, FCOG will submit its programming recommendations to the CTC along with:</p> <ul style="list-style-type: none"> • Project applications that were not submitted through the statewide program • List of the members of its multidisciplinary advisory group • Description of unbiased project selection methodology • Program spreadsheet with the following elements <ul style="list-style-type: none"> ○ All projects evaluated ○ Projects recommended with total project cost, request amount, fiscal years, phases, state only funding requests, amount benefitting disadvantaged communities

		<ul style="list-style-type: none"> ○ Project type designations such as non-infrastructure, Safe Routes to School, etc. ● Board resolution approving program of projects ● Updated Project Programming Requests (PPRs) <i>(Page 10 of Guidelines)</i>
<p>Project Application</p>	<p>One application for all project types.</p>	<p>SUBSTANTIVE CHANGE (NEW/REVISED APPLICATIONS AND LANGUAGE CONSISTENT WITH STATEWIDE GUIDELINES):</p> <p>There will be five different applications available for applicants to complete depending on the project type and size. It is incumbent on the applicant to complete the application appropriate for their project. The five application types are:</p> <ul style="list-style-type: none"> A. Large Project: Infrastructure only or Infrastructure/Non-infrastructure: Projects with a total project cost of greater than \$7 million. Any project requesting over \$10M in ATP funding will be required to host an onsite field review with Caltrans and CTC staff. B. Medium Project: Infrastructure only or Infrastructure/Non-infrastructure: Projects with a total project cost between \$1.5 million to \$ 7 million C. Small Project: Infrastructure only or Infrastructure/Non-infrastructure: Projects with a total project cost less than \$1.5 million D. Non-infrastructure Only E. Plan <p><i>(Page 10 and 11 of Guidelines)</i></p>

<p>Scoring Criteria</p>	<p>Scoring criteria as follows:</p> <ul style="list-style-type: none"> A. Disadvantaged Communities (0 to 10 points) B. Increased Biking and Walking (0 to 35 points) C. Safety Improvements (0 to 25 points) D. Public Participation and Planning (0 to 10 points) E. Public Health (0-10 points) F. Cost Effectiveness (0 to 5 points) G. Leveraging (0 to 5 points) H. Past Performance (0 to -10 points) 	<p>SUBSTANTIVE CHANGE (REVISED CRITERIA AND SCORING CONSISTENT WITH STATEWIDE GUIDELINES):</p> <p>Proposed projects will be scored and ranked on the basis of applicant responses to the below criteria. Project programming recommendations may not be based strictly on the rating criteria given the various components of the ATP and requirements of the various fund sources. See the chart on page 12 of guidelines to reference the scoring criteria and points allotted to the different types of applications. The chart shows the maximum number of points allowed for each scoring criteria and type of application.</p> <p>Criteria categories include:</p> <ul style="list-style-type: none"> A. Benefit to Disadvantaged Communities B. Need C. Safety D. Public participation and Planning E. Scope and Plan Consistency F. Implementation and Plan Development G. Context sensitive bikeways/walkways and innovative project elements H. Transformative Projects I. Evaluation and Sustainability J. Cost-effectiveness K. Leveraging L. Corps M. Past performance <p><i>(Page 12 of Guidelines)</i></p>
<p>Program/Project Amendments</p>		<p>SUBSTANTIVE CHANGE (REVISED LANGUAGE CONSISTENT WITH STATEWIDE GUIDELINES):</p> <p>Project amendments will be considered for the Active Transportation Program as follows:</p> <ul style="list-style-type: none"> • Scope Changes – The Commission may consider changes to the scope of the project only as described in the adopted guidelines. • Funding Distribution Changes – The Commission may consider a request to move funds between phases after a project has been programmed only as described below. <p>Schedule changes to a project will not be considered unless a</p>

		<p>time extension was approved as specified in the timely use of funds section. ATP will not participate in any cost increases to the project. Any cost increases should be funded from other fund sources. If there is a change in the cost estimate, the implementing agency must notify Caltrans as soon as possible. The written notification should explain the change and the plan to cover the increase.</p> <p>Additional language can be found in the Program/Project Amendments section of the guidelines (Page 16 of Guidelines)</p>
<p>Project Reporting</p>		<p>SUBSTANTIVE CHANGE (REVISED LANGUAGE CONSISTENT WITH STATEWIDE GUIDELINES):</p> <p>The purpose of all required reports is to ensure that the project is executed on time and is within the scope and budget identified when the decision was made to fund the project. The ATP program adheres to the program accountability requirements set forth in the SB1 Accountability and Transparency Guidelines - http://catc.ca.gov/programs/sb1/implementation/. All reporting provisions specified in the SB 1 Accountability and Transparency Guidelines apply to ATP projects, including the report content, submission timeline and consequences for noncompliance.</p> <p>A. Progress Reports: B. Project Completion Report: C. Final Delivery Reports: D. Audits:</p> <p>(Page 21 of Guidelines)</p>
<p>Project Signage</p>		<p>SUBSTANTIVE CHANGE (REVISED LANGUAGE CONSISTENT WITH STATEWIDE GUIDELINES):</p> <p>The implementing agency must, for all SB 1 projects, include signage stating that the project was made possible by SB 1 – The Road Repair and Accountability Act of 2017. The signage should be in compliance with applicable federal or state law, and Caltrans’ manual and guidelines, including but not limited to the provisions of the California Manual on Uniform Traffic Control Devices.</p> <p>(Page 24 of Guidelines)</p>



Fresno Council of Governments

Cycle 4

***2019 REGIONAL COMPETITIVE
ACTIVE TRANSPORTATION PROGRAM***

GUIDELINES

Adopted by Fresno COG Policy Board on 6-28-18

***To be approved by the
California Transportation Commission 8-16-18***

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INTRODUCTION

BACKGROUND

The Active Transportation Program (ATP) was created by Senate Bill 99 (Chapter 359, Statutes of 2013) and Assembly Bill 101 (Chapter 354, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking. Senate Bill 1 (Chapter 2031, statutes of 2017) stipulates that \$100,000,000 of revenues from the Road Maintenance and Rehabilitation Account will be available annually to the ATP.

These guidelines describe the policy, standards, criteria, and procedures for the development, adoption, and management of the Regional Competitive Fresno Council of Governments (FCOG) ATP. The guidelines were developed in consultation with FCOG’s ATP Multidisciplinary Advisory Group (MAG). The MAG includes a representative from Caltrans, other government agencies, and active transportation stakeholder organizations with expertise in public health and pedestrian and bicycle issues, including Safe Routes to School programs.

The California Transportation Commission (CTC) must approve these guidelines so that FCOG may carry out the ATP at the Metropolitan Planning Organization (MPO) level.

PROGRAM PURPOSE AND GOALS

Pursuant to statute, the purpose of the program is to encourage increased use of active modes of transportation, such as biking and walking. The goals of the ATP are to:

- Increase the proportion of trips accomplished by biking and walking.
- Increase the safety and mobility of non-motorized users.
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals as established pursuant to Senate Bill 375 (Chapter 728, Statutes of 2008) and Senate Bill 391 (Chapter 585, Statutes of 2009).
- Enhance public health, including reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding.
- Ensure that disadvantaged communities fully share in the benefits of the program.
- Provide a broad spectrum of projects to benefit many types of active transportation users.

PROGRAM SCHEDULE AND FUNDING YEARS

The Cycle 4 Statewide guidelines for the 2019 four-year program of projects (covering state fiscal years 2019/20, 2020/21, 2021/22 and 2022/23) were adopted on May 16, 2018 by the CTC. Each program of projects must be adopted no later than the date designated in statute of each odd-numbered year; however, the CTC may alternatively elect to adopt a program annually.

The following schedule lists the major milestones for the development and adoption of the 2019 ATP:

Commission hearing and adoption of ATP Guidelines	May 16, 2018*
Commission adopts ATP Fund Estimate	May 16, 2018*
Call for projects	May 16, 2018*
FCOG Draft ATP Regional Guidelines to TTC/PAC for approval	June 8, 2018
FCOG Draft ATP Regional Guidelines to Policy Board for adoption	June 28, 2018

Large MPOs submit optional guidelines to Commission	July 16, 2018
Project applications to Caltrans (postmark date)	July 31, 2018
Commission approves or rejects MPO guidelines	August 15, 2018*
Project application copies and resolutions due to FCOG	October 31, 2018
Staff recommendation for statewide and small urban and rural portions of the program posted	December 31, 2018
Commission adopts statewide and small urban and rural portions of the program	January, 2019*
Projects not programmed distributed to large MPOs based on location	January, 2019
FCOG MAG Reviews and Scores regional projects	January 22, 2019
FCOG project recommendations to TTC/PAC for approval	February 8, 2019
Deadline for MPO Draft project programming recommendations to the Commission	February 15, 2019
FCOG project recommendations to Policy Board for adoption	February 28, 2019
Deadline for MPO Final project programming recommendations to the Commission	April 30, 2019
Commission adopts MPO selected projects	June 2019*

*Exact dates will coincide with the CTC's adopted 2019 calendar.

FUNDING

SOURCE

The ATP is funded from various federal and state funds appropriated in the annual Budget Act.

These are:

- 100% of the federal Transportation Alternative Program funds, except for federal Recreation Trail Program funds appropriated to the Department of Parks and Recreation.
- \$21 million of federal Highway Safety Improvement Program funds or other federal funds.
- State Highway Account funds.
- Road Maintenance and Rehabilitation Account (SB 1)

In addition to furthering the purpose and goals of this program, all ATP projects must meet eligibility requirements specific to at least one ATP funding source.

DISTRIBUTION

ATP funds from the State of California provide an important funding source for active transportation projects. State and federal law segregate the ATP into multiple, overlapping components. The ATP Fund Estimate must indicate the funds available for each of the program components.

Forty percent of ATP funds must be distributed to Metropolitan Planning Organizations (MPO) in urban areas with populations greater than 200,000. These funds must be distributed based on total

MPO population.

The 2019 ATP Fund Estimate was adopted at the May 16, 2018 CTC meeting. Per the 2017 ATP Fund Estimate, \$2.8 million was available in the third cycle, that is, \$1.4 million per year for Fiscal Year 19/20 and 20/21 for the Regional Competitive ATP for FCOG. Additionally, SB 1 provided \$2 million of available funding in the ATP Augmentation cycle, \$1.047 million per year for Fiscal Year 17/18 and 18/19. Similarly, for Cycle 4, CTC is proposing to award Fresno COG with a total of \$4.7 million for Fiscal Years 19/20 through 22/23 - \$1.047 million per year for Fiscal Years 19/20 and 20/21, and \$1.3 million per year for Fiscal Years 21/22 and 22/23. Per Senate Bill 99, ATP guidelines include a process to ensure that no less than 25% of overall program funds shall benefit disadvantaged communities.

The funds programmed and allocated under this paragraph must be selected through a competitive process by the MPOs in accordance with these guidelines. Projects selected by MPOs may be in either large urban, small urban, or rural areas.

MATCHING REQUIREMENTS

Although FCOG encourages the leveraging of additional funds for a project submitted to the regional competitive ATP, matching funds are not required to be eligible. Matching funds cannot be expended prior to the CTC allocation of ATP funds in the same project phase (permits and environmental studies; plans, specifications, and estimates; right-of-way; and construction). Matching funds must be expended concurrently and proportionally to the ATP funds. Matching funds may be adjusted before or shortly after contract award to reflect any substantive change in the bid compared to the estimated cost of the project. This is applicable to all project categories. The source of the matching funds may be any combination of local, private, state, or federal funds.

REIMBURSEMENT

The ATP is a reimbursement program for eligible costs incurred. In order for an item to be eligible for ATP reimbursement, that item's primary use or function must meet the ATP purpose and at least one of the ATP goals. Reimbursement is requested through the invoice process detailed in Chapter 5, Accounting/Invoices, Local Assistance Procedures Manual. Costs incurred prior to CTC allocation and, for federally funded projects, Federal Highway Administration project approval (i.e. Authorization to Proceed) are not eligible for reimbursement.

MINIMUM FUNDING AWARD REQUEST

There is no minimum ATP award request required for FCOG's Regional Competitive ATP which is different than the statewide requirement. This applies to all project categories.

MAXIMUM FUNDING AWARD REQUEST

FCOG encourages ATP funding awards of \$1,500,000 or less per project.

FUNDING SET-ASIDES

The Fresno COG Regional Competitive ATP does not include any set-aside funding for Safe Routes to School projects, Recreational Trails projects, or Active Transportation Plans. These infrastructure, Non- Infrastructure and combined Infrastructure/Non-Infrastructure projects will compete within

the same funding source and will be scored accordingly.

Safe Routes to School projects must directly increase safety and convenience for public school students to walk and/or bike to school. Safe Routes to Schools infrastructure projects must be located within two miles of a public school or within the vicinity of a public school bus stop. Other than traffic education and enforcement activities, non-infrastructure projects do not have a location restriction.

Trail projects that are primarily recreational should meet the federal requirements of the Recreational Trails Program as such projects may not be eligible for funding from other sources (http://www.fhwa.dot.gov/environment/recreational_trails/).

A city, county, county transportation commission, regional transportation planning agency, MPO, school district, or transit district may prepare an active transportation plan (bicycle, pedestrian, safe-routes-to-school, or comprehensive). An active transportation plan prepared by a city or county may be integrated into the circulation element of its general plan or a separate plan which is compliant or will be brought into compliance with the Complete Streets Act, Assembly Bill 1358 (Chapter 657, Statutes of 2008).

Funding for active transportation plans must be consistent with the plan requirements identified in the CTC adopted ATP Guidelines. Please refer to the section PROJECT APPLICANT on page 24 for more information regarding the funding of plans.

ELIGIBILITY

ELIGIBLE APPLICANTS

The applicant and/or implementing agency for ATP funds assumes responsibility and accountability for the use and expenditure of program funds. Applicants and/or implementing agencies must be able to comply with all the federal and state laws, regulations, policies and procedures required to enter into a Local Administering Agency-State Master Agreement (Master Agreement). Refer to Chapter 4, Agreements, of the Local Assistance Procedures Manual for guidance and procedures on Master Agreements. The following entities, within the State of California, are eligible to apply for ATP funds:

- Local, Regional or State Agencies-Examples include city, county, MPO*, and Regional Transportation Planning Agency.
- Transit Agencies -Any agency responsible for public transportation that is eligible for funds under the Federal Transit Administration.
- Natural Resource or Public Land Agencies -Federal, Tribal, State, or local agency responsible for natural resources or public land administration. Examples include:
 - State or local park or forest agencies
 - State or local fish and game or wildlife agencies
 - Department of the Interior Land Management Agencies
 - U.S. Forest Service
- Public schools or School districts.
- Tribal Governments -Federally-recognized Native American Tribes.
 - For funding awarded to a tribal government, a fund transfer to the Bureau of Indian

Affairs (BIA) may be necessary. A tribal government may also partner with another eligible entity to apply if desired.

- Private nonprofit tax-exempt organizations may apply for recreational trails and trailheads, park projects that facilitate trail linkages or connectivity to non-motorized corridors, and conversion of abandoned railroad corridors to trails. Projects must benefit the general public, and not only a private entity.
- Any other entity with responsibility for oversight of transportation or recreational trails that the CTC determines to be eligible.

A project applicant found to have purposefully misrepresented information that could affect a project's score may result in the applicant being excluded from the program for the current cycle and the next cycle.

For funding awarded to a tribal government, a fund transfer to the Bureau of Indian Affairs may be necessary. A tribal government may also partner with another eligible entity to apply if desired.

As noted above, all applicants must comply with the federal aid process. Agencies applying for infrastructure funding that are not familiar with the federal aid process and federal policies and procedures shall partner with a local agency that possesses expertise in these funding program requirements. See below for more information on partnering opportunities.

PARTNERING WITH IMPLEMENTING AGENCIES

Eligible applicants that are unable to apply for ATP funds or that are unable to enter into a Master Agreement with the State must partner with an eligible applicant that can implement the project. In addition, eligible applicants that are unfamiliar with the requirements to administer a Federal-Aid Highway Program project are encouraged to partner with an eligible applicant that can implement the project. If another entity agrees to be the implementing agency and assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement (e.g., letter of intent) must be submitted with the project application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the request for allocation.

The implementing agency will be responsible and accountable for the use and expenditure of program funds.

ELIGIBLE PROJECTS

All projects must be selected through a competitive process and must meet one or more of the program goals. Because some of the funds in the ATP are federal funds, all projects must be federal-aid eligible:

- Infrastructure Projects: Capital improvements that will further the goals of this program. This typically includes the environmental, design, right-of-way and construction phases of a capital (facilities) project. A new infrastructure project will not be programmed without a complete project study report (PSR) or PSR equivalent. The application will be considered a PSR equivalent if it defines and justifies the project scope, cost and schedule. The PSR or equivalent may focus on the project components proposed for programming, it must provide at least a preliminary estimate of costs for all components. PSR guidelines are

posted on the CTC's website: <http://www.catc.ca.gov/programs/ATP.htm>

A capital improvement that is required as a condition for private development approval or permits is not eligible for funding from the ATP.

- Plans: The development of a community wide bicycle, pedestrian, safe routes to school, or active transportation plan that encompasses or is predominately located in a disadvantaged community.
- Non-infrastructure Projects: Education, encouragement, and enforcement activities that further the goals of this program. Non-infrastructure projects are not limited to those benefiting school students. NI projects can be start-up programs or new and/or expanded components of existing programs. The CTC intends to focus funding for non-infrastructure on start-up projects. A project is considered to be a start-up when no program currently exists. A project with new and/or expanded components to an existing program must demonstrate how the original program is continuing without ATP funding. The ATP funds cannot fund ongoing program operations. All NI projects must demonstrate how the program is sustainable and will be continued after ATP funding is exhausted.
- Infrastructure projects with non-infrastructure components.

EXAMPLE PROJECTS

Below is a list of projects generally considered eligible for ATP funding. This list is not intended to be comprehensive; other types of projects that are not on this list may also be eligible if they further the goals of the program. Important—components of an otherwise eligible project may not be eligible. For information on ineligible components, see the Caltrans Local Assistance/ATP website.

- Development of new bikeways and walkways that improve mobility, access, or safety for non-motorized users.
- Improvements to existing bikeways and walkways, which improve mobility, access, or safety for non-motorized users.
 - Elimination of hazardous conditions on existing bikeways and walkways.
 - Preventative maintenance of bikeways and walkways with the primary goal of improving the active transportation operations/usability and extending the service life of the facility.
- Installation of traffic control devices to improve the safety of pedestrians and bicyclists.
- Safe Routes to School projects that improve the safety of children walking and bicycling to school, in accordance with Section 1404 of Public Law 109-59.
- Safe routes to transit projects, which will encourage transit by improving biking and walking routes to mass transportation facilities and school bus stops.
- Secure bicycle parking at employment centers, park and ride lots, rail and transit stations, and ferry docks and landings for the benefit of the public.
- Bicycle-carrying facilities on public transit, including rail and ferries.
- Establishment or expansion of a bike share program.
- Recreational trails and trailheads, park projects that facilitate trail linkages or connectivity to non-motorized corridors, and conversion of abandoned railroad corridors to trails.
- Development of a community wide bike, pedestrian, safe routes to schools or active transportation plan in a disadvantaged community.

- Education programs to increase bicycling and walking, and other non-infrastructure investments that demonstrate effectiveness in increasing active transportation. Components may include but are not limited to:
 - Development and implementation of bike-to-work or walk-to-work school day/month programs.
 - Conducting bicycle and/or pedestrian counts, walkability and/or bikeability assessments or audits, or pedestrian and/or bicycle safety analysis.
 - Conducting pedestrian and bicycle safety education programs.
 - Development and publishing of community walking and biking maps, including school route/travel plans.
 - Development and implementation of walking school bus or bike train programs.
 - Components of open streets events directly linked to the promotion of a new infrastructure project or designed to promote walking and biking on a daily basis.
 - Targeted enforcement activities around high pedestrian and/or bicycle injury and/or fatality locations (intersections or corridors). These activities cannot be general traffic enforcement but must be tied to improving pedestrian and bicyclist safety.
 - School crossing guard training.
 - School bicycle clinics.
 - Development and implementation of programs and tools that maximize use of available and emerging technologies to implement the goals of the ATP.

PROJECT TYPE REQUIREMENTS

As discussed in the Funding Distribution section (above), State and Federal law segregate the ATP into multiple, overlapping components. Below is an explanation of the requirements specific to these components.

DISADVANTAGED COMMUNITIES

For a project to contribute toward the Disadvantaged Communities funding requirement of 25%, the project must clearly demonstrate, with verifiable information, a direct, meaningful, and assured benefit to a disadvantaged community. To count as providing a benefit, a project must fulfill an important need of low-income people in a way that provides a significant benefit and targets its benefits primarily to low-income people while avoiding substantial burdens on a disadvantaged community.

For a project to qualify as directly benefiting a disadvantaged community, the project must be located within or in reasonable proximity and have a direct connection, to the disadvantaged community served by the project; or the project must be an extension or a segment of a larger project that connects to or directly adjacent to that disadvantaged community. It is incumbent upon the applicant to clearly articulate how the project benefits the disadvantaged community; there is no presumption of benefit, even for projects located within a disadvantaged community. To qualify as a disadvantaged community the community served by the project must meet at least one of the following criteria:

- **Median Household Income:** The Median Household Income (Table ID B19013) is less than 80% of the statewide median based on the most current Census Tract (ID 140) level data from the 2012-2016 American Community Survey (<\$51,026). Communities with a

population less than 15,000 may use data at the Census Block Group (ID 150) level. Unincorporated communities may use data at the Census Place (ID 160) level. Data is available at: <http://factfinder2.census.gov/faces/nav/jsf/pages/index.xhtml>

- **CalEnviroScreen:** An area identified as among the most disadvantaged 25% in the state according to the CalEPA and based on the California Communities Environmental Health Screening Tool 3.0 (CalEnviroScreen 3.0) scores (scores must be greater than or equal to 36.62). This list can be found at the following link under SB 535 List of Disadvantaged Communities: <http://www.calepa.ca.gov/EnvJustice/GHGInvest/>
- **National School Lunch Program:** At least 75% of public school students in the project area are eligible to receive free or reduced-price meals under the National School Lunch Program. Data is available at: <http://www.cde.ca.gov/ds/sd/sd/files/sp.asp>. Applicants using this measure must indicate how the project benefits the school students in the project area. Project must be located within 2 miles of the school(s) represented by this criteria.
- **Native American Tribal Lands:** Projects located within Federally Recognized Tribal Lands (typically within the boundaries of a Reservation or Rancheria).
- **Other:** If a project applicant believes a project benefits a disadvantaged community but the project does not meet the aforementioned criteria due to a lack of accurate Census data or CalEnviroScreen data that represents a small neighborhood or unincorporated area, the applicant must submit for consideration a quantitative assessment to demonstrate that the community's median household income is at or below 80% of that state median household income.

PROJECT SELECTION PROCESS

REGIONAL COMPETITIVE ATP PROJECT SELECTION

All project applications must be submitted to Caltrans for consideration in the statewide competition to be eligible for the regional competition. Projects not selected for programming in the statewide competition must be considered in the regional competition. In administering a competitive selection process, FCOG will use a multidisciplinary advisory group (MAG) to assist in evaluating project applications. Following the competitive selection process, FCOG will submit its programming recommendations to the CTC along with:

- List of the members of its multidisciplinary advisory group
- Description of unbiased project selection methodology
- Program spreadsheet with the following elements
 - All projects evaluated
 - Projects recommended with total project cost, request amount, fiscal years, phases, state only funding requests, amount benefitting disadvantaged communities
 - Project type designations such as non-infrastructure, Safe Routes to School, etc.
- Board resolution approving program of projects
- Updated Project Programming Requests (PPRs)

PROJECT APPLICATION

ATP project applications will be available at:

<http://www.dot.ca.gov/hg/LocalPrograms/atp/index.html>.

The FCOG Regional Competitive ATP information will be made available at:
<https://www.fresnocog.org/project/active-transportation-program-atp/>.

Projects not selected for programming in the statewide competition must be considered in the FCOG Regional Competitive ATP. Per the CTC's guidelines, a copy of the application submitted to the state MUST be submitted to FCOG at the same time.

There will be five different applications available for applicants to complete depending on the project type and size. It is incumbent on the applicant to complete the application appropriate for their project. The five application types are:

A. **Large Project:** Infrastructure only or Infrastructure/Non-infrastructure: Projects with a total project cost of greater than \$7 million will be considered a Large Project and must use the Large Project application. Any project requesting over \$10M in ATP funding will be required to host an onsite field review with Caltrans and CTC staff.

B. **Medium Project:** Infrastructure only or Infrastructure/Non-infrastructure: Projects with a total project cost between \$1.5 million to \$ 7 million will be considered a Medium Project and must use the Medium Project application.

C. **Small Project:** Infrastructure only or Infrastructure/Non-infrastructure: Projects with a total project cost less than \$1.5 million will be considered a Small Project and must use the Small Project application.

D. **Non-infrastructure Only**

E. **Plan**

A project application must include the signature of the Chief Executive Officer or other officer authorized by the applicant's governing board. Where the project is to be implemented by an agency other than the applicant, documentation of the agreement between the project applicant and implementing agency must be submitted with the project application. A project application must also include documentation of all other funds committed to the projects. All letters of support and resolutions must be included with the application and not mailed separately.

Project applications should be addressed or delivered to:

Fresno Council of Governments

Attn: Jennifer Soliz

2035 Tulare Street Suite 201

Fresno, CA 93721

Please submit 8 hard copies and one electronic copy of a complete application. Applications must be postmarked by the application deadline.

For questions or concerns, please contact Jennifer Soliz at jsoliz@fresnocog.org. You may also contact us by phone at 559-233-4148 ext. 223.

SCREENING CRITERIA

Before evaluation, project applications will be screened for the following:

- Consistency with an adopted regional transportation plan: Applicants should provide the supporting language cited from the adopted RTP, such as the specific goal, objective, or RTP

- project number, to show that the submitted project is consistent with the plan.
- Use of appropriate application.
- Supplanting Funds: A project that is already fully funded will not be considered for funding in the Active Transportation Program. ATP funds cannot be used to supplant other committed funds.
- Eligibility of project: Project must be one of the four types of projects listed in Section 14 of the state CTC ATP Cycle 4 guidelines.

Applications will be screened for eligibility. Applications will be removed from the competitive process if found ineligible based on the guidelines/criteria, and if the project application is incomplete. Projects not selected for programming in the statewide competition, but deemed eligible for the regional program will be considered.

SCORING CRITERIA

Proposed projects will be scored and ranked on the basis of applicant responses to the below criteria. Project programming recommendations may not be based strictly on the rating criteria given the various components of the ATP and requirements of the various fund sources.

See the chart below to reference the scoring criteria and points allotted to the different types of applications. The chart shows the maximum number of points allowed for each scoring criteria and type of application. If a scoring criteria is gray, it is not applicable to that application type.

	Scoring Topic	Plan Application	Non-Infrastructure Only Application	Infrastructure or Infrastructure/Non-infrastructure Applications		
				Small	Medium	Large
A.	Benefit to Disadvantaged Communities (DAC)	30	10	10	10	10
B.	Need	20	40	53	43	38
C.	Safety		10	25	25	20
D.	Public Participation & Planning	25	15	10	10	10
E.	Scope and Plan Consistency		10	2	2	2
F.	Implementation & Plan Development	25				
G.	Context Sensitive & Innovation		5		5	5
H.	Transformative Projects					5
I.	Evaluation and Sustainability		10			
J.	Cost Effective					5
K.	Leveraging				5	5
L.	Corps (0 or -5)		0	0	0	0
M.	Past Performance (0 to -10)	0	0	0	0	0
	Total	100	100	100	100	100

- A. Benefit to Disadvantaged Communities. Scores will be scaled in relation to the severity of and the benefit provided to the disadvantaged community affected by the project.
- B. Need. Potential for increased walking and bicycling, especially among students, including the identification of walking and bicycling routes to and from schools, transit facilities, community centers, employment centers, and other destinations; and including increasing and improving connectivity and mobility of non-motorized users. Applicants may describe how the project would address significant gap closures.

- C. Safety. Potential for reducing the number and/or rate or the risk of pedestrian and bicyclist fatalities and injuries, including the identification of safety hazards for pedestrians and bicyclists. Applicants may describe qualitative safety barriers that deter people from walking/biking if their community lacks quantitative safety data and how the project would address the community's safety concerns.
- D. Public participation and Planning. Identification of the community-based public participation process that culminated in the project proposal, which may include noticed meetings and consultation with local stakeholders. Project applicants must clearly articulate how the local participation process (including the participation of disadvantaged community stakeholders) resulted in the identification and prioritization of the proposed project.
- E. Scope and Plan Consistency. Evidence that the application, scope and plans are consistent with one another
- F. Implementation and Plan Development. Specific to applicants using the "plan" application form. Applicant should show evidence that the plan will lead to implementation of the identified projects.
- G. Context sensitive bikeways/walkways and innovative project elements. Applicants should consider the "recognized best" solutions that are appropriate for the local community context, and describe the innovative features of the project, OR explain why the context of the project best lends itself to standard treatments/features.
- H. Transformative Projects. Applicants should describe the transformative nature of the project.
- I. Evaluation and Sustainability. Applicants should describe how the effectiveness of the program will be measured and sustained after completion.
- J. Cost-effectiveness. A project's cost effectiveness will be evaluated on the relative costs of the project in comparison to the project's benefits as defined by the purpose and goals of the ATP. This includes the consideration of the safety and mobility benefit in relation to both the total project cost and the funds provided.
- K. Leveraging. Leveraging of non-ATP funds (excluding in-kind contributions) on the ATP project scope proposed.
- L. Corps. Use of the California Conservation Corps or a qualified community conservation corps, as defined in Section 14507.5 of the Public Resources Code, as partners to undertake or construct applicable projects in accordance with Section 1524 of Public Law 112-141. Points will be deducted if an applicant does not seek corps participation or if an applicant intends not to utilize a corps in a project in which the corps can participate.
 - a. The California Corps can be contacted at atp@ccc.ca.gov.
 - b. Qualified Community conservation corps can be contacted at inquiry@atpcommunitycorps.org.
 - c. Direct contracting with the California Conservation Corps or a qualified community

conservation corps without bidding is permissible provided that the implementing agency demonstrates cost effectiveness per 23 CFR 635.204 and obtains approval from Caltrans. A copy of the agreement between the implementing agency and the proposed conservation corps must be provided to Caltrans.

- M. Past performance. Applicant's performance on past ATP projects. Point reduction for non-use of the Corps as committed to in a past ATP award or project failure on any past ATP project.

PROJECT SELECTION BETWEEN PROJECT APPLICATIONS WITH THE SAME SCORE

If two or more project applications receive the same score that is the funding cut-off score, the following criteria will be used to determine which project(s) will be funded:

- Construction ready infrastructure projects
- Highest score on the highest point value question
- Highest score on the second highest point value question. (on the Plan application, this includes questions 3 & 4)

PROJECT EVALUATION COMMITTEE

FCOG formed a Multidisciplinary Advisory Group (MAG) to assist in the development of the guidelines, scoring criteria, and will participate in the evaluation of the project applications. In forming the MAG, staff sought participants with expertise in bicycling and pedestrian transportation, including Safe Routes to Schools type projects, and in projects benefiting disadvantaged communities. The representatives are geographically balanced representing state agencies, FCOG, local jurisdictions in Fresno County, and non-governmental organizations. Priority for participation in the MAG was given to those who would not represent a project applicant, or would not benefit from projects submitted by others; if they do, they must recuse themselves from scoring their application. In addition, members are not allowed to provide input, verbally or in writing, regarding their project/plan/program during the evaluation period.

The MAG will prioritize, rank the applications, and ensure that 25% of available funds are dedicated to projects and programs benefiting Disadvantaged Communities as identified in the CTC ATP guidelines. The MAG will then present the recommended project list to the Programming Subcommittee, TTC, PAC, and to the Policy Board for approval before requesting final approval from the CTC of the program of projects.

PROGRAMMING

The ATP must be developed consistent with the fund estimate and the amount programmed in each fiscal year must not exceed the amount identified in the fund estimate. Requested programming years may vary based on programming capacity.

The program of projects for each fiscal year will include, for each project, the amount to be funded from the ATP, and the estimated total cost of the project. In the case of a large project delivered in segments, include the total cost of the segment for which ATP funds are requested. Project costs in the ATP will include costs for each of the following components:

- (1) Project approval and environmental document;

- (2) Plans, specifications, and estimates;
- (3) Right-of-way; and
- (4) Construction.

The cost of each project component will be listed in the Federal Transportation Improvement Program (FTIP) no earlier than in the fiscal year in which the particular project component can be implemented.

When proposing to fund only preconstruction components for a project, the applicant must demonstrate the means by which it intends to fund the construction of a useable segment, consistent with the regional transportation plan.

FCOG will program and allocate funding to projects in whole thousands of dollars and will include a project only if it is fully funded from a combination of ATP and other committed funding. FCOG will regard funds as committed when they are programmed by the CTC or when the agency with discretionary authority over the funds has made its commitment to the project by ordinance or resolution. For federal formula funds, including Surface Transportation Program, Congestion Mitigation and Air Quality Improvement Program, and federal formula transit funds, the commitment may be by Federal approval of the Federal Statewide Transportation Improvement Program. For federal discretionary funds, the commitment may be by federal approval of a full funding grant agreement or by grant approval.

If the program of projects adopted by FCOG does not program the full capacity identified in the fund estimate for a given fiscal year, the balance will remain available to advance programmed projects. Subject to the availability of federal funds, a balance not programmed in one fiscal year will carry over and be available for projects in the following fiscal year.

CONTINGENCY PROJECT LIST

FCOG will adopt a list of projects for programming the Regional Competitive ATP that is financially constrained with the amount of ATP funding available (as identified in the CTC's approved ATP Fund Estimate). In addition, FCOG will include a list of contingency projects, ranked in priority order based on the project's evaluation score. FCOG intends to fund projects on the contingency list should there be any project failures in any of the previous cycles of Regional Competitive ATP. This will ensure that the regional competitive ATP will fully use all ATP funds. This contingency list will be in effect only until the adoption of the next programming cycle.

BASELINE AGREEMENTS

The Commission will require project Baseline Agreements (Appendix C) for Active Transportation Program (ATP) projects with a total project cost of \$25 million or greater or a total programmed amount of \$10 million or greater adopted in the 2017 Active Transportation Program Augmentation and subsequent program amendments and adoptions. Please reference section 27 of the state approved 2019 ATP guidelines for requirements for baseline agreements.

PROGRAM/PROJECT AMENDMENTS

Project amendments requested by implementing agencies shall receive the approval of all partner

and funding entities before presentation to the Commission. Amendment requests should be submitted in a timely manner and include documentation that supports the requested change and its impact on the scope, cost, schedule and benefits.

Caltrans shall coordinate all amendment requests and utilize the Project Programming Request to help document the change. Implementing agencies must notify Caltrans in writing of proposed project amendments.

Project amendments will be considered for the Active Transportation Program as follows:

- Scope Changes – The Commission may consider changes to the scope of the project only as described below.
- Funding Distribution Changes – The Commission may consider a request to move funds between phases after a project has been programmed only as described below.

Schedule changes to a project will not be considered unless a time extension was approved as specified in the timely use of funds section. ATP will not participate in any cost increases to the project. Any cost increases should be funded from other fund sources. If there is a change in the cost estimate, the implementing agency must notify Caltrans as soon as possible. The written notification should explain the change and the plan to cover the increase.

A. Scope Changes

This notification must include the following:

- An explanation of the proposed scope change.
- The reason for the proposed scope change.
- The impact the proposed scope change would have on the overall cost of the project.
- An estimate of the impact the proposed scope change would have on the potential of the project to deliver the project benefits as compared to the benefits identified in the project application (increase or decrease in benefit) and an explanation of the methodology used to develop the aforementioned estimates.

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

Commission staff will present recommended scope changes deemed by staff to be minor changes, such as those with little or no impact to project benefits or which increase the benefits of the project, to the Commission as a part of the project allocation request. Staff will present recommendations to disapprove minor scope changes and recommendations to approve or disapprove more significant scope changes to the Commission as project amendments.

B. Funding Distribution Changes

Agencies may request to move amounts between programmed phases (Environmental Studies and Permits (PA&ED), Plans, Specs and Estimates (PS&E), Right of Way (ROW) and Construction).

Moving funds between phases will not increase the total programmed amount. The agency must show that the project is still fully funded and that the benefit of the project will remain the same or

increase. All funding distribution change requests must be considered by the Commission for approval. When preparing a request for a funding distribution change, agencies should consider the following:

- The request cannot be made in the same state fiscal year in which the funds have been programmed.
- The funds that are part of the request cannot have been allocated.
- Funds programmed in construction cannot be moved out of construction.
- An agency can only request a funding distribution change once during the life of the project. Agencies should consider waiting until after the environmental review has been completed to submit a funding distribution change.

The notification to Caltrans must include:

- A revised Project Programming Request (PPR) that outlines the proposed funding distribution change.
- The reason for the proposed funding distribution change.
- The impact the proposed change would have on the overall cost of the project. The project must remain fully funded.
- A discussion of whether the funding distribution change will affect the benefit of the project as described in the project application

ALLOCATIONS

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

Caltrans will review the request and determine whether or not to recommend the request to the Commission for action. The Commission will consider the allocation of funds for a project when it receives an allocation with a recommendation from Caltrans. The recommendation will include a determination of project readiness, the availability of appropriated funding, and the availability of all identified and committed supplementary funding. When Caltrans develops its construction allocation recommendation, the Commission expects Caltrans to certify that a project's plans specifications and estimate are complete, and match the application scope or approved scope amendment, environmental and right-of-way clearances are secured, and all necessary permits and agreements are executed. Projects using the design-build or design-sequencing contracting methods shall be considered ready for allocation upon completion of environmental clearance. Readiness for projects to be transferred to FTA shall be consistent with FTA's definition of readiness for obligation.

In compliance with Section 21150 of the Public Resources Code, the CTC will not allocate funds for a non-infrastructure project or plan, or for design, right-of-way, or construction of an infrastructure project, prior to documentation of environmental clearance under the California Environmental Quality Act. As a matter of policy, the CTC will not allocate funds, other than for the environmental phase, for a federally funded project prior to documentation of environmental clearance under the National Environmental Policy Act. Exceptions to this policy may be made in instances where federal law allows for the acquisition of right-of-way prior to completion of National Environmental Policy Act review.

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

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

In order to ensure the timely use of all program funds, the CTC will, in the last quarter of the fiscal year, allocate funds to projects programmed in a future fiscal year on a first-come, first served basis. If there are insufficient funds, the CTC may delay the allocation of funds to a project until the next fiscal year without requiring an extension. Should requests for allocations exceed available capacity; the CTC will give priority to projects programmed in the current-year.

Allocation requests for a project in the MPO ATP projects must include a recommendation by the MPO.

Any scope changes must be presented to Caltrans for consideration prior to allocation in the manner described above and in section 28 of the approved 2019 ATP state guidelines. Caltrans will make a recommendation of approval to the Commission for final approval.

PROJECT DELIVERY

LETTER OF NO PREJUDICE

The CTC will consider approval of a Letter of No Prejudice (LONP) to advance a project programmed in the ATP. Approval of the LONP will allow the agency to begin work and incur eligible expenses prior to allocation. The Amended LONP Guidelines were adopted in October 2017 and are on the CTC website. <http://www.catc.ca.gov/docs/adopted-lonp-guidelines-101817.pdf>

TIMELY USE OF FUNDS

ATP allocations must be requested in the fiscal year of project programming, and construction allocations are valid for award for six months from the date of allocation unless the CTC approves an extension.

The CTC may extend the deadline only once for allocation and only if it finds that an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the extension. The extension will not exceed the period of delay directly attributed to the extraordinary circumstance and cannot exceed twelve months. Extension requests for a project in the regional selected portion of the program must include a recommendation by FCOG, consistent with the preceding requirements.

Funds allocated for project development or right-of-way costs must be expended by the end of the second fiscal year following the fiscal year in which the funds were allocated. The implementing agency must invoice Caltrans for these costs no later than 180 days after the fiscal year in which the final expenditure occurred.

The Commission may extend the deadline only once for contract award and only if it finds that an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the extension. The extension will not exceed the period of delay directly attributed to the extraordinary circumstance and cannot exceed twelve months.

After award of the contract, the implementing agency has up to 36 months to complete (accept) the contract. At the time of construction fund allocation, the Commission may extend the deadline for completion of work and the liquidation of funds if necessary to accommodate the proposed expenditure plan for the project.

The Commission may extend the deadlines for expenditures for project development or right-of-way, or for contract completion no more than one time, only if it finds that an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the extension. The extension will not exceed the period of delay directly attributed to the extraordinary circumstance and cannot exceed more than 12 months for project completion and 12 months for expenditure.

Except for the allocation of funds, the request to extend the deadline for any of the above must be received by Caltrans prior to the expiration date. For allocation of funds, the time extension must be approved by the Commission by June 30th of the year the funds are programmed; otherwise the funds will lapse.

Notwithstanding the Commission's guidelines for Use of Greenhouse Gas Reduction Funds in the 2017 Active Transportation Program, projects programmed to receive funding from Greenhouse Gas Reduction Funds may request a time extension consistent with the 2019 Active Transportation Guidelines if the ATP Greenhouse Gas Reduction Funding is re-appropriated in the 2018 Budget Act.

Projects must commence the right-of-way phase or actual construction with-in 10 years of receiving pre-construction funding through the Active Transportation Program, or the implementing agency must repay the Active Transportation Program funds. Repaid funds will be made available for redistribution in the subsequent programming cycle.

If there are insufficient funds, the CTC may delay the allocation of funds to a project until the next fiscal year without requiring an extension. **It is incumbent upon the implementing agency to develop accurate project cost estimates. If the amount of a contract award is less than the amount allocated, or if the final cost of a component is less than the amount allocated, the savings generated will not be available for future programming.**

Caltrans will track the delivery of ATP projects and submit to the CTC the required reports showing the delivery of each project phase.

DELIVERY DEADLINE EXTENSIONS

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

extension for each deadline separately.

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

FEDERAL REQUIREMENTS

Unless fully programmed for state-only funding, project applicants must comply with the provisions of Title 23 of the U.S. Code of Federal Regulations and with the processes and procedures contained in the Caltrans Local Assistance Procedures Manual and the Master Agreement with Caltrans. Refer to the CTC guidelines; section 33, for examples of federal requirements that must be met when administering ATP projects.

DESIGN STANDARDS

Streets and Highways Code Section 891 requires that all city, county, regional, and other local agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted utilize all minimum safety design criteria established by Caltrans, except that an agency may utilize other minimum safety design criteria if specific conditions are met, as described in Streets and Highways Code Section 891(b). Refer to the CTC guidelines; section 34, for specific requirements.

PROJECT INACTIVITY

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

PROJECT COST SAVINGS

Savings at contract award may be used to expand the scope of the project only if the expanded scope provides additional quantifiable active transportation benefits. The expanded scope must be approved by the Commission's Executive Director prior to contract award. All other contract award savings will be returned proportionally.

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

Any amount allocated for environmental may also be expended for design. In addition, a local agency may expend an amount allocated for environmental, design, right of way, construction (infrastructure) or construction (non-infrastructure) for another allocated project component, provided that the total expenditure shifted to a component in this way is not more than 20 percent of

the amount actually allocated for either component. This means that the amount transferred by a local agency from one component to another may be no more than 20 percent of whichever of the components has received the smaller allocation from the Commission.

If an implementing agency requests an allocation of funds in an amount that is less than the amount programmed, the balance of the programmed amount may be allocated to a programmed project advanced from a future fiscal year. Project savings, including savings from projects programmed in the MPO component, will return to the overall ATP and be available to a programmed project advanced from a future fiscal year.

PROJECT REPORTING

The purpose of all required reports is to ensure that the project is executed on time and is within the scope and budget identified when the decision was made to fund the project. The ATP program adheres to the program accountability requirements set forth in the SB1 Accountability and Transparency Guidelines - <http://catc.ca.gov/programs/sb1/implementation/>. All reporting provisions specified in the SB 1 Accountability and Transparency Guidelines apply to ATP projects, including the report content, submission timeline and consequences for noncompliance.

All implementing agencies must submit regular progress reports, a completion report and a final delivery report to Caltrans. Implementing agencies should refer to the Local Assistance website for details: http://www.dot.ca.gov/hq/LocalPrograms/atp/proj_report.html

An agency implementing a project in the MPO selected portion of the program is required to also submit copies of all of its reports to the MPO. However, all agencies are encouraged to submit copies of their reports to their MPO or RTPA.

Caltrans will prepare a quarterly ATP progress report and submit it to the Commission. The timeline for submission of the quarterly progress report and its contents is outlined in the SB 1 Accountability and Transparency Guidelines.

The Commission will provide an annual report to the Legislature, which will discuss the effectiveness of the program, timely use of funds, and will include a summary of its activities relative to the administration of the ATP program.

A. Progress Reports:

All implementing agencies, regardless of project type and size must submit progress reports to Caltrans, which is different than what is required in the SB1 Accountability Guidelines. Progress reports will be submitted on a semi-annual basis unless the implementing agency is subject to the Baseline Agreement requirement.

Projects that are subject to the Baseline Agreement requirement as outlined in Section 27, must submit quarterly reports until July 2019 when all progress reports will become semi-annual. This requirement applies to all ATP projects adopted into the 2017 ATP augmentation and any subsequent project augmentations. Beginning in July 2019, progress reports from agencies with a Baseline Agreement will also become semi-annual reports.

B. Project Completion Report:

Within six months of construction contract acceptance or the project becoming operable (open

to the public), whichever comes sooner, the Implementing Agency shall provide a Completion Report to Caltrans on the scope of the completed project, its estimated final cost, estimated schedule, and project benefits as compared to those included in the executed project agreements.

C. Final Delivery Reports:

A Final Delivery Report must be submitted within 180 days of conclusion of all remaining project activities beyond the acceptance of the construction contract to reflect final project expenditures, any changes that occurred after submittal of the Completion Report and an updated evaluation of the benefits. The Commission may include this information in its annual reports to the Legislature.

D. Audits:

The Commission expects that audits will be conducted on a representative sample of ATP projects and 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.

Additional audits, if deemed necessary, may be requested by the Commission during the implementation phases of the project. In addition to any final audit performed, it may be beneficial to provide semi-final audits when a project is substantially completed. It is expected that the findings from these audits will be included in the Inspector General’s reports to the Commission.

ROLES AND RESPONSIBILITIES

CALIFORNIA TRANSPORTATION COMMISSION (CTC)

The CTC responsibilities include:

- Adopt guidelines, policies, and application for the ATP.
- Adopt ATP Fund Estimate.
- Evaluate, score and rank projects, including forming and facilitating the Project Evaluation Committee.
- In consultation with Regional Agencies and Caltrans, recommend and adopt a program of projects, including:
 - The statewide component of the ATP,
 - The small urban and rural component of the ATP and,
 - The MPO selected portion of the program based on the recommendations of the MPOs.
 - Ensure that at least 25% of the funds benefit disadvantage communities.
- Post recommendations and final adopted list of approved projects on the Commission’s website
- Allocate funds to projects.

- Evaluate and report to the legislature.

CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS)

Caltrans has the primary responsibility for the administration of the adopted ATP. Responsibilities include:

- Provide statewide program and procedural guidance. Conduct outreach through various networks such as, but not limited to, the Active Transportation Program website, and at conferences, meetings, or workgroups
- Provide program training.
- Solicit project applications for the program.
- Perform eligibility and deliverability reviews of ATP projects at the Commission's request and inform the Commission of any identified issues as they arise.
- Assist as needed in functions such as facilitating project evaluation teams and evaluating applications.
- Notify successful applicants of their next steps after each call for projects.
- Recommend project allocations (including funding type) to the Commission.
- Make Project Amendment recommendations to the Commission.
- Track and report on project implementation, including project completion.
- Create reports required by the Commission and solicit implementing agencies to submit required reports in a timely manner.
- Perform audits of selected projects in accordance with generally accepted government auditing standards.
- Serve as the main point of contact in project implementation, including administering the contract(s) for the ATP Resource Center.

METROPOLITAN PLANNING ORGANIZATIONS (MPOS) WITH LARGE URBANIZED AREAS

MPOs with large urbanized areas, such as FCOG, are responsible for overseeing a competitive project selection process in accordance with these guidelines. The responsibilities include:

- Ensure that at least 25% of the funds in the FCOG call for projects benefit disadvantaged communities.
- FCOG is using a different minimum project size for its regional competitive ATP selection process than the statewide guidelines.
- In administering a regional competitive ATP selection process, FCOG must use a multidisciplinary advisory group to assist in evaluating project applications.
- In administering a regional competitive ATP selection process, FCOG must explain how the projects recommended for programming include a broad spectrum of projects to benefit pedestrians and bicyclists. The explanation must include a discussion of how the recommended projects benefit students walking and cycling to school.
- FCOG elects to have a contingency list of projects to be amended into the program in the event a programmed project fails to deliver. FCOG will approve and recommend such amendments for Commission approval. This contingency list will be provided to the Commission and will be in effect only until the adoption of the next statewide program.
- Recommend allocation requests for a project in the FCOG regional competitive ATP.

- Determine which projects to advance and make that recommendation to the CTC in consultation with Commission staff and Caltrans.
- Submit an annual assessment of FCOG’s regional competitive ATP in terms of its effectiveness in achieving the goals of the overall ATP.

PROJECT APPLICANT

Project applicants nominate ATP projects for funding consideration. If awarded ATP funding for a submitted project, the project applicant (or partnering implementing agency if applicable) has contractual responsibility for carrying out the project to completion and complying with reporting requirements in accordance with federal, state, and local laws and regulations, and these guidelines.

For infrastructure projects off the state highway system, the project applicant will be responsible for the ongoing operations and maintenance of the facility. If another entity agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement must be submitted with the project application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the request for allocation.

ACTIVE TRANSPORTATION PLANS

The ATP provides for the creation of Active Transportation Plans. Funding from the ATP may be used to fund the development of community wide active transportation plans within or, for area-wide plans, encompassing disadvantaged communities, including bike, pedestrian, safe routes to schools, or comprehensive active transportation plans. A list of the components that must be included in an active transportation plan can be found in Appendix A of the statewide guidelines.

Please note: The statewide guidelines state that a large MPO, in administering its portion of the program, may make up to 2% of its funding available for active transportation plans in disadvantaged communities within the MPO boundaries. **Although Fresno COG does not intend to set-aside funding for active transportation plans, no more than 2% of the total ATP regional funds can be used to fund active transportation plans in disadvantaged communities.** Refer to section 9 of the statewide guidelines for detailed information on “Funding for Active Transportation Plans” and the funding priorities that will be used when evaluating the potential to fund active transportation plan in disadvantaged communities.

PROJECT SIGNAGE

The implementing agency must, for all SB 1 projects, include signage stating that the project was made possible by SB 1 – The Road Repair and Accountability Act of 2017. The signage should be in compliance with applicable federal or state law, and Caltrans’ manual and guidelines, including but not limited to the provisions of the California Manual on Uniform Traffic Control Devices.

PROGRAM EVALUATION

The ATP will be evaluated for its effectiveness in increasing the use of active modes of transportation in California. Applicants that receive funding for a project must collect and submit

data to Caltrans as described in the "Project Reporting" section.

The CTC will include in its annual report to the Legislature a discussion on the effectiveness of the program in terms of planned and achieved improvement in mobility and safety and timely use of funds, and will include a summary of its activities relative to the administration of the ATP including:

- Projects programmed,
- Projects allocated,
- Projects completed to date by project type,
- Projects completed to date by geographic distribution,
- Projects completed to date by benefit to disadvantaged communities, and
- Projects completed to date with the California Conservation Corps or qualified community conservation corps.

**Fresno COG Regional ATP Cycle 4
Multi-Disciplinary Advisory Group Members**

Requirement	Agency	Name	Email	Alternate	Alternate Email
Expertise in Bike & Pedestrian Projects	Fresno Cycling Club	Nick Paladino	ndpaladino@sbcglobal.net		
Expertise in SRTS Projects	School districts	Mary J Gonzales	maryj.gonzalez@fresnounified.org	Michael Cortes	michael.cortes@fresnounified.org
Expertise in Disadvantaged Communities	Fresno County Health Department	Joe Prado	JPrado@co.fresno.ca.us		
State Agency	Caltrans	Pedram Mafi	pedram.mafi@dot.ca.gov	Pedro Ramirez	pedro.ramirez@dot.ca.gov
Metropolitan Planning Organization	FCOG	Peggy Arnest	parnest@fresnocog.org		
Local Jurisdictions - Metro Area	City of Fresno	Shelby MacNab	Shelby.MacNab@fresno.gov	Jill Gormley	jill.gormley@fresno.gov
Local Jurisdictions - Metro Area	City of Clovis	Ryan Burnett	RyanB@ci.clovis.ca.us		
Local Jurisdictions - Rural Area	Fresno County	Enrique Rodriguez	enrirodriguez@co.fresno.ca.us		
Local Jurisdictions - Westside Cities	City of Mendota	Jennifer Lekumberry	Jennifer@cityofmendota.com		
Local Jurisdictions - Eastside Cities	City of Selma	Joey Daggett	joey@gatewayengineering.com		
Non-Govt. Organizations	Leadership Counsel	Erica Fernandez	efernandez@leadershipcounsel.org		

BEFORE THE
FRESNO COUNCIL OF
GOVERNMENTS RESOLUTION NO.
2018-14

In the Matter of:)
FRESNO COG REGIONAL)
COMPETITIVE ACTIVE)
TRANSPORTATION)
PROGRAM CYCLE 4)
GUIDELINES)

RESOLUTION ESTABLISHING
ADOPTION OF THE FRESNO COG
REGIONAL COMPETITIVE ACTIVE
TRANSPORTATION PROGRAM
(ATP) CYCLE 4 GUIDELINES

WHEREAS, the Fresno Council of Governments (FCOG) is the regional transportation planning agency for Fresno County and its fifteen cities pursuant to Government Code Section 66500 et seq.; and

WHEREAS, FCOG has adopted and periodically revises, pursuant to Government Code Sections 66508 and 65080, a Regional Transportation Plan (RTP); and

WHEREAS, FCOG is the designated Metropolitan Planning Organization (MPO) for Fresno County and its fifteen cities and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes federal funds; and

WHEREAS, FCOG is the designated recipient for federal funding administered by the Federal Highway Administration (FHWA) assigned to the MPO/Regional Transportation Planning Agency (RTPA) of Fresno County for the programming of projects (regional federal funds); and

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

WHEREAS, FCOG adopts, pursuant to Streets and Highways Code Section 2381(a)(1), an Active Transportation Program of Projects using a competitive process consistent with guidelines adopted by the California Transportation Commission (CTC) pursuant to Streets and Highways Code Section 2382(a), that is submitted to the CTC and the California Departments of Transportation (Caltrans); and

WHEREAS, FCOG has developed, in cooperation with CTC, Caltrans, state agencies, local jurisdictions in Fresno County, and non-governmental organizations, program guidelines to be used in the development of the ATP; and

WHEREAS, a multi-disciplinary advisory group (MAG) evaluates and recommends candidate ATP projects for FCOG to be included in the Program of Projects; and

WHEREAS, the ATP is subject to public review and comment.

NOW, THEREFORE, BE IT RESOLVED, that:

1. FCOG approves the guidelines to be used in the evaluation of candidate projects for inclusion in the FCOG Regional Competitive ATP as set forth in the 2019 Regional Competitive ATP Cycle 4 Guidelines attachment; and
2. The FCOG Executive Director or designee is granted delegated authority for non-substantive changes to the final MPO Guidelines if changes are requested by the CTC after the FCOG Executive Director has consulted with the Chairs and Vice Chairs of the Transportation Technical Committee, Policy Advisory Committee, and Policy Board; and
3. The FCOG Executive Director or designee is authorized to revise the program of projects as necessary in accordance with the guidelines to reflect the programming of projects after the projects are selected; and
4. FCOG will establish a list of contingency projects, ranked in priority order based on the project's evaluation score to be used should there be any project failures or major delays in the ATP. The contingency list is valid until the adoption of the next ATP Cycle; and
5. The FCOG Executive Director shall forward a copy of this resolution and such other information as may be required to the CTC, Caltrans, and to such other agencies as may be appropriate.

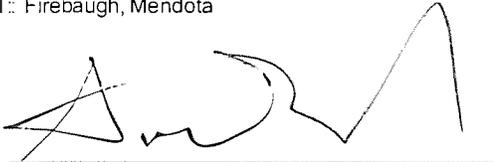
THE FOREGOING RESOLUTION was passed and adopted by the Fresno Council of Governments this 28th day of June, 2018.

AYES: Clovis, Coalinga, Fowler, Fresno City, Huron, Kerman, Kingsburg, Orange Cove, Parlier, Reedley, Sanger, San Joaquin, Selma, Fresno County

NOES: None

ABSTAIN: None

ABSENT: Firebaugh, Mendota

Signed: 
Amarpreet Dhaliwal, Chairman

ATTEST:

I hereby certify that the foregoing is a true copy of a resolution of the Fresno Council of Governments duly adopted at a regular meeting thereof held on the 28th day of June, 2018.

Signed: 
Tony Borel, Executive Director

July 11, 2018

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

Dear Susan Bransen:

The Sacramento Area Council of Governments (SACOG) is pleased to submit for your review our proposed Metropolitan Planning Organization (MPO) Guidelines for the 2019 Active Transportation Program (ATP). The MPO Guidelines were approved by the SACOG Board on June 21, 2018.

The MPO Guidelines were prepared through an open and public process, involving member agencies, advocacy groups, stakeholders, and the public. Additionally, SACOG coordinated with our regional transportation planning agency partners, El Dorado County Transportation Commission and Placer County Transportation Planning Agency, on scoring and criteria development, planning of a call for projects across the six-county region, and preparation of the MPO application.

SACOG's proposal for the 2019 ATP is fully described in the attached staff report and MPO Guidelines the SACOG Board acted on at the June 21 meeting. The MPO Guidelines outline specific eligibility, project selection process, working group membership, screening, project size and matching requirements, use of a region-specific disadvantaged communities definition in addition to the State-identified definitions, and project performance outcomes and weighting (criteria).

If you have any questions regarding SACOG's proposed MPO Guidelines, please contact Matt Carpenter at mcarpenter@sacog.org or (916) 321-9000.

Sincerely,



James Corless
Chief Executive Officer

Attachment: SACOG Board of Directors approval of Regional ATP Policy Framework

Cc:

Laurie Waters, California Transportation Commission
Anja Aulenbacher, California Transportation Commission
Woodrow Deloria, El Dorado County Transportation Commission
Mike Luken, Placer County Transportation Planning Agency

Auburn
Citrus Heights
Colfax
Davis
El Dorado County
Elk Grove
Folsom
Galt
Isleton
Live Oak
Lincoln
Loomis
Marysville
Placer County
Placerville
Rancho Cordova
Rocklin
Roseville
Sacramento
Sacramento County
Sutter County
West Sacramento
Wheatland
Winters
Woodland
Yolo County
Yuba City
Yuba County



Board of Directors Regular Meeting
Meeting Date: 6/21/2018
Agenda Item No.: 2018-June-18.

SACOG Board of Directors

Subject: Approve Regional Active Transportation Program Policy Framework
(Est. time: 0 minutes)

Consent

Prepared by: Victoria S. Cacciatore

Approved by: James Corless

Attachments: Yes

1. Issue:

Should the board approve the policy framework for the 2019 Regional Active Transportation Program?

2. Recommendation:

The Transportation Committee recommends that the SACOG Board of Directors: (1) approve the 2019 policy framework for the six-county Regional Active Transportation Program (ATP); (2) authorize staff to submit the Regional ATP policy framework to the California Transportation Commission (CTC) for approval; (3) upon action of the CTC on the Regional ATP policy framework, delegate authority to the Chief Executive Officer (CEO) to issue the final Regional ATP Guidelines and Call for Projects; and (4) in the event that substantive or controversial changes are requested by the CTC, delegate authority to the CEO, after consultation with the Chairs and Vice Chairs of the SACOG board and Transportation Committee, to address the CTC requests and issue the final Regional ATP Guidelines and Call for Projects.

3. Background/Analysis:

The ATP was created from Senate Bill (SB) 99 in 2013 and is jointly managed by the California Department of Transportation (Caltrans) and the California Transportation Commission (CTC). The primary goal of the ATP is to encourage increased use of active transportation modes. ATP funds are distributed competitively across the state through three programs: a statewide program distributes 50 percent of the funds; a small urban/rural program operated by Caltrans distributes 10 percent of the funds; and the final 40 percent of funds are distributed by metropolitan planning organizations (MPOs) in urban areas with populations greater than 200,000. A minimum of 25 percent of ATP funds must benefit disadvantaged communities.

ATP projects must compete in the statewide program in order to compete for SACOG's regional program. If a project in the SACOG region is not selected for funding through

the statewide program it may then compete in the Regional ATP. Staff works with El Dorado County Transportation Commission and Placer County Transportation Planning Agency to develop and implement the Regional ATP.

The CTC announced the 2019 ATP call for projects on May 24, 2018. The CTC-approved fund estimate identifies \$439,560,000 for the statewide competition and \$11,664,000 for the SACOG six-county Regional ATP. This is nearly double what was available in past ATP cycles due to new funding from the Road Repair and Accountability Act of 2017 (SB 1). The statewide and regional programs have funds available across four years: state fiscal years 2019-2020, 2020-2021, 2021-2022, and 2022-2023.

SACOG provides technical assistance to applicants for the State ATP to increase competitiveness of applications. The technical assistance also helps agencies compete for the six-county Regional ATP funding.

4. Discussion/Analysis:

As an MPO, SACOG may propose changes to how we prioritize competing projects for regionally-controlled ATP funds in these areas:

- Evaluation criteria
- Scores/weighting for evaluation criteria
- Match requirement
- Definition of disadvantaged community

Regional ATP Customization

Staff provided a report outlining the new elements of the draft 2019 Regional ATP policy framework (Attachment A) during the May board cycle. Staff also conducted outreach to stakeholders and potential project sponsors about the draft policy framework in May.

The 2019 Regional ATP policy framework maintains the following elements from the 2017 Regional ATP policy framework:

- Adding evaluation criteria for a project's potential for supporting greenhouse gas emission reduction goals through reducing or shortening vehicle trips;
- Using the low-income and high minority communities definition from the 2016 Metropolitan Transportation Plan and Sustainable Communities Strategy (MTP/SCS) environmental justice analysis as the region-specific definition of disadvantaged community (Attachment B);
- Requiring a local match for the project in place of awarding points for leveraging non-ATP funds; and
- Adding the Disadvantaged Community Benefit criterion points to all competing projects if the draft recommendation does not award a minimum of 25 percent of the available funding (\$2,916,000) to benefit residents of disadvantaged communities.

The 2019 Regional ATP policy framework also includes these changes from the 2017 Regional ATP policy framework:

- Removing the evaluation criterion for rating the project's contribution to public health (consistent with the recommended state approach); and
- Adding an evaluation criterion for how the project complements local economic prosperity strategies and goals.

Staff revised the proposed scoring system to integrate these evaluation criteria changes and emphasize the importance of each project's potential to increase active transportation. SACOG works to use the information provided by project applicants in the state application whenever possible. For information that is not addressed in the State ATP application, SACOG uses a regional supplemental application for all regionally competing projects.

CTC Framework Approval

The CTC determines the timing for the Regional ATP (Attachment C). Following board action on the six-county Regional ATP policy framework in June, the CTC will identify any potential requested changes in July, and adopt or deny the policy framework in August. Staff coordinates with the CTC staff to minimize the likelihood of the CTC denying the Regional ATP policy framework. With this short timeline, the board will need to delegate the authority to SACOG's CEO—in coordination with the Chairs and Vice Chairs of the board and Transportation Committee—to respond to any CTC changes and to release the Regional ATP call for projects.

5. Fiscal Impact/Grant Information:

This item has no fiscal impact to the agency's operating budget, other than already budgeted staff time.

ATTACHMENTS:

Description

Attachment A: 2019 Regional ATP Policy Framework

Attachment B: Low-Income High-Minority Areas from 2016 MTP/SCS

Attachment C: ATP Milestones Calendar

This staff report aligns with the following SACOG Work Plan Goals:

#7 - Deliver Key High-Profile Transportation Projects

2019 REGIONAL ACTIVE TRANSPORTATION PROGRAM: EL DORADO, PLACER, SACRAMENTO, SUTTER, YOLO, AND YUBA COUNTIES

The purpose of this funding program is to increase and attract active transportation users and provide facilities for walking and biking in urban, suburban, and rural portions of the region and to provide connections between them. Projects and programs funded through this program are consistent with the vision of the Blueprint and support the implementation of the long-range transportation plans for the El Dorado County Transportation Commission (EDCTC), the Placer County Transportation Planning Agency (PCTPA), and the Sacramento Area Council of Governments (SACOG).

EDCTC, PCTPA, and SACOG invest regional funds in infrastructure and non-infrastructure projects benefitting active transportation. ATP funds from the State of California provide an important additional funding source for active transportation projects.

PROGRAM GOALS

California Senate Bill (SB) 99 establishes six program goals that provide a foundation for the state and regional programs:

- Increase the proportion of trips accomplished by biking and walking;
- Increase the safety and mobility of non-motorized users;
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals as established pursuant to SB 375 (C728, §2008) and SB 391 (C585, §2009);
- Enhance public health, including reduction of childhood obesity, through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding;
- Ensure that disadvantaged communities fully share in the benefits of the program; and
- Provide a broad spectrum of projects to benefit many types of active transportation users.

ELIGIBLE PROJECT TYPES

Eligible projects must demonstrate consistency with the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) that is amended every four years. Specific bicycle and pedestrian projects included in the Regional Transportation Plans (RTPs) for EDCTC or PCTPA are also eligible. Eligible projects must meet the requirements established in the State ATP Guidelines.

Regional ATP funds may be used for construction, preliminary engineering, environmental work and design, and/or right-of-way. Funds may also be used for non-infrastructure programs or projects, and community-serving plans. Selected projects must support the performance outcomes identified in the sections below.

The ATP is a competitive State of California program implemented by the California Transportation Commission to distribute state and federal funding. Projects likely to receive federal funding will need to meet the requirements of the federal Fixing America's Surface Transportation Act (FAST Act).

INELIGIBLE PROJECT TYPES

Projects in new developments that are considered "good practices" according to FHWA guidelines, long-term staff positions, transit operations, law enforcement, and bicycle racks for carpools, vanpools, or private vehicles are ineligible for ATP funds.

PROJECT SELECTION

ROLES IN PROJECT SELECTION

The **Regional ATP Team** is responsible for ensuring the final Regional ATP funding recommendation to the SACOG Board of Directors and CTC addresses all funding source requirements. Representatives from the three regional transportation planning agencies (RTPAs) in the region (EDCTC, PCTPA, and SACOG) form the Regional ATP Team.

The **Active Transportation Working Group** is responsible for reviewing, evaluating, and scoring the applications submitted to the Regional ATP. It is comprised of seven members with expertise in the areas of land use planning, bike/ped planning, project engineering, first-mile/last-mile access to transit, health and equity, and the impact of transportation infrastructure on greenhouse gas emissions. The multidisciplinary Working Group will be recruited from partner organizations and stakeholder groups, and represent a diverse geography across the region.

Applicants are the sponsoring agencies for any project competing for Regional ATP funding. Applicants will submit an application for each competing project to the State ATP prior to competing in the Regional ATP, per the 2019 State ATP Guidelines. To compete in the regional program, applicants will also submit a regional supplemental application. Applicants are encouraged to discuss potential ATP projects with RTPA staff, and may elect to identify a reduced scope version of their state-submitted project for the Regional ATP competition.

PROJECT SCREENING

A Regional ATP Team will screen applications for eligibility. Applications will be removed from the competitive process if they fail to meet these criteria:

1. **Project is one of the eligible types of non-infrastructure, infrastructure, or a combination of infrastructure and non-infrastructure** as identified under “Eligible Project Types”.
2. **Infrastructure Project is consistent with the MTP/SCS or the Regional Transportation Plan of EDCTC or PCTPA.**
3. **Project must be ready for inclusion in the Metropolitan Transportation Improvement Program, with project scope and cost.** The project application may include the cost of preparing environmental documents. When project design, right-of-way, or construction are programmed before the implementing agency completes the environmental process, updated cost estimates, updated analysis of the project’s cost effectiveness, and updated analysis of the project’s ability to further the goals of the program must be submitted to the appropriate RTPA (EDCTC, PCTPA, or SACOG) for re-evaluation following completion of the environmental process.
4. **Project is eligible for ATP funding.**
5. **Project meets the minimum dollar amount for an infrastructure or non-infrastructure project and includes at least an 11.47% local match; application is to all project categories.**
 - a. Infrastructure project minimum is \$282,390 (\$250,000 funding request + \$32,390 local match).
 - b. Non-Infrastructure project minimum is \$56,478 (\$50,000 funding request + \$6,478 local match).
 - c. Public agencies applying for funding for smaller projects may want to consider combining projects to meet the project minimum thresholds, or consider a larger, multi-year program or project.
6. **Public Participation & Planning.** The applicant must demonstrate stakeholder support and how a community-based public participation process resulted in the identification and prioritization of the proposed project.
7. **Partnering with Community Conservation Corps.** The applicant must demonstrate that the California Conservation Corps, or a qualified community conservation corps, was sought out to participate as a partner to undertake the project; or provide demonstration of the cost-effectiveness clause 23 CFR 635.204 and provide the relevant documentation.
8. **Project is not part of developer-funded basic good practices.** The applicant must demonstrate the project complies with the policy statement and design guidance adopted by FHWA to accommodate bicycle and pedestrian travel.

EVALUATION PROCESS

Following the Project Screening process, the Regional ATP Team will forward all eligible projects to the

Working Group for evaluation. The Working Group will prioritize and rank projects using the scoring outlined in the Project Scoring section. Working Group members will not vote or comment on applications from their own organizations or organizations with which they are affiliated.

The Working Group and/or SACOG staff reserves the right to contact applicants by phone, email, or during a meeting during the evaluation process for additional information to address questions related to the scope of work, budget, timeline, and performance considerations. The Working Group will use all information available to develop a draft ranked list

Following the announcement of the statewide ATP awards, the Regional ATP Team will remove any projects recommended for funds through the statewide competition from further consideration for the Regional ATP. The Regional ATP Team will also identify which high-ranking projects could be fully funded from the draft ranked list. The Working Group will develop the final funding recommendation, and the Regional ATP Team will confirm that a minimum 25% of available ATP funds are dedicated to projects and programs benefiting disadvantaged community residents. In the event the minimum investment threshold is not met, the disadvantaged community benefit points (0-10) will be applied to the entire project list and the projects will be re-ranked. Discretion will be placed on the Working Group and Regional ATP Team to select a complete package of projects.

An applicant may claim any definition of a disadvantaged community cited in the State ATP Guidelines. The region-specific definition of disadvantaged community is the low-income and minority communities definition used in the 2016 MTP/SCS environmental justice analysis.

PROJECT SCORING

Projects will be scored based on the criteria described below, using information from the State ATP application when possible. Project performance outcomes are evaluated using quantitative and qualitative project information.

Project Performance Outcomes (0-95 points)

1. Project has potential to increase walking and bicycling through targeted strategies:

increasing access to transit services; increasing access to schools; or eliminating gaps or removing barriers in the bicycle/pedestrian network. **0-40 points**

2. Project has the potential to reduce the number and/or rate of pedestrian and bicyclist fatalities and injuries. **0-20 points**
3. Project demonstrates a balance of cost effectiveness and context-sensitive design to demonstrate high performance potential. **0-20 points**
4. Project advances active transportation efforts to achieve greenhouse gas reduction goals through reducing or shortening vehicle trips today and over time, as established pursuant to SB 375 and SB 391. **0-8 points**
5. Project supports economic prosperity goals and strategies in the project area. **0-7 points**

Other Considerations (up to 15 points)

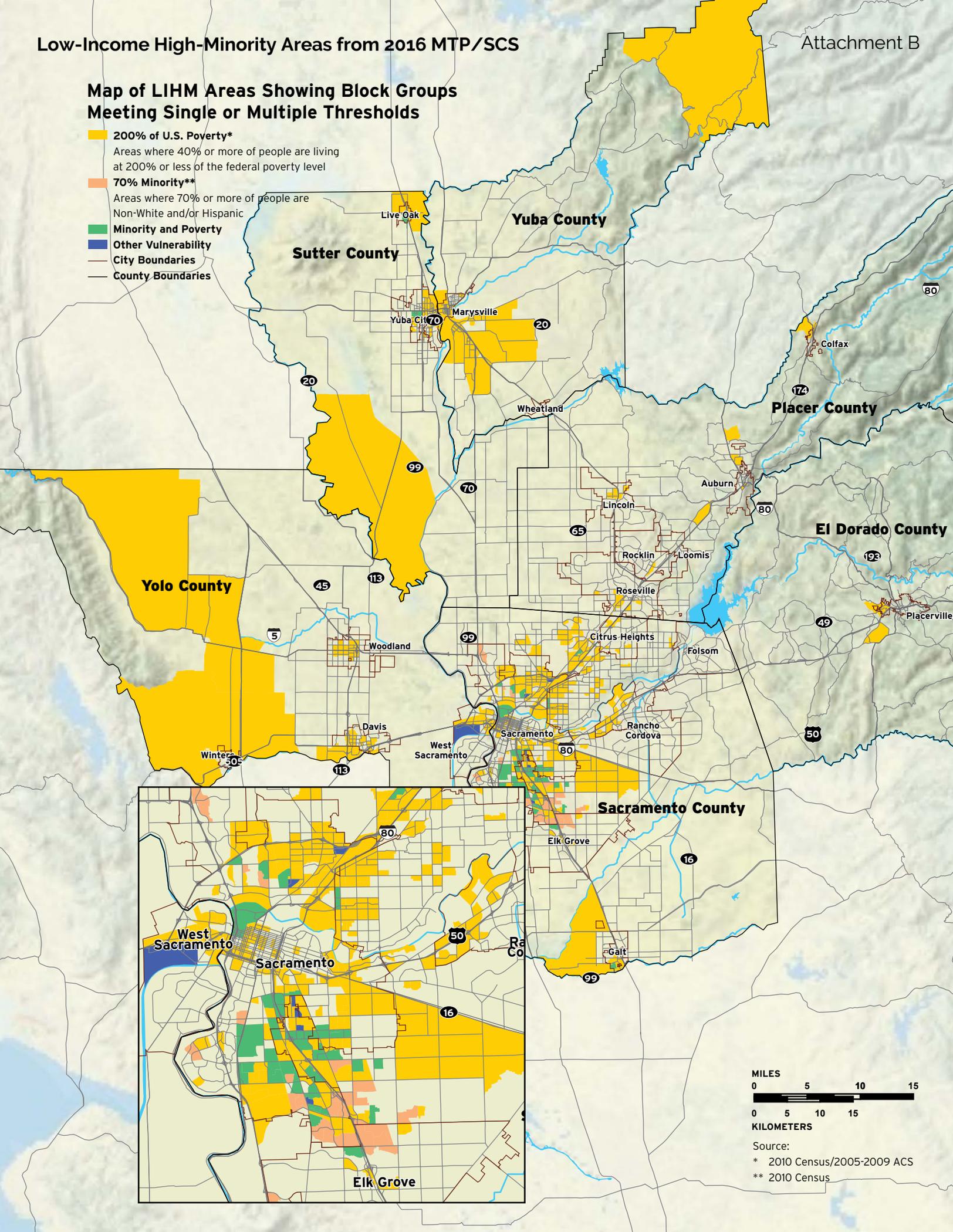
1. Project sponsor demonstrates good performance on past grants and/or federal aid projects or programs. **0 or -3 points**
2. Project sponsor demonstrates readiness to move forward with the project on a timely schedule (i.e., application includes clear schedule, cost, and partnerships to deliver the project). **0-5 points**
3. Project provides meaningful benefit for a disadvantaged community. **0-10 points will be applied in the event the 25 percent minimum is not met.** (Please reference the project selection process section.)

FUNDING RECIPIENT REQUIREMENTS

Recipients must adhere to statewide ATP reporting requirements for documenting project progress and final delivery.

Map of LIHM Areas Showing Block Groups Meeting Single or Multiple Thresholds

- 200% of U.S. Poverty***
Areas where 40% or more of people are living at 200% or less of the federal poverty level
- 70% Minority****
Areas where 70% or more of people are Non-White and/or Hispanic
- Minority and Poverty**
- Other Vulnerability**
- City Boundaries**
- County Boundaries**



MILES
0 5 10 15

0 5 10 15
KILOMETERS

Source:
* 2010 Census/2005-2009 ACS
** 2010 Census

Active Transportation Program Milestones

Regional Active Transportation Program		State Active Transportation Program	
2018	May	Board of Directors' Committees provide input on the Draft Regional ATP Policy Framework	State ATP call for projects on May 16
	Jun	Board of Directors approves final Regional ATP Policy Framework	
	Jul		State ATP applications due July 31 <i>Project sponsors must apply to the State ATP to compete in the Regional ATP</i>
	Aug	CTC adopts SACOG Regional ATP Policy Framework, formalizes Regional ATP call for projects on August 16 Regional ATP Supplemental Applications due August 31	State ATP evaluators review and score State ATP applications
	Sep	Active Transportation Working Group reviews and ranks Regional ATP projects; develops draft funding recommendation after successful State ATP projects are removed from Regional ATP competition	
	Oct		
	Nov		
	Dec		
	Jan		
	2019	Feb	SACOG releases Draft Regional ATP Funding Recommendation
Mar		Transportation Committee recommends, Board of Directors approves Final Regional ATP Funding Recommendation	CTC adopts State ATP Funding Recommendation
Apr			
May		CTC adopts SACOG Regional ATP Funding Recommendation	



401 B Street, Suite 800
 San Diego, CA 92101-4231
 (619) 699-1900
 Fax (619) 699-1905
 sandag.org

July 9, 2018

File Number 3300200

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

MEMBER AGENCIES

Cities of
 Carlsbad
 Chula Vista
 Coronado
 Del Mar
 El Cajon
 Encinitas
 Escondido
 Imperial Beach
 La Mesa
 Lemon Grove
 National City
 Oceanside
 Poway
 San Diego
 San Marcos
 Santee
 Solana Beach
 Vista
 and
 County of San Diego

ADVISORY MEMBERS

Imperial County
 California Department
 of Transportation
 Metropolitan
 Transit System
 North County
 Transit District
 United States
 Department of Defense
 San Diego
 Unified Port District
 San Diego County
 Water Authority
 Southern California
 Tribal Chairmen's Association
 Mexico

Dear Ms. Bransen:

SUBJECT: Proposed San Diego Regional Guidelines for the 2019 Active Transportation Program (ATP)

The San Diego Association of Governments (SANDAG) is pleased to submit its proposed regional guidelines for consideration at the upcoming California Transportation Commission (CTC) meeting scheduled for August 15-16, 2018. The SANDAG regional guidelines were prepared following a collaborative input process involving local agencies, stakeholders, and members of the public, and were approved by the SANDAG Board of Directors on June 22, 2018.

The proposed SANDAG guidelines (enclosed) align with requirements within the 2019 ATP Guidelines, including the benefit to disadvantaged communities, the types of projects considered to be eligible, the minimum project size, and the inclusion of public health scoring criteria. SANDAG respectfully submits the below proposed areas that differ from the 2019 ATP Guidelines for CTC consideration. Other aspects of the SANDAG regional guidelines remain consistent with the ATP guideline requirements.

- Definition of Disadvantaged Community: a regional definition of a disadvantaged community has been included that was developed as part of the current SANDAG Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) per the obligations with Title VI of the Federal Civil Rights Act of 1964. San Diego Forward: The Regional Plan was adopted by the SANDAG Board of Directors in October, 2015. The disadvantaged community definition include in the Plan was developed following a robust public outreach process that included the input of many community stakeholders and was stratified based on severity. This definition is used for the region's broader planning purposes, not just ATP funding, which is consistent with the 2019 ATP Guidelines.

- Project criteria/weighting: The SANDAG regional guidelines include different project selection criteria and weighting compared to those in the 2019 ATP Guidelines. The regional guidelines include additional criteria that are based on previously adopted regional priorities. The criteria are included on pages 19-27 for infrastructure projects, and pages 28-34 for non-infrastructure projects.
- Supplemental questionnaire: Applicants will be encouraged to submit a supplement to the statewide application (see *page 14*) to provide additional information not requested in the statewide application.

Please contact Ariana zur Nieden at (619) 699-6961 or ariana.zurnieden@sandag.org or Jenny Russo at (619) 699-7314 or jenny.russo@sandag.org for additional information or clarification. We appreciate your consideration of the proposed SANDAG regional guidelines at the upcoming August CTC meeting.

Sincerely,



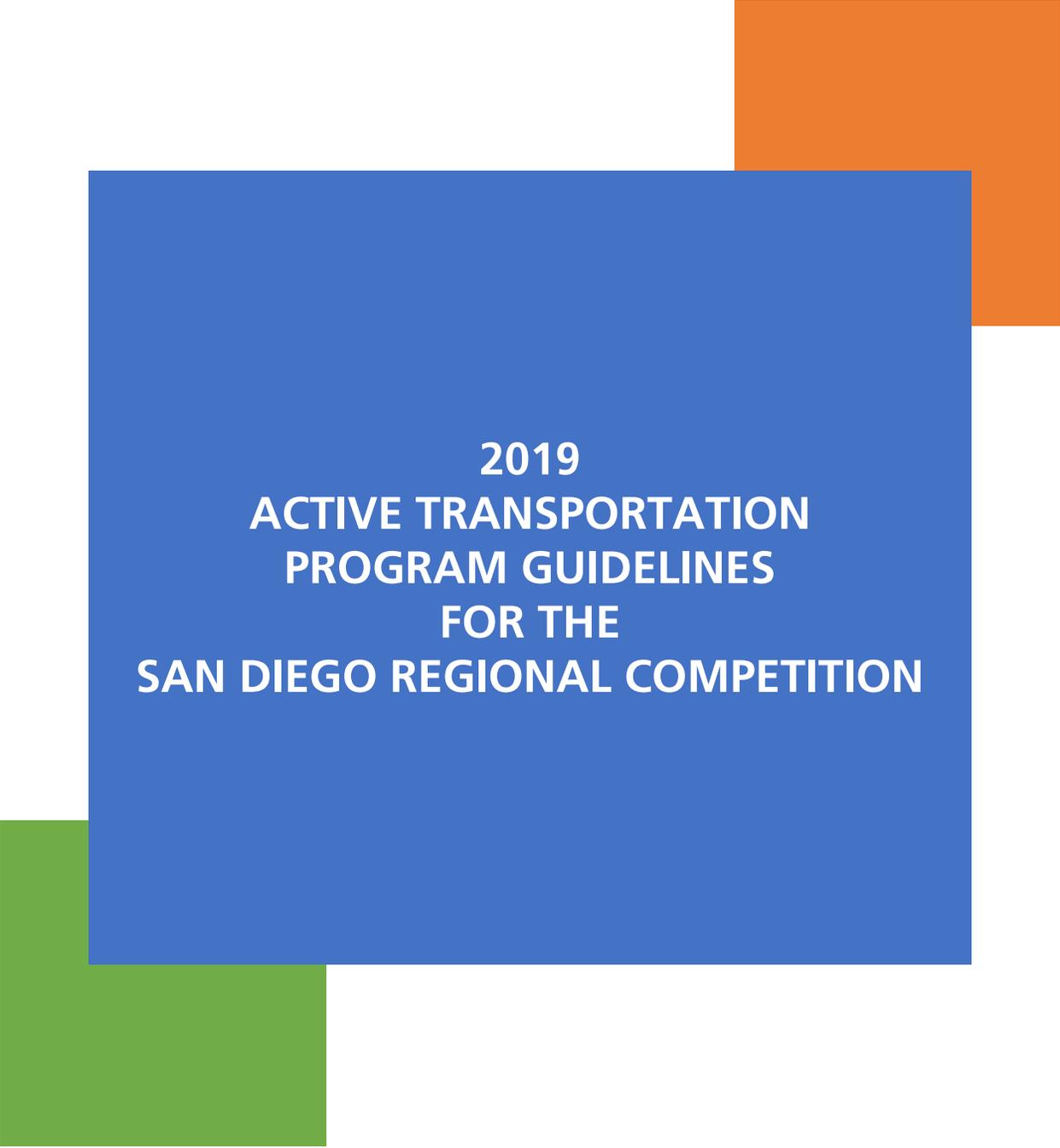
KIM KAWADA
Chief Deputy Executive Director

KKK/JRU

Enclosures:

1. SANDAG Regional Guidelines for CTC Approval
2. SANDAG June 22, 2018 Board of Directors Report
3. SANDAG Resolution No. 2018-20

cc: Ms. Laurie Waters, CTC
Ariana zur Nieden and Jenny Russo, SANDAG

The background of the page features three large, overlapping rectangular blocks of color: a large blue block in the center, an orange block in the upper right, and a green block in the lower left.

**2019
ACTIVE TRANSPORTATION
PROGRAM GUIDELINES
FOR THE
SAN DIEGO REGIONAL COMPETITION**

BACKGROUND OF THE ATP PROGRAM

The Active Transportation Program (ATP) was created by Senate Bill 99 (Chapter 359, Statutes of 2013) and Assembly Bill 101 (Chapter 354, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking. Senate Bill 1 (SB 1) (Chapter 2031, statutes of 2017) added an additional \$100 million per year in funding from the Road Maintenance and Rehabilitation Account. The ATP is administered jointly by the California Transportation Commission (CTC) and Caltrans.

State and federal law separate the ATP into multiple, overlapping components. ATP funds are distributed through three separate competitive programs:

1. **Small Urban/Rural Competition** - 10 percent of ATP funds are distributed to small urban and rural areas with populations of 200,000 or less via a competitive process administered jointly by the CTC and Caltrans. Small urban areas are those with populations of 5,001 to 200,000. Rural areas are those with populations of 5,000 or less. Projects within the boundaries of an MPO with an urban area with a population of greater than 200,000 (e.g. San Diego) are not eligible for funding in the Small Urban or Rural programs.
2. **Statewide Competition** - 50 percent of ATP funds are distributed to projects competitively awarded by the CTC on a statewide basis.
3. **Regional Competition** - 40 percent of ATP funds are distributed to Metropolitan Planning Organizations (MPOs) in urban areas with populations greater than 200,000. These funds are distributed based on total MPO population. The funds allocated under this portion of the ATP must be selected through a competitive process facilitated by the MPOs. As an MPO, SANDAG is the administrator for the San Diego regional competition. Projects not selected for programming in the statewide competition must be considered in the Regional Competition.

QUESTIONS

If you have any questions regarding the ATP, please contact:

Jenny Russo
Jenny.Russo@sandag.org
(619) 699-7314

A minimum of 25 percent of the funds distributed by each of the three competitions must benefit disadvantaged communities.

PURPOSE OF THE ATP

The purpose of the ATP is to implement strategies that increase and attract active transportation users; provide facilities for walking and biking in urban, suburban, and rural portions of the region; and to provide connections between them. Projects and programs funded through this program are consistent with the vision of the Regional Transportation Plan/Sustainable Communities Strategy for the San Diego Region.

ATP PROGRAM GOALS

California Senate Bill (SB) 99 established California's ATP with six program goals that provide a foundation for the state and regional ATP programs:

- Increase the proportion of trips accomplished by biking and walking
- Increase the safety and mobility of non-motorized users
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals as established pursuant to SB 375 (Chapter 728, Statutes of 2008) and SB 391 (Chapter 585, Statutes of 2009)
- Enhance public health, including reduction of childhood obesity through the use of programs including but not limited to projects eligible for Safe Routes to School Program funding
- Ensure that disadvantaged communities fully share in the benefits of the program
- Provide a broad spectrum of projects to benefit many types of active transportation users

ACTIVE TRANSPORTATION PROGRAM GUIDELINES

Senate Bill 99 and Assembly Bill 101 require the CTC to develop program guidelines for each cycle of the ATP that describe the policy, standards, criteria, and procedures for the development, adoption, and management of the ATP. The Guidelines provide additional information beyond what is described in these guidelines and should be reviewed by applicants prior to submitting an application for ATP funding. The Guidelines are posted on the CTC's website at <http://www.catc.ca.gov/programs/atp/>.

CYCLE 4 SCHEDULE

The following schedule lists the major milestones for the development and adoption of the Cycle 4 ATP.

STATEWIDE COMPETITION	
CTC adoption of ATP Guidelines	5/16/2018
Estimated available funding released	5/16/2018
Statewide Call for Projects released	5/16/2018
ATP Workshop at Caltrans	6/20/2018
Application submittal deadline for Statewide Competition	7/31/2018
CTC staff recommendation of projects for Statewide Competition	12/31/2018
CTC approval of recommended projects for Statewide Competition	January 2019
REGIONAL COMPETITION	
Estimated available funding released by CTC	5/16/2018
Staff recommendation of Regional ATP guidelines presented to SANDAG Transportation Committee	6/1/2018
Regional ATP guidelines considered by SANDAG Board of Directors	6/22/2018
CTC considers SANDAG Regional Guidelines for approval	8/15/2018
Regional Call for Projects released	8/17/2018
Application submittal deadline for Regional Competition	9/28/2018
Scoring and ranking of Regional Competition applications	10/8/2018- 1/4/2019
<i>TransNet</i> Swap coordination with applicants (if applicable) for Regional Competition	1/7/2019- 1/18/2019
SANDAG Independent Taxpayer Oversight Committee (ITOC) reviews <i>TransNet</i> /ATP Swap concept (if applicable)	2/13/2019
Deadline for Applicants to submit Resolution	2/1/2019
Publication of recommended ranked project list (through posting of Transportation Committee Agenda) for Regional Competition	2/8/2019
Staff recommendation of Regional Competition ranked projects presented to SANDAG Transportation Committee	2/15/2019
Regional ATP project rankings considered by SANDAG Board of Directors	2/22/2019
CTC considers adoption of ranked project list for SANDAG Regional Competition	June 2019

FUNDING

Sources

The ATP is funded from various federal and state funds appropriated in the annual State Budget Act.

- Federal Transportation Alternative Program funds, except for federal Recreation Trail Program funds appropriated to the Department of Parks and Recreation
- Federal Highway Safety Improvement Program funds or other federal funds
- State Highway Account funds
- Road Maintenance and Rehabilitation Account (SB 1) funds

All ATP projects must meet eligibility requirements specific to at least one ATP funding source.

Amount of Funding Available

Cycle 4 of the ATP includes funding for four years; 2019-2020, 2020-2021, 2021-2022, and 2022-2023. The amount of funding available for Cycle 4 is estimated as follows:

- Statewide Competition: \$439,560,000
- San Diego Regional Competition: \$15,874,000

Minimum Request for Funds

In order to maximize the effectiveness of program funds and to encourage the aggregation of small projects into one larger comprehensive project, the minimum request for ATP funds that will be considered is \$250,000. This minimum does not apply to non-infrastructure projects, Safe Routes to Schools projects, Recreational Trails projects, and plans.

Maximum Request for Funds

The total aggregate amount of funding requested by each applicant cannot exceed the total amount available.

Matching & Leveraging funds

- Matching funds are additional federal, state and local funds that are dedicated to the ATP project and will be used for any eligible ATP expenses.
- Leveraging funds include all financial sources, in-kind resources, and/or services that the applicant can secure on behalf of the ATP project. Leveraged funds may be used for any project-related expenses, even if the expenses are not eligible in the ATP.

Matching and leveraging funds are not required. If an applicant chooses to provide matching or leveraging funds, the funds cannot be from any of the CTC's competitive funding programs (Solutions for Congested

Corridors Program, Trade Corridor Enhancement Program, Local Partnership Program, or Active Transportation Program). Eligible leveraged funds spent or committed to earlier project phases will be considered. Applications must include a complete (phase-by-phase) project funding plan through construction that demonstrates that the ATP and leveraged funding in the plan (local, federal, state, private sources) is reasonably expected to be available and sufficient to complete the project.

Funding for Active Transportation Plans

Funding from the ATP may be used to fund the development of community-wide active transportation plans within or, for area-wide plans, encompassing disadvantaged communities, including bike, pedestrian, safe routes to schools, or comprehensive active transportation plans.

A maximum amount of two percent (2%) of the funds distributed by the regional competition will be available for funding active transportation plans.

Reimbursement

The ATP is a reimbursement program for eligible costs incurred. In order for an item to be eligible for ATP reimbursement, that item's primary use or function must meet the ATP purpose and at least one of the ATP goals. Reimbursement is requested through the invoice process detailed in Chapter 5, Accounting/Invoices, of the Caltrans Local Assistance Procedures Manual. Costs incurred prior to CTC allocation and, for federally funded projects, Federal Highway Administration project approval (i.e. Authorization to Proceed) are not eligible for reimbursement.

ELIGIBLE APPLICANTS

The following entities, within the State of California, are eligible to apply for ATP funds:

- **Local, Regional, or State Agencies** – examples include city, county, MPO, and Regional Transportation Planning Agency (RTPA)
- **Caltrans** - Caltrans nominated projects must be coordinated and aligned with local and regional priorities. Caltrans is required to submit documentation that local communities are supportive of and have provided feedback on the proposed Caltrans ATP project. Caltrans must also submit documentation to support the need to address the project with ATP funds, versus other available funding sources such as the State Highway Operations and Protection Program (SHOPP).
- **Transit Agencies** – Any agency responsible for public transportation that is eligible for funds under the Federal Transit Administration (FTA)
- **Natural Resources or Public Land Agencies** – Federal, Tribal, State, or local agency responsible for natural resources or public land administration. Examples include:
 - State or local park or forest agencies
 - State or local fish and game, or wildlife agencies
 - Department of the Interior Land Management Agencies
 - U.S. Forest Service
- **Public Schools or School Districts**
- **Tribal Governments** – Federally-recognized Native American Tribes. For funding awarded to a tribal government, a fund transfer to the Bureau of Indian Affairs may be necessary. A tribal government may also partner with another eligible entity to apply, if desired.
- **Private Nonprofit Tax-Exempt Organizations** – May apply for projects eligible for Recreational Trail Program funds, recreational trails and trailheads, park projects that facilitate trail linkages or connectivity to non-motorized corridors, and conversion of abandoned railroad corridors to trails. Projects must benefit the general public, not only a private entity.
- **Other** - Any other entity with responsibility for oversight of transportation or recreational trails that the CTC determines to be eligible.

MASTER AGREEMENT

The implementing agency for ATP funds assumes responsibility and accountability for the use and expenditure of program funds. Applicants and/or implementing agencies must be able to comply with all federal and state laws, regulations, and policies and procedures required to enter into a Local Administering Agency-State Master Agreement (Master Agreement). Refer to Chapter 4, Agreements, of the Caltrans Local Assistance Procedures Manual (LAPM) for guidance and procedures on Master Agreements. The LAPM is available here: <http://www.dot.ca.gov/hq/LocalPrograms/lam/lapm.htm>.

BASELINE AGREEMENTS

The CTC requires project Baseline Agreements for ATP projects with a total project cost of \$25 million or greater or a total programmed amount of \$10 million or greater. Additional information on Baseline Agreements can be found in the SB 1 Accountability and Transparency Guidelines, which are available here: <http://www.catc.ca.gov/programs/sb1/docs/032118-Final-adopted-Accountability-Transparency-Guidelines.pdf>

PARTNERING WITH IMPLEMENTING AGENCIES

Eligible applicants that are unable to apply for ATP funds or that are unable to enter into a Master Agreement with the State must partner with an eligible applicant that can implement the project. In addition, eligible applicants that are unfamiliar with the requirements to administer a Federal-Aid Highway Program project are encouraged to partner with an eligible applicant that can implement the project. If another entity agrees to be the implementing agency and assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement (e.g. letter of intent) must be submitted with the project application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the request for allocation. The implementing agency will be responsible and accountable for the use and expenditure of program funds.

ELIGIBLE PROJECTS

All projects will be selected through the competitive process and must meet one or more of the ATP program goals. Because some of the funds in the ATP are federal funds, projects must be federal-aid eligible unless the project is designated as “State Only Funded” at the time of programming. Refer to the most recent Federal-Aid Project Funding Guidelines available at <http://www.dot.ca.gov/hq/LocalPrograms/STIP.htm> for more information on what projects may be eligible for state only funds. The CTC may designate projects as SB 1 funded projects at time of programming.

The CTC encourages applicants to apply for projects that provide a transformative benefit to a community or a region.

All projects submitted must be consistent with the 2050 Regional Transportation Plan/Sustainable Communities Strategy.

Project Categories

All eligible projects must apply with an application for one of the following project categories. Applications for plans may not be combined with applications for infrastructure or other non-infrastructure projects.

There are four different eligible project types:

1. Infrastructure Projects

Capital projects that will further the goals of the ATP. This typically includes the environmental, design, right-of-way, and construction phases of a capital (facilities) project.

A new infrastructure project will not be programmed without a complete Project Study Report (PSR) or PSR equivalent. The application will be considered a PSR equivalent if it defines and justifies the project scope, cost, and schedule. Though the PSR or equivalent may focus on the project phases proposed for programming, it must provide at least a preliminary estimate of costs for all phases. PSR guidelines are posted on the CTC’s website at [http://catc.ca.gov/programs/atp/docs/Project_Study_Report_\(PSR\)_Guidelines.pdf](http://catc.ca.gov/programs/atp/docs/Project_Study_Report_(PSR)_Guidelines.pdf). Further guidance can be found in the Caltrans Project Development Procedures Manual, which is available at <http://www.dot.ca.gov/design/manuals/pdpm.html>.

A capital improvement that is required as a condition for private development approval or permit is not eligible for funding from the ATP.

2. Non-Infrastructure Projects

Education, encouragement, and enforcement activities that further the goals of the ATP. NI projects can be start-up programs or new and/or expanded components of existing programs. All NI projects must demonstrate how the program is sustainable and will be continued after ATP funding is exhausted. The CTC intends to focus funding for non-infrastructure on start-up projects. A project is a start-up when no program currently exists. A project with new and/or expanded components to an existing program must demonstrate how the original program is continuing without ATP funding. ATP cannot fund existing or ongoing program operations. Non-infrastructure projects are not limited to those that benefit school students.

Eligible Education Encouragement, and Awareness programs may include, but are not limited to:

- Education programs that teach walking and bicycling safety skills to children and adults through schools, places of employment, community centers, or other venues.
- Encouragement programs that propose targeted outreach and events designed to encourage walking and bicycling as a viable mode of transportation for everyday/utilitarian trips.
- Awareness programs that intend to improve overall roadway safety, especially for bicyclists and pedestrians, by impacting the attitudes and behaviors of the general public through multimedia campaigns.

3. **Infrastructure Projects with Non-Infrastructure Components**

Projects that have both infrastructure and non-infrastructure components will be scored using the scoring criteria that represents the higher proportion of the project. For example, a project that is more than 50 percent infrastructure will be scored using the infrastructure scoring criteria. Combination projects need to specify the percentage of each component (e.g. 75% infrastructure and 25% non-infrastructure).

4. **Plans**

The development of a community-wide bicycle, pedestrian, safe routes to school, or active transportation plan that encompasses or is predominately located in a disadvantaged community.

- The first priority for the funding of active transportation plans will be for cities, counties, county transportation commissions, regional transportation planning agencies, MPOs, school districts, or transit districts that have neither a bicycle plan, a pedestrian plan, a safe routes to schools plan, nor a comprehensive active transportation plan.
- The second priority for the funding of plans will be for cities, counties, county transportation commissions, regional transportation planning agencies, or MPOs that have a bicycle plan or a pedestrian plan but not both.
- The lowest priority for funding of plans will be for updates of active transportation plans older than 5 years.

Applications for plans may not be combined with applications for infrastructure or other non-infrastructure projects.

DISADVANTAGED COMMUNITY REQUIREMENT

For a project to contribute toward the Disadvantaged Communities funding requirement, the project must clearly demonstrate, with verifiable information, a direct, meaningful, and assured benefit to a disadvantaged community. A project is considered beneficial if it fulfills an important need of low-income people in a way that provides a significant value. The project's benefits must primarily target low-income people while avoiding substantial burdens on a disadvantaged community.

The application must clearly articulate how the project benefits the disadvantaged community. There is no presumption of benefit, even for projects located within a disadvantaged community. For a project to qualify as directly benefiting a disadvantaged community, the project must:

- be located within or be within reasonable proximity to, the disadvantaged community served by the project,
- the project must have a direct connection to the disadvantaged community, or
- the project must be an extension or a segment of a larger project that connects to or is directly adjacent to the disadvantaged community.

To qualify as a disadvantaged community, the community served by the project must meet at least one of the following criteria:

- **Median Household Income:** The median household income (table ID B19013) is less than 80 percent of the statewide median based on the most current census tract (ID 140) level data from the 2012-2016 American Community Survey (<\$51,026). Communities with a population less than 15,000 may use data at the census block group (ID 150) level. Unincorporated communities may use data at the census place (ID 160) level. Data is available at <http://factfinder2.census.gov/faces/nav/jsf/pages/index.xhtml>.
- **CalEnviroScreen:** An area identified as among the most disadvantaged 25 percent in the state according to the CalEPA and based on the California Communities Environmental Health Screening Tool 3.0 (CalEnviroScreen 3.0) scores. The score must be greater than or equal to 39.34. The list can be found at the following link under SB 535 list of disadvantaged communities: <http://www.calepa.ca.gov/EnvJustice/GHGInvest/>.
- **National School Lunch Program:** At least 75 percent of public school students in the project area are eligible to receive free or reduced-price meals under the national school lunch program. Data is available at <http://www.cde.ca.gov/ds/sd/sd/filessp.asp>. Applicants using this measure must indicate how the project benefits the school students in the project area. The project must be located within 2 miles of the school(s) represented by this criteria.
- **SANDAG Regional Transportation Plan:** The definition of a disadvantaged community as adopted in the SANDAG regional transportation plan (San Diego Forward: The Regional Plan, available at <http://www.sdforward.com/regionalplan>). San Diego Forward: The Regional Plan defines disadvantaged communities as minority, low-income, and senior populations.
 - The term "minority" is described by the Federal Highway Administration as: Black (having origins in any of the black racial groups of Africa); Hispanic (of Mexican, Puerto Rican, Cuban, Central or South

American or other Spanish culture or origin, regardless of race); Asian American (having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent, or the Pacific Islands); or American Indian and Alaskan Native (having origins in any of the original people of North America and who maintains cultural identification through tribal affiliation or community recognition).

- Low-income populations are those with income levels below 200 percent of the Federal Poverty Rate.
- Senior populations include anyone 75 years old and older.
- **Native American Tribal Lands:** Projects located within Federally Recognized Tribal Lands (typically within the boundaries of a Reservation or Rancheria).
- **Other:** If a project applicant believes a project benefits a disadvantaged community but the project does not meet the aforementioned criteria due to a lack of accurate Census data or CalEnviroScreen data that represents a small neighborhood or unincorporated area, the applicant must submit for consideration a quantitative assessment to demonstrate that the community's median household income is at or below 80% of that state median household income.

PROJECT APPLICATION REQUIREMENTS

To apply for the regional competition, all applicants must complete the following items. All projects must have been submitted through the statewide competitive program using the electronic application (no new projects can be submitted for the regional component).

1. **The application utilized for the statewide competition**
2. **The Regional ATP Supplemental Questionnaire**

The Regional ATP Supplemental Questionnaire is included on the following page.

3. **A resolution from the applicant's authorized governing body that includes the following provisions, consistent with SANDAG Board Policy No. 035:¹**

- Applicant's governing body commits to providing the amount of matching & leveraging funds set forth in the grant application.
- Applicant's governing body authorizes staff to accept the grant funding and execute a grant agreement, if an award is made by the CTC or SANDAG.

Applicants that submit applications for the statewide competition will automatically be considered for the regional competition. Applicants that applied for the statewide competition do not need to submit another copy of their application to SANDAG if they have already provided one as part of the statewide competition. All applicants for the regional competition must submit the Regional ATP Supplemental Questionnaire and a resolution from their authorized governing body to provide additional information needed for the regional competition.

SUBMITTAL DEADLINE

One electronic (PDF) copy of the application must be received by SANDAG no later than **5 p.m. on Friday, September 28, 2018**. Applications should be addressed to:

Jenny R. Russo
Regional ATP Administrator
Jenny.Russo@sandag.org

¹ The Resolution should be submitted with the Application, but at the very latest, must be received by SANDAG prior to February 1, 2019. The Resolution will be utilized in the event a *TransNet*-ATP funding exchange is implemented.

REGIONAL ATP SUPPLEMENTAL QUESTIONNAIRE

Applicants that would like to be considered for funding for the regional ATP competition must answer the following questions, as a supplement to the statewide application:

Non-Infrastructure Projects

- Innovation: Does the project propose innovative solutions that show the potential to serve as a replicable model to the region/city?

Infrastructure Projects

- Project Readiness – Completion of Major Milestones

Which of the following steps for the project have been completed?

1. Community Active Transportation Strategy/Neighborhood-Level Plan/Corridor Study
2. Environmental Documentation/Certification
3. Right-of-Way Acquisition
4. Final Design

- Linkages to Bicycle, Pedestrian, and Transit Networks

Provide a map that clearly illustrates the project's relationship to existing local and regional bicycle, pedestrian, and transit facilities. Specifically, note if the project closes any gaps in bicycle and pedestrian facilities.

- Effectiveness and Comprehensiveness of Proposed Project

Describe the specific traffic calming, pedestrian, and bicycle treatments being proposed and why they are particularly suited to address the needs of the project area. Address how the traffic calming measures will benefit pedestrians and bicycles.

- Complementary Programs

Describe any programs that complement the proposed infrastructure improvements, including awareness, education efforts, increased enforcement, bicycle parking, etc. and who will be implementing them. In order to achieve points, programs must be included in the scope of the project.

- Innovation

Is this project an FHWA or state experimentation effort? Does this project propose innovative solutions that are included in the NACTO Urban Bikeway Design Guide or propose solutions that are new to the region/city? Does the project leverage advanced technologies?

PROJECT SELECTION PROCESS

Step 1: Eligibility Screen

Applications will be screened for eligibility, which will consist of the following:

- Consistency with the 2050 Regional Transportation Plan/Sustainable Community Strategy
- Use of appropriate application
- Supplanting funds: a project that is already fully funded will not be considered for funding in the ATP. ATP funds cannot be used to supplant other committed funds.
- Eligibility of project: the project must be one of the four types of projects listed in these guidelines.

Applications will be removed from the competitive process if found ineligible.

Step 2: Quantitative Evaluation

SANDAG will conduct the quantitative evaluation for all Geographic Information Systems (GIS) and formula-based scores.

Step 3: Qualitative Evaluation

A multidisciplinary review panel representing a broad array of active transportation-related interests, such as expertise in bicycling and pedestrian transportation, Safe Routes to School projects, and projects that benefit disadvantaged communities will be convened to score the qualitative portion of the application. Panel members will not review or comment on applications from their own organization; or in the case of the County of San Diego, from their own department. Eligible applicants that do not apply for ATP funding will be encouraged to participate in the multidisciplinary review panel.

Step 4: Initial Ranking

An initial list of project rankings will be produced.

Step 5: Disadvantaged Communities Adjustment

Rankings will be adjusted to ensure that 25 percent of the available funds are dedicated to projects and programs that benefit Disadvantaged Communities as identified in the CTC Guidelines.

Step 6: Final Ranking & Contingency Project List

The final list of project rankings will be produced.

SANDAG will recommend a list of Regional ATP projects for programming by the CTC that is financially constrained against the amount of ATP funding available (as identified in the approved ATP Fund Estimate). In addition, SANDAG will include a list of contingency projects, listed in order based on the project's final ranking. SANDAG intends to fund projects on the contingency list should there be any project failures or savings in the Cycle 4 Regional ATP. This will ensure that the Regional ATP will fully use all ATP funds, and

that no ATP funds are lost to the region. The contingency list is valid until the adoption of the next Statewide ATP cycle.

The final ranking and contingency project list will be provided to the CTC in February 2019 for consideration by the CTC in June 2019.

STEP 7: TransNet-ATP Funding Exchange (Optional Step)

If a SANDAG project is selected to receive ATP funding as a result of the regional ATP competitive process, and the funding plan for that project contains *TransNet* funds, there may be an opportunity to implement a funding exchange with projects from local jurisdictions recommended through the regional ATP. This exchange would reduce the administrative burden to local jurisdictions associated with ATP funding requirements, and would consolidate the allocation of ATP funds to as few projects as practicable. Should a funding exchange be proposed, local jurisdiction projects that elect to participate in the exchange would be removed from the regional ATP ranking and be funded through the *TransNet Active Transportation Grant Program (ATGP)*. The *TransNet*-funded projects would be administered as other *TransNet* ATGP projects and be subject to the terms and conditions of SANDAG Board Policy No. 035. Projects from applicants other than local jurisdictions are ineligible for the *TransNet*-ATP funding exchange.

SANDAG staff will make the determination of whether a funding exchange is an option under the Cycle 4 Regional ATP. The ability to make the exchange and the terms and conditions of such exchange shall be in SANDAG's sole discretion and this determination will be made for Cycle 4 only.

Note:

- Projects that are a component of major roadway reconstruction projects funded by *TransNet* are subject to the Routine Accommodations Provisions outlined in SANDAG Board Policy No. 031: *TransNet* Ordinance and Expenditure Plan Rules, Rule 21 and will not be eligible for the funding exchange.
- Per the adoption of San Diego Forward: The Regional Plan and GHG Mitigation Measure 4A included in the Environmental Impact Report, local jurisdictions receiving *TransNet* ATGP funding must have both a locally-adopted Climate Action Plan (CAP) and Complete Streets (CS) Policy. The CAP and CS Policy must meet the requirements outlined in GHG Mitigation Measure 4A and in the California Complete Streets Act of 2008. Local jurisdictions that do not have an adopted CAP or CS in place at the time the *TransNet*-ATP exchange is offered will not be eligible for the funding exchange.

EVALUATION PANEL

The proposed projects will be scored by an evaluation panel consisting of Active Transportation Working Group (ATWG) members, Cities/County Transportation Advisory Committee (CTAC) members, Regional Planning Technical Working Group (TWG) members, and/or an academic or other individual with expertise in bicycling and pedestrian transportation, Safe Routes to School projects, and projects that benefit disadvantaged communities or a related field. Panel members will not represent project applicants for funding under Cycle 4 from their own agency/department, will not have had prior involvement in any of the submitted projects, nor may they (nor the organizations they represent) receive compensation for work on any of the funded projects in the future. The scoring criteria are specified in the scoring criteria matrix for each grant program.

SCORING PROCESS

The criteria upon which projects will be scored fall into two general categories:

- **Objective criteria** that are data-oriented and relate to existing or planned bicycle and pedestrian network connections, access to transit services, other transportation safety measures, cost effectiveness, and matching funds.
- **Subjective criteria** that relate to the quality of the proposed plan or project.

Objective data-oriented criteria will be based on Geographic Information System (GIS), the 2050 Regional Transportation Plan and its Sustainable Communities Strategy, Riding to 2050: The San Diego Regional Bike Plan, and the 2050 Regional Growth Forecast. For information that is not readily available to SANDAG, Applicants will be asked to provide supplementary data. Points for objective criteria will be calculated by either the SANDAG Department of Data Analytics and Modeling staff or Contracts and Procurement staff in accordance with the point structures delineated in the scoring criteria. Those criteria are marked with an asterisk (*) in the scoring criteria matrix of each program.

For subjective criteria related to the quality of the proposed project, applicants will need to provide responses. Points for subjective criteria will be awarded by the members of the evaluation panel.

PROJECT RANKINGS

Project rankings will be produced using a “Sum of Ranks” approach. Using this approach, projects will receive two scores: (1) objective formula-based points that are calculated by either SANDAG Department of Data Analytics and Modeling staff or Contracts and Procurement staff and (2) subjective quality-based points that are awarded by members of the Evaluation Panel. The objective points earned will be added to the subjective points awarded by each evaluator on the panel, and will then be translated into project rankings for each evaluator. For example, the project awarded the most points from a single evaluator will rank number one; the project awarded the second most points will rank number two; and so on (one being the best rank a project can receive). The rankings from each individual evaluator will then be added together for each project to produce an overall project ranking (Sum of Ranks). Therefore, projects with the lowest overall numerical rank will have performed the best.

The list of overall project rankings will be used to recommend funding allocations in order of rank. The top-ranking projects (or the projects with the lowest overall numerical rank) will be recommended for funding in

descending rank until funding is exhausted. If two or more project applications receive the same rank that is the funding cut-off score, the following criteria will be used to determine which project(s) will be funded, in order of priority:

- Infrastructure projects
- Construction readiness (i.e. completion of PA&ED, PS&E, R/W)
- Highest score on the following question:
 - Infrastructure Projects: Criteria #5 - Project Readiness
 - Non-Infrastructure Projects: Criteria #4 - Methodology
- Highest score on the following question:
 - Infrastructure Projects: Criteria #3C – Alignment with ATP Goals
 - Non-Infrastructure Projects: Criteria #2 - Alignment with ATP Goals

SELECTION PROCESS

SANDAG Contracts and Procurement staff will present the list of overall project rankings and corresponding funding recommendations to the Transportation Committee for recommendation to the SANDAG Board of Directors. The SANDAG Board will review and recommend the final list of projects to the CTC for consideration. The CTC will consider the Regional ATP project rankings at its meeting in June 2019.

INFRASTRUCTURE SCORING CRITERIA GUIDANCE

The following narrative descriptions will be used to assist the evaluation panel in scoring infrastructure project applications. The Infrastructure Scoring Criteria Matrix on pages 26-27 is a summary of this information.

1. DEMAND ANALYSIS

*NOTE: SANDAG Department of Data Analytics and Modeling staff will calculate the points awarded for this criteria based on a GIS analysis of the project area relative to the seven factors listed below.

A half-mile buffer will be created around pedestrian improvement projects and a one-mile buffer will be created around bicycle improvement projects. Data will be gathered for each of the factors for each project buffer. Results for each factor will be ranked from highest to lowest (except for vehicle ownership, which will be ranked from lowest to highest), in quintiles (5 equal groups), for all projects. Projects will then be scored relative to each other by ranking the raw scores from highest (up to 15 points) to lowest (1 point). (Up to 15 points possible)

- Population (highest – lowest)
- Population Density (highest – lowest)
- Employment Density (highest – lowest)
- Intersection Density (highest – lowest)
- Activity Centers (highest – lowest)
- Employment (highest – lowest)
- Vehicle Ownership (lowest – highest)

2. PROJECT CONNECTIONS

A. REGIONAL BICYCLE NETWORK

*NOTE: The SANDAG Department of Data Analytics and Modeling will calculate the points awarded for this criteria using the Regional Bicycle Network laid out in SANDAG Riding to 2050: The San Diego Regional Bike Plan. (Up to 8 points possible)

- Will the proposed project *connect to* part of the existing or planned Regional Bicycle Network? (6 points)

or

- Will the proposed project *construct part of* the existing or planned Regional Bicycle Network? (8 points)

Zero points will be awarded to projects that neither build nor connect to the existing or planned Regional Bicycle Network.

B. EXISTING OR PROGRAMMED TRANSIT

*NOTE: The SANDAG Department of Data Analytics and Modeling staff will calculate the points awarded for these criteria. Up to 12 points will be awarded based on proximity to existing or programmed transit facilities included in San Diego Forward: The Regional Plan (adopted in 2015).

A regional transit station is defined as any station served by COASTER, SPINTER, Trolley, *Rapid*, or *Rapid Express* Routes. Distance refers to walking distance based on actual available pathways. Projects that propose both bicycle and pedestrian improvements will be eligible to receive points for both modes in this category. *(Up to 12 points possible)*

- Bicycle improvement within 1.5 miles of a regional transit station (6 points)

and/or

- Pedestrian improvement within 1/4 mile of a local transit stop (2 points)
- Pedestrian improvement directly connects to a local transit stop (4 points)
- Pedestrian improvement within 1/2 mile of a regional transit station (4 points)
- Pedestrian improvement directly connects to a regional transit station (6 points)

C. COMPLETES CONNECTION IN LOCAL BICYCLE NETWORK

Up to 10 points will be awarded based on how well the project will close a gap between existing local bicycle facilities. Applicant must demonstrate evidence of an existing gap. A gap is defined as a lack of facilities between two existing facilities, or a situation where there is an undesirable change in facility type. For example, a project upgrading a connection between two Class II segments from a Class III to a Class II segment could be closing a gap. Projects that do not propose to close a gap between existing local bicycle facilities will receive 0 points.

D. EXISTING PEDESTRIAN NETWORK

Up to 10 points will be awarded based on how well the project will close a gap in the existing pedestrian network. Applicant must demonstrate evidence of an existing gap. Examples include missing sidewalk segments, or enhancement of one or more blocks in between blocks that have previously been upgraded. Projects that do not propose to close a gap in the existing pedestrian network will receive 0 points.

3. SAFETY AND QUALITY OF PROJECT

Points will be awarded based on the quality of proposed measures and the potential to address community needs identified by the Applicant. The highest scoring projects will make significant infrastructure changes that result in reduced speeds and safer environments for bicyclists and pedestrians, balance the needs of all modes, and include a broad array of devices to calm traffic and/or prioritize bicyclists and pedestrians. Low-scoring projects will have fewer features and make minimal improvements.

A. SAFETY AND ACCESS IMPROVEMENTS

Points for this section will be awarded based on the applicant's description of safety hazards and/or collision history within the last 7 years, the degree of hazard(s), and potential for increasing bicycle or pedestrian trips. Some hazards may be so unsafe as to prohibit access and therefore lack collision data. Projects lacking collision data may still receive points for creating safe access or overcoming hazardous conditions.

To earn points without collision data, the Applicant must describe detractors in the project area that prohibit safe access (ex. lack of facilities, high traffic volumes/speeds where bicycle/pedestrian trips would increase with safer access, freeway on/off ramps, blind curves, steep slopes, etc.) Vehicle speed limit and average daily traffic information will be considered in identifying the degree of hazard. *(Up to 18 points possible)*

- One to two correctable collisions involving non-motorized users (2 points)
- Three to four correctable collisions involving non-motorized users (4 points)
- Five or more correctable collisions involving non-motorized users (6 points)
- Creates access or overcomes barriers in an area where hazardous conditions prohibit safe access for bicyclists and pedestrians (6 points)
- Creates a new or safer crossing for bicyclists and/or pedestrians across railroad or light rail tracks (6 points).

B. IMPACT AND EFFECTIVENESS OF PROPOSED BICYCLE, PEDESTRIAN, AND/OR TRAFFIC CALMING MEASURES

Up to 5 points are available within each of the three project categories: bicycle, pedestrian, and/or traffic calming measures. Therefore, projects that propose improvements in more than one category are eligible to earn more points *(up to 18 total points possible)*. Traffic calming measures that consist of roadway improvements that benefit motorists only will receive 0 points.

In scoring traffic calming measures, the following minimum thresholds for frequency/effectiveness of traffic calming devices along a roadway will be taken into consideration:

- Residential Street (20 mph) = Devices every 250 feet (on either side)
- Collector or Main Street (25 mph) = Devices every 400 feet
- Arterial street (35 mph) = Devices every 800 feet

Points will be distributed based on how well the application addresses the following:

- How well will the proposed traffic calming devices address the identified need in the project area? Are the proposed solutions appropriate for the situation? (Up to 6 points)
- How well will the proposed pedestrian improvements address the identified need in the project area? (Up to 6 points)
- How well will the proposed bicycle improvements address the identified need in the project area? (Up to 6 points)

C. ALIGNMENT WITH ATP GOALS

Points will be awarded based on how well the proposed project aligns with ATP Program Goals. *(Up to 18 points possible)*

- How well will the proposed project increase the proportion of trips accomplished by biking and walking? (up to 3 points)
- How well will the proposed project increase the safety and mobility of non-motorized users? (up to 3 points)
- How well will the proposed project advance the active transportation efforts of SANDAG to achieve greenhouse gas reduction goals as established pursuant to SB 375 and SB 39? (up to 3 points)
- How well will the proposed project enhance public health, including reduction of childhood obesity through the use of programs including but not limited to projects eligible for Safe Routes to School Program funding? (up to 3 points)
- How well will the proposed project ensure that disadvantaged communities fully share in the benefits of the project? (up to 3 points)
- How well will the proposed project benefit many types of active transportation users? (up to 3 points)

D. INNOVATION

Points will be awarded based on the breadth of solutions proposed by the project that are new to the region/city and if the project leverages advanced technologies. The NACTO Urban Bikeway Design Guide available at <http://nacto.org/cities-for-cycling/design-guide/> will be referred to for examples of innovative improvements, such as:

- Bike signals and beacons
- Intersection treatments (bike boxes, intersection crossing markings, median refuge islands, through bike lanes)
- Bikeway signing and marking (colored bike facilities, bike route wayfinding signage/markings)

No points will be awarded for facilities or treatments that have received Federal Highway Administration approval (ex. Sharrows), unless they are new to the region/city. *(Up to 12 points possible)*

- Is this project an Federal Highway Administration or state experimentation effort? (4 points)
- Does this project propose innovative solutions that are included in the NACTO Urban Bikeway Design Guide or propose solutions that are new to the region/city? (6 points)
- Does the project leverage advanced technologies? (2 points)

4. SUPPORTIVE POLICIES AND PROGRAMS

This section will be scored based upon the Applicant's demonstration of plans, policies, and programs that support the proposed project. Consideration will be given to both the breadth and depth of plans, policies, and programs.

A. COMPLIMENTARY PROGRAMS

Points will be awarded based on how well the Applicant demonstrated that the proposed project will be complemented by supportive programs including, but not limited to: awareness campaigns, education efforts, increased enforcement, and/or bicycle parking. Projects that demonstrate collaboration and integration with the supportive program(s) will be given higher scores. *(Up to 6 points possible)*.

B. GREENHOUSE GAS (GHG) EMISSION REDUCTIONS

Points will be awarded based on whether the Applicant or relevant local jurisdiction has an adopted Climate Action Plan (CAP) and/or complete streets policy (or the equivalent, including policies in the general plan or other documents adopted by the local jurisdiction). *(Up to 10 points possible)*

- The local jurisdiction has an adopted Climate Action Plan (CAP). (1 point)
- The local jurisdiction has an adopted complete streets policy (or the equivalent, including policies in the general plan or other documents adopted by the Applicant or relevant local jurisdiction). (1 point)
- How well the Applicant demonstrates that the proposed project will directly reduce GHG emissions such as through implementation of a CAP, parking strategies, advanced technologies, and/or other strategies *(Up to 8 points possible)*. The highest-scoring projects will provide supportive evidence, including quantitative analyses, that demonstrate the project will directly reduce GHG emissions.

5. PROJECT READINESS/COMPLETION OF MAJOR MILESTONES

Points will be awarded based on the completed project development milestones. *(Up to 20 points possible)*

- Neighborhood-level plan, corridor study, or community active transportation strategy. *(2 points)*
- Environmental clearance under the California Environmental Quality Act and the National Environmental Policy Act if appropriate, or evidence that environmental clearance is not required. *(4 points)*
- Completion of right-of-way acquisition and all necessary entitlements (if appropriate), or evidence that right-of-way acquisition is not required. *(4 points)*
- Progress toward obtaining final design (plans, specifications, and estimates):
 - 30 percent design completed (3 points)
 - 60 percent design completed (6 points)
 - 90 percent design completed (9 points)
 - Final design completed (10 points)

6. PUBLIC HEALTH

Up to 10 points will be awarded for projects that will improve public health through the targeting of populations with high risk factors for obesity, physical inactivity, asthma, or other health issues. Points will be awarded to applicants that conduct the following:

- Coordinate with the local health department to identify data and risk factors for the community (2 points)
- Describe the targeted populations and the health issues that the project will address (2 points)
- Assess health data using the online California Health Interview Survey (CHIS) tool available at <http://healthpolicy.ucla.edu/chis/Pages/default.aspx> (3 points)
- Assess the project's health benefits using the online Health Economic Assessment Tool (HEAT) available at <http://www.heatwalkingcycling.org> (3 points)

7. USE OF CALIFORNIA CONSERVATION CORPS OR A QUALIFIED COMMUNITY CONSERVATION CORPS

Projects should seek to use the California Conservation Corps or a qualified community conservation corps, as defined in Section 14507.5 of the Public Resources Code, as partners to undertake or construct applicable projects in accordance with Section 1524 of Public Law 112-141. Applicants will not be penalized if either corps determines that they cannot participate in a project. (Up to 5 points possible)

Points will be awarded as follows:

- The applicant sought California Conservation Corps or a qualified community conservation corps participation on the project (5 points)
- The applicant did not seek California Conservation Corps or a qualified community conservation corps for participation on the project, or the applicant intends not to utilize a corps on a project in which the corps can participate (0 points).

8. BENEFIT TO DISADVANTAGED COMMUNITY

For a project to contribute toward the disadvantaged communities funding requirement, the project must clearly demonstrate, with verifiable information, a direct, meaningful, and assured benefit to a disadvantaged community. A project is considered beneficial if it fulfills an important need of low-income people in a way that provides a significant benefit and targets its value. The project's benefits must primarily target low-income people while avoiding substantial burdens on a disadvantaged community.

For a project to qualify as directly benefiting a disadvantaged community, the project must:

- be located within or be within reasonable proximity to, the disadvantaged community served by the project,
- have a direct connection to the disadvantaged community, or

INFRASTRUCTURE PROJECTS

- be an extension or a segment of a larger project that connects to or is directly adjacent to the disadvantaged community.

Points will be distributed in relation to the severity of and the benefit provided to the disadvantaged community affected by the project. (Up to 10 points possible)

- How well the project benefits a disadvantaged community (Up to 10 points)
- The project does not benefit a disadvantaged community. (0 points)

9. MATCHING FUNDS

*NOTE: SANDAG Contracts and Procurement staff will calculate the points awarded for this criteria.

Points for matching funds will be awarded based on the following scale. The matching fund percentage is derived by comparing the total matching funds relative to the total project cost. (Up to 8 points possible)

- | | |
|-----------------------------|-------------------------------|
| • 0% (0 points) | • 24.00 – 31.99% (5 points) |
| • 0.01– 7.99% (2 points) | • 32.00 – 39.99% (6 points) |
| • 8.00 – 15.99% (3 points) | • 40.00 – 47.99% (7 points) |
| • 16.00 – 23.99% (4 points) | • 48.00% and above (8 points) |

10. COST EFFECTIVENESS

Ratio of ATP funding request to project score.

*NOTE: SANDAG Contracts and Procurement staff will calculate the points awarded for this criteria.

The ratio is calculated by dividing the total ATP funding request amount by the sum of points earned in criteria 1 through 9. The ratios will be ranked in descending order and the available 10 points will be distributed according to rank. The project(s) with the largest ratio will receive 10 points. All other projects will receive points in the same proportion as their cost effectiveness ratio as compared to the project with the highest ratio. (Up to 10 points possible)

INFRASTRUCTURE SCORING CRITERIA MATRIX

Infrastructure projects will be scored and ranked on the basis of applicant responses to the Infrastructure Scoring Criteria Guidance.

Points calculated by SANDAG’s Department of Data Analytics and Modeling or Contracts and Procurement staff are marked with an asterisk (*).

No.	CATEGORY	CRITERIA	MAXIMUM POINTS POSSIBLE
1.*	DEMAND ANALYSIS		
		Factors contributing to score: population and employment, population and employment densities, intersection density, vehicle ownership, and activity centers. (Up to 15 points)	Up to 15
2.	PROJECT CONNECTIONS		
A.*	Regional Bicycle Network	Will the project build or connect to the existing or planned Regional Bicycle Network?	Up to 8
B.*	Existing or Programmed Transit	<ul style="list-style-type: none"> • Bicycle improvement within 1 ½ miles of a regional transit station (6 points) • Pedestrian improvement within 1/4 mile of a local transit stop (2 points) • Pedestrian improvement directly connects to a local transit stop (4 points) • Pedestrian improvement within 1/2 mile of a regional transit station (4 points) • Pedestrian improvement directly connects to a regional transit station (6 points) 	Up to 12
C.	Existing Bicycle Network	How well will the project close a gap between existing bicycle facilities?	Up to 10
D.	Existing Pedestrian Network	How well will the project close a gap in the existing pedestrian network?	Up to 10
3.	SAFETY AND QUALITY OF PROJECT		
A.	Safety and Access Improvements	Potential for increasing bicycle or pedestrian trips at location with documented safety hazard or accident history within the last seven years. Will the project create access or overcome barriers in an area where hazardous conditions prohibit safe access for bicyclists and pedestrians? Does the project create a new or safer crossing for bicyclists and/or pedestrians across railroad or trolley tracks?	Up to 18
B.	Impact and Effectiveness of Proposed Bicycle, Pedestrian, and/or Traffic Calming Measures	How well will the proposed traffic calming devices, pedestrian improvements, and/or bicycle improvements address the identified need in the project area? Are the proposed solutions appropriate for the situation?	Up to 18

INFRASTRUCTURE PROJECTS

C.	Alignment with ATP Goals	How well does the project align with the ATP objectives?	Up to 18
D.	Innovation	Is this project a Federal Highway Administration or state experimentation effort? Does the project propose innovative solutions that are new to the region/city? Does the project leverage advanced technologies?	Up to 12
4.	SUPPORTIVE POLICIES AND PROGRAMS		
A.	Complementary Programs	Are capital improvements accompanied by supportive programs such as an awareness campaign, education efforts, and/or increased enforcement?	Up to 6
B.	Greenhouse Gas (GHG) Emission Reductions	How well will the proposed effort directly reduce greenhouse gas emissions such as through implementation of a CAP, parking strategies, advanced technologies, or other strategies?	Up to 10
5.	PROJECT READINESS/COMPLETION OF MAJOR MILESTONES		
		<ul style="list-style-type: none"> • Neighborhood-level plan, corridor study, or community active transportation strategy. (2 points) • Environmental clearance (CEQA and NEPA) (4 points) • Completed right-of-way acquisition (4 points) • Progress toward obtaining final design 	Up to 20
6.	PUBLIC HEALTH		
		Does the project improve public health by targeting populations with high risk factors for obesity, physical inactivity, asthma, or other health issues?	Up to 10
7.	USE OF CALIFORNIA CONSERVATION CORPS OR A QUALIFIED COMMUNITY CONSERVATION CORPS		
		Did the applicant seek California Conservation Corps or a qualified Community Conservation Corps for participation on the project? Does the applicant intend not to utilize a corps in a project in which the corps can participate?	Up to 5
8.	BENEFIT TO DISADVANTAGED COMMUNITY		
		Does the project benefit a disadvantaged community?	Up to 10
9.*	MATCHING FUNDS		
		Points for matching funds will be awarded based on a scale. The matching fund percentage is derived by comparing the total matching funds relative to the total project cost.	Up to 8
10.*	COST EFFECTIVENESS		
		Project grant request, divided by score in criteria 1 through 9, ranked relative to each other.	Up to 10
			TOTAL POINTS 200

NON-INFRASTRUCTURE SCORING CRITERIA GUIDANCE

The following narrative descriptions will be used to assist the evaluation panel in scoring non-infrastructure applications. The Non-Infrastructure Scoring Criteria Matrix on pages 33-34 is a summary of this information.

1. DEMAND ANALYSIS

NOTE: SANDAG Department of Data Analytics and Modeling staff will calculate the points awarded based on a GIS analysis of the project area relative to the seven factors listed below in comparison to all other submitted project applications.

A half-mile buffer will be created around pedestrian improvement projects and a one-mile buffer will be created around bicycle improvement projects. Data will be gathered for each of the factors for each project buffer. Results for each factor will be ranked from highest to lowest (except for vehicle ownership, which will be ranked from lowest to highest), in quintiles, for all projects. Projects will then be scored relative to each other by ranking the raw scores from highest (up to 25 points) to lowest (1 point). *(Plans: Up to 30 points possible; EEA Programs: Not Applicable)*

- Population
- Population Density
- Activity Centers
- Intersection Density
- Employment
- Employment Density
- Vehicle Ownership

2. ALIGNMENT WITH ATP OBJECTIVES

Points will be awarded based on how well the proposed project aligns with the ATP objectives. The highest scoring projects will demonstrate the potential for measurable impact across multiple objectives. *(Plans: Up to 30 points possible; EEA Programs: Up to 30 points possible;)*

- How well will the proposed project increase the proportion of trips accomplished by biking and walking? (Up to 5 points)
- How well will the proposed project increase the safety and mobility of non-motorized users? (Up to 5 points)
- How well will the proposed project advance the active transportation efforts of SANDAG to achieve greenhouse gas reduction goals? (Up to 5 points)
- How well will the proposed project enhance public health, including reduction of childhood obesity through the use of programs including but not limited to projects eligible for Safe Routes to School Program funding? (Up to 5 points)
- How well will the proposed project ensure that disadvantaged communities fully share in the benefits of the project? (Up to 5 points)
- How well will the proposed project benefit many types of active transportation users? (Up to 5 points)

3. COMPREHENSIVENESS AND GREENHOUSE GAS (GHG) EMISSION REDUCTIONS

A. COMPREHENSIVENESS

Points will be awarded according to the comprehensiveness of the proposed project, plan, or program, in terms of both scope and scale. The quality of the proposed project and its potential to address community needs identified by the Applicant will be considered.

- Plans: The highest scoring projects will: aim to address Complete Streets principles; incorporate traffic calming measures for the benefit of pedestrians and bicycles; prioritize bike/pedestrian access; and/or be considered a Community Active Transportation Strategy (CATS). *(Up to 30 points possible)*
- EEA Programs: The highest scoring projects will be larger in scope, scale, or duration; reach underserved or vulnerable populations that lack vehicular access; complement a capital improvement project; and/or be part of a larger Transportation Demand Management (TDM) effort. Lower-scoring projects will be smaller in scope, scale, or duration, and will be independent of any capital improvement projects. *(Up to 30 points possible)*

B. GREENHOUSE GAS (GHG) EMISSION REDUCTIONS

Points will be awarded based on how well the proposed effort will directly reduce GHG emissions. The highest scoring projects will directly reduce GHG emissions such as through implementation of a Climate Action Plan (CAP), parking strategies, advanced technologies and/or other strategies. Points will be awarded as follows (Up to 10 points possible):

- The local jurisdiction has an adopted CAP. (1 point)
- The local jurisdiction has a complete streets policy or the equivalent, such as policies in the local jurisdiction's general plan or other documents adopted by the local jurisdiction's governing body. (1 point)
- How well will the proposed effort directly reduce greenhouse gas (GHG) emissions? (Up to 8 points possible).

4. METHODOLOGY

Points will be awarded according to how well the proposed effort will meet the demonstrated need and project goals.

- Plans: Highest scoring projects will include a comprehensive planning process in their scopes of work that addresses the goals of Complete Streets, prioritizes bicyclist and pedestrian access, plans for traffic calming, and ties into Safe Routes to School efforts in the project area. *(Up to 30 points possible)*
- EEA Programs: Highest scoring projects will clearly and succinctly demonstrate how the project scope of work will directly address the proposed program goals and objectives, and will also list measurable objectives and/or deliverables. Lower scoring projects will state a generic need, broad goals, and/or will fail to clearly articulate how the scope of work will address project goals. *(Up to 30 points possible)*

5. COMMUNITY SUPPORT

Points will be awarded according to the inclusiveness of the planning process and evidence that key stakeholders will be active participants in the process. The highest scoring projects will demonstrate: strong community support for the project; substantial community input into the planning or other process; identification of key stakeholders, including underserved and limited English proficiency populations, and ensuring a meaningful role in the effort.

Lower scoring projects will: have minimal opportunities for community engagement in the scope of work; include generic letters of support that fail to demonstrate substantive stakeholder involvement; and/or fail to account for limited English proficiency populations. (*Plans: Up to 15 points possible; EEA Programs: Up to 15 points possible*)

6. EVALUATION

Points will be awarded for applications that clearly demonstrate a commitment to monitoring and evaluating the impact and effectiveness of the proposed project. The highest scoring projects will have identified performance measures in the application, or will include a task for identification of performance measures in the Scope of Work and/or include specific pre- and post-data collection efforts as part of the project scope, budget, and schedule in support of evaluating the project's effectiveness. Lower scoring projects will lack meaningful evaluation methods or data collection as part of the project. (*Plans: Not Applicable; EEA Programs: Up to 20 points possible*)

7. INNOVATION

Points will be awarded for applications that propose innovative solutions that show the potential to serve as a replicable model for the region/city. The highest scoring projects will include innovative methods of accomplishing project goals that have not yet been pursued numerous times in the region/city. For innovations that have been implemented in other regions/cities, the Applicant must demonstrate that the measure was successful and effective in those cases. Examples of innovative solutions may include, but are not limited to: CiclosDias or Sunday Streets programs; bike sharing programs; bike corrals; bike stations; or bike parking ordinances. (*Plans: Not Applicable; EEA Programs: Up to 15 points possible*)

8. PUBLIC HEALTH

Points will be awarded for projects that will improve public health through the targeting of populations with high risk factors for obesity, physical inactivity, asthma, or other health issues. Points will be awarded to applicants that conduct the following (Up to 15 points possible):

- Coordinate with the local health department to identify data and risk factors for the community (4 points)
- Describe the targeted populations and the health issues that the project will address (3 points)
- Assess health data using the online California Health Interview Survey (CHIS) tool available at <http://healthpolicy.ucla.edu/chis/Pages/default.aspx> (4 points)
- Assess the project's health benefits using the online Health Economic Assessment Tool (HEAT) available at <http://www.heatwalkingcycling.org> (4 points)

9. USE OF CALIFORNIA CONSERVATION CORPS OR A QUALIFIED COMMUNITY CONSERVATION CORPS

Projects should seek to use the California Conservation Corps or a qualified community conservation corps, as defined in Section 14507.5 of the Public Resources Code, as partners to undertake or construct applicable projects in accordance with Section 1524 of Public Law 112-141. Applicants will not be penalized if either corps determines that they cannot participate in a project.

Points will be awarded as follows:

- The applicant sought California Conservation Corps or a qualified community conservation corps participation on the project (Plans: Not Applicable; EEA Programs: 5 points possible)
- The applicant did not seek California Conservation Corps or a qualified community conservation corps for participation on the project, or the applicant intends not to utilize a corps on a project in which the corps can participate. (Plans: Not Applicable; EEA Programs: 0 points)

10. BENEFIT TO DISADVANTAGED COMMUNITY

For a project to contribute toward the disadvantaged communities funding requirement, the project must clearly demonstrate, with verifiable information, a direct, meaningful, and assured benefit to a disadvantaged community. A project is considered beneficial if it fulfills an important need of low-income people in a way that provides a significant benefit and targets its value. The project's benefits must primarily target low-income people while avoiding substantial burdens on a disadvantaged community.

For a project to qualify as directly benefiting a disadvantaged community, the project must:

- be located within or be within reasonable proximity to, the disadvantaged community served by the project,
- have a direct connection to the disadvantaged community, or
- be an extension or a segment of a larger project that connects to or is directly adjacent to the disadvantaged community.

Points will be distributed in relation to the severity of and the benefit provided to the disadvantaged community affected by the project.

- How well the project benefits a disadvantaged community (Plans: Up to 20 points possible; EEA Programs: Up to 10 points possible)
- The project does not benefit a disadvantaged community. (0 points)

11. MATCHING FUNDS

NOTE: SANDAG Contracts and Procurement staff will calculate the points awarded for this criteria.

Points for matching funds will be awarded based on the following scale. The matching fund percentage is derived by comparing the total matching funds relative to the total project cost.

NON-INFRASTRUCTURE PROJECTS

- 0% (0 points)
- 0.01– 4.99% (1 point)
- 5.00 – 9.99% (2 points)
- 10.00– 14.99% (3 points)
- 15.00 – 19.99% (4 points)
- 20.00 – 24.99% (5 points)
- 25.00 – 29.99% (6 points)
- 30.00 – 34.99% (7 points)
- 35.00 – 39.99% (8 points)
- 40.00 – 44.99% (9 points)
- 45.00% and above (10 points)

12. COST EFFECTIVENESS

Ratio of ATP funding request to project score.

NOTE: SANDAG Contracts and Procurement staff will calculate the points awarded for this criteria.

The ratio is calculated by dividing the total ATP funding request amount by the sum of points earned in criteria 1 through 9. The ratios will be ranked in descending order and the available 10 points will be distributed according to rank. The project(s) with the largest ratio will receive 10 points. All other projects will receive points in the same proportion as their cost effectiveness ratio as compared to the project with the highest ratio (*Up to 10 points possible*)

NON-INFRASTRUCTURE SCORING CRITERIA MATRIX

Non-Infrastructure projects will be scored and ranked on the basis of applicant responses to the Non-Infrastructure Scoring Criteria Guidance. Points calculated by the SANDAG Department of Data Analytics and Modeling or Contracts and Procurement staff are marked with an asterisk (*).

No.	CATEGORY	CRITERIA	MAXIMUM POINTS POSSIBLE	
			PLANS	EEA
1*	Demand Analysis			
		Factors contributing to score: population and employment, population and employment densities, intersection density, vehicle ownership, and activity centers.	Up to 30	N/A
2.	Alignment with ATP Objectives			
		How well does the proposed project align with the ATP objectives?	Up to 30	Up to 30
3.	Comprehensiveness and Greenhouse Gas Emission Reductions			
A.	Comprehensiveness	How comprehensive is the proposed project, plan, or program? Does this effort accompany an existing or proposed capital improvement project?	Up to 30	Up to 30
B.	Greenhouse Gas Emission Reductions	Does the relevant local jurisdiction have an adopted a Climate Action Plan (CAP) and a Complete Streets Policy (or the equivalent)? How well will the proposed effort directly reduce greenhouse gas emissions such as through implementation of a CAP, parking strategies, advanced technologies, or other strategies?	Up to 10	Up to 10
4.	Methodology			
		How well will the planning process or proposed effort meet the demonstrated need and project goals?	Up to 30	Up to 30
5.	Community Support			
		Does the planning project include an inclusive process? Does the project involve broad segments of the community and does it have broad and meaningful community support?	Up to 15	Up to 15
6.	Evaluation			
		How will the project evaluate its effectiveness?	N/A	Up to 20
7.	Innovation			
		Does the project propose solutions that show the potential to serve as a replicable model to the region/city ?	N/A	Up to 15

NON-INFRASTRUCTURE PROJECTS

8.	Public Health			
		Does the project improve public health by targeting populations with high risk factors for obesity, physical inactivity, asthma, or other health issues?	Up to 15	Up to 15
9.	Use of California Conservation Corps or a Qualified Community Conservation Corps			
		Did the applicant seek California Conservation Corps or a qualified Community Conservation Corps for participation on the project? Does the applicant intend not to utilize a corps in a project in which the corps can participate?	N/A	Up to 5
10.	Benefit to Disadvantaged Community			
		Does the project benefit a disadvantaged community?	Up to 20	Up to 10
11.*	Matching Funds			
		Points for matching funds are awarded based on a scale. The matching fund percentage is derived by comparing the total matching funds relative to the total project cost.	Up to 10	Up to 10
12.*	Cost Effectiveness			
		Total ATP funding request, divided by score in criteria 1 through 11, ranked relative to each other.	Up to 10	Up to 10
		TOTAL POINTS	200	200



**BOARD OF DIRECTORS
JUNE 22, 2018**

ACTION REQUESTED: ADOPT

**CALIFORNIA ACTIVE TRANSPORTATION PROGRAM
CYCLE 4: REGIONAL CALL FOR PROJECTS**

File Number 3300200

Introduction

The California Active Transportation Program (ATP) is a competitive funding program administered jointly by the California Transportation Commission (CTC) and Caltrans to fund projects that encourage active modes of transportation. The CTC adopted the 2019 ATP Guidelines for the fourth cycle of ATP funding on May 16, 2018. The four-year fund is estimated at \$890 million statewide. The competition will be held in two stages, beginning with the statewide competition which was initiated in May 2018, followed by the regional competition coming in August 2018. This report provides an overview of the ATP regional competition, including the role of SANDAG, and next steps in the process. Additional information on the ATP statewide competition and the complete ATP Guidelines are available at <http://www.catc.ca.gov/programs/atp/>.

Recommendation

The Transportation Committee recommends that the Board of Directors adopt Resolution No. 2018-20, in substantially the same form as attached, certifying the submission of the proposed 2019 Active Transportation Program (ATP) Guidelines for the San Diego Regional Competition (Attachment 2) to the California Transportation Commission for use in the 2019 San Diego Regional ATP competition.

Discussion

ATP Funding Distribution and Available Funding

State and federal law separate the ATP into multiple overlapping components. Approximately \$890 million has been budgeted for the 2019 ATP over four years, beginning with FY 2019-2020. This includes \$400 million in Senate Bill 1 (Beall, 2017) funding, almost doubling the amount of funding that was available in prior cycles of the program. ATP funds are distributed through three separate competitive programs:

1. Small Urban/Rural Component: 10 percent of ATP funds (\$87.9 million in total, or approximately \$21.9 million per year) are distributed to small urban and rural areas with populations of 200,000 or less via a competitive process jointly administered by the CTC and Caltrans.

2. Statewide Component: 50 percent of ATP funds (\$439.5 million or approximately \$109.8 million per year) are distributed to projects competitively awarded by the CTC on a statewide basis.
3. Regional Component: 40 percent of ATP funds (\$351.6 million or approximately \$87.9 million per year) are distributed to Metropolitan Planning Organizations (MPOs) in urban areas with populations greater than 200,000. The CTC distributes these funds based on total MPO population. The funds allocated under this portion of the ATP must be selected through a competitive process facilitated by the MPOs. SANDAG is the administrator for the San Diego regional ATP component (San Diego ATP Competition). The estimated funding available for the San Diego region is \$15.87 million total, or approximately \$3.96 million per year. Projects not selected for programming in the statewide component must be considered in the regional component.

A minimum of 25 percent of the funds distributed by each of the three components must benefit disadvantaged communities.

Eligible Applicants

Local, regional, and state agencies are eligible to apply for both the statewide and regional competitive programs. Examples include, but are not limited to, cities, counties, MPOs, and Regional Transportation Planning Agencies. Other eligible applicants include Caltrans, transit agencies, natural resources or public land agencies, public schools or school districts, tribal governments, and private nonprofit tax-exempt organizations.

Regional Competition Guidelines and Selection Criteria

The CTC Guidelines allow an MPO, with CTC approval, to use different project selection criteria or weighting, minimum project size, match requirement, or definition of disadvantaged community for its competitive selection process. The regional guidelines must be submitted to the CTC for approval.

For the past three cycles of the ATP, the Board of Directors has approved using the project selection criteria from the *TransNet* Active Transportation Grant Program (ATGP) as the basis for the San Diego ATP competition guidelines. Various adjustments have been made to reflect specific CTC requirements and local priorities.

Staff proposed updating the guidelines for the 2019 San Diego ATP competition to incorporate changes made to the ATP Guidelines by the CTC in May 2018, as well as changes recently made to the *TransNet* ATGP as part of the fourth call for projects released in late 2017. A summary of the changes proposed to be made to the ATP Guidelines are outlined in Attachment 1. The Transportation Committee reviewed this item at its meeting on June 1, and recommended adding additional emphasis on innovation and utilization of technology, as well as providing better emphasis for projects that complement existing transportation infrastructure.

The proposed 2019 ATP Guidelines for the San Diego Regional Competition, including the scoring criteria, are included in Attachment 2.

Next Steps

Pending approval by the Board of Directors, the proposed 2019 ATP Guidelines for the San Diego Regional Competition would be submitted to the CTC for use in the 2019 San Diego ATP competition. The regional call for projects would be opened following CTC approval of the proposed Guidelines at its August 15-16, 2018, meeting.

KIM KAWADA
Chief Deputy Executive Director

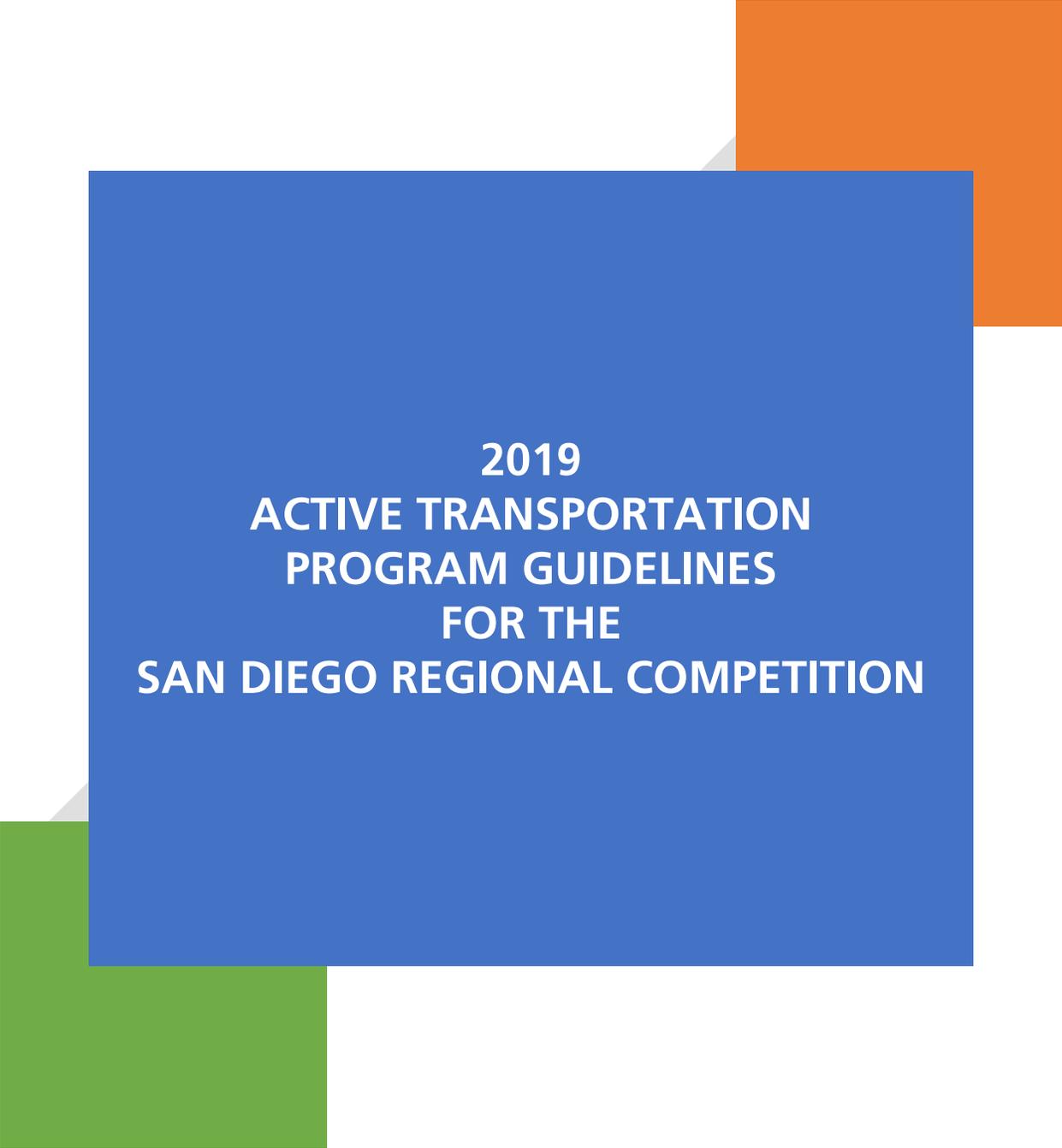
Attachments:

1. Summary of Proposed Changes to the San Diego Regional Active Transportation Program Guidelines
2. Proposed 2019 Active Transportation Program Guidelines for the San Diego Regional Competition
3. Resolution No. 2018-20: Approving the Submission of the 2019 Regional Active Transportation Program Scoring Criteria to the California Transportation Commission for Use in the Competition

Key Staff Contact: Jenny Russo, (619) 699-7314, jenny.russo@sandag.org

**Summary of Proposed Changes
to the San Diego Regional Active Transportation Program Guidelines**

- Updated the statutory and funding source references to include Senate Bill 1 (SB 1) (Beall, 2017).
- Included a reference to the California Transportation Commission's (CTC's) Active Transportation Program (ATP) Guidelines and removed duplicative information throughout the document.
- Updated the schedule to include dates for the 2019 competitive program, including the addition of a joint workshop in June with Caltrans and SANDAG staff.
- Added definitions for matching funds and leveraging funds.
- Clarified the reimbursement language to illustrate that eligible costs are limited to those that meet the ATP purpose and at least one of the ATP goals.
- Clarified that Caltrans ATP projects must be consistent with local and regional priorities and include feedback from the local community in which the Caltrans project is located. Caltrans must also describe why the project is being requested under the ATP rather than through the State Highway Operations and Protection Program.
- Required that projects with a total cost of \$25 million or greater, or programmed amount of \$10 million or greater complete a Baseline Agreement, as required under the SB 1 Accountability and Transparency Guidelines.
- Included information about how projects will be designated as state-only funded.
- Included information about how projects for the development of plans will be prioritized for funding consideration.
- Changed the definition of how a project can qualify as directly benefitting a disadvantaged community to include that the project must either: (1) be located within or reasonable proximity to a disadvantaged community; (2) have a direct connection to the disadvantaged community; or (3) be an extension or a segment of a larger project that connects or is directly adjacent to a disadvantaged community.
- Changed the project application requirements to be consistent with the 2019 ATP Guidelines to require that all regional ATP projects must have been submitted through the statewide component (no new projects can be submitted through the regional component).
- Updated the requirements for a *TransNet*-ATP funding exchange to be restricted to local jurisdiction projects only, and required that local jurisdictions considered for an exchange of funds must have both a locally-adopted Climate Action Plan and Complete Streets Policy, consistent with the requirements in San Diego Forward: The Regional Plan.
- Added information to describe the process that will be followed to select which project will receive funding if two or more projects are at the funding cut-off level and have the same rank.
- Updated the scoring criteria to include changes made in the recent *TransNet* Active Transportation Grant Program call for projects.

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**2019
ACTIVE TRANSPORTATION
PROGRAM GUIDELINES
FOR THE
SAN DIEGO REGIONAL COMPETITION**

BACKGROUND OF THE ATP PROGRAM

The Active Transportation Program (ATP) was created by Senate Bill 99 (Chapter 359, Statutes of 2013) and Assembly Bill 101 (Chapter 354, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking. Senate Bill 1 (SB 1) (Chapter 2031, statutes of 2017) added an additional \$100 million per year in funding from the Road Maintenance and Rehabilitation Account. The ATP is administered jointly by the California Transportation Commission (CTC) and Caltrans.

State and federal law separate the ATP into multiple, overlapping components. ATP funds are distributed through three separate competitive programs:

1. **Small Urban/Rural Competition** - 10 percent of ATP funds are distributed to small urban and rural areas with populations of 200,000 or less via a competitive process administered jointly by the CTC and Caltrans. Small urban areas are those with populations of 5,001 to 200,000. Rural areas are those with populations of 5,000 or less. Projects within the boundaries of an MPO with an urban area with a population of greater than 200,000 (e.g. San Diego) are not eligible for funding in the Small Urban or Rural programs.
2. **Statewide Competition** - 50 percent of ATP funds are distributed to projects competitively awarded by the CTC on a statewide basis.
3. **Regional Competition** - 40 percent of ATP funds are distributed to Metropolitan Planning Organizations (MPOs) in urban areas with populations greater than 200,000. These funds are distributed based on total MPO population. The funds allocated under this portion of the ATP must be selected through a competitive process facilitated by the MPOs. As an MPO, SANDAG is the administrator for the San Diego regional competition. Projects not selected for programming in the statewide competition must be considered in the Regional Competition.

A minimum of 25 percent of the funds distributed by each of the three competitions must benefit disadvantaged communities.

PURPOSE OF THE ATP

The purpose of the ATP is to implement strategies that increase and attract active transportation users; provide facilities for walking and biking in urban, suburban, and rural portions of the region; and to provide connections between them. Projects and programs funded through this program are consistent with the vision of the Regional Transportation Plan/Sustainable Communities Strategy for the San Diego Region.

QUESTIONS

If you have any questions regarding the ATP, please contact:

Jenny Russo
Jenny.Russo@sandag.org
(619) 699-7314

ATP PROGRAM GOALS

California Senate Bill (SB) 99 established California's ATP with six program goals that provide a foundation for the state and regional ATP programs:

- Increase the proportion of trips accomplished by biking and walking
- Increase the safety and mobility of non-motorized users
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals as established pursuant to SB 375 (Chapter 728, Statutes of 2008) and SB 391 (Chapter 585, Statutes of 2009)
- Enhance public health, including reduction of childhood obesity through the use of programs including but not limited to projects eligible for Safe Routes to School Program funding
- Ensure that disadvantaged communities fully share in the benefits of the program
- Provide a broad spectrum of projects to benefit many types of active transportation users

ACTIVE TRANSPORTATION PROGRAM GUIDELINES

Senate Bill 99 and Assembly Bill 101 require the CTC to develop program guidelines for each cycle of the ATP that describe the policy, standards, criteria, and procedures for the development, adoption, and management of the ATP. The Guidelines provide additional information beyond what is described in these guidelines and should be reviewed by applicants prior to submitting an application for ATP funding. The Guidelines are posted on the CTC's website at <http://www.catc.ca.gov/programs/atp/>.

CYCLE 4 SCHEDULE

The following schedule lists the major milestones for the development and adoption of the Cycle 4 ATP.

STATEWIDE COMPETITION	
CTC adoption of ATP Guidelines	5/16/2018
Estimated available funding released	5/16/2018
Statewide Call for Projects released	5/16/2018
ATP Workshop at Caltrans	6/20/2018
Application submittal deadline for Statewide Competition	7/31/2018
CTC staff recommendation of projects for Statewide Competition	12/31/2018
CTC approval of recommended projects for Statewide Competition	January 2019
REGIONAL COMPETITION	
Estimated available funding released by CTC	5/16/2018
Staff recommendation of Regional ATP guidelines presented to SANDAG Transportation Committee	6/1/2018
Regional ATP guidelines considered by SANDAG Board of Directors	6/22/2018
CTC considers SANDAG Regional Guidelines for approval	8/15/2018
Regional Call for Projects released	8/17/2018
Application submittal deadline for Regional Competition	9/28/2018
Scoring and ranking of Regional Competition applications	10/8/2018- 1/4/2019
<i>TransNet</i> Swap coordination with applicants (if applicable) for Regional Competition	1/7/2019- 1/18/2019
SANDAG Independent Taxpayer Oversight Committee (ITOC) reviews <i>TransNet</i> /ATP Swap concept (if applicable)	2/13/2019
Deadline for Applicants to submit Resolution	2/1/2019
Publication of recommended ranked project list (through posting of Transportation Committee Agenda) for Regional Competition	2/8/2019
Staff recommendation of Regional Competition ranked projects presented to SANDAG Transportation Committee	2/15/2019
Regional ATP project rankings considered by SANDAG Board of Directors	2/22/2019
CTC considers adoption of ranked project list for SANDAG Regional Competition	June 2019

FUNDING

Sources

The ATP is funded from various federal and state funds appropriated in the annual State Budget Act.

- Federal Transportation Alternative Program funds, except for federal Recreation Trail Program funds appropriated to the Department of Parks and Recreation
- Federal Highway Safety Improvement Program funds or other federal funds
- State Highway Account funds
- Road Maintenance and Rehabilitation Account (SB 1) funds

All ATP projects must meet eligibility requirements specific to at least one ATP funding source.

Amount of Funding Available

Cycle 4 of the ATP includes funding for four years; 2019-2020, 2020-2021, 2021-2022, and 2022-2023. The amount of funding available for Cycle 4 is estimated as follows:

- Statewide Competition: \$439,560,000
- San Diego Regional Competition: \$15,874,000

Minimum Request for Funds

In order to maximize the effectiveness of program funds and to encourage the aggregation of small projects into one larger comprehensive project, the minimum request for ATP funds that will be considered is \$250,000. This minimum does not apply to non-infrastructure projects, Safe Routes to Schools projects, Recreational Trails projects, and plans.

Maximum Request for Funds

The total aggregate amount of funding requested by each applicant cannot exceed the total amount available.

Matching & Leveraging funds

- Matching funds are additional federal, state and local funds that are dedicated to the ATP project and will be used for any eligible ATP expenses.
- Leveraging funds include all financial sources, in-kind resources, and/or services that the applicant can secure on behalf of the ATP project. Leveraged funds may be used for any project-related expenses, even if the expenses are not eligible in the ATP.

Matching and leveraging funds are not required. If an applicant chooses to provide matching or leveraging funds, the funds cannot be from any of the CTC's competitive funding programs (Solutions for Congested

Corridors Program, Trade Corridor Enhancement Program, Local Partnership Program, or Active Transportation Program). Eligible leveraged funds spent or committed to earlier project phases will be considered. Applications must include a complete (phase-by-phase) project funding plan through construction that demonstrates that the ATP and leveraged funding in the plan (local, federal, state, private sources) is reasonably expected to be available and sufficient to complete the project.

Funding for Active Transportation Plans

Funding from the ATP may be used to fund the development of community-wide active transportation plans within or, for area-wide plans, encompassing disadvantaged communities, including bike, pedestrian, safe routes to schools, or comprehensive active transportation plans.

A maximum amount of two percent (2%) of the funds distributed by the regional competition will be available for funding active transportation plans.

Reimbursement

The ATP is a reimbursement program for eligible costs incurred. In order for an item to be eligible for ATP reimbursement, that item's primary use or function must meet the ATP purpose and at least one of the ATP goals. Reimbursement is requested through the invoice process detailed in Chapter 5, Accounting/Invoices, of the Caltrans Local Assistance Procedures Manual. Costs incurred prior to CTC allocation and, for federally funded projects, Federal Highway Administration project approval (i.e. Authorization to Proceed) are not eligible for reimbursement.

ELIGIBLE APPLICANTS

The following entities, within the State of California, are eligible to apply for ATP funds:

- **Local, Regional, or State Agencies** – examples include city, county, MPO, and Regional Transportation Planning Agency (RTPA)
- **Caltrans** - Caltrans nominated projects must be coordinated and aligned with local and regional priorities. Caltrans is required to submit documentation that local communities are supportive of and have provided feedback on the proposed Caltrans ATP project. Caltrans must also submit documentation to support the need to address the project with ATP funds, versus other available funding sources such as the State Highway Operations and Protection Program (SHOPP).
- **Transit Agencies** – Any agency responsible for public transportation that is eligible for funds under the Federal Transit Administration (FTA)
- **Natural Resources or Public Land Agencies** – Federal, Tribal, State, or local agency responsible for natural resources or public land administration. Examples include:
 - State or local park or forest agencies
 - State or local fish and game, or wildlife agencies
 - Department of the Interior Land Management Agencies
 - U.S. Forest Service
- **Public Schools or School Districts**
- **Tribal Governments** – Federally-recognized Native American Tribes. For funding awarded to a tribal government, a fund transfer to the Bureau of Indian Affairs may be necessary. A tribal government may also partner with another eligible entity to apply, if desired.
- **Private Nonprofit Tax-Exempt Organizations** – May apply for projects eligible for Recreational Trail Program funds, recreational trails and trailheads, park projects that facilitate trail linkages or connectivity to non-motorized corridors, and conversion of abandoned railroad corridors to trails. Projects must benefit the general public, not only a private entity.
- **Other** - Any other entity with responsibility for oversight of transportation or recreational trails that the CTC determines to be eligible.

MASTER AGREEMENT

The implementing agency for ATP funds assumes responsibility and accountability for the use and expenditure of program funds. Applicants and/or implementing agencies must be able to comply with all federal and state laws, regulations, and policies and procedures required to enter into a Local Administering Agency-State Master Agreement (Master Agreement). Refer to Chapter 4, Agreements, of the Caltrans Local Assistance Procedures Manual (LAPM) for guidance and procedures on Master Agreements. The LAPM is available here: <http://www.dot.ca.gov/hq/LocalPrograms/lam/lapm.htm>.

BASELINE AGREEMENTS

The CTC requires project Baseline Agreements for ATP projects with a total project cost of \$25 million or greater or a total programmed amount of \$10 million or greater. Additional information on Baseline Agreements can be found in the SB 1 Accountability and Transparency Guidelines, which are available here: <http://www.catc.ca.gov/programs/sb1/docs/032118-Final-adopted-Accountability-Transparency-Guidelines.pdf>

PARTNERING WITH IMPLEMENTING AGENCIES

Eligible applicants that are unable to apply for ATP funds or that are unable to enter into a Master Agreement with the State must partner with an eligible applicant that can implement the project. In addition, eligible applicants that are unfamiliar with the requirements to administer a Federal-Aid Highway Program project are encouraged to partner with an eligible applicant that can implement the project. If another entity agrees to be the implementing agency and assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement (e.g. letter of intent) must be submitted with the project application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the request for allocation. The implementing agency will be responsible and accountable for the use and expenditure of program funds.

ELIGIBLE PROJECTS

All projects will be selected through the competitive process and must meet one or more of the ATP program goals. Because some of the funds in the ATP are federal funds, projects must be federal-aid eligible unless the project is designated as “State Only Funded” at the time of programming. Refer to the most recent Federal-Aid Project Funding Guidelines available at <http://www.dot.ca.gov/hq/LocalPrograms/STIP.htm> for more information on what projects may be eligible for state only funds. The CTC may designate projects as SB 1 funded projects at time of programming.

The CTC encourages applicants to apply for projects that provide a transformative benefit to a community or a region.

All projects submitted must be consistent with the 2050 Regional Transportation Plan/Sustainable Communities Strategy.

Project Categories

All eligible projects must apply with an application for one of the following project categories. Applications for plans may not be combined with applications for infrastructure or other non-infrastructure projects.

There are four different eligible project types:

1. Infrastructure Projects

Capital projects that will further the goals of the ATP. This typically includes the environmental, design, right-of-way, and construction phases of a capital (facilities) project.

A new infrastructure project will not be programmed without a complete Project Study Report (PSR) or PSR equivalent. The application will be considered a PSR equivalent if it defines and justifies the project scope, cost, and schedule. Though the PSR or equivalent may focus on the project phases proposed for programming, it must provide at least a preliminary estimate of costs for all phases. PSR guidelines are posted on the CTC’s website at [http://catc.ca.gov/programs/atp/docs/Project_Study_Report_\(PSR\)_Guidelines.pdf](http://catc.ca.gov/programs/atp/docs/Project_Study_Report_(PSR)_Guidelines.pdf). Further guidance can be found in the Caltrans Project Development Procedures Manual, which is available at <http://www.dot.ca.gov/design/manuals/pdpm.html>.

A capital improvement that is required as a condition for private development approval or permit is not eligible for funding from the ATP.

2. Non-Infrastructure Projects

Education, encouragement, and enforcement activities that further the goals of the ATP. NI projects can be start-up programs or new and/or expanded components of existing programs. All NI projects must demonstrate how the program is sustainable and will be continued after ATP funding is exhausted. The CTC intends to focus funding for non-infrastructure on start-up projects. A project is a start-up when no program currently exists. A project with new and/or expanded components to an existing program must demonstrate how the original program is continuing without ATP funding. ATP cannot fund existing or ongoing program operations. Non-infrastructure projects are not limited to those that benefit school students.

Eligible Education Encouragement, and Awareness programs may include, but are not limited to:

- Education programs that teach walking and bicycling safety skills to children and adults through schools, places of employment, community centers, or other venues.
- Encouragement programs that propose targeted outreach and events designed to encourage walking and bicycling as a viable mode of transportation for everyday/utilitarian trips.
- Awareness programs that intend to improve overall roadway safety, especially for bicyclists and pedestrians, by impacting the attitudes and behaviors of the general public through multimedia campaigns.

3. **Infrastructure Projects with Non-Infrastructure Components**

Projects that have both infrastructure and non-infrastructure components will be scored using the scoring criteria that represents the higher proportion of the project. For example, a project that is more than 50 percent infrastructure will be scored using the infrastructure scoring criteria. Combination projects need to specify the percentage of each component (e.g. 75% infrastructure and 25% non-infrastructure).

4. **Plans**

The development of a community-wide bicycle, pedestrian, safe routes to school, or active transportation plan that encompasses or is predominately located in a disadvantaged community.

- The first priority for the funding of active transportation plans will be for cities, counties, county transportation commissions, regional transportation planning agencies, MPOs, school districts, or transit districts that have neither a bicycle plan, a pedestrian plan, a safe routes to schools plan, nor a comprehensive active transportation plan.
- The second priority for the funding of plans will be for cities, counties, county transportation commissions, regional transportation planning agencies, or MPOs that have a bicycle plan or a pedestrian plan but not both.
- The lowest priority for funding of plans will be for updates of active transportation plans older than 5 years.

Applications for plans may not be combined with applications for infrastructure or other non-infrastructure projects.

DISADVANTAGED COMMUNITY REQUIREMENT

For a project to contribute toward the Disadvantaged Communities funding requirement, the project must clearly demonstrate, with verifiable information, a direct, meaningful, and assured benefit to a disadvantaged community. A project is considered beneficial if it fulfills an important need of low-income people in a way that provides a significant value. The project's benefits must primarily target low-income people while avoiding substantial burdens on a disadvantaged community.

The application must clearly articulate how the project benefits the disadvantaged community. There is no presumption of benefit, even for projects located within a disadvantaged community. For a project to qualify as directly benefiting a disadvantaged community, the project must:

- be located within or be within reasonable proximity to, the disadvantaged community served by the project,
- the project must have a direct connection to the disadvantaged community, or
- the project must be an extension or a segment of a larger project that connects to or is directly adjacent to the disadvantaged community.

To qualify as a disadvantaged community, the community served by the project must meet at least one of the following criteria:

- **Median Household Income:** The median household income (table ID B19013) is less than 80 percent of the statewide median based on the most current census tract (ID 140) level data from the 2012-2016 American Community Survey (<\$51,026). Communities with a population less than 15,000 may use data at the census block group (ID 150) level. Unincorporated communities may use data at the census place (ID 160) level. Data is available at <http://factfinder2.census.gov/faces/nav/jsf/pages/index.xhtml>.
- **CalEnviroScreen:** An area identified as among the most disadvantaged 25 percent in the state according to the CalEPA and based on the California Communities Environmental Health Screening Tool 3.0 (CalEnviroScreen 3.0) scores. The score must be greater than or equal to 36.62. The list can be found at the following link under SB 535 list of disadvantaged communities: <http://www.calepa.ca.gov/EnvJustice/GHGInvest/>.
- **National School Lunch Program:** At least 75 percent of public school students in the project area are eligible to receive free or reduced-price meals under the national school lunch program. Data is available at <http://www.cde.ca.gov/ds/sd/sd/filessp.asp>. Applicants using this measure must indicate how the project benefits the school students in the project area. The project must be located within 2 miles of the school(s) represented by this criteria.
- **SANDAG Regional Transportation Plan:** The definition of a disadvantaged community as adopted in the SANDAG regional transportation plan (San Diego Forward: The Regional Plan, available at <http://www.sdforward.com/regionalplan>). San Diego Forward: The Regional Plan defines disadvantaged communities as minority, low-income, and senior populations.
 - The term "minority" is described by the Federal Highway Administration as: Black (having origins in any of the black racial groups of Africa); Hispanic (of Mexican, Puerto Rican, Cuban, Central or South

American or other Spanish culture or origin, regardless of race); Asian American (having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent, or the Pacific Islands); or American Indian and Alaskan Native (having origins in any of the original people of North America and who maintains cultural identification through tribal affiliation or community recognition).

- Low-income populations are those with income levels below 200 percent of the Federal Poverty Rate.
- Senior populations include anyone 75 years old and older.
- **Native American Tribal Lands:** Projects located within Federally Recognized Tribal Lands (typically within the boundaries of a Reservation or Rancheria).
- **Other:** If a project applicant believes a project benefits a disadvantaged community but the project does not meet the aforementioned criteria due to a lack of accurate Census data or CalEnviroScreen data that represents a small neighborhood or unincorporated area, the applicant must submit for consideration a quantitative assessment to demonstrate that the community's median household income is at or below 80% of that state median household income.

PROJECT APPLICATION REQUIREMENTS

To apply for the regional competition, all applicants must complete the following items. All projects must have been submitted through the statewide competitive program using the electronic application (no new projects can be submitted for the regional component).

1. **The application utilized for the statewide competition**
2. **The Regional ATP Supplemental Questionnaire**

The Regional ATP Supplemental Questionnaire is included on the following page.

3. **A resolution from the applicant's authorized governing body that includes the following provisions, consistent with SANDAG Board Policy No. 035:¹**
 - Applicant's governing body commits to providing the amount of matching & leveraging funds set forth in the grant application.
 - Applicant's governing body authorizes staff to accept the grant funding and execute a grant agreement, if an award is made by the CTC or SANDAG.

Applicants that submit applications for the statewide competition will automatically be considered for the regional competition. Applicants that applied for the statewide competition do not need to submit another copy of their application to SANDAG if they have already provided one as part of the statewide competition. All applicants for the regional competition must submit the Regional ATP Supplemental Questionnaire and a resolution from their authorized governing body to provide additional information needed for the regional competition.

SUBMITTAL DEADLINE

One electronic (PDF) copy of the application must be received by SANDAG no later than **5 p.m. on Friday, September 28, 2018**. Applications should be addressed to:

Jenny R. Russo
Regional ATP Administrator
Jenny.Russo@sandag.org

¹ The Resolution should be submitted with the Application, but at the very latest, must be received by SANDAG prior to February 1, 2019. The Resolution will be utilized in the event a *TransNet*-ATP funding exchange is implemented.

REGIONAL ATP SUPPLEMENTAL QUESTIONNAIRE

Applicants that would like to be considered for funding for the regional ATP competition must answer the following questions, as a supplement to the statewide application:

Non-Infrastructure Projects

- Innovation: Does the project propose innovative solutions that show the potential to serve as a replicable model to the region/city?

Infrastructure Projects

- Project Readiness – Completion of Major Milestones

Which of the following steps for the project have been completed?

1. Community Active Transportation Strategy/Neighborhood-Level Plan/Corridor Study
2. Environmental Documentation/Certification
3. Right-of-Way Acquisition
4. Final Design

- Linkages to Bicycle, Pedestrian, and Transit Networks

Provide a map that clearly illustrates the project's relationship to existing local and regional bicycle, pedestrian, and transit facilities. Specifically, note if the project closes any gaps in bicycle and pedestrian facilities.

- Effectiveness and Comprehensiveness of Proposed Project

Describe the specific traffic calming, pedestrian, and bicycle treatments being proposed and why they are particularly suited to address the needs of the project area. Address how the traffic calming measures will benefit pedestrians and bicycles.

- Complementary Programs

Describe any programs that complement the proposed infrastructure improvements, including awareness, education efforts, increased enforcement, bicycle parking, etc. and who will be implementing them. In order to achieve points, programs must be included in the scope of the project.

- Innovation

Is this project an FHWA or state experimentation effort? Does this project propose innovative solutions that are included in the NACTO Urban Bikeway Design Guide or propose solutions that are new to the region/city? Does the project leverage advanced technologies?

PROJECT SELECTION PROCESS

Step 1: Eligibility Screen

Applications will be screened for eligibility, which will consist of the following:

- Consistency with the 2050 Regional Transportation Plan/Sustainable Community Strategy
- Use of appropriate application
- Supplanting funds: a project that is already fully funded will not be considered for funding in the ATP. ATP funds cannot be used to supplant other committed funds.
- Eligibility of project: the project must be one of the four types of projects listed in these guidelines.

Applications will be removed from the competitive process if found ineligible.

Step 2: Quantitative Evaluation

SANDAG will conduct the quantitative evaluation for all Geographic Information Systems (GIS) and formula-based scores.

Step 3: Qualitative Evaluation

A multidisciplinary review panel representing a broad array of active transportation-related interests, such as expertise in bicycling and pedestrian transportation, Safe Routes to School projects, and projects that benefit disadvantaged communities will be convened to score the qualitative portion of the application. Panel members will not review or comment on applications from their own organization; or in the case of the County of San Diego, from their own department. Eligible applicants that do not apply for ATP funding will be encouraged to participate in the multidisciplinary review panel.

Step 4: Initial Ranking

An initial list of project rankings will be produced.

Step 5: Disadvantaged Communities Adjustment

Rankings will be adjusted to ensure that 25 percent of the available funds are dedicated to projects and programs that benefit Disadvantaged Communities as identified in the CTC Guidelines.

Step 6: Final Ranking & Contingency Project List

The final list of project rankings will be produced.

SANDAG will recommend a list of Regional ATP projects for programming by the CTC that is financially constrained against the amount of ATP funding available (as identified in the approved ATP Fund Estimate). In addition, SANDAG will include a list of contingency projects, listed in order based on the project's final ranking. SANDAG intends to fund projects on the contingency list should there be any project failures or savings in the Cycle 4 Regional ATP. This will ensure that the Regional ATP will fully use all ATP funds, and

that no ATP funds are lost to the region. The contingency list is valid until the adoption of the next Statewide ATP cycle.

The final ranking and contingency project list will be provided to the CTC in February 2019 for consideration by the CTC in June 2019.

STEP 7: TransNet-ATP Funding Exchange (Optional Step)

If a SANDAG project is selected to receive ATP funding as a result of the regional ATP competitive process, and the funding plan for that project contains *TransNet* funds, there may be an opportunity to implement a funding exchange with projects from local jurisdictions recommended through the regional ATP. This exchange would reduce the administrative burden to local jurisdictions associated with ATP funding requirements, and would consolidate the allocation of ATP funds to as few projects as practicable. Should a funding exchange be proposed, local jurisdiction projects that elect to participate in the exchange would be removed from the regional ATP ranking and be funded through the *TransNet Active Transportation Grant Program (ATGP)*. The *TransNet*-funded projects would be administered as other *TransNet* ATGP projects and be subject to the terms and conditions of SANDAG Board Policy No. 035. Projects from applicants other than local jurisdictions are ineligible for the *TransNet*-ATP funding exchange.

SANDAG staff will make the determination of whether a funding exchange is an option under the Cycle 4 Regional ATP. The ability to make the exchange and the terms and conditions of such exchange shall be in SANDAG's sole discretion and this determination will be made for Cycle 4 only.

Note:

- Projects that are a component of major roadway reconstruction projects funded by *TransNet* are subject to the Routine Accommodations Provisions outlined in SANDAG Board Policy No. 031: *TransNet* Ordinance and Expenditure Plan Rules, Rule 21 and will not be eligible for the funding exchange.
- Per the adoption of San Diego Forward: The Regional Plan and GHG Mitigation Measure 4A included in the Environmental Impact Report, local jurisdictions receiving *TransNet* ATGP funding must have both a locally-adopted Climate Action Plan (CAP) and Complete Streets (CS) Policy. The CAP and CS Policy must meet the requirements outlined in GHG Mitigation Measure 4A and in the California Complete Streets Act of 2008. Local jurisdictions that do not have an adopted CAP or CS in place at the time the *TransNet*-ATP exchange is offered will not be eligible for the funding exchange.

EVALUATION PANEL

The proposed projects will be scored by an evaluation panel consisting of Active Transportation Working Group (ATWG) members, Cities/County Transportation Advisory Committee (CTAC) members, Regional Planning Technical Working Group (TWG) members, and/or an academic or other individual with expertise in bicycling and pedestrian transportation, Safe Routes to School projects, and projects that benefit disadvantaged communities or a related field. Panel members will not represent project applicants for funding under Cycle 4 from their own agency/department, will not have had prior involvement in any of the submitted projects, nor may they (nor the organizations they represent) receive compensation for work on any of the funded projects in the future. The scoring criteria are specified in the scoring criteria matrix for each grant program.

SCORING PROCESS

The criteria upon which projects will be scored fall into two general categories:

- **Objective criteria** that are data-oriented and relate to existing or planned bicycle and pedestrian network connections, access to transit services, other transportation safety measures, cost effectiveness, and matching funds.
- **Subjective criteria** that relate to the quality of the proposed plan or project.

Objective data-oriented criteria will be based on Geographic Information System (GIS), the 2050 Regional Transportation Plan and its Sustainable Communities Strategy, Riding to 2050: The San Diego Regional Bike Plan, and the 2050 Regional Growth Forecast. For information that is not readily available to SANDAG, Applicants will be asked to provide supplementary data. Points for objective criteria will be calculated by either the SANDAG Department of Data Analytics and Modeling staff or Contracts and Procurement staff in accordance with the point structures delineated in the scoring criteria. Those criteria are marked with an asterisk (*) in the scoring criteria matrix of each program.

For subjective criteria related to the quality of the proposed project, applicants will need to provide responses. Points for subjective criteria will be awarded by the members of the evaluation panel.

PROJECT RANKINGS

Project rankings will be produced using a “Sum of Ranks” approach. Using this approach, projects will receive two scores: (1) objective formula-based points that are calculated by either SANDAG Department of Data Analytics and Modeling staff or Contracts and Procurement staff and (2) subjective quality-based points that are awarded by members of the Evaluation Panel. The objective points earned will be added to the subjective points awarded by each evaluator on the panel, and will then be translated into project rankings for each evaluator. For example, the project awarded the most points from a single evaluator will rank number one; the project awarded the second most points will rank number two; and so on (one being the best rank a project can receive). The rankings from each individual evaluator will then be added together for each project to produce an overall project ranking (Sum of Ranks). Therefore, projects with the lowest overall numerical rank will have performed the best.

The list of overall project rankings will be used to recommend funding allocations in order of rank. The top-ranking projects (or the projects with the lowest overall numerical rank) will be recommended for funding in

descending rank until funding is exhausted. If two or more project applications receive the same rank that is the funding cut-off score, the following criteria will be used to determine which project(s) will be funded, in order of priority:

- Infrastructure projects
- Construction readiness (i.e. completion of PA&ED, PS&E, R/W)
- Highest score on the following question:
 - Infrastructure Projects: Criteria #5 - Project Readiness
 - Non-Infrastructure Projects: Criteria #4 - Methodology
- Highest score on the following question:
 - Infrastructure Projects: Criteria #3C – Alignment with ATP Goals
 - Non-Infrastructure Projects: Criteria #2 - Alignment with ATP Goals

SELECTION PROCESS

SANDAG Contracts and Procurement staff will present the list of overall project rankings and corresponding funding recommendations to the Transportation Committee for recommendation to the SANDAG Board of Directors. The SANDAG Board will review and recommend the final list of projects to the CTC for consideration. The CTC will consider the Regional ATP project rankings at its meeting in June 2019.

INFRASTRUCTURE SCORING CRITERIA GUIDANCE

The following narrative descriptions will be used to assist the evaluation panel in scoring infrastructure project applications. The Infrastructure Scoring Criteria Matrix on pages 26-27 is a summary of this information.

1. DEMAND ANALYSIS

*NOTE: SANDAG Department of Data Analytics and Modeling staff will calculate the points awarded for this criteria based on a GIS analysis of the project area relative to the seven factors listed below.

A half-mile buffer will be created around pedestrian improvement projects and a one-mile buffer will be created around bicycle improvement projects. Data will be gathered for each of the factors for each project buffer. Results for each factor will be ranked from highest to lowest (except for vehicle ownership, which will be ranked from lowest to highest), in quintiles (5 equal groups), for all projects. Projects will then be scored relative to each other by ranking the raw scores from highest (up to 15 points) to lowest (1 point). (Up to 15 points possible)

- Population (highest – lowest)
- Population Density (highest – lowest)
- Employment Density (highest – lowest)
- Intersection Density (highest – lowest)
- Activity Centers (highest – lowest)
- Employment (highest – lowest)
- Vehicle Ownership (lowest – highest)

2. PROJECT CONNECTIONS

A. REGIONAL BICYCLE NETWORK

*NOTE: The SANDAG Department of Data Analytics and Modeling will calculate the points awarded for this criteria using the Regional Bicycle Network laid out in SANDAG Riding to 2050: The San Diego Regional Bike Plan. (Up to 8 points possible)

- Will the proposed project *connect to* part of the existing or planned Regional Bicycle Network? (6 points)

or

- Will the proposed project *construct part of* the existing or planned Regional Bicycle Network? (8 points)

Zero points will be awarded to projects that neither build nor connect to the existing or planned Regional Bicycle Network.

B. EXISTING OR PROGRAMMED TRANSIT

*NOTE: The SANDAG Department of Data Analytics and Modeling staff will calculate the points awarded for these criteria. Up to 12 points will be awarded based on proximity to existing or programmed transit facilities included in San Diego Forward: The Regional Plan (adopted in 2015).

A regional transit station is defined as any station served by COASTER, SPINTER, Trolley, *Rapid*, or *Rapid Express* Routes. Distance refers to walking distance based on actual available pathways. Projects that propose both bicycle and pedestrian improvements will be eligible to receive points for both modes in this category. *(Up to 12 points possible)*

- Bicycle improvement within 1.5 miles of a regional transit station (6 points)

and/or

- Pedestrian improvement within 1/4 mile of a local transit stop (2 points)
- Pedestrian improvement directly connects to a local transit stop (4 points)
- Pedestrian improvement within 1/2 mile of a regional transit station (4 points)
- Pedestrian improvement directly connects to a regional transit station (6 points)

C. COMPLETES CONNECTION IN LOCAL BICYCLE NETWORK

Up to 10 points will be awarded based on how well the project will close a gap between existing local bicycle facilities. Applicant must demonstrate evidence of an existing gap. A gap is defined as a lack of facilities between two existing facilities, or a situation where there is an undesirable change in facility type. For example, a project upgrading a connection between two Class II segments from a Class III to a Class II segment could be closing a gap. Projects that do not propose to close a gap between existing local bicycle facilities will receive 0 points.

D. EXISTING PEDESTRIAN NETWORK

Up to 10 points will be awarded based on how well the project will close a gap in the existing pedestrian network. Applicant must demonstrate evidence of an existing gap. Examples include missing sidewalk segments, or enhancement of one or more blocks in between blocks that have previously been upgraded. Projects that do not propose to close a gap in the existing pedestrian network will receive 0 points.

3. SAFETY AND QUALITY OF PROJECT

Points will be awarded based on the quality of proposed measures and the potential to address community needs identified by the Applicant. The highest scoring projects will make significant infrastructure changes that result in reduced speeds and safer environments for bicyclists and pedestrians, balance the needs of all modes, and include a broad array of devices to calm traffic and/or prioritize bicyclists and pedestrians. Low-scoring projects will have fewer features and make minimal improvements.

A. SAFETY AND ACCESS IMPROVEMENTS

Points for this section will be awarded based on the applicant's description of safety hazards and/or collision history within the last 7 years, the degree of hazard(s), and potential for increasing bicycle or pedestrian trips. Some hazards may be so unsafe as to prohibit access and therefore lack collision data. Projects lacking collision data may still receive points for creating safe access or overcoming hazardous conditions.

To earn points without collision data, the Applicant must describe detractors in the project area that prohibit safe access (ex. lack of facilities, high traffic volumes/speeds where bicycle/pedestrian trips would increase with safer access, freeway on/off ramps, blind curves, steep slopes, etc.) Vehicle speed limit and average daily traffic information will be considered in identifying the degree of hazard. *(Up to 18 points possible)*

- One to two correctable collisions involving non-motorized users (2 points)
- Three to four correctable collisions involving non-motorized users (4 points)
- Five or more correctable collisions involving non-motorized users (6 points)
- Creates access or overcomes barriers in an area where hazardous conditions prohibit safe access for bicyclists and pedestrians (6 points)
- Creates a new or safer crossing for bicyclists and/or pedestrians across railroad or light rail tracks (6 points).

B. IMPACT AND EFFECTIVENESS OF PROPOSED BICYCLE, PEDESTRIAN, AND/OR TRAFFIC CALMING MEASURES

Up to 5 points are available within each of the three project categories: bicycle, pedestrian, and/or traffic calming measures. Therefore, projects that propose improvements in more than one category are eligible to earn more points *(up to 18 total points possible)*. Traffic calming measures that consist of roadway improvements that benefit motorists only will receive 0 points.

In scoring traffic calming measures, the following minimum thresholds for frequency/effectiveness of traffic calming devices along a roadway will be taken into consideration:

- Residential Street (20 mph) = Devices every 250 feet (on either side)
- Collector or Main Street (25 mph) = Devices every 400 feet
- Arterial street (35 mph) = Devices every 800 feet

Points will be distributed based on how well the application addresses the following:

- How well will the proposed traffic calming devices address the identified need in the project area? Are the proposed solutions appropriate for the situation? (Up to 6 points)
- How well will the proposed pedestrian improvements address the identified need in the project area? (Up to 6 points)
- How well will the proposed bicycle improvements address the identified need in the project area? (Up to 6 points)

C. ALIGNMENT WITH ATP GOALS

Points will be awarded based on how well the proposed project aligns with ATP Program Goals. *(Up to 18 points possible)*

- How well will the proposed project increase the proportion of trips accomplished by biking and walking? (up to 3 points)
- How well will the proposed project increase the safety and mobility of non-motorized users? (up to 3 points)
- How well will the proposed project advance the active transportation efforts of SANDAG to achieve greenhouse gas reduction goals as established pursuant to SB 375 and SB 39? (up to 3 points)
- How well will the proposed project enhance public health, including reduction of childhood obesity through the use of programs including but not limited to projects eligible for Safe Routes to School Program funding? (up to 3 points)
- How well will the proposed project ensure that disadvantaged communities fully share in the benefits of the project? (up to 3 points)
- How well will the proposed project benefit many types of active transportation users? (up to 3 points)

D. INNOVATION

Points will be awarded based on the breadth of solutions proposed by the project that are new to the region/city and if the project leverages advanced technologies. The NACTO Urban Bikeway Design Guide available at <http://nacto.org/cities-for-cycling/design-guide/> will be referred to for examples of innovative improvements, such as:

- Bike signals and beacons
- Intersection treatments (bike boxes, intersection crossing markings, median refuge islands, through bike lanes)
- Bikeway signing and marking (colored bike facilities, bike route wayfinding signage/markings)

No points will be awarded for facilities or treatments that have received Federal Highway Administration approval (ex. Sharrows), unless they are new to the region/city. *(Up to 12 points possible)*

- Is this project an Federal Highway Administration or state experimentation effort? (4 points)
- Does this project propose innovative solutions that are included in the NACTO Urban Bikeway Design Guide or propose solutions that are new to the region/city? (6 points)
- Does the project leverage advanced technologies? (2 points)

4. SUPPORTIVE POLICIES AND PROGRAMS

This section will be scored based upon the Applicant's demonstration of plans, policies, and programs that support the proposed project. Consideration will be given to both the breadth and depth of plans, policies, and programs.

A. COMPLIMENTARY PROGRAMS

Points will be awarded based on how well the Applicant demonstrated that the proposed project will be complemented by supportive programs including, but not limited to: awareness campaigns, education efforts, increased enforcement, and/or bicycle parking. Projects that demonstrate collaboration and integration with the supportive program(s) will be given higher scores. *(Up to 6 points possible)*.

B. GREENHOUSE GAS (GHG) EMISSION REDUCTIONS

Points will be awarded based on whether the Applicant or relevant local jurisdiction has an adopted Climate Action Plan (CAP) and/or complete streets policy (or the equivalent, including policies in the general plan or other documents adopted by the local jurisdiction). *(Up to 10 points possible)*

- The local jurisdiction has an adopted Climate Action Plan (CAP). (1 point)
- The local jurisdiction has an adopted complete streets policy (or the equivalent, including policies in the general plan or other documents adopted by the Applicant or relevant local jurisdiction). (1 point)
- How well the Applicant demonstrates that the proposed project will directly reduce GHG emissions such as through implementation of a CAP, parking strategies, advanced technologies, and/or other strategies *(Up to 8 points possible)*. The highest-scoring projects will provide supportive evidence, including quantitative analyses, that demonstrate the project will directly reduce GHG emissions.

5. PROJECT READINESS/COMPLETION OF MAJOR MILESTONES

Points will be awarded based on the completed project development milestones. *(Up to 20 points possible)*

- Neighborhood-level plan, corridor study, or community active transportation strategy. *(2 points)*
- Environmental clearance under the California Environmental Quality Act and the National Environmental Policy Act if appropriate, or evidence that environmental clearance is not required. *(4 points)*
- Completion of right-of-way acquisition and all necessary entitlements (if appropriate), or evidence that right-of-way acquisition is not required. *(4 points)*
- Progress toward obtaining final design (plans, specifications, and estimates):
 - 30 percent design completed (3 points)
 - 60 percent design completed (6 points)
 - 90 percent design completed (9 points)
 - Final design completed (10 points)

6. PUBLIC HEALTH

Up to 10 points will be awarded for projects that will improve public health through the targeting of populations with high risk factors for obesity, physical inactivity, asthma, or other health issues. Points will be awarded to applicants that conduct the following:

- Coordinate with the local health department to identify data and risk factors for the community (2 points)
- Describe the targeted populations and the health issues that the project will address (2 points)
- Assess health data using the online California Health Interview Survey (CHIS) tool available at <http://healthpolicy.ucla.edu/chis/Pages/default.aspx> (3 points)
- Assess the project's health benefits using the online Health Economic Assessment Tool (HEAT) available at <http://www.heatwalkingcycling.org> (3 points)

7. USE OF CALIFORNIA CONSERVATION CORPS OR A QUALIFIED COMMUNITY CONSERVATION CORPS

Projects should seek to use the California Conservation Corps or a qualified community conservation corps, as defined in Section 14507.5 of the Public Resources Code, as partners to undertake or construct applicable projects in accordance with Section 1524 of Public Law 112-141. Applicants will not be penalized if either corps determines that they cannot participate in a project. (Up to 5 points possible)

Points will be awarded as follows:

- The applicant sought California Conservation Corps or a qualified community conservation corps participation on the project (5 points)
- The applicant did not seek California Conservation Corps or a qualified community conservation corps for participation on the project, or the applicant intends not to utilize a corps on a project in which the corps can participate (0 points).

8. BENEFIT TO DISADVANTAGED COMMUNITY

For a project to contribute toward the disadvantaged communities funding requirement, the project must clearly demonstrate, with verifiable information, a direct, meaningful, and assured benefit to a disadvantaged community. A project is considered beneficial if it fulfills an important need of low-income people in a way that provides a significant benefit and targets its value. The project's benefits must primarily target low-income people while avoiding substantial burdens on a disadvantaged community.

For a project to qualify as directly benefiting a disadvantaged community, the project must:

- be located within or be within reasonable proximity to, the disadvantaged community served by the project,
- have a direct connection to the disadvantaged community, or

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- be an extension or a segment of a larger project that connects to or is directly adjacent to the disadvantaged community.

Points will be distributed in relation to the severity of and the benefit provided to the disadvantaged community affected by the project. (Up to 10 points possible)

- How well the project benefits a disadvantaged community (Up to 10 points)
- The project does not benefit a disadvantaged community. (0 points)

9. MATCHING FUNDS

*NOTE: SANDAG Contracts and Procurement staff will calculate the points awarded for this criteria.

Points for matching funds will be awarded based on the following scale. The matching fund percentage is derived by comparing the total matching funds relative to the total project cost. (Up to 8 points possible)

- 0% (0 points)
- 0.01– 7.99% (2 points)
- 8.00 – 15.99% (3 points)
- 16.00 – 23.99% (4 points)
- 24.00 – 31.99% (5 points)
- 32.00 – 39.99% (6 points)
- 40.00 – 47.99% (7 points)
- 48.00% and above (8 points)

10. COST EFFECTIVENESS

Ratio of ATP funding request to project score.

*NOTE: SANDAG Contracts and Procurement staff will calculate the points awarded for this criteria.

The ratio is calculated by dividing the total ATP funding request amount by the sum of points earned in criteria 1 through 9. The ratios will be ranked in descending order and the available 10 points will be distributed according to rank. The project(s) with the largest ratio will receive 10 points. All other projects will receive points in the same proportion as their cost effectiveness ratio as compared to the project with the highest ratio. (Up to 10 points possible)

INFRASTRUCTURE SCORING CRITERIA MATRIX

Infrastructure projects will be scored and ranked on the basis of applicant responses to the Infrastructure Scoring Criteria Guidance.

Points calculated by SANDAG’s Department of Data Analytics and Modeling or Contracts and Procurement staff are marked with an asterisk (*).

No.	CATEGORY	CRITERIA	MAXIMUM POINTS POSSIBLE
1.*	DEMAND ANALYSIS		
		Factors contributing to score: population and employment, population and employment densities, intersection density, vehicle ownership, and activity centers. (Up to 15 points)	Up to 15
2.	PROJECT CONNECTIONS		
A.*	Regional Bicycle Network	Will the project build or connect to the existing or planned Regional Bicycle Network?	Up to 8
B.*	Existing or Programmed Transit	<ul style="list-style-type: none"> • Bicycle improvement within 1 ½ miles of a regional transit station (6 points) • Pedestrian improvement within 1/4 mile of a local transit stop (2 points) • Pedestrian improvement directly connects to a local transit stop (4 points) • Pedestrian improvement within 1/2 mile of a regional transit station (4 points) • Pedestrian improvement directly connects to a regional transit station (6 points) 	Up to 12
C.	Existing Bicycle Network	How well will the project close a gap between existing bicycle facilities?	Up to 10
D.	Existing Pedestrian Network	How well will the project close a gap in the existing pedestrian network?	Up to 10
3.	SAFETY AND QUALITY OF PROJECT		
A.	Safety and Access Improvements	Potential for increasing bicycle or pedestrian trips at location with documented safety hazard or accident history within the last seven years. Will the project create access or overcome barriers in an area where hazardous conditions prohibit safe access for bicyclists and pedestrians? Does the project create a new or safer crossing for bicyclists and/or pedestrians across railroad or trolley tracks?	Up to 18
B.	Impact and Effectiveness of Proposed Bicycle, Pedestrian, and/or Traffic Calming Measures	How well will the proposed traffic calming devices, pedestrian improvements, and/or bicycle improvements address the identified need in the project area? Are the proposed solutions appropriate for the situation?	Up to 18

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C.	Alignment with ATP Goals	How well does the project align with the ATP objectives?	Up to 18
D.	Innovation	Is this project a Federal Highway Administration or state experimentation effort? Does the project propose innovative solutions that are new to the region/city? Does the project leverage advanced technologies?	Up to 12
4.	SUPPORTIVE POLICIES AND PROGRAMS		
A.	Complementary Programs	Are capital improvements accompanied by supportive programs such as an awareness campaign, education efforts, and/or increased enforcement?	Up to 6
B.	Greenhouse Gas (GHG) Emission Reductions	How well will the proposed effort directly reduce greenhouse gas emissions such as through implementation of a CAP, parking strategies, advanced technologies, or other strategies?	Up to 10
5.	PROJECT READINESS/COMPLETION OF MAJOR MILESTONES		
		<ul style="list-style-type: none"> • Neighborhood-level plan, corridor study, or community active transportation strategy. (2 points) • Environmental clearance (CEQA and NEPA) (4 points) • Completed right-of-way acquisition (4 points) • Progress toward obtaining final design 	Up to 20
6.	PUBLIC HEALTH		
		Does the project improve public health by targeting populations with high risk factors for obesity, physical inactivity, asthma, or other health issues?	Up to 10
7.	USE OF CALIFORNIA CONSERVATION CORPS OR A QUALIFIED COMMUNITY CONSERVATION CORPS		
		Did the applicant seek California Conservation Corps or a qualified Community Conservation Corps for participation on the project? Does the applicant intend not to utilize a corps in a project in which the corps can participate?	Up to 5
8.	BENEFIT TO DISADVANTAGED COMMUNITY		
		Does the project benefit a disadvantaged community?	Up to 10
9.*	MATCHING FUNDS		
		Points for matching funds will be awarded based on a scale. The matching fund percentage is derived by comparing the total matching funds relative to the total project cost.	Up to 8
10.*	COST EFFECTIVENESS		
		Project grant request, divided by score in criteria 1 through 9, ranked relative to each other.	Up to 10
TOTAL POINTS			200

NON-INFRASTRUCTURE SCORING CRITERIA GUIDANCE

The following narrative descriptions will be used to assist the evaluation panel in scoring non-infrastructure applications. The Non-Infrastructure Scoring Criteria Matrix on pages 33-34 is a summary of this information.

1. DEMAND ANALYSIS

NOTE: SANDAG Department of Data Analytics and Modeling staff will calculate the points awarded based on a GIS analysis of the project area relative to the seven factors listed below in comparison to all other submitted project applications.

A half-mile buffer will be created around pedestrian improvement projects and a one-mile buffer will be created around bicycle improvement projects. Data will be gathered for each of the factors for each project buffer. Results for each factor will be ranked from highest to lowest (except for vehicle ownership, which will be ranked from lowest to highest), in quintiles, for all projects. Projects will then be scored relative to each other by ranking the raw scores from highest (up to 25 points) to lowest (1 point). *(Plans: Up to 30 points possible; EEA Programs: Not Applicable)*

- Population
- Population Density
- Activity Centers
- Intersection Density
- Employment
- Employment Density
- Vehicle Ownership

2. ALIGNMENT WITH ATP OBJECTIVES

Points will be awarded based on how well the proposed project aligns with the ATP objectives. The highest scoring projects will demonstrate the potential for measurable impact across multiple objectives. *(Plans: Up to 30 points possible; EEA Programs: Up to 30 points possible;)*

- How well will the proposed project increase the proportion of trips accomplished by biking and walking? (Up to 5 points)
- How well will the proposed project increase the safety and mobility of non-motorized users? (Up to 5 points)
- How well will the proposed project advance the active transportation efforts of SANDAG to achieve greenhouse gas reduction goals? (Up to 5 points)
- How well will the proposed project enhance public health, including reduction of childhood obesity through the use of programs including but not limited to projects eligible for Safe Routes to School Program funding? (Up to 5 points)
- How well will the proposed project ensure that disadvantaged communities fully share in the benefits of the project? (Up to 5 points)
- How well will the proposed project benefit many types of active transportation users? (Up to 5 points)

3. COMPREHENSIVENESS AND GREENHOUSE GAS (GHG) EMISSION REDUCTIONS

A. COMPREHENSIVENESS

Points will be awarded according to the comprehensiveness of the proposed project, plan, or program, in terms of both scope and scale. The quality of the proposed project and its potential to address community needs identified by the Applicant will be considered.

- **Plans:** The highest scoring projects will: aim to address Complete Streets principles; incorporate traffic calming measures for the benefit of pedestrians and bicycles; prioritize bike/pedestrian access; and/or be considered a Community Active Transportation Strategy (CATS). *(Up to 30 points possible)*
- **EEA Programs:** The highest scoring projects will be larger in scope, scale, or duration; reach underserved or vulnerable populations that lack vehicular access; complement a capital improvement project; and/or be part of a larger Transportation Demand Management (TDM) effort. Lower-scoring projects will be smaller in scope, scale, or duration, and will be independent of any capital improvement projects. *(Up to 30 points possible)*

B. GREENHOUSE GAS (GHG) EMISSION REDUCTIONS

Points will be awarded based on how well the proposed effort will directly reduce GHG emissions. The highest scoring projects will directly reduce GHG emissions such as through implementation of a Climate Action Plan (CAP), parking strategies, advanced technologies and/or other strategies. Points will be awarded as follows (Up to 10 points possible):

- The local jurisdiction has an adopted CAP. (1 point)
- The local jurisdiction has a complete streets policy or the equivalent, such as policies in the local jurisdiction's general plan or other documents adopted by the local jurisdiction's governing body. (1 point)
- How well will the proposed effort directly reduce greenhouse gas (GHG) emissions? (Up to 8 points possible).

4. METHODOLOGY

Points will be awarded according to how well the proposed effort will meet the demonstrated need and project goals.

- **Plans:** Highest scoring projects will include a comprehensive planning process in their scopes of work that addresses the goals of Complete Streets, prioritizes bicyclist and pedestrian access, plans for traffic calming, and ties into Safe Routes to School efforts in the project area. *(Up to 30 points possible)*
- **EEA Programs:** Highest scoring projects will clearly and succinctly demonstrate how the project scope of work will directly address the proposed program goals and objectives, and will also list measurable objectives and/or deliverables. Lower scoring projects will state a generic need, broad goals, and/or will fail to clearly articulate how the scope of work will address project goals. *(Up to 30 points possible)*

5. COMMUNITY SUPPORT

Points will be awarded according to the inclusiveness of the planning process and evidence that key stakeholders will be active participants in the process. The highest scoring projects will demonstrate: strong community support for the project; substantial community input into the planning or other process; identification of key stakeholders, including underserved and limited English proficiency populations, and ensuring a meaningful role in the effort.

Lower scoring projects will: have minimal opportunities for community engagement in the scope of work; include generic letters of support that fail to demonstrate substantive stakeholder involvement; and/or fail to account for limited English proficiency populations. (*Plans: Up to 15 points possible; EEA Programs: Up to 15 points possible*)

6. EVALUATION

Points will be awarded for applications that clearly demonstrate a commitment to monitoring and evaluating the impact and effectiveness of the proposed project. The highest scoring projects will have identified performance measures in the application, or will include a task for identification of performance measures in the Scope of Work and/or include specific pre- and post-data collection efforts as part of the project scope, budget, and schedule in support of evaluating the project's effectiveness. Lower scoring projects will lack meaningful evaluation methods or data collection as part of the project. (*Plans: Not Applicable; EEA Programs: Up to 20 points possible*)

7. INNOVATION

Points will be awarded for applications that propose innovative solutions that show the potential to serve as a replicable model for the region/city. The highest scoring projects will include innovative methods of accomplishing project goals that have not yet been pursued numerous times in the region/city. For innovations that have been implemented in other regions/cities, the Applicant must demonstrate that the measure was successful and effective in those cases. Examples of innovative solutions may include, but are not limited to: CiclosDias or Sunday Streets programs; bike sharing programs; bike corrals; bike stations; or bike parking ordinances. (*Plans: Not Applicable; EEA Programs: Up to 15 points possible*)

8. PUBLIC HEALTH

Points will be awarded for projects that will improve public health through the targeting of populations with high risk factors for obesity, physical inactivity, asthma, or other health issues. Points will be awarded to applicants that conduct the following (Up to 15 points possible):

- Coordinate with the local health department to identify data and risk factors for the community (4 points)
- Describe the targeted populations and the health issues that the project will address (3 points)
- Assess health data using the online California Health Interview Survey (CHIS) tool available at <http://healthpolicy.ucla.edu/chis/Pages/default.aspx> (4 points)
- Assess the project's health benefits using the online Health Economic Assessment Tool (HEAT) available at <http://www.heatwalkingcycling.org> (4 points)

9. USE OF CALIFORNIA CONSERVATION CORPS OR A QUALIFIED COMMUNITY CONSERVATION CORPS

Projects should seek to use the California Conservation Corps or a qualified community conservation corps, as defined in Section 14507.5 of the Public Resources Code, as partners to undertake or construct applicable projects in accordance with Section 1524 of Public Law 112-141. Applicants will not be penalized if either corps determines that they cannot participate in a project.

Points will be awarded as follows:

- The applicant sought California Conservation Corps or a qualified community conservation corps participation on the project (Plans: Not Applicable; EEA Programs: 5 points possible)
- The applicant did not seek California Conservation Corps or a qualified community conservation corps for participation on the project, or the applicant intends not to utilize a corps on a project in which the corps can participate. (Plans: Not Applicable; EEA Programs: 0 points)

10. BENEFIT TO DISADVANTAGED COMMUNITY

For a project to contribute toward the disadvantaged communities funding requirement, the project must clearly demonstrate, with verifiable information, a direct, meaningful, and assured benefit to a disadvantaged community. A project is considered beneficial if it fulfills an important need of low-income people in a way that provides a significant benefit and targets its value. The project's benefits must primarily target low-income people while avoiding substantial burdens on a disadvantaged community.

For a project to qualify as directly benefiting a disadvantaged community, the project must:

- be located within or be within reasonable proximity to, the disadvantaged community served by the project,
- have a direct connection to the disadvantaged community, or
- be an extension or a segment of a larger project that connects to or is directly adjacent to the disadvantaged community.

Points will be distributed in relation to the severity of and the benefit provided to the disadvantaged community affected by the project.

- How well the project benefits a disadvantaged community (Plans: Up to 20 points possible; EEA Programs: Up to 10 points possible)
- The project does not benefit a disadvantaged community. (0 points)

11. MATCHING FUNDS

NOTE: SANDAG Contracts and Procurement staff will calculate the points awarded for this criteria.

Points for matching funds will be awarded based on the following scale. The matching fund percentage is derived by comparing the total matching funds relative to the total project cost.

- 0% (0 points)
- 0.01– 4.99% (1 point)
- 5.00 – 9.99% (2 points)
- 10.00– 14.99% (3 points)
- 15.00 – 19.99% (4 points)
- 20.00 – 24.99% (5 points)
- 25.00 – 29.99% (6 points)
- 30.00 – 34.99% (7 points)
- 35.00 – 39.99% (8 points)
- 40.00 – 44.99% (9 points)
- 45.00% and above (10 points)

12. COST EFFECTIVENESS

Ratio of ATP funding request to project score.

NOTE: SANDAG Contracts and Procurement staff will calculate the points awarded for this criteria.

The ratio is calculated by dividing the total ATP funding request amount by the sum of points earned in criteria 1 through 9. The ratios will be ranked in descending order and the available 10 points will be distributed according to rank. The project(s) with the largest ratio will receive 10 points. All other projects will receive points in the same proportion as their cost effectiveness ratio as compared to the project with the highest ratio (*Up to 10 points possible*)

NON-INFRASTRUCTURE SCORING CRITERIA MATRIX

Non-Infrastructure projects will be scored and ranked on the basis of applicant responses to the Non-Infrastructure Scoring Criteria Guidance. Points calculated by the SANDAG Department of Data Analytics and Modeling or Contracts and Procurement staff are marked with an asterisk (*).

No.	CATEGORY	CRITERIA	MAXIMUM POINTS POSSIBLE	
			PLANS	EEA
1*	Demand Analysis			
		Factors contributing to score: population and employment, population and employment densities, intersection density, vehicle ownership, and activity centers.	Up to 30	N/A
2.	Alignment with ATP Objectives			
		How well does the proposed project align with the ATP objectives?	Up to 30	Up to 30
3.	Comprehensiveness and Greenhouse Gas Emission Reductions			
A.	Comprehensiveness	How comprehensive is the proposed project, plan, or program? Does this effort accompany an existing or proposed capital improvement project?	Up to 30	Up to 30
B.	Greenhouse Gas Emission Reductions	Does the relevant local jurisdiction have an adopted a Climate Action Plan (CAP) and a Complete Streets Policy (or the equivalent)? How well will the proposed effort directly reduce greenhouse gas emissions such as through implementation of a CAP, parking strategies, advanced technologies, or other strategies?	Up to 10	Up to 10
4.	Methodology			
		How well will the planning process or proposed effort meet the demonstrated need and project goals?	Up to 30	Up to 30
5.	Community Support			
		Does the planning project include an inclusive process? Does the project involve broad segments of the community and does it have broad and meaningful community support?	Up to 15	Up to 15
6.	Evaluation			
		How will the project evaluate its effectiveness?	N/A	Up to 20
7.	Innovation			
		Does the project propose solutions that show the potential to serve as a replicable model to the region/city ?	N/A	Up to 15

NON-INFRASTRUCTURE PROJECTS

8.	Public Health			
		Does the project improve public health by targeting populations with high risk factors for obesity, physical inactivity, asthma, or other health issues?	Up to 15	Up to 15
9.	Use of California Conservation Corps or a Qualified Community Conservation Corps			
		Did the applicant seek California Conservation Corps or a qualified Community Conservation Corps for participation on the project? Does the applicant intend not to utilize a corps in a project in which the corps can participate?	N/A	Up to 5
10.	Benefit to Disadvantaged Community			
		Does the project benefit a disadvantaged community?	Up to 20	Up to 10
11.*	Matching Funds			
		Points for matching funds are awarded based on a scale. The matching fund percentage is derived by comparing the total matching funds relative to the total project cost.	Up to 10	Up to 10
12.*	Cost Effectiveness			
		Total ATP funding request, divided by score in criteria 1 through 11, ranked relative to each other.	Up to 10	Up to 10
TOTAL POINTS			200	200



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RESOLUTION NO. 2018-20

APPROVING THE SUBMISSION OF THE 2019 REGIONAL ACTIVE TRANSPORTATION PROGRAM SCORING CRITERIA TO THE CALIFORNIA TRANSPORTATION COMMISSION FOR USE IN THE COMPETITION

WHEREAS, the Legislature and Governor of the State of California have provided funds for the Active Transportation Program (ATP) under Senate Bill 99, Chapter 359; Assembly Bill 101, Chapter 354; and Senate Bill 1 (SB 1); and

WHEREAS, the California Transportation Commission (CTC) has been delegated the responsibility for the administration of this grant program, and has established necessary procedures in its ATP Guidelines; and

WHEREAS, the CTC has required in its ATP Guidelines that Metropolitan Planning Organizations (MPOs) coordinate the competitive selection process to select projects to receive a portion of the ATP funding; and

WHEREAS, the ATP Guidelines allow MPOs to use a different project selection criteria or weighting, minimum project size, match requirement, or definition of disadvantaged community for their competitive selection process with CTC approval; and

WHEREAS, the San Diego Association of Governments (SANDAG), as the MPO for the San Diego region, has developed program guidelines for the 2019 San Diego Regional ATP that utilize different project selection criteria and weighting and definition of disadvantaged community to be consistent with its Regional Transportation Plan; and

WHEREAS, the CTC requires the Governing Body of the MPO to approve the proposed program guidelines for submittal to the CTC; NOW THEREFORE

BE IT RESOLVED that the SANDAG Board of Directors, acting as the MPO Governing Body, confirms that the 2019 ATP program guidelines for the San Diego regional competition are consistent with the ATP Guidelines established by the CTC, and hereby recommends the San Diego ATP Guidelines be submitted to the CTC for consideration.

PASSED AND ADOPTED this 22nd of June 2018.

CHAIR ATTEST: _____
SECRETARY

MEMBER AGENCIES: Cities of Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Diego, San Marcos, Santee, Solana Beach, Vista, and County of San Diego.

ADVISORY MEMBERS: California Department of Transportation, Metropolitan Transit System, North County Transit District, Imperial County, U.S. Department of Defense, San Diego Unified Port District, San Diego County Water Authority, Southern California Tribal Chairmen’s Association, and Mexico.



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RESOLUTION NO. 2018-20

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SCORING CRITERIA TO THE CALIFORNIA TRANSPORTATION COMMISSION FOR USE IN THE
COMPETITION**

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ADVISORY MEMBERS: California Department of Transportation, Metropolitan Transit System, North County Transit District, Imperial County, U.S. Department of Defense, San Diego Unified Port District, San Diego County Water Authority, Southern California Tribal Chairmen’s Association, and Mexico.



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 Curt Hagman, San Bernardino
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July 16, 2018

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

Dear Ms. Bransen,

Please find attached for the consideration and approval of the California Transportation Commission on the Southern California Association of Governments 2019 Active Transportation Program (ATP) Regional Guidelines. The Regional Guidelines were developed through a collaborative process between SCAG and county transportation staff and approved the by SCAG Regional Council. The Regional Guidelines outline the project selection process for programming approximately \$87.5 million through the MPO component (Regional Program) or the ATP.

The proposed Regional Guidelines (Guidelines) retain most of the same components as in previous cycles, primarily relying upon and deferring to the Statewide Call for Proposals and scoring process to evaluate project proposals. In addition, SCAG will continue a supplemental Call for Proposals to support the selection of planning and non-infrastructure projects that reflect the needs of the region. The supplemental Call for Proposals, which will be released in September, has been structured to meet all of the requirements of the Statewide ATP Guidelines, while also providing a simplified application for project's requesting relatively small awards for plans and programs.

Similar to previous cycles, the Regional Program establishes two categories of projects: (1) Implementation Projects and (2) Planning & Capacity Building Projects.

Implementation Projects: No less than 95% of the funding will be recommended to proposals in this category. The selection process for Implementation Projects is the same as in previous cycles and is predominately managed by the county transportation commissions. Eligible applicants must apply for these funds by submitting an application through the statewide ATP call for projects. Base scores are established through the statewide ATP review process. The Regional Guidelines allow county transportation commissions to prioritize projects by adding up to twenty (20) points, on a 120 point scale, to supplement the state-provided base scores. As in previous ATP Regional Guidelines, the Board of each county transportation commission would be required to approve the methodology for assigning the additional points, as well as, approve the final project scores. Total funding available in each county is based on population-based funding targets.

Planning & Capacity Building Projects: No more than five percent (5%) of the funding will be recommended to proposals in this category with a cap of two percent (2%) on planning projects. As in previous cycles, the project selection process will rely on the statewide ATP application, scoring and ranking process. To reduce administrative burden and ensure disadvantaged communities can effectively participate in the process, SCAG will also provide the option for project sponsors seeking awards to apply through the supplemental call for projects. Planning awards will be capped at \$250,000; non-infrastructure awards will be capped at \$500,000. Each county transportation commission will take an active role in scoring and ranking the projects submitted in their respective county through the supplemental call for projects.

The 2019 Regional Guidelines will include a regional definition for disadvantaged communities. In addition to the SB 535 Disadvantaged Communities definition, jurisdictions will also be able to claim disadvantaged status using SCAG's Environmental Justice Areas and Communities of Concerns. Per the 2019 Statewide Guidelines, these definitions were developed through a robust outreach process and approved as part of SCAG's 2016 Regional Transportation Plan/Sustainable Communities Strategies.

A staff recommended Regional Program of Projects, assembled by combining recommendations from the Implementation and Planning & Capability Building categories will be reviewed by the Chief Executive Officers of the county commissions to address any outstanding issues and achieve consensus prior to finalization. The Regional Program recommendations will be approved by the Boards or Chief Executive Officers of the county transportation commission's prior to consideration by SCAG's Regional Council and submission to the CTC. Thank you for your collaboration and support in developing a set of guidelines that effectively balance state and regional needs. We look forward to continuing to work together toward the successful implementation of the 2019 Active Transportation Program. If you have any questions, please contact SCAG staff Sarah Jepson, Manager Active Transportation and Special Programs, jepson@scag.ca.gov, 213.236.1955.

Sincerely,



Hasan Ikhata
Executive Director

ATTACHMENT:
2019 Active Transportation Program Regional Guidelines

Resolution

2019 Active Transportation Program Regional Guidelines

Final Draft

July 2018

Southern California Association of Governments

Imperial County Transportation Commission

Los Angeles County Metropolitan Authority

Orange County Transportation Authority

Riverside County Transportation Commission

San Bernardino County Transportation Authority

Ventura County Transportation Commission

**SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
209 ACTIVE TRANSPORTATION PROGRAM REGIONAL GUIDELINES**

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Introduction

Purpose

The intent of this document is to successfully implement the Metropolitan Planning Organization (MPO) component of the California Active Transportation Program (ATP). The following 2019 ATP Regional Guidelines (Regional Guidelines) outline the roles, responsibilities and processes for selecting projects to receive funding from the SCAG region's dedicated share of the 2019 ATP. The Regional Guidelines also outline the requirements for programming, allocation, project delivery, project reporting, project administration and program evaluation related to the 2019 Regional Active Transportation Program (Regional Program). The Regional Guidelines may be revisited and modified for future rounds of funding in order to remain consistent with the 2019 ATP Statewide Guidelines (Statewide Guidelines), and to consider innovative concepts and best practices to improve the Regional Program's efficiency and effectiveness.

Background

- The goals of the ATP are to:
 - Increase the proportion of trips accomplished by biking and walking;
 - Increase the safety and mobility of non-motorized users;
 - Advance the active transportation efforts of regional agencies to achieve greenhouse gas reductions goals as established pursuant to SB 375;
 - Enhance public health, including reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding;
 - Ensure that disadvantaged communities (DAC) fully share in the benefits of the program; and
 - Provide a broad spectrum of projects to benefit many types of active transportation users.
- The DRAFT 2019 Statewide Guidelines, to be adopted by the California Transportation Commission (CTC) on May 16, 2018, describe the policy, standards, criteria and procedures for the development, adoption and management of the ATP Statewide Program.
- Per the DRAFT 2019 Statewide Guidelines, 40% of the funds for the ATP must be distributed by MPOs in urban areas with populations greater than 200,000, with funds distributed to each MPO based on total MPO population.
- The funds distributed by the MPOs must be programmed and allocated to projects selected through a competitive process in accordance with the ATP Statewide Guidelines.
- A MPO choosing to use the same project selection criteria and weighting, minimum project size, match requirement, and definition of DAC as used by the CTC for the statewide competition may defer its project selection to the CTC.
- MPOs may also issue a separate, supplemental call for projects. If a call for projects is initiated, it will require development and approval of guidelines and applications. In administering a competitive selection process, a MPO must use a multidisciplinary advisory group to assist in evaluating project applications.
- 25% of the regional funds must benefit DAC.

- The Statewide Guidelines allow for a large MPO to make up to 2% of its 2019 ATP funding available for active transportation plans in DACs.
- The Statewide Guidelines establish four eligible project types:
 - Infrastructure Projects: Capital improvements that will further the goals of this program. This typically includes the environmental, design, right-of-way, and construction phases of a capital (facilities) project. A new infrastructure project will not be programmed without a complete project study report (PSR) or PSR equivalent. The application will be considered a PSR equivalent if it defines and justifies the project scope, cost and schedule. Though the PSR or equivalent may focus on the project components proposed for programming, it must provide at least a preliminary estimate of costs for all components. PSR guidelines are posted on the CTC website: <http://www.catc.ca.gov/programs/ATP.htm>. *A capital improvement that is required as a condition for private development approval or permits is not eligible for funding from the Active Transportation Program.*
 - Plans: The development of a community wide bicycle, pedestrian, safe routes to school, or active transportation plan in a DAC.
 - Non-infrastructure Projects: Education, encouragement, and enforcement activities that further the goals of this program. The CTC intends to focus funding for non-infrastructure on start-up projects. A project is considered to be a start-up when no program currently exists. Start-up projects must demonstrate how the program is sustainable after ATP funding is exhausted. ATP funds cannot fund ongoing program operations. Non-infrastructure projects are not limited to those benefiting school students. Program expansions or new components of existing programs are eligible for ATP funds as long as the applicant can demonstrate that the existing program will be continued with non-ATP funds.
 - Infrastructure projects with non-infrastructure components.
- Per Statewide Guidelines, and based on SB 99, the following requirements apply specifically to SCAG:
 - SCAG must consult with the county transportation commissions, the CTC, and Caltrans in the development of the competitive project selection criteria. The criteria should include consideration of geographic equity consistent with program objectives;
 - SCAG must place priority on projects that are consistent with plans adopted by local and regional governments within the county where the project is located; and
 - SCAG must obtain concurrence from the county transportation commissions.
- The SCAG Regional Program will be developed through coordination of the ATP Subcommittee. The ATP Subcommittee is a subcommittee of the SCAG Sustainability Committee. The ATP Subcommittee is comprised of SCAG staff and representatives from each of the six (6) county transportation commissions. The Subcommittee drafts the Regional Program Guidelines, the Regional Program and administers tasks associated with project delivery. The County Transportation Commissions approve the Regional Program as it pertains to each respective county. SCAG's Regional Council approves the Regional Program Guidelines and Regional Program. The California Transportation Commission approves the Regional Program Guidelines and Regional Program.

Fund Estimates for 2019 Regional ATP

The 2019 ATP total funding estimate is \$437.5m. Per the 2019 ATP Statewide Guidelines, the MPO share is 40% of the total budget and the SCAG share is 50% of the MPO amount.

The SCAG region’s share of the 2019 ATP is approximately \$87.5M, which includes funding in Fiscal Years 2019/20, 2020/21, 2021/22, and 2022/23 to be programmed as follows:

Year (Fiscal)	Funds (\$MM)
FY 19/20	19.2
FY 20/21	19.2
FY 21/22	24.5
FY 22/23	24.5
Total	87.5

Eligibility

SCAG intends to apply the eligibility requirements as adopted in the 2019 Statewide Guidelines to the Regional Program. These requirements include an option for SCAG to provide a Regional Definition of Disadvantaged Communities. As part the 2016 Regional Transportation Plan (RTP)/ Sustainable Communities Strategy (SCS), SCAG established “environmental justice areas” and “communities of concern” as disadvantaged communities through a robust public outreach process that included the input of community stakeholders. SCAG has submitted these regional definitions of disadvantaged communities to the Commission for approval to complement existing definitions established through SB 535 and the ATP.

Regional Disadvantaged Communities Definitions

Per the Statewide Guidelines, MPOs have the option to use different criteria for determining which projects benefit disadvantaged communities. This additional criteria includes Environmental Justice Areas and Communities of Concern. This criteria can be used in addition to the existing SB 535 criteria.

- **Environmental Justice Areas:** Environmental Justice Areas are reflected in Transportation Analysis Zones that show a higher share of minority population or households in poverty than is seen in the great region as a whole.
- **Communities of Concern:** Communities of Concern are Census Designated Places or city of Los Angeles Community Planning Ares that fall in the upper third for their concentration of minority population households in poverty. This designation is significant in severity due to the degree of poverty.

Project Selection Process

SCAG intends to award funding to projects in two program categories. These categories include: Implementation projects, and Planning & Capacity Building projects.

Implementation Projects Category

Implementation projects include infrastructure, non-Infrastructure, and infrastructure projects with non-infrastructure components, as defined by the Statewide Guidelines and included in the Background (above). No less than 95% of the total regional funds shall be dedicated to funding Implementation projects in the 2019 Regional ATP. Implementation funds shall be allocated to projects in each county using population-based funding targets.

Implementation Projects Category: Funding Targets

County	Pop %	Funding Amount
Imperial	1%	795
Los Angeles	54%	44,906
Orange	17%	13,962
Riverside	12%	10,339
San Bernardino	11%	9,378
Ventura	5%	3,756
Total	100%	83,136

In this category, and consistent with previous ATP cycles, SCAG will select Implementation projects utilizing the CTC statewide applications, scoring and ranking process and decline its option to issue a supplemental call for proposals for infrastructure projects. Therefore, an evaluation committee will not be required at the county or regional level within the SCAG region to separately score Implementation projects. SCAG will only fund implementation projects submitted through the statewide application process.

The selection process shall occur as follows:

- Prior to scoring by the CTC, SCAG shall coordinate with each county to ensure that all Implementation project applications submitted through the statewide call for proposals have been submitted to the county and SCAG.
- The county transportation commissions shall review the Implementation project applications and determine which projects are “consistent with plans adopted by local and regional governments within the county” per the requirements of SB 99. When projects are determined to be consistent, the county shall authorize up to twenty (20) points to consistent projects.

- If a county transportation commission assigns additional points (up to 20, as noted above) to a project for which they are the lead applicant, an explanation shall be provided to SCAG of how the scoring process resulted in an unbiased evaluation of the project.
- The Board of each respective county transportation commission shall approve the scoring methodology/guidelines and point assignments, and submit the scores to SCAG for inclusion in the preliminary ranking of regional projects by December 31, 2018.
- SCAG shall establish a preliminary regional Implementation projects list based on the county's submissions that programs no less than 95% of the total regional funds and rely on population-based funding targets to achieve geographic equity.
- The county may also recommend funding for projects to be included on the Regional Program contingency list. Projects included on the contingency list shall be included in the program reflecting the project score provided by the CTC.

Planning & Capacity Building Projects Category

Planning & Capacity Building projects may include the development of non-infrastructure projects and plans, as defined by the Statewide Guidelines and included in the Background section of the Regional Guidelines (above). The Regional Guidelines call for no more than 5% (\$4.4M) of the total regional funds be allocated in this category with a maximum of 2% (\$1.7 M) being dedicated to Planning projects.

As in previous cycles, the pool of projects considered for funding in this category shall include projects that are submitted through the CTC's Statewide ATP Call for Projects using the state's planning application, as well as, planning and non-infrastructure projects submitted through the supplemental call for Planning & Capacity Building projects issued by SCAG. The supplemental call for projects is integrated with SCAG's Sustainability Planning Grant (SPG) program and aims to better align planning and capacity building resources with regional planning priorities and opportunities. The SPG call for projects provides a more seamless, consolidated process for local jurisdictions and eligible applicants to secure resources from the ATP, as well as other regional funds programmed by SCAG.

Planning Applications Submitted Through the Statewide Call for Projects

- SCAG is required to consider funding proposals that are submitted, but unsuccessful in securing funds, through the statewide call for proposals.
- Within the Planning & Capacity Building projects category, SCAG will consider funding all unsuccessful planning and non-infrastructure applications submitted at the statewide level.
- The planning and non-infrastructure applications will not be re-scored by SCAG. The initial score provided by the CTC shall be used in ranking the project against projects submitted through the supplemental call for projects.
- Planning project awards will be capped at \$250,000. If the funding request exceeds \$250,000, the project applicant will be required to provide matching funds to fully fund the project.
- Non-infrastructure projects awards will be capped at \$500k. If the funding request exceeds the \$500k cap, the project applicant will be required to provide matching funds to fully fund the project or the project balance could be awarded through the Implementation Projects Category.

Alternatively, the county transportation commission may fully fund the project as part of the Implementation Projects Category, if the project merits award through the process outlined above.

Supplemental (Sustainability Planning Grants) Call for Projects

- SCAG will develop SPG Guidelines, consistent with the parameters established by the Regional Guidelines, as described below.
- The SPG Guidelines will include the same match requirement and definition of DAC as used by the CTC in the statewide planning selection process.
- All Planning projects funded by ATP shall satisfy the CTC's requirements for the use of planning funds, including DAC requirements.
- To increase the reach and impact of the Regional Program, SCAG will cap funding requests to \$500,000 for all non-infrastructure applications and \$250,000 for planning funds.
- The Scoring Criteria and associated points available for all project and application types will be as follows:
 - Mobility Benefit—Potential to increase walking/biking (0-35 points)
 - Safety Benefit—Potential to reduce the number and risk of pedestrian and bicycle fatalities and injury (0-25 points)
 - Public Health (0-10 points)
 - Disadvantaged Communities (0-10 points)
 - Public Participation (0-10 points)
 - Cost Effectiveness (0-5 points)
 - Leverage (0-5 points)
- In consultation with the counties and a multi-disciplinary working group, SCAG will develop applications for planning and non-infrastructure project types. Each application will be closely aligned with and aim to focus resources on the implementation of regional active transportation programs and strategies.

To establish a preliminary Planning & Capacity Building project list, applications from the supplemental call for projects and statewide call for projects will be ranked by county and prioritized by score. Funds will then be recommended to projects in consideration of the following principles:

- The total funding recommended in this category will not exceed 5% of the total Regional Program. Planning projects funding shall not exceed 2% of the total Regional Program.
- Geographic equity, informed by population-based funding targets, shall be pursued and assessed programmatically across all funding sources programmed through the Active Transportation component of the SPG.

Recommended Regional Program

SCAG shall create a draft Regional Program that incorporates the preliminary project lists from the Implementation and Planning & Capacity Building project categories.

SCAG will analyze the draft Regional Program to ensure it meets the DAC requirements by allocating at least 25% to projects benefiting DAC (as defined by the Statewide Guidelines).

If the total is less than 25%, SCAG will modify the preliminary regional project list to ensure the 25% mark is achieved, as follows:

- The lowest scoring project in the region may be replaced with the highest scoring DAC within the same County. If the county has no other eligible DAC projects, the lowest scoring project shall be replaced with the highest scoring DAC project(s) from the region.
- This process will be repeated until the 25% target is met.
- This process may lead to an outcome where a county receives less than its population-based share of the funding, but is necessary to ensure the DAC requirements for the Regional Program are met.

For ease of administration, SCAG may, with the project sponsor's permission, consolidate one or more of the projects on the Planning & Capacity project list into a Regional Planning & Capacity Building project to be administered by SCAG on behalf of the sponsoring agencies. If sponsoring agencies choose to be part of the consolidated project, a five percent (5%) fee for service will be included as a task in the project. In order to provide the data contained in the Caltrans applications, SCAG will transfer the relative data fields to Caltrans for incorporation into ATP data set.

The final recommended Regional Program will be reviewed by the county transportation commission staff, Caltrans and CTC staff to make any final adjustments and achieve consensus prior to submitting the Regional Program recommendations to the Chief Executive Officers (CEO) of the county transportation commissions and Boards, SCAG's Regional Council and CTC for approval.

With consensus from the County Transportation Commission CEOs or their designees, SCAG's Executive Director may make technical changes to the program as needed to ensure the timely delivery of the regionally-selected projects.

Programming

Fund Assignments

SCAG is required to recommend the funding assignments for all projects proposed for funding in the Regional Program. The programming years for the 2019 ATP are State Fiscal Years 2019/20 to 2022/23. Per the Statewide Guidelines, the ATP must be developed consistent with the fund estimate and the amount programmed by fiscal year must not exceed the amount identified in the fund estimate. SCAG will aim to program in a constrained manner. SCAG is also required to recommend the funding source for each project, such that the program as a whole aligns with the fund estimate for each programming year. In meeting these requirements, SCAG will adhere to the following process and guiding principles:

- Funding assignments will be made by SCAG and the county transportation commissions through a collaborative decision-making process.
- Funding in fiscal years 2019/20 and 2020/21 will be state funding only. Funding in fiscal years 2021/22 and 2022/23 will include both state and federal funding.

- Funding assignments will be made to best align the funding source with the project type, size, and sponsors' capacity for obligating federal funds; therefore, federal and state funds will not be equally distributed in each county.
- State funds will be programmed to address the following regional objectives, listed in order of priority:
 - Satisfy match requirements for federally funded projects. Projects that provide some but not all of the 11.47% match may need assistance in satisfying the match. State funding is eligible to bridge the gap in any match funding deficit. State funding shall not exceed 11.47% of total project funding;
 - Reduce administrative burden for Planning and Non-infrastructure projects and projects requesting less than \$1M; and
 - Expedite delivery of pre-construction phases of projects to ensure timely delivery of projects funded for multiple phases.

Partial Awards

- County transportation commissions will be responsible for recommending partial awards for Implementation projects.
- SCAG and the county transportation commissions will only consider partial awards if the project sponsor meets one of the following requirements:
 - The applicant provides funds through additional sources to fully fund the project;
 - The applicant demonstrates the means by which it intends to fund the construction of a useable segment, consistent with the Regional Transportation Plan (RTP).
 - The applicant downsizes the project scope in a manner such that the "new" project would receive the same scores or ranking as the originally proposed project. The ATP Subcommittee will determine the eligibility of a downsized project scope based on the representative county transportation commission's request. The request shall include:
 - An explanation of the proposed scope change;
 - The reason for the proposed scope change;
 - The impact which the proposed scope change would have on the overall cost of the project;
 - An estimate of the impact the proposed scope change would have on the potential of the project to increase walking and bicycling as compared to the benefits identified in the project application (increase or decrease in benefit);
 - An estimate of the impact the proposed scope change would have on the potential of the project to increase the safety of pedestrians and bicyclists as compared to the benefits identified in the project application (increase or decrease in benefit); and
 - An explanation of the methodology used to develop the aforementioned estimates.

- For projects that fall into the Large Infrastructure category as defined in Statewide Guidelines, the applicant must demonstrate the means by which it intends to fund the construction of a useable segment, consistent with the RTP.
 - Uncommitted funds may only be from ATP or the Local Partnership Program (formulaic or competitive). The applicant must indicate its plan for securing a funding commitment; explain the risk of not securing that commitment, and its plan for securing an alternate source of funding should the commitment not be obtained. If a project with uncommitted funds is programmed, all funding commitments for that phase must be secured prior to July 1 of the fiscal year in which the project is programmed or the project will be removed from the program.
- If funding is made available (i.e. due to an ineligible project determination), the available funding will be prioritized for a threshold project receiving a partial award within the county where the funding was awarded initially. If the available funding exceeds the amount needed for fully funding the partial award, the surplus shall be made to the highest scoring project on the contingency list within the county where the funding was initially awarded. The surplus may also be made available for a partial award in another county, pending approval of the ATP Subcommittee.

Fund Balance & Contingency List

Any funds that are not assigned by SCAG to projects in the Regional Program will be returned to the state and incorporated into the fund estimate for subsequent ATP cycles. To maximize funds available in the region, the following steps will be pursued:

- The initial recommended Regional Program to the CTC will identify projects that program 100% of the region's share of ATP funds. If a balance exists after each county has exhausted to the greatest extent possible its funding target and SCAG has exhausted to the greatest extent possible the Planning & Capacity Building funds, SCAG in consultation with the counties, will recommend the fund balance be awarded to fully or partially fund the highest scoring and/or shovel ready "contingency" project(s) (see below) across all counties.
- If the final project on a county's list exceeds the county's ATP funding target, the county may work with the project sponsor to explore the feasibility of a partial award, as noted above. If a partial award is determined to be insufficient and infeasible, the county may recommend fully or partially funding to the subsequent highest scoring projects on the county's list.
- The recommended Regional Program will include a contingency list of Implementation projects, ranked in priority order by county based on the project's evaluation score, and Planning & Capacity Building projects, ranked in priority order based on the project's statewide evaluation score. SCAG intends to fund projects on the contingency list should there be any project failures or savings in the Regional Program. When a contingency project is advanced for funding due to project failure, SCAG – in consultation with the counties – will strive to replace the failed project with a project from the same county. In recommending

replacement projects, SCAG and the county transportation commission may consider both project ranking and project readiness. If contingency projects are not amended into the program, they will remain unfunded and project sponsors may resubmit them for future ATP cycles.

- SCAG and/or the county transportation commissions are encouraged to pursue one or more of the following project management strategies:
 - Review the initial work schedule to determine timeline feasibility and propose revisions where necessary.

Program Amendments

The Regional Guidelines allow SCAG to amend the Regional Program to remove and advance projects. An annual report will be provided to the Regional Council on program amendments. Amendments to the Regional Program may occur under the following conditions and in the following manner:

- If project design, right-of-way or construction are programmed before the implementing agency completes the environmental process, and following completion of the environmental process updated information indicates that a project is expected to accomplish fewer benefits or is less cost effective as compared with the initial project application, then future funding for the project may be deleted from the program. It is the responsibility of the county transportation commission to recommend to SCAG that the project be deleted from the program if warranted. The county transportation commission that recommends project deletion may, in a reasonable timeframe, recommend replacing the deleted project with a project on the Contingency List.
- If the project is a Planning & Capacity Building Project and funds have not been allocated by May 1st of the year the funds are programmed, or the project sponsor has requested that the project be removed from the Regional Program, then SCAG may recommend deletion of the project and fund a project on the contingency list, considering project ranking, readiness and the county from which the deleted project originated.
- If a county transportation commission recommends deletion of a project and has not identified a replacement project for the contingency list in a reasonable timeframe, then SCAG will collaborate with the counties to identify a suitable replacement project from the region-wide contingency list and amend the project into the Regional Program.
- In order to ensure the timely use of all program funds, the CTC will, in the last quarter of the fiscal year, allocate funds to projects programmed in a future fiscal year on a first-come, first-served basis. SCAG will recommend approval of an advancement request if the project is:
 - A Planning project and SCAG deems the project ready for allocation (see Allocation, below); or
 - An Implementation project, and the county transportation commission recommends advancement of the project.

FTIP Amendments

All projects funded by the 2019 Regional Program must be amended into the Federal Transportation Improvement Program (FTIP).

- The county transportation commissions will be responsible for programming all Implementation projects into the FTIP.
 - Projects that are regionally significant and Transportation Control Measures (TCM) must be individually listed in the FTIP by the county transportation commission.
 - Projects that are not regionally significant or TCMs may be entered as a group listing by project function, using the applicable classifications under 23 CFR 771.117(c) and (d) and/or 40 CFR part 93 (See www.dot.ca.gov/hq/transprog/federal/fedfiles/res_publications/grouped_pjt_listings.pdf)
- SCAG shall be responsible for programming Planning and Non-Infrastructure projects into the FTIP.
- The county transportation commissions and SCAG shall aim to program all 2019 ATP projects, regardless of programming year, in the 2019 FTIP amendment cycle.

Allocation

The Regional Guidelines require allocation requests for a project in the Regional Program to include a recommendation from SCAG. SCAG shall defer this responsibility to the county transportation commissions for all Implementation projects and provide a concurrence letter to the county which notes that the project allocation request is consistent with the project as programmed in the FTIP or is being processed into the FTIP through an amendment or modification that is underway.

The CTC will consider approval of a Letter of No Prejudice (LONP) to advance a project programmed in the ATP. Approval of the LONP will allow the agency to begin work and incur eligible expenses prior to allocation. The Amended LONP Guidelines were adopted in October 2017 and are on the CTC's website, <http://www.catc.ca.gov/programs/atp/>.

Project Delivery

Per the Statewide Guidelines, ATP allocations must be requested in the fiscal year of project programming and are valid for award for six (6) months from the date of allocation, unless the CTC approves an extension. The Commission may extend the deadline only once for each allocation phase and only if it finds that unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the extension. The CTC and Caltrans require that the extension will not exceed the period of delay directly attributed to the extraordinary circumstance and cannot exceed twelve months. If extraordinary issues exist that require a longer extension, the implementer may request up to 20 months for allocation only. Refer to the ATP Statewide Guidelines for complete project delivery requirements.

Extension requests for a project in the SCAG Regional Program must include a recommendation by SCAG. Extension requests will be approved by SCAG under the following conditions:

- If the project is an Implementation project, the county transportation commission has recommended that the project be extended.
- If the project is a Planning project, SCAG staff has reviewed the project status and determined that:
 - The project sponsor has made a good faith effort to meet programming deadlines and that there is a high likelihood that a project extension will result in project allocation; and/or
 - The justification for the extension indicates a reason that was unforeseen by the project sponsor and beyond the control of the project sponsor.

Caltrans will track the delivery of ATP projects and submit to the CTC a semiannual report showing the delivery of each project phase. SCAG will analyze these reports to identify project delivery issues in the SCAG region and work with the county transportation commissions and the project sponsor to resolve any issues.

Project Scope Change

In the event that a project requires a scope change, the project sponsor shall submit a request for scope change to SCAG and the responsible County Transportation Commission for review and approval. The request for scope change shall include:

- An explanation of the proposed scope change;
- The reason for the proposed scope change. If the request incorporates a change that alters original designs, the project sponsor shall provide the steps taken to retain the initial design and the extenuating circumstances that necessitate the design change. Extenuating circumstances are defined as those which make the project undeliverable due to costs and/or safety issues;
- The impact the proposed scope change would have on the overall cost of the project;
- An estimate of the impact the proposed scope change would have on the potential of the project to increase walking and bicycling as compared to the benefits identified in the project application (increase or decrease in benefit);
- An estimate of the impact the proposed scope change would have on the potential of the project to increase the safety of pedestrians and bicyclists as compared to the benefits identified in the project application (increase or decrease in benefit); and
- An explanation of the methodology used to develop the aforementioned estimates.

Project Reporting

As a condition of the project allocation, the CTC will require the implementing agency to submit semi-annual reports (unless the agency is subject to the Baseline Agreement requirement outlined in the 2019

ATP Statewide Guidelines) on the activities and progress made toward implementation of the project and a final delivery report. An agency implementing a project selected in the SCAG Regional Program must also submit copies of its semi-annual reports and a final delivery report to the county and SCAG. The purpose of the reports is to ensure that the project is executed in a timely fashion and is within the scope and budget identified when the decision was made to fund the project. Project reporting forms can be found at <http://www.dot.ca.gov/hq/LocalPrograms/lam/forms/lapgforms.htm>.

Schedule

Action	Date
CTC adopts ATP Guidelines	May 16, 2018
Call for projects	May 16, 2018
RC Approves ATP Regional Program Guidelines	July 5, 2018
Project applications to Caltrans (postmark date)	July 31, 2018
Commission approves or rejects MPO Guidelines	August 15, 2018
County 20 point score submitted to SCAG	December 31, 2018
Staff recommendation for statewide and small urban and rural portions of the program	December 31, 2018
Commission adopts statewide and small urban and rural portions of the program	January 2019
Counties submit recommended project lists to SCAG	February 1, 2019
Project PPRs Due to SCAG	February 1, 2019
SCAG Draft Regional Program	February 15, 2018
Deadline for MPO DRAFT project programming recommendations to the Commission	February 15, 2019
CEOs Approval	March 15, 2019
RC Adopts SCAG Regional Program Approval	April 4, 2019
Deadline for MPO FINAL project programming recommendations to the Commission	April 30, 2019
Commission adopts MPO selected projects	June 2019



SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017
T: (213) 236-1800
www.scag.ca.gov

RESOLUTION NO. 18-602-1

**A RESOLUTION OF THE SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS (SCAG)
APPROVING THE 2019 REGIONAL ACTIVE TRANSPORTATION
PROGRAM (ATP) REGIONAL GUIDELINES**

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County Transportation Authority

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Community, Economic &
Human Development
Peggy Huang, Transportation
Corridor Agencies

Energy & Environment
Linda Parks, Ventura County

Transportation
Curt Hagman, San Bernardino
County

WHEREAS, the Southern California Association of Governments (“SCAG”) is the Metropolitan Planning Organization, for the six county region consisting of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial counties pursuant to 23 U.S.C. § 134 et seq. and 49 U.S.C. § 5303 et seq.;

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

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

WHEREAS, the Active Transportation Program Guidelines (Resolution G-18-19) requires the Commission to adopt a metropolitan planning organization’s use of project selection criteria or weighting, minimum project size, match requirement, or definition of disadvantaged communities when differing from the statewide guidelines adopted by the Commission of May 16, 2018;

WHEREAS, the Active Transportation Program Guidelines require metropolitan planning organizations to submit their guidelines to the Commission by July 16, 2018; and

WHEREAS, attached with this Resolution as Exhibit A is SCAG’s 2019 Active Transportation Program Regional Guidelines.

NOW THEREFORE, BE IT RESOLVED by the Executive Administration Committee, acting on behalf of the Regional Council of the Southern California Association of Governments, that it approves SCAG's 2019 Active Transportation Program Regional Guidelines.

BE IT FURTHER RESOLVED THAT:

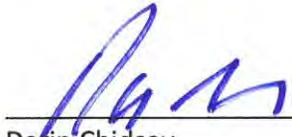
1. The Executive Administration Committee, acting on behalf of the Regional Council, authorizes SCAG staff to submit the 2019 Active Transportation Regional Guidelines to the California Transportation Commission for approval.

PASSED, APPROVED AND ADOPTED by the Executive Administration Committee, acting on behalf of the Regional Council of the Southern California Association of Governments at a special meeting of the Executive/Administration Committee held this 9th day of July, 2018.



Alan D. Wapner
President, SCAG
Councilmember, City of Ontario

Attested by:



Darin Chidsey
Chief Operating Officer

Approved as to Form:



Joann Africa
Chief Counsel

Tahoe Metropolitan Planning Organization

2018 Active Transportation Program Guidelines

INTRODUCTION

The Tahoe Metropolitan Planning Organization's (TMPO's) 2018 Active Transportation Program (ATP) guidelines are consistent with and support the California Transportation Commission's (CTC) cycle 4 ATP guidelines. TMPO's process, specifically its application, evaluation criteria, and evaluation committee do differ slightly from the CTC's process. These processes are described herein, and outlined below. For more general information on the Linking Tahoe: Regional Grant Program, application materials, and submittal instructions, please see the Linking Tahoe Regional Grant Program Guidelines.

1. Applicants can jointly submit their applications as a request for ATP funds as well as Surface Transportation Block Grant (STBG) funds if eligible for both types of funding. These guidelines are part of the Linking Tahoe: Regional Grant Program, which at times may include multiple funding sources – ATP and STBG. Projects will only be funded through the ATP program if they are eligible under the CTC's eligibility requirements and submitted in the State-Wide Call. Projects not funded in the State Call will be eligible for the MPO Call.
2. The State ATP application will need to be resubmitted to the TMPO with the main criteria from the Regional Grant Program (RGP) application and the Performance Assessment completed. The Performance Assessment helps TMPO meet its Regional Grant Program needs, is fine tuned to be applicable to TMPO's regional transportation plan's goals, and incorporates federal, state, and regional performance measures. The application still meets the CTC requirement of qualifying as a PSR or PSR equivalent (including cost estimate and plans).
3. The State's application evaluation criteria reflect many of the regional goals and performance measures of the TMPO regional transportation plan, which also support the goals and mission of the CTC and Caltrans' Active Transportation program.
4. As required by CTC, the Evaluation Committee includes multidisciplinary advisory group of TMPO staff, with oversight from the TMPO Executive Committee. Staff representatives come from the following TRPA departments: Long Range, Transportation and Current Planning. Evaluation committee expertise includes transit, active transportation, environmental improvements and project implementation. A final recommendation for project awardee(s) will be submitted to the CTC for final approval.

5. As noted in the CTC's cycle 4 ATP guidelines, MPO's "may use a different minimum funding size." The TMPO has elected to decrease the minimum project size from \$250,000 to \$50,000, which is approximately 30% of the annual funds competitively distributed by the TMPO.
6. The final ATP project programming recommendations will coincide with the CTC's cycle 4 ATP MPO project selection approval in June 2019.
7. TMPO will create a contingency list of projects from those unfunded projects received to be amended into the program in the event a programmed project is delivered for less or fails, approve and recommend such amendments for Commission approval. This contingency list will be provided to the Commission and will be in effect only until the adoption of the next statewide program.
8. In conformance with the CTC ATP guidelines, a minimum of 25 percent of the funds distributed to each MPO must benefit disadvantaged communities. A disadvantaged community for the Tahoe Region, which uses CTC approved definitions, is defined as an area that is below the statewide median household income or is within a 2-mile radius of a school with at least 40% of students eligible for free or reduced priced lunch. To determine if your project is within a disadvantaged community, review this map: <http://www.trpa.org/wp-content/uploads/maps/BasinWideDisadvantagedCommunities.pdf>. For other qualifying requirements, please see CTC's cycle 4 ATP guidelines.

BACKGROUND

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

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

PROGRAM GOALS

TMPO's goal of the ATP is to support the CTC and Caltrans' active transportation program goals and the implementation of the 2017 Linking Tahoe: Regional Transportation Plan (RTP) by increasing active modes of transportation to provide mobility, social, and environmental improvements. The program

targets active transportation projects, including but not limited to bike, pedestrian, and safe routes to schools.

PROGRAM SCHEDULE AND FUNDING

The funding is allocated by the state of California through the CTC and must be awarded to projects located entirely within the California portion of the Tahoe Region. Funding capacity for this cycle is estimated at a total of \$326,000 or \$163,000 annually for 2019/20 and 2020/21 and \$209,000 annually for 2021/22 and 2022/23. There is no local match required on ATP funds, however, applicants that are able to demonstrate a match will have an opportunity to score higher on the application.

APPLICATION REQUIREMENTS

Applicants to the Linking Tahoe: Regional Grant Program ATP funds, must fill out a brief TMPO application including the TMPO Project Assessment and include the State of California ATP application. The state project application must include the signature of the Chief Executive Officer or other officer authorized by the applicant's governing board. The state has five different applications available for applicants to complete depending on the project type and size. It is incumbent on the applicant to complete the application appropriate for their project. The five application types are:

- Large Project, Infrastructure only or Infrastructure/Non-infrastructure: Projects with a total project cost of greater than \$7 million will be considered a Large Project and must use the Large Project application. Any project requesting over \$10M in ATP funding will be required to host an onsite field review with Caltrans and CTC staff.
- Medium Project, Infrastructure only or Infrastructure/Non-infrastructure: Projects with a total project cost between \$1.5 million to \$ 7 million will be considered a Medium Project and must use the Medium Project application.
- Small Project, Infrastructure only or Infrastructure/Non-infrastructure: Projects with a total project cost less than \$1.5 million will be considered a Small Project and must use the Small Project application.
- Non-infrastructure Only
- Plan

DEFINITION OF DISADVANTAGED COMMUNITIES (DAC)

The TMPO has elected to use a different criterion for determining which projects benefit a DAC. The TMPO ATP application requires that the applicant clearly identify whether the project is located within a disadvantaged community using the Project Assessment form. A disadvantaged community for the Tahoe Region is defined as an area that is below the statewide median household income or is within a 2-mile radius of a school with at least 40% of students eligible for free or reduced priced lunch.

ELIGIBILITY OVERVIEW

1. Projects must be listed in the 2017 RTP constrained project list.
2. Projects must be submitted to the State ATP Call before being considered for the MPO Call. Template located here: <http://www.catc.ca.gov/programs/atp/>. If the project is not funded or does not receive all funding it can then be submitted to the MPO ATP Call for Projects. All final recommendations are sent for approval to the California Transportation Commission.

3. Allocation of funds must follow the Caltrans 2019 ATP Guidelines: <http://www.dot.ca.gov/hq/LocalPrograms/atp/cycle-4.html> and CTC 2019 ATP Guidelines: <http://www.catc.ca.gov/programs/atp/>
4. Applicants must be able to comply with all federal and state laws, regulations, policies and procedures required to enter into a Master Agreement and follow the processes in the Caltrans Local Assistance Procedures Manual: <http://www.dot.ca.gov/hq/LocalPrograms/lam/lapm.htm>
Additional time should be included in project time line if there is not an existing Master agreement in place to illustrate funds will be obligated and expended in the appropriate fiscal year.
5. All phases of work are eligible: Environmental, Preliminary Engineering, Right of Way, Construction.

ELIGIBLE PROJECTS AND ACTIVITIES

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

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

INITIAL PROJECT EVALUATION ELIGIBILITY SCREENING

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

1. The project must have been submitted to the State ATP Call for projects.
2. The project must be listed in the constrained project list of the 2017 Regional Transportation Plan (RTP). Projects may be contained in a “grouped project” or broader category listing in the RTP. Please contact TMPO staff as necessary to confirm.
3. The project must be ready for programming in the Federal Transportation Improvement Program; ATP is funded from various federal and state funds appropriated in the annual Budget Act.
4. The project sponsor must demonstrate technical capacity and reliability for delivering similar projects (scale and complexity).
5. Projects requesting construction funding must have environmental, engineering and right-of-way completed by the time funds are requested.

IMPLEMENTATION AND OVERSIGHT REQUIREMENTS

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

1. The CTC has specific reporting requirements for ATP projects. Implementing agencies must submit the following reports to CTC and the MPO:
 - a. progress reports (semi-annual or quarterly),
 - b. completion report and
 - c. final delivery report.
2. Applicants must work with Caltrans District Local Assistance to prepare the Allocation request for the CTC and the Request for Authorization (E76) process for obligation of the funds. Follow

the processes in the Caltrans Local Assistance Procedures Manual:
<http://www.dot.ca.gov/hq/LocalPrograms/lam/lapm.htm>

3. To ensure timely use of funds, TMPO shall retain the right to redirect program funding to other agencies and projects so as not to lose funding to the Tahoe Region. For ATP funded projects, TMPO will maintain a project contingency list. If an awarded project is not able to meet funding programming and allocation guidelines and milestones, funding may be moved to a project on the contingency list, with approval from the CTC. Extension requests for a project in the MPO selected portion of the program must include a recommendation by the MPO, consistent with the preceding requirements.
4. Allocation requests for a project in the MPO selected portion of the program must include a recommendation by the MPO.

PROJECT EVALUATION CRITERIA

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

Work plan and Timeline. Project application should clearly illustrate the current stage of the project, the delivery work plan, and a detailed project timeline with key milestones demonstrating the capacity to deliver in timely manner.	15 points
Demonstrated Need. The applicant should clearly identify the purpose and need of the project and whether the project is located within a disadvantaged community. A disadvantaged community for the Tahoe Region is defined as an area that is below the statewide median household income or is within a 2-mile radius of a school with at least 40% of students eligible for free or reduced priced lunch.	10 points
Project Performance Assessment. The applicant will show how the project meets TMPO’s goals and performance measures. Please see the attached Transportation Assessment Metrics and complete the questions within each category and all supplemental questions.	25 points
Potential for project success. Applicant’s ability to carry out project based on: <ul style="list-style-type: none"> ▪ Readiness of Project ▪ Reasonable work-plan ▪ Coordination with public ▪ Project leadership and council/board endorsement ▪ Available funding to complete and maintain the project 	15 points
Matching funds. If matching funding are provided, applicant must identify non-federal matching funds. Match is not required for ATP funds. However, project applications that can show match for ATP will be the most competitive.	5 points
TOTAL POINTS	70 points

July 11, 2018

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

Dear Ms. Bransen,

Subject: Proposed ATP Cycle 4 MPO Component Project Selection Guidelines

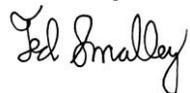
The Tulare County Association of Governments (TCAG) is pleased to present for your review our proposed ATP Cycle 4 MPO Component Project Selection Guidelines. The guidelines were prepared in cooperation with member agencies, stakeholders, and the public. Attachment A consists of the proposed guidelines which were unanimously approved by the TCAG Board of Directors on June 18, 2018. Attachment B is the TCAG Board resolution of approval.

The TCAG guidelines use the CTC statewide ATP guidelines with some additions and modifications. These additions and modifications include:

- Agencies are allowed to phase and segment their projects due to the lower amount of funding available in the MPO component;
- Establishment of a contingency project list in the event of project failures and/or savings from projects selected for funding under the Cycle 4 MPO component;
- Bonus points for projects which: are in the Measure R expenditure plan; were previously funded under the Transportation Enhancement (TE) Program; or are part of an agency-adopted Complete Streets Plan or a local or regional ATP plan;
- Higher scoring for projects benefiting severely disadvantaged communities; and
- Bonus points for projects that use local and/or regional measure funds for the environmental, design, and right-of-way phases.

Should you have any questions, please contact Gabriel Gutierrez at (559) 623-0465 or ggutierrez@tularecog.org. We appreciate your consideration of the proposed guidelines at the upcoming August 2018 CTC meeting.

Sincerely,



Ted Smalley
Executive Director

Attachments: Attachment A (Proposed Guidelines)
Attachment B (Resolution of Approval)

ATTACHMENT A

Tulare County Association of Governments
MPO Component Project Selection Guidelines for
Cycle 4 of the Active Transportation Program
(Adopted June 18, 2018)

This document serves as TCAG's Cycle 4 ATP MPO Component Project Selection Guidelines. The guidelines substantially follow those of the California Transportation Commission, but include a number of differences based on the region's existing policies and priorities.

TCAG will not issue a call for projects for the MPO Component. Only those projects submitted to Caltrans for consideration in the Statewide Component will be considered for funding under the MPO Component. One hard copy and one electronic copy (on CD or USB flash drive) of each application must be received by TCAG no later than July 31, 2018 to be considered in the MPO Component.

General Criteria

Project Phasing and Segmentation

Due to the smaller amount of funding available under the MPO Component, agencies will be allowed to phase or segment their projects. The agency must show that the project phase or segment is a useable segment and still qualifies for ATP funding. In addition, the agency must include a detailed description of all the changes proposed, revised project cost estimates, and cost/benefits changes associated with the revision(s). The following documents must be submitted:

1. Cover letter describing in detail the project revisions and an explanation of how the revised project is a useable segment and how the project still qualifies for ATP funding.
2. Revised engineer's cost estimate
3. Revised Project Programming Request form
4. Description of Cost/Benefit changes as a result of the project revisions.

Project Scoring

TCAG will not use the scores received by each project under the Statewide Component for its MPO Component. Each project will be reviewed by the local project evaluation committee and given a new score.

Contingency List

TCAG will prepare a list of contingency projects, ranked in priority order based on the project's evaluation score. TCAG would fund projects on the contingency list should there be any project failures or savings from projects selected for funding under the Cycle 4 MPO Component. This will ensure full use all MPO Component ATP funds, and that no ATP funds are lost from the region. The contingency list is valid until the adoption of the next ATP Statewide Component project funding recommendations.

Preliminary Phase Funding

In order to promote efficient and timely project delivery, agencies are encouraged to use local funds and/or regional measure funds for the environmental, design and right-of-way phases. Agencies are encouraged to use ATP funds for construction only and for right-of-way costs in excess of the \$100,000. Additional points will be awarded to projects employing this recommendation.

Scoring Criteria

Benefit to Disadvantaged Communities

The 2019 ATP Guidelines state that MPOs may use different criteria for determining which projects benefit Disadvantaged Communities if the criteria are approved by the Commission. TCAG will use the same criteria from the 2019 ATP Guidelines with the following exception:

Five (5) additional points will be awarded for projects benefiting severely disadvantaged communities (less than 60% of the statewide median income)

Need

In order to encourage agencies to submit infrastructure projects for funding through the Active Transportation Program, an additional 5 bonus points will be awarded under this criteria to projects that consist of Safe Routes to School infrastructure or Bicycle and/or Pedestrian infrastructure. If the project contains Non-Infrastructure elements, the cost for the non-infrastructure component cannot exceed 25% of the total project cost in order to be awarded the 5 bonus points.

Public Participation and Planning

The scoring criteria for the MPO Component will emphasize those projects which are part of an adopted plan (general plan, specific plan, ATP plan, bike plan, etc.) and the project's relationship to system planning. A map showing how the project fits within the adopted plan shall be submitted to TCAG at the time project's initial application submittal to the Statewide Component. While not required for the Statewide Component submittal, agencies are encouraged to include the map as part of submittal as it could result in a higher number of points being awarded under the Public Participation and Planning scoring criteria. *(Note: should the project submitted for ATP funding be a part of the adopted Tulare County Regional Active Transportation Plan (RATP), maps which would satisfy this criteria are available in the RATP document).*

Bonus Points: Projects which meet the criteria identified below will be awarded additional points as follows:

Criteria	Additional Points
Projects which are a part of the Measure R expenditure plan	5

Projects which were previously funded under the Transportation Enhancement (TE) Program.	5
Projects which are part of an agency-adopted Complete Streets Plan or Policy, Local ATP Plan, or Regional ATP Plan.	3
*TCAG staff will perform the eligibility analysis for awarding the additional points.	

Leveraging

In order to encourage the use of local and regional measure funds for the preliminary phases of ATP projects, 5 additional points will be awarded for projects using local or regional measure funds for the environmental, design, and right-of-way phases.

Past Performance

For the MPO Component, in addition to performance on past ATP project, the agency's past performance on delivering CMAQ projects will also be used in determining a score. TCAG staff will provide a score for this criterion.

ATTACHMENT B

BEFORE THE
TULARE COUNTY ASSOCIATION OF GOVERNMENTS
COUNTY OF TULARE, STATE OF CALIFORNIA

In the matter of:

APPROVAL OF MPO COMPONENT)	
PROJECT SELECTION GUIDELINES)	Resolution No. 2018-129
FOR THE CYCLE 4 ACTIVE)	
TRANSPORTATION PROGRAM)	

WHEREAS, the Tulare County Association of Governments (TCAG) is the regional transportation planning agency for Tulare County pursuant to Government Code Section 66500 *et seq.*; and

WHEREAS, TCAG is the designated Metropolitan Planning Organization (MPO) for Tulare County and is required to prepare and endorse a Federal Transportation Improvement Program (FTIP) which includes all federal funds; and

WHEREAS, TCAG is the designated recipient for federal funding administered by the Federal Highway Administration (FHWA) assigned to the MPO of Tulare County; and

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

WHEREAS, TCAG adopts, pursuant to Streets and Highways Code Section 2381(a)(1), an Active Transportation Program of Projects using a competitive process consistent with guidelines adopted by the California Transportation Commission (CTC) pursuant to Streets and Highways Code Section 2382(a), that is submitted to the CTC and the California Department of Transportation (Caltrans); and

WHEREAS, TCAG has developed, in cooperation with CTC, local governments, and the public, guidelines for the selection of local ATP projects; and

WHEREAS, a multi-disciplinary project evaluation committee evaluates and recommends candidate projects for inclusion in the TCAG Active Transportation Program of Projects.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the Tulare County Association of Governments hereby approves:

1. The guidelines to be used in the evaluation of candidate projects for inclusion in the TCAG Cycle 4 ATP MPO Component Program of Projects.

2. That the Executive Director or designee can make technical adjustments and other non-substantial revisions, as needed.

3. That the Executive Director or designee shall forward a copy of this resolution, and other such information as may be required to the CTC, Caltrans, and to such other agencies as may be appropriate.

The foregoing Resolution was adopted upon motion of Member Worthley, seconded by Member Flores, at a regular meeting held on the 18th day of June, 2018 by the following vote:

AYES: Crocker, Shuklian, Worthley, Ennis, Boyer, Flores, Link, Mendoza,
Gomez, Holscher, and Launer

NOES:

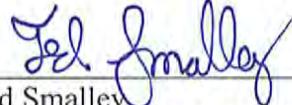
ABSTAIN:

ABSENT: Vander Poel, Sally, Kimball, Castellanoz, Stammer, and Townsend

TULARE COUNTY ASSOCIATION OF GOVERNMENTS



Mike Ennis
Chair, TCAG



Ted Smalley
Executive Director, TCAG



SAN JOAQUIN COUNCIL OF GOVERNMENTS

555 E. Weber Avenue • Stockton, California 95202 • P 209.235.0600 • F 209.235.0438 • www.sjcog.org

June 24, 2018

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

Katherine Miller
CHAIR

Robert Rickman
VICE CHAIR

Andrew T. Chesley
EXECUTIVE DIRECTOR

Member Agencies
CITIES OF
ESCALON,
LATHROP,
LODI,
MANTECA,
RIPON,
STOCKTON,
TRACY,
AND
THE COUNTY OF
SAN JOAQUIN

Attn: Laurie Waters

SJCOG 2019 ATP Cycle 4 MPO Competitive Project Selection Process

Dear Ms. Bransen,

Please accept this letter as notification of SJCOG's intent to administer a competitive selection process for the MPO component of the 2019 Active Transportation Program. SJCOG is not proposing any changes to the 2019 ATP Guidelines as adopted by the Commission on May 16, 2018. SJCOG will utilize the same project selection criteria as the statewide process for this MPO competitive selection process. All applications that will be considered by SJCOG will be submitted through the statewide competitive program using the electronic application, and no supplemental application will be required.

Sincerely,

A handwritten signature in black ink that reads "Diane Nguyen".

Diane Nguyen
Deputy Director, Planning, Programming & Project Delivery
San Joaquin Council of Governments



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

Tab 25

August 8, 2018

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

**RE: Adoption of the 2019 Active Transportation Program Regional Guidelines -
Disadvantaged Communities Criteria**

Dear Ms. Bransen:

At its August 15-16, 2018 meeting the California Transportation Commission (CTC) will be acting on the 2019 Active Transportation Program (ATP) Regional Guidelines for six of the ten Metropolitan Planning Organizations (MPOs) responsible for programming ATP funds to projects in the MPO competitive component of the ATP. This action will include the approval of regional definitions for disadvantaged communities as allowed for in the statewide ATP guidelines adopted by the CTC in May 2018. While we understand the reasoning for several of these MPO requests to approve regional definitions for disadvantaged communities—to stay competitive with other regions that have developed expanded definitions—we find that the concept of regional or local definitions remains inappropriate for a statewide competition and seek to return to using only statewide definitions in future cycles of the ATP.

Under the current ATP guidelines, an applicant may qualify the community served by their project as a disadvantaged community using six different criteria of which four provide a basis for statewide comparison and two rely on regional or local measures. The latter two, the “Regional Definition” and “Other” criteria, allow for disadvantaged communities to be defined on a regional or local basis and thereby excuse counties from using a consistent, objective criterion. This conflicts with the intent of Senate Bill 99 (SB99), as well as Senate Bill (SB 535), to hold a statewide competition and ensure state funds benefit disadvantaged communities. As a result of the growing number of regional definitions in use for the ATP, there is increasing uncertainty as to whether ATP funds will actually benefit California’s most disadvantaged communities. Regions around the state are, understandably, jockeying to modify the criteria beyond a statewide investment focus in order to benefit their areas specifically—with the intent of geographically dispersed investment outcome, rather than one driven by a needs based objective. But this element of the ATP is not intended to be a formula, “return to source” funding program. It is meant to be competitive, recognizing that all regions will not, in fact, perform the same as others. That is the point— and overlaying regional or local criteria to essentially redirect funds to a broader base will result

Ms. Susan Bransen
August 8, 2018
Page 2

in the most disadvantaged communities in the state losing out on this vital investment. The state must remain objective and focused on how it invests into communities of need.

Los Angeles County is home to 47% of the California residents that live in the top quartile of disadvantaged areas in the state according to the California Communities Environmental Health Screening Tool 3.0. On a daily basis they are confronted with the worst health impacts of various types of pollution, but are equipped with the fewest resources to address these issues due to income and other impediments. SB 99 states that it is the intent of the Legislature for disadvantaged communities to share fully in the benefits of the Active Transportation Program (ATP) and consequently requires 25% of ATP funds go to projects that benefit disadvantaged communities. It is important that these funds are truly directed to the most disadvantaged communities in the state, based on a standardized definition. We believe the current ATP guidelines do not fully support this outcome due to the permitted use of tailored Regional Definitions for disadvantaged communities.

We are committed to work with the CTC and the MPOs across the state to eliminate all regional definitions and return to using only statewide definitions that ensure fairness by comparing all regions objectively according to the standardized metrics that identify disadvantaged areas—a return to the intent of SB 99 to target investments to the state's communities of greatest need. We look forward to working with your staff and our regional partners in the next cycle to ensure that we can all collectively support the active transportation needs of California's most disadvantaged communities. Should you have any questions regarding these comments, please feel free to contact Wil Ridder, Executive Officer, at (213) 922-2887 or ridderw@metro.net.

Sincerely,



Therese W. McMillan
Chief Planning Officer

cc: Laurie Waters, CTC
Hasan Ikhata, SCAG



August 3, 2018

Laurie Waters, Associate Deputy Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814
laurie.waters@dot.ca.gov

VIA E-MAIL

Re: Recommendations for Regional Disadvantaged Communities Definitions in the Active Transportation Program (ATP)

Dear Ms. Waters,

On behalf of the undersigned organizations, we commend the California Transportation Commission (CTC) and your leadership in the implementation of the Active Transportation Program (ATP) as a comprehensive statewide commitment to expand safe, active travel--especially for disadvantaged communities, schools, and residents. In response to the recent approval of numerous regional disadvantaged communities definitions for the ATP Cycle 4, we have outlined several recommendations to strengthen the program to maximize the benefits of the program for all Californians:

Remove the Regional Disadvantaged Communities (DAC) Definitions in ATP Cycle 4 or Disallow Severity Points for Regional DAC Definitions

Beginning in the ATP Cycle 3, the CTC created additional tiers of disadvantage severity to ensure that the program's investments were reaching the state's most disadvantaged communities. Despite the ATP Cycle 4 guidelines requiring that proposed regional DAC definitions be stratified by severity, **the publicly available materials from approved regional DAC definitions do not clearly comply with this requirement.** Most regional DAC definitions that have been approved by CTC staff take a multi-indicator approach that set minimum thresholds to qualify as a regionally-defined DAC; however, none of the approved 7 regional DAC definitions provided a publicly available explanation to disadvantage severity stratification as required by the ATP guidelines. Accordingly, we **urge CTC staff to remove all regional DAC definitions for consideration in ATP Cycle 4. As an alternative, our organizations urge you to disallow severity points for all regional DAC definitions.**

Eliminate Regional DAC Definitions for ATP Cycle 5 and Beyond

While our organizations were supportive of experimenting in ATP Cycles 3 and 4 to allow for regional DAC definitions, we now believe that the currently proffered regional DAC definitions contain so much variability in indicators and methodologies that it renders a statewide approach to investments in DACs difficult, if not downright impossible. For example, the currently approved regional definitions vary vastly in terms of timeliness of data used (SACOG and SANDAG use 2009-2013 ACS, while MTC and SBCAG use 2010-2014 ACS and SRTA uses 2012-2016 ACS data), geographic units of analysis (SRTA and SBCAG use Census block groups, while MTC and SCCRTC uses Census tracts and SACOG uses both Census tracts and block groups depending on the indicator), methodologies for qualifying (some require meeting thresholds in more than one indicator, while others only require meeting a threshold in a single indicator), and degree of stakeholder involvement in the development of the regional DAC definitions.

We are particularly concerned with regional DAC definitions that only require meeting one indicator, particularly when that indicator does not relate to low-income or minority status per Title VI requirements. For example, SBCAG's regional DAC definition allows for census block groups with more than 20% of its population 75 years or older to qualify as disadvantage without regard to race or income status, resulting in areas such as Montecito to qualify as disadvantaged despite 80.3% of its residents being non-Hispanic white, a median household income of \$138,872, and where 98.4% of households have access to at least one car (and a whopping 76.2% of households have access to at least two cars) per 2012-2016 ACS data. **We believe this is an example of some regions' blatant perversion of the state's intent to invest resources in disadvantaged communities and should not be tolerated by the CTC.** Moreover, our organizations see no added benefit for the ATP to allow a regional DAC definition when the median household income qualifier is an available option. To continue with the Santa Barbara County as an example, of its 91 Census tracts, 22 already qualify not only as disadvantaged but severely disadvantaged per the ATP's median household income qualifier (3 tracts have no data)--meaning a quarter of Census tracts in the County already qualify as disadvantaged per the state's definition.

We believe that the ATP's current menu approach provides enough flexibility to all regions and communities across the state, while also retaining an overarching consistent statewide framework to ensure projects are meaningfully providing benefits to truly disadvantaged communities in alignment with the Program's intent and statutory goal related to disadvantaged communities. Accordingly, until CTC is willing to establish clear minimum guidelines and accepted methodologies for how regions should define their disadvantaged communities, **we respectfully urge you to eliminate regional DAC definitions in ATP Cycle 5 and beyond and to withhold severity points from applications that rely on a regional metric this cycle.** We are more than willing to assist the CTC in defining these minimum guidelines and accepted methodologies and suggest leveraging the expertise of the existing Disadvantaged

Communities subcommittee of the Active Transportation Program Technical Advisory Committee.

We thank you for all your hard work on the ATP and look forward to continuing our partnership to safeguard, strengthen, and improve the program.

Sincerely,

Tony Dang, Executive Director
California Walks

Angela Glover Blackwell, Chief Executive Officer
PolicyLink

Jonathan Matz, California Senior Policy Manager
Safe Routes to School National Partnership

Chanell Fletcher, Director
ClimatePlan

Linda Khamoushian, Senior Policy Advocate
California Bicycle Coalition

Encl.

cc:

Susan Bransen, Executive Director, California Transportation Commission,
susan.bransen@dot.ca.gov

Excerpts from Santa Barbara County Association of Government's Regional DAC Definition Submission

Process

This section evaluates the performance Fast Forward 2040 with respect to social equity and environmental justice measures. The information presented was compiled from multiple sources, including the 2010 U.S. Census, and the 2010-2014 American Community Survey 5-Year Estimates. In compliance with the applicable federal guidelines associated with environmental justice analysis, demographic information is first used to determine areas where concentrations of minority, low-income, low mobility, or low community engagement populations currently live. To identify communities of concern for purposes of this analysis, populations meeting minimum concentrations are shown here, as well as their proximity to transit stops and major transportation routes. Per existing guidance, a concentration of a given population exists if the percentage of minority, low-income, etc., population is meaningfully greater than the percentage of the same group in the general population of the area.¹⁴¹ Thresholds defining the minimum population percentage needed for a concentration to exist are given in Table 24.

For the purposes of this analysis, concentrations of four, primary "communities of concern" were identified by census block groups through an analysis of demographic and socioeconomic data: minority, low-income, low mobility, and low community engagement populations. It should be noted that these four categories are not mutually exclusive. Population clusters may exist within Santa Barbara County of more than one of the categories, but **only one group had to be present for a census block group to be categorized as a community of concern.** The following table presents the relevant community of concern indicators, definitions, and thresholds defining minimum concentrations associated with each major category.

Low-Mobility Populations

High concentrations of existing populations with low mobility as determined by the availability of a vehicle are indicated in downtown City of Santa Barbara, Old Town Goleta, the unincorporated area between the Cities of Buellton and Solvang, central City of Lompoc and northern City of Santa Maria.

- The percentage of households in Santa Barbara County that do not have access to a vehicle is 6.8 percent, or 9,790 households.
- The total number of households in identified communities is 11,667 and 3,000, or 26 percent, of the households are without a vehicle.
- The total population in the identified communities is 30,700 persons.

High concentrations of existing populations with low mobility as determined by age over 75 years old are indicated in various unincorporated areas of the county, such as Montecito and Hope Ranch in the South Coast and Santa Ynez and Vandenberg Village in the North County.

- The percentage of the population in Santa Barbara County aged 75 or older is 6.6 percent or 28,300 persons.
- The number of persons over 75 years of age in identified communities is 5,402 or 32 percent of the 16,728 total.

2012-2016 ACS Data for Montecito

United States Census Bureau | AMERICAN FactFinder

MAIN | COMMUNITY FACTS | GUIDED SEARCH | **ADVANCED SEARCH** | DOWNLOAD CENTER

Advanced Search - Search all data in American FactFinder

1 Advanced Search | 2 **Table Viewer**

B19013 | **MEDIAN HOUSEHOLD INCOME IN THE PAST 12 MONTHS (IN 2016 INFLATION-ADJUSTED DOLLARS)**
 Universe: Households ?
 2012-2016 American Community Survey 5-Year Estimates

Table View

Actions: [Modify Table](#) | [Add/Remove Geographies](#) | [Bookmark/Save](#) | [Print](#) | [Download](#) | [Create a Map](#)

Tell us what you think. Provide feedback to help make American Community Survey data more useful for you.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that provides estimates for counties, cities and towns and estimates of housing units for states and counties.

Versions of this table are available for the following years:			Montecito CDP, California	
			Estimate	Margin of Error
	1 of 1	Median household income in the past 12 months (in 2016 inflation-adjusted dollars)	138,872	+/-17,740

United States Census Bureau | AMERICAN FactFinder

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B08201 | **HOUSEHOLD SIZE BY VEHICLES AVAILABLE**
 Universe: Households ?
 2012-2016 American Community Survey 5-Year Estimates

Table View

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Tell us what you think. Provide feedback to help make American Community Survey data more useful for you.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that provides estimates for counties, cities and towns and estimates of housing units for states and counties.

Versions of this table are available for the following years:			Montecito CDP, California	
			Estimate	Margin of Error
2016	30 of 30	Total:	3,249	+/-192
2015		No vehicle available	51	+/-28
2014		1 vehicle available	721	+/-128
2013		2 vehicles available	1,452	+/-188
		3 vehicles available	656	+/-143
		4 or more vehicles available	369	+/-90

United States Census Bureau | **AMERICAN FactFinder**

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1 Advanced Search | 2 **Table Viewer**

B03002 | **HISPANIC OR LATINO ORIGIN BY RACE**
 Universe: Total population ⓘ
 2012-2016 American Community Survey 5-Year Estimates

Table View

Actions: [Modify Table](#) | [Add/Remove Geographies](#) | [Bookmark/Save](#) | [Print](#) | [Download](#) | [Create a Map](#)

Tell us what you think. Provide feedback to help make American Community Survey data more useful for you.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces county estimates.

Versions of this table are available for the following years:

- [2016](#) ▶
- [2015](#)
- [2014](#)
- [2013](#)
- [2012](#)
- [2011](#)
- [2010](#)
- [2009](#)

		Montecito CDP, California	
		Estimate	Margin of Error
1	Total:	9,193	+/-603
21	Not Hispanic or Latino:	8,557	+/-590
21	White alone	8,020	+/-588
	Black or African American alone	50	+/-38
	American Indian and Alaska Native alone	14	+/-25
	Asian alone	315	+/-98
	Native Hawaiian and Other Pacific Islander alone	0	+/-17
	Some other race alone	0	+/-17
	Two or more races:	158	+/-71
	Two races including Some other race	0	+/-17
	Two races excluding Some other race, and three or more races	158	+/-71
	Hispanic or Latino:	636	+/-183
	White alone	368	+/-121
	Black or African American alone	0	+/-17
	American Indian and Alaska Native alone	0	+/-17
	Asian alone	17	+/-20
	Native Hawaiian and Other Pacific Islander alone	0	+/-17
	Some other race alone	121	+/-65
	Two or more races:	130	+/-90
	Two races including Some other race	112	+/-86
	Two races excluding Some other race, and three or more races	18	+/-22

Source: U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS	CTC Meeting: August 15-16, 2018 Reference No.: 4.23 Action Published Date: August 3, 2018
From: SUSAN BRANSEN Executive Director	Prepared By: Stephen Maller Chief Engineer
Subject: <u>PROGRAM GUIDELINES: TIMELY USE OF FUNDS PROVISIONS</u>	

ISSUE:

Should the California Transportation Commission (Commission) retain its current timely-use-of-funds policies as specified in the Commission adopted competitive program guidelines?

RECOMMENDATION:

Staff recommends the Commission continue to use existing timely-use-of-funds policies as specified in the Commission adopted competitive program guidelines to hold responsible agencies accountable for timely delivery of public fund commitments.

BACKGROUND:

Senate Bill (SB) 45 (Chapter 662, Statutes of 1997) consolidated many highway and rail transportation programs into the State Transportation Improvement Program (STIP). Prior to SB 45, the Commission's Financial Guidelines provided direction on programming, allocation, award, timely-use-of-funds and other requirements for the varied highway and rail programs. Post SB 45 the Commission reissued its Financial Guidelines as the STIP Guidelines to incorporate the new SB 45 provisions. At that time, the Commission stipulated that the Caltrans State Highway Operation and Protection Program would follow the STIP Guidelines as appropriate.

In response to a decrease in timely project delivery, the Legislature passed SB 837 (Chapter 53, Statutes of 1998) which added the following timely-use-of-funds provisions under Government Code Section 14529.8:

(a) Funds may be allocated by the commission for each project element during the fiscal year that is identified in the state transportation improvement program and the funds shall be available for expenditure during that fiscal year and the following two fiscal years. Any funds not allocated, or allocated but not encumbered, during the period specified in this section, shall remain in the State Highway Account or Public Transportation Account, or be returned to that particular account, as the case may be.

(b) Upon a finding that an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies an extension, the commission may extend the deadlines specified in subdivision (a). The deadline extensions shall not exceed the period of delay directly attributed to the extraordinary circumstance and in no event be more than 20 months. The commission shall not grant more than one extension.

The Commission amended its STIP Guidelines to incorporate the timely-use-of-funds provisions of Government Code Section 14529.8 and allowed for one up to 20-months extension for unforeseen and extraordinary circumstance beyond the control of the responsible agency and only for the period of delay directly attributed to the extraordinary circumstance per unique stage in a project's progress:

1. Allocation Time Extension
2. Contract Award Time Extension
3. Project Completion Time Extension
4. Project Expenditure Time Extension

As the Commission developed guidelines in consultation with transportation stakeholders for newly enacted transportation programs such as the Active Transportation Program (ATP), Solutions for Congested Corridors Program (SCCP), Trade Corridor Enhancement Program (TCEP) and Local Partnership Program (LPP), the Commission included timely-use-of-funds provisions in the program guidelines to hold Caltrans and local governments accountable for the efficient investment of public funds and accountable to the people through performance goals that are tracked and reported as required by Streets & Highways Code Section 2032.5 (a). All the program guidelines mirror the STIP Guidelines in that the provisions allow for extensions in the four unique project stages, the requests must show an unforeseen and extraordinary circumstance beyond the control of the responsible agency, the deadline extensions shall not exceed the period of delay directly attributed to the extraordinary circumstance, the requests cannot be for more than 20-months under any circumstance, and the Commission shall not grant more than one extension per unique project stage. Several program guidelines specify a more restrictive maximum extension period of no more than 12-months due to the extremely competitive nature of the programs.

Staff recommends the Commission continue applying the existing timely-use-of-funds policies as specified in the Commission adopted program guidelines. However, there are other options the Commission could consider since the timely-use-of-funds requirements specified in Government Code Section 14529.8 refer only to the STIP.

The Commission could choose not to allow any time extensions in the Commission adopted competitive programs since there is no statutory authority that addresses the consideration of time extensions. Also, due to the competitive nature of the programs, each programmed project was deemed to have competed well for limited state resources compared to other submitted applications. If a programmed project is not able to reach completion via the adopted schedule, the funding for that project would lapse and could be available for

reprogramming at a subsequent cycle or could be reallocated to the next eligible project that was not funded because of funding capacity limitations.

The Commission could choose to allow multiple time extensions within a defined time span of each unique project stage say 12-months, 20-months or any other number of months the Commission pleases to use in the Commission adopted competitive programs since there is no statutory authority that precludes such consideration of time extensions. Such multiple time extensions would reduce accountability and if invoked several times at each unique project stage would add years to project delivery. For example if multiple extensions are granted at each project stage and the defined time is 20-months, the total project delay could be 80-months (6.67 years). If the defined time is 12-months, the total project delay could be 48-months (4 years).

The Commission could allow unlimited time extensions in the Commission adopted programs other than the STIP. Unlimited time extensions would result in significantly reduced accountability and additional workload for the Commission, Caltrans and Commission staff. One consequence of unlimited time extensions would be that few projects are completed in a reasonable amount of time and the public could perceive that the Commission and project sponsors are incapable of on time delivery of promised projects.

The current Commission timely-use-of-funds policy of granting only one time extension per unique project stage is not overly taxing for projects as is illustrated by the following statistics: from 2014 through June 2018, under the Commission's current ATP program guidelines the Commission allocated funds to 751 ATP projects, approved 344 ATP time extensions of which 16 lapsed and resulted in the failure of 4 ATP projects that could not meet their timely-use-of-funds provisions. This is a failure rate of 0.5 percent, but does keep project sponsors accountable for on time delivery of their projects. The number of extension requests will surely increase if multiple or unlimited time extensions were to be granted, but granting multiple extensions would not necessarily lead to a decreased failure rate. Further, it is not certain that granting multiple time extensions will improve the delivery of any given project. Often, multiple time extension requests are an indication of more deeply ingrained project scope and cost problems that additional time extensions will not necessarily solve.

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: August 15-16, 2018

Reference No.: 4.29
Action

Published Date: August 3, 2018

From: SUSAN BRANSEN
Executive Director

Prepared By: Robert Nelson
Deputy Director

Subject: **ADOPTION OF THE SENATE BILL 1 ACCOUNTABILITY AND TRANSPARENCY GUIDELINES AMENDING RESOLUTION G-18-09**

ISSUE:

Should the California Transportation Commission (Commission) adopt the amended Senate Bill (SB) 1 Accountability and Transparency Guidelines under Section “SB1 Program Accountability” (page 3), as set forth in Attachment A and as stated here:

Furthermore, the Commission expects agreements and contracts between the Department and recipient agencies to reflect the project scope, project cost, and project schedules on all projects which were programmed and allocated by the Commission.

Agreements should reflect project scope, project cost, project schedule, and anticipated benefits as set forth in the project application and programmed by the Commission. Project costs reimbursed are to be only made for costs arising to carry out the project scope, project costs, and project schedule as set forth in the project application and programmed by the Commission.

RECOMMENDATION:

Staff recommends that the Commission adopt the amended SB 1 Accountability and Transparency Guidelines set forth in Attachment A.

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 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 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.

The SB 1 Accountability and Transparency Guidelines are modelled after the Proposition 1B Accountability Implementation Plan and describe the Commission’s 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 adopted the SB 1 Accountability and Transparency Guidelines on March 21, 2018. Subsequently, proposed SB1 Accountability and Transparency Guidelines amendments were adopted by the Commission on May 16, 2018.

Attachments:

Attachment A: SB 1 Accountability and Transparency Guidelines

Attachment B: Resolution G-18-43

CALIFORNIA TRANSPORTATION COMMISSION

Adoption of the Senate Bill 1 Accountability and Transparency Guidelines

RESOLUTION G-18-43

Amending Resolution G-18-09

- 1.1 **WHEREAS**, on April 28, 2017, the Governor signed Senate Bill (SB) 1 (Beall, Chapter 5, Statutes of 2017), known as the Road Repair and Accountability Act of 2017, and created new and augmented 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; and
- 1.2 **WHEREAS**, 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”; and
- 1.3 **WHEREAS**, the California Transportation Commission (Commission) is responsible for the accountability and transparency of the SB 1 program funds under its purview; and
- 1.4 **WHEREAS**, the Commission adopted the SB 1 Accountability and Transparency Guidelines on March 21, 2018; and
- 1.5 **WHEREAS**, the Commission adopted amendments to include consequences for noncompliance with the SB 1 Accountability and Transparency Guidelines at its meeting on May 16, 2018; and
- 1.6 **WHEREAS**, the Commission considered a proposed amendment at its meeting on August 15, 2018.
- 2.1 **NOW THEREFORE BE IT RESOLVED**, that the Commission adopts the amended SB 1 Accountability and Transparency Guidelines, as presented by staff on August 15, 2018; and
- 2.2 **BE IT FURTHER RESOLVED**, that the purpose of these guidelines is to identify the Commission’s policy and expectations and thus emphasize program and project accountability; and
- 2.3 **BE IT FURTHER RESOLVED**, that 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; and
- 2.4 **BE IT FURTHER RESOLVED**, that the Commission, through its guidelines, has set forth its expectation that the California Department of Transportation will provide the administrative oversight for SB 1 Programs and ensure that the terms and conditions of the Commission’s guidelines and subsequent programming, allocation, reporting, and other actions are followed; and

- 2.5 **BE IT FURTHER RESOLVED**, that the Commission staff is authorized to make minor technical changes as needed to the guidelines; and
- 2.6 **BE IT FURTHER RESOLVED**, that the Commission directs staff to post these guidelines to the Commission's website.

California Transportation Commission

The Road Repair and Accountability Act of 2017

SB 1 Accountability and Transparency Guidelines

Adopted March 21, 2018

Resolution G-18-~~09~~43

Revised ~~May 16~~August 15, 2018

Amending Resolution G-18-~~18~~09

California Transportation Commission

The Road Repair and Accountability Act of 2017

SB 1 Accountability and Transparency Guidelines

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California Transportation Commission

The Road Repair and Accountability Act of 2017

SB 1 Accountability and Transparency Guidelines

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 the California Transportation Commission (Commission), increased its role in several existing programs, and created new programs for the Commission to oversee. These programs include 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

These Accountability and Transparency Guidelines (Guidelines) are applicable to the Active Transportation Program, Local Partnership Program, Solutions for Congested Corridors Program, State Highway Operation and Protection Program, and Trade Corridor Enhancement Program, collectively referred to herein as SB 1 Programs. 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 Program funded projects include but are not limited to highway, transit, active transportation, 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 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, project applications, and executed agreements.

SB 1 PROGRAM ACCOUNTABILITY

Modelled after certain aspects of the Proposition 1B Accountability Implementation Plan, these 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. Please note, while not all SB 1 funded projects are subject to the Front-End Accountability and In-Progress Accountability requirements, all SB 1 projects are subject to the Follow-up Accountability requirements.

At a minimum, the Department is responsible for establishing and implementing operating procedures and controls that are consistent with Commission policies, guidelines as well as state and federal regulations. The Department will ensure policy and procedural documentation is maintained and updated in an accurate and timely manner. The Department will also ensure that the established policies and procedures are followed. **Furthermore, the Commission expects agreements and contracts between the Department and recipient agencies to reflect the project scope, project cost, and project schedules on all projects which were programmed and allocated by the Commission.**

Agreements should reflect project scope, project cost, project schedule, and anticipated benefits as set forth in the project application and programmed by the Commission. Project costs reimbursed are to be only made for costs arising to carry out the project scope, project costs, and project schedule as set forth in the project application and programmed by the Commission.

A. **Front-End Accountability**

The Commission expects the Department to coordinate all Baseline Agreements (Attachment A) for the following programs and projects:

- Baseline Agreements are required for all projects meeting the thresholds described above regardless of funding source.
- Active Transportation Program – only projects with a total project cost of \$25 million or greater or a total programmed amount of \$10 million or greater adopted in the 2017 Active Transportation Program Augmentation and subsequent program amendments and adoptions.

- Competitive Local Partnership Program – only 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 – all projects
- State Highway Operation and Protection Program – only projects with a total project cost of \$50 million or greater, or a total programmed amount (in right-of-way and/or construction, support and capital cost) of \$15 million or greater adopted in the 2018 State Highway Operation and Protection Program and subsequent program amendments and adoptions.
- Trade Corridor Enhancement Program – all projects

If a project that initially falls below the aforementioned thresholds later increases to equal or exceed the threshold requirements, a Baseline Agreement will be required within 60 days of when the change is identified.

A Baseline Agreement will be amended, if a project receives additional SB 1 Program funds in a subsequent programming cycle, if there is a change in the responsible parties, or at the discretion of the Commission.

Each Baseline Agreement shall be signed by a duly authorized officer (ex: Board Chair, Executive Director) of the Applicant and the 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 provide a benchmark for comparison to the current status of the project and the forecast of conditions under a no-build scenario. These Baseline Agreements will also identify the agency responsible for meeting the reporting requirements and, for locally implemented projects, identify the Department's 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.

The Commission shall approve all Baseline Agreements at a regular Commission meeting within four months after a project has been adopted into a SB 1 Program. The following exceptions apply:

- For projects adopted into the 2017 Active Transportation Program Augmentation, the Baseline Agreements are due four months after adoption of these Guidelines.
- For projects that have not received environmental clearance, Baseline Agreements are due six months after the Lead Agency's certification of the Final Environmental Impact Report, Negative Declaration, Mitigated Negative Declaration, or Notice of Exemption.
- For projects requesting an allocation of funding for a component other than environmental, at the May 2018 or June 2018 Commission meetings, 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 Program Emergency Response projects that are necessary to respond promptly to 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 project 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 Program 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 Program 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 to be identified in the progress reports. Projects will remain on the watch list until a corrective action is taken by the agency and deemed satisfactory by the Commission.

Implementing Agencies are responsible for oversight and accountability that foster transparency and efficient use of resources to assist in maintaining public confidence. During the course of the project, the following accountability requirements will be monitored:

- Satisfactory progress toward project completion, including:
 - Maintaining the approved schedule
 - Performing work as described in the approved Scope of Work
 - Maintaining the approved project budget
 - Achieving expected benefits
- Retention of financial records that document and support all expenditures.
- Accurate and timely reports and reimbursement requests.
- Timely and complete responses to any communication and requests for information by the Commission and/or Department.

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 entities that signed the agreements (cooperative, funding, or baseline) 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 Commission will use various reporting mechanisms to provide regular updates to the public and the Legislature as described below and in the Follow-up Accountability Section.

The Department will send, at a minimum, reminders to Implementing Agencies 30 days before reports are due and again if reports are 30 days past due. Additionally, the Department will, in coordination with Implementing Agencies, create and distribute a list of Implementing Agencies with late reports to current distribution lists and will post the list to the Department website. Implementing Agencies with reports 60 days past due will be considered noncompliant with the accountability requirements.

1. Progress Report

Once a project has been adopted into one of the SB 1 Programs, the Implementing Agency, unless otherwise specified, will submit regular and timely project updates to the Department. The Department will prepare a program progress report for each SB 1 Program 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.

The first progress reports will be presented to the Commission at its October 2018 meeting and will cover the period of March 2018 through August 2018. Subsequent quarterly program progress reports will be presented to the Commission every December (July through September period), March (October through December period), June (January through March period) and October (April through June period). Beginning in July 2019, progress reports will become semi-annual and will be presented to the Commission in March (July thru December period) and October (January through June period).

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 first section of the progress report will be the overall program summary taking into account all projects in the SB 1 Programs and will identify, at a minimum, the total programmed and un-programmed funds, total dollars allocated, number of projects allocated, number of completed projects, and a summary of the benefits (outputs and outcomes) achieved with the completed projects.

The second section of the progress report will be for all ATP projects and all programs subject to the Baseline Agreement requirement, as listed on Page 3, and will include the following:

- The current cost, schedule, scope and expected benefits as compared to the cost, schedule, and scope approved under the Baseline Agreement, or for projects that have not yet cleared environmental, as compared to the cost, schedule, and scope approved at the time the project was adopted into the respective program, and a status of the construction contract award, if applicable.
- A summary describing any changes to the scope, cost, schedule, and expected 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 Program funds identified separately.

- Identification and discussion of any significant issues that may affect implementation of the project including, but not limited to, financial constraints and commitments, and risks and impacts.
- Status of the Completion and Final Delivery Reports submittals for completed projects or completed project segments. This requirement will apply to all projects in the SB 1 Programs. See the Follow-up Accountability section for more details.

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.

The Department will provide the Commission with a draft copy of its October Progress Report no later than August 15 of each year.

D. Follow-up Accountability

Beginning with the 2017 Active Transportation Program Augmentation, 2018 Formulaic and Competitive Local Partnership Programs, 2018 Solutions for Congested Corridors Program, 2018 State Highway Operation and Protection Program (only projects subject to the Baseline Agreement requirement), and 2018 Trade Corridor Enhancement Program, the Implementing Agency, unless otherwise specified, will submit timely Completion and Final Delivery Reports to the Department for all projects receiving funds in the aforementioned programs. 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), whichever comes sooner, the Implementing Agency shall provide a Completion Report to the Department on the scope of the completed project, its estimated final cost, estimated schedule, and project benefits as compared to those included in the executed project agreements. Additionally, the Completion Report shall describe the methodologies and assumptions used to evaluate how the project benefits were calculated as compared to the methodologies and assumptions used in the executed project agreements. In the event the project benefits identified in the Completion Report differ from those identified in the executed program agreements (cooperative, funding, or baseline), 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, the Commission, the Transportation Inspector General, Department of Finance, and/or the California State Auditor, if requested. The Completion Report should not be delayed due to claims, plant establishment periods, ongoing environmental mitigation monitoring, or other reasons.

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 estimated 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 construction, and a discussion on how the project will continue to provide the benefits described in the executed project agreements (cooperative, funding, or baseline).

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

2. Final Delivery Reports

A Final Delivery Report must be submitted within 180 days of the conclusion of all remaining project activities beyond the acceptance of the construction contract to reflect final project expenditures, any changes that occurred after submittal of the Completion Report and an updated evaluation of the benefits. The Commission may include this information in its annual reports to the Legislature.

3. Audits of Project Expenditures and Outcomes

SB 1 created the position of Transportation Inspector General as Director of the Independent Office of Audits and Investigations to ensure the Department, and external entities that receive state and federal transportation funds from the Department, are spending those funds efficiently, effectively, economically, and in compliance with applicable state and federal requirements.

The Inspector General is required to review policies, practices, and procedures and conduct audits and investigations of activities involving all state transportation funds.

The Inspector General is required to report at least annually to the Governor, Legislature, and Commission with a summary of investigation and audit findings and to report to the Secretary of Transportation and the Department's Director and Chief Deputy Director on an ongoing basis.

The Commission expects that audits will be conducted on a representative sample of projects from each of the respective SB 1 Programs and 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.

Additional audits, if deemed necessary, may be requested by the Commission during the implementation phases of the project. In addition to any final audit performed, it may be beneficial to provide semi-final audits when a project is substantially completed. It is expected that the findings from these audits will be included in the Inspector General's reports to the Commission.

E. Consequences for Noncompliance

To the extent that the Department or other Implementing Agencies do not meet the aforementioned accountability requirements they will be considered noncompliant agencies. The Commission expects that the Department will recommend and the Commission will determine appropriate actions for noncompliant agencies. In addition to the actions described throughout this document, actions may include, but are not limited to, the following:

1. Local Governments

- The Department will provide a written warning to the Implementing Agency identifying deficiencies, necessary remedies, and timeline for corrections.
- The Implementing Agency may be requested to appear before the Commission to explain how and when the noncompliant issues will be resolved.
- The Commission expects the Department to recommend whether a noncompliant agency should be placed on a watch list.
- For the most egregious situations, the agency may be subject to further actions, including the following:
 - Deemed ineligible for future allocations or programming actions, at the discretion of the Commission.
 - A penalty, as recommended by the Department and approved by the Commission, in the form of reduced reimbursements on all invoices until the noncompliance issues are corrected. This penalty shall remain in effect until the reporting cycle after the noncompliance has been resolved.

2. Department

The Department acts as both the Program Administrator and Implementing Agency. To the extent that the Department does not meet the aforementioned accountability requirements, either as the Program Administrator or an Implementing Agency, the Commission will determine appropriate actions for noncompliance. In addition to the actions described throughout this document, actions may include, but are not limited to, the following:

- Appear before the Commission to explain how and when the noncompliance issues will be resolved.
- The Commission will determine whether the Department should be placed on a watch list.
- The Department will remain on the watch list until a corrective action, satisfactory to the Commission, is taken by the Department and communicated to the Commission.
- The Department, if remaining on the watch list beyond the next reporting cycle, may be subject to further actions, including the following:
 - Deemed ineligible for future allocations or programming actions, at the discretion of the Commission.

F. Attachments

Attachment A: Project Baseline Agreement Template

Attachment B: SB1 Accountability and Transparency Guidelines Baseline Agreement and Reporting Matrix

M e m o r a n d u m

<p>To: CHAIR AND COMMISSIONERS</p>	<p>CTC Meeting: August 15-16, 2018</p>
	<p>Reference No.: 4.5 Information</p>
	<p>Published Date: August 3, 2018</p>
<p>From: SUSAN BRANSEN Executive Director</p>	<p>Prepared By: Robert Nelson Deputy Director</p>
<p>Subject: <u>DEVELOPMENT OF GUIDELINES FOR THE STATE ROUTE 710 SURPLUS PROPERTY PROCEED REINVESTMENT PROGRAM</u></p>	

SUMMARY:

Senate Bill (SB) 416 (Chapter 468, Statutes of 2013) requires that the California Transportation Commission (Commission), in consultation with the affected communities and the Los Angeles County Metropolitan Transportation Authority, adopt guidelines that describe the policy, standards, criteria and procedures for programming and allocating funds resulting from the sale of State Route 710 (State Route 710) surplus properties.

The kick-off workshop to develop the State Route 710 Surplus Property Proceed Reinvestment Program Guidelines is planned for September 2018 in Southern California. The workshop, open to all interested stakeholders, will provide an overview of enabling legislation and seek input to inform guidelines development.

Release of the draft guidelines is anticipated in November 2018 for presentation to the Commission at the December 2018 Commission meeting. Staff anticipates presenting final guidelines to the Commission for consideration at the January 2019 meeting.

BACKGROUND:

Streets and Highways Code Section 118.6 states that the California Department of Transportation (Caltrans), to the greatest extent possible, will offer to sell or exchange property that is determined by Caltrans to be excess to their needs. The Roberti Act, SB 86 (Chapter 1116, Statutes of 1979), added priorities for the disposal of residential properties originally acquired for the State Route 710 extension and required that the properties be sold in a manner that will preserve, upgrade, and expand the supply of housing available to affected persons and families of low or moderate income.

SB 416 (Liu, Chapter 468, Statutes of 2013) made numerous changes to the Roberti Act, including establishing the State Route 710 Rehabilitation Account for the deposit of proceeds from sales and requiring the Commission to develop guidelines to fund transportation projects located in Pasadena, South Pasadena, Alhambra, La Cañada Flintridge, and the 90032 postal code. SB 416 specifies that the State Route 710 Rehabilitation Account shall not exceed \$500,000 and that funds exceeding that amount, less any reimbursements due to the federal government, shall be transferred to

the State Highway Account in the State Transportation Fund for allocation by the Commission pursuant to adopted guidelines.

Eligible projects may include, but are not limited to: sound walls; transit and rail capital improvements; bikeways; pedestrian improvements; signal synchronization; left turn signals; and major street resurfacing, rehabilitation, and reconstruction.

Specifically, Government Code Section 54237.7 states the following:

“Notwithstanding Section 183.1 of the Streets and Highways Code, the Department of Transportation shall deposit proceeds from sales pursuant to this article into the SR-710 Rehabilitation Account, which is hereby created. Notwithstanding Section 13340, funds in the account are hereby continuously appropriated to the department without regard to fiscal years for the purpose of providing repairs required pursuant to subdivision (b) of Section 54237. The total funds maintained in the account shall not exceed five hundred thousand dollars (\$500,000).

Funds exceeding that amount, less any reimbursements due to the federal government, shall be transferred to the State Highway Account in the State Transportation Fund to be used for allocation by the California Transportation Commission (commission) exclusively to fund projects located in Pasadena, South Pasadena, Alhambra, La Cañada Flintridge, and the 90032 postal ZIP Code. Projects shall be selected and prioritized by the affected communities in consultation with the Los Angeles County Metropolitan Transportation Authority, pursuant to guidelines developed by the commission.

The Los Angeles Metropolitan Transportation Authority shall submit a proposed program of projects and the commission shall have final authority to approve the projects. Eligible projects may include, but are not limited to: sound walls; transit and rail capital improvements; bikeways; pedestrian improvements; signal synchronization; left turn signals; and major street resurfacing, rehabilitation, and reconstruction. The funds shall not be used to advance or construct any proposed North State Route 710 tunnel.

Any funds remaining in the SR-710 Rehabilitation Account on the date that final payment due for the last of the properties repaired has been made, less any reimbursements due to the federal government, shall be transferred to the State Highway Account in the State Transportation Fund, to be used exclusively for the purposes described in this section.”

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: August 15-16, 2018

Reference No.: 4.14
Information

Published Date: August 3, 2018

From: SUSAN BRANSEN
Executive Director

Prepared By: Teresa Favila
Associate Deputy Director

Subject: UPDATE ON THE 2018 REPORT OF THE STATE TRANSPORTATION IMPROVEMENT PROGRAM BALANCES, COUNTY AND INTERREGIONAL SHARES

SUMMARY:

The California Transportation Commission (Commission) is required to maintain a long-term balance of shares, shortfalls, and surpluses for the regional and interregional improvement programs, which collectively make up the State Transportation Improvement Program (STIP). The Commission is also required to make the share balances through the preceding fiscal year available for review by all regional agencies at the time of each fund estimate no later than August 15 of each year.

Commission staff transmitted this year’s report to all regions and to the California Department of Transportation (Caltrans) on August 8, 2018. The report includes both county and interregional share balances, with listings of projects programmed from those balances. The report’s transmittal letter (Attachment A) and summary table of balances (Attachment B) are attached. The full report is available on the Commission’s website (www.catc.ca.gov) and can also be obtained by contacting the Commission’s office.

BACKGROUND:

Streets and Highways Code Section 188.11 requires that the Commission maintain a long-term balance of shares, shortfalls, and surpluses for the regional and interregional programs. This statute also requires the Commission to make the balances through the preceding fiscal year available for review at the time of each fund estimate and by no later than August 15 of each year. The balances are to include shares from the prior fund estimate, amounts programmed in the STIP, surpluses or shortfalls due to reservations or advancements, and adjustments as provided for in statute.

Attachments:

- Attachment A: 2018 Report of STIP Balances County and Interregional Shares letter to the regions and Caltrans
- Attachment B: Summary of STIP Share Balances through June 30, 2018

FRAN INMAN, Chair
JAMES EARP, Vice Chair
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YVONNE B. BURKE
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JAMES C. GHIEMMETTI
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STATE OF CALIFORNIA

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August 1, 2018

To: Regional Agencies and the California Department of Transportation

2018 Report of STIP Balances **County and Interregional Shares**

The California Transportation Commission's (Commission) twenty-first annual report of State Transportation Improvement Program (STIP) county share and interregional share balances is provided with this letter for your review. Streets and Highways Code Section 188.11 mandates that the Commission maintain a record of balances and that it make the balances through the end of each fiscal year available for review by regional agencies not later than August 15 each year.

This year's report of share balances includes allocations approved through the June 28, 2018 Commission meeting. The balances in this report are based on capacity identified through 2022-23 in the 2018 STIP fund estimate, adopted in August 2017. The balances also include all current cash commitments made for AB 3090 reimbursements.

STIP project listings are included in the report for the primary purpose of documenting the use and availability of county and interregional shares. The Commission breaks down the programming of STIP projects into two distinct categories: highway projects; and rail and transit projects. Although these listings provide a useful summary of STIP projects, the project descriptions are brief and should not be regarded as complete and authoritative. The California Department of Transportation maintains a database with more complete project descriptions, and final authority rests with specific Commission actions and corresponding supporting documentation.

Please direct any comments or questions regarding this report to the Commission's Assistant Deputy Director, Teresa Favila, at 916-653-2064 or by email at Teresa.Favila@catc.ca.gov.

Sincerely,

A handwritten signature in blue ink that reads "Susan Bransen".

SUSAN BRANSEN
Executive Director

SUMMARY OF STIP SHARE BALANCES Through June 30, 2018

(\$1,000's)

Attachment B
August 15-16, 2018
Reference No. 4.14

County	STIP County and Interregional Share Balances			
	Total Share Amount	Amount Programmed	Unprogrammed Balance	Balance Advanced
Alameda	62,403	44,215	18,188	0
Alpine	4,002	4,127	0	125
Amador	6,942	3,003	3,939	0
Butte	24,715	27,312	0	2,597
Calaveras	9,957	9,957	0	0
Colusa	4,396	1,995	2,401	0
Contra Costa	112,306	87,337	24,969	0
Del Norte	(7,311)	186	0	7,497
El Dorado CTC	6,044	5,959	85	0
Fresno	63,013	23,157	39,856	0
Glenn	7,968	5,730	2,238	0
Humboldt	32,552	36,376	0	3,824
Imperial	40,712	43,396	0	2,684
Inyo	26,719	46,543	0	19,824
Kern	114,751	134,312	0	19,561
Kings	(11,109)	373	0	11,482
Lake	23,807	23,735	72	0
Lassen	25,562	20,021	5,541	0
Los Angeles	483,824	594,314	0	110,490
Madera	(6,356)	2,061	0	8,417
Marin	(24,451)	886	0	25,337
Mariposa	7,236	3,607	3,629	0
Mendocino	11,191	10,616	575	0
Merced	32,491	6,388	26,103	0
Modoc	7,324	7,591	0	267
Mono	28,268	25,150	3,118	0
Monterey	75,143	74,507	636	0
Napa	21,086	20,708	378	0
Nevada	7,651	6,159	1,492	0
Orange	238,507	245,623	0	7,116
Placer TPA	(24,688)	840	0	25,528
Plumas	10,254	8,379	1,875	0
Riverside	156,875	162,447	0	5,572
Sacramento	91,981	72,305	19,676	0
San Benito	7,483	14,886	0	7,403
San Bernardino	203,943	203,943	0	0
San Diego	178,751	176,501	2,250	0
San Francisco	17,122	15,574	1,548	0
San Joaquin	54,795	54,804	0	9
San Luis Obispo	30,849	31,604	0	755
San Mateo	89,919	88,323	1,596	0
Santa Barbara	55,311	61,381	0	6,070
Santa Clara	89,257	85,625	3,632	0
Santa Cruz	33,203	31,373	1,830	0
Shasta	26,471	19,341	7,130	0
Sierra	3,654	126	3,528	0
Siskiyou	16,629	11,996	4,633	0
Solano	27,390	21,445	5,945	0
Sonoma	(1,032)	1,368	0	2,400
Stanislaus	51,414	51,414	0	0
Sutter	8,106	325	7,781	0
Tahoe RPA	5,295	7,600	0	2,305
Tehama	19,220	19,220	0	0
Trinity	5,060	4,978	82	0
Tulare	42,594	47,688	0	5,094
Tuolumne	14,648	15,392	0	744
Ventura	60,026	2,080	57,946	0
Yolo	19,730	6,417	13,313	0
Yuba	13,930	1,449	12,481	0
Statewide Regional	2,737,533	2,734,168	278,466	275,101
Interregional	1,046,466	1,115,230	0	68,764
TOTAL	3,783,999	3,849,398	278,466	343,865

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: August 15-16, 2018

Reference No.: 4.17
Information

Published Date: August 3, 2018

From: SUSAN BRANSEN
Executive Director

Prepared By: Garth Hopkins
Deputy Director

Subject: **ALTAMONT CORRIDOR EXPRESS (ACE) PASSENGER SERVICE OVERVIEW**

SUMMARY:

Stacey Mortensen, Executive Director for the San Joaquin Regional Rail Commission/San Joaquin Joint Powers Authority, will provide an overview of the Altamont Corridor Express (ACE) rail passenger service operations and future plans for expanding the current service.

BACKGROUND:

Since 1998, ACE has provided passenger rail service for commuters living in the Stockton area and commuting to the San Jose area. This rail service has greatly alleviated the traffic burden along the I-580 corridor through the Altamont Pass. On average, over 6,000 commuters ride ACE each work day on the four trains that operate daily. The San Joaquin Regional Rail Commission has an agreement with the Union Pacific Railroad Company to operate on their tracks.

ACE has several major expansion plans underway to accommodate demand for rail passenger service in the San Joaquin Valley. The Valley Rail Program will use a combination of \$400 million in state Public Transportation Account funds to extend ACE from Lathrop to Merced; and \$500.5 million in recently approved Transit and Intercity Rail Capital Program funds to extend the service from Sacramento to Stockton. The overall combined program is approximately \$1 billion encompassing local, state and federal funding. Initial service is scheduled to begin for the Sacramento and Ceres/Merced extension as soon as the 2021-22 fiscal year; and the full Ceres to Merced extension is scheduled to be completed by 2027.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 15-16, 2018

Reference No: 2.5f.
Information Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Ron Sheppard, Chief (Acting)
Division of Budgets

Subject: **INFORMATIONAL REPORTS – DELEGATED ALLOCATIONS**
EMERGENCY G-11-16, SHOPP G-03-10 SAFETY, AND MINOR G-05-16

SUMMARY:

Since the period reported at the last California Transportation Commission (Commission) meeting, the California Department of Transportation (Department) allocated or sub-allocated:

- \$65,305,000 for construction and \$12,205,000 for construction engineering for 20 emergency construction projects, pursuant to the authority granted under Resolution G-11-16 (2.5f.(1)).
- \$92,308,000 for construction and \$23,582,000 for construction engineering for 20 safety projects, pursuant to the authority granted under Resolution G-03-10 (2.5f.(3)).

As of July 12, 2018, the Department has allocated or sub-allocated the following for construction in the Fiscal Year 2017-18:

- \$443,019,000 for 156 emergency construction projects.
- \$244,597,000 for 69 safety delegated projects.
- \$30,736,000 for 39 SHOPP Minor A projects.

As of July 12, 2018, the Department has allocated or sub-allocated the following for construction in the Fiscal Year 2018-19:

- \$30,050,000 for 8 emergency construction projects.
- \$48,713,000 for 10 safety delegated projects.

BACKGROUND:

The Commission, by Resolution G-11, as amended by Resolution G-11-16, delegated to the Department authority to allocate funds to correct certain situations caused by floods, slides, earthquakes, material failures, slip outs, unusual accidents or other similar events.

This authority is operative whenever such an event:

1. Places people or property in jeopardy.
2. Causes or threatens to cause closure of transportation access necessary for:
 - a. Emergency assistance efforts.
 - b. The effective functioning of an area's services, commerce, manufacture or agriculture.
 - c. Persons in the area to reach their homes or employment.
3. Causes either an excessive increase in transportation congestion or delay, or an excessive increase in the necessary distances traveled.

Resolution G-11 authorizes the Department to allocate funds for follow-up restoration projects associated with, and that immediately follow an emergency condition response project. Resolution G-11 also requires the Department to notify the Commission, at their next meeting, whenever such an emergency allocation has been made.

On March 30, 1994, the Commission delegated to the Department authority to allocate funds under Resolution G-11, as amended by Resolution G-11-16. This authority allows the Department to begin work without waiting for the next Commission meeting to receive an allocation.

On March 28, 2001, the Commission approved Resolution G-01-10, as amended by Resolution G-03-10, delegating to the Department authority to allocate funds for SHOPP safety projects. This authority allows the Department to begin work without waiting for the next Commission meeting to receive an allocation.

Resolution G-05-16 authorizes the Department to sub-allocate funds for Minor projects. At the June 2018 meeting, the funding and project listing for the FY 2018-19 Lump Sum Minor Construction Program was approved by the Commission under Resolution FM-17-05.

The SHOPP, as approved by the Commission, is a four-year program of projects with the total annual proposed expenditures limited to the biennial Commission-approved Fund Estimate. The Commission, subject to monthly reporting and briefings, has delegated to the Department the authority to allocate funds for safety projects and emergency projects. The Department uses prudent business practices to manage the combination of individual project cost increases and savings to meet Commission policies.

In all cases, the delegated authority allows the Department to begin work without waiting for the next Commission meeting to receive an allocation.

The Department has complied with the National Environmental Policy Act and the California Environmental Quality Act requirements in preparing these projects.

Attachment

2.5 Highway Financial Matters

Project No. Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5f.(3) Informational Report - SHOPP Safety Resolution G-03-10 Delegated Allocations				
1 \$3,472,000 Humboldt 01-Hum-101 77.0/77.5	In Eureka, 0.3 mile south to 0.2 mile north of Wabash Avenue. <u>Outcome/Output:</u> Improve safety and operations from Hawthorne Street to 14th Street by reconfiguring intersections, coordinating signal timings, installing new signal, reconstructing curb ramps and sidewalks, and installing fiber optic cable. This project will reduce the number and severity of collisions.	01-2368 SHOPP/17-18 CON ENG \$725,000 CONST \$2,607,000 0113000031 4 0C710	001-0890 FTF 20.10.201.010 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.010	\$725,000 \$55,000 <u>\$2,692,000</u> \$2,747,000
<u>Performance Measure:</u> Planned: 72, Actual: 72 Collision(s) reduced				
Preliminary				
<u>Engineering</u> <u>Budget</u> <u>Expended</u>				
PA&ED \$634,500 \$619,901				
PS&E \$1,029,000 \$838,915				
R/W Sup \$348,000 \$221,922				
(CEQA - CE, 12/19/2016; Re-validation 5/31/2018) (NEPA - CE, 12/19/2016; Re-validation 5/31/2018)				
Allocation Date: 06/19/18				
2 \$14,044,000 Lake 01-Lak-175 R25.0/27.5	Near Middletown, from 0.1 mile east of Putah Creek Bridge to Dry Creek Bridge. <u>Outcome/Output:</u> Improve safety by widening shoulders, installing rumble strips, improving roadside clear recovery zone, and extending existing culverts. This project will reduce the number and severity of collisions.	01-3080 SHOPP/17-18 CON ENG \$2,484,000 CONST \$9,621,000 0100020013 4 0A040	001-0890 FTF 20.10.201.010 2018-19 302-0042 SHA 302-0890 FTF 20.20.201.010	\$2,611,000 \$1,143,000 <u>\$10,290,000</u> \$11,433,000
<u>Performance Measure:</u> Planned: 22, Actual: 22 Collision(s) reduced				
Preliminary				
<u>Engineering</u> <u>Budget</u> <u>Expended</u>				
PA&ED \$2,527,000 \$2,384,937				
PS&E \$2,428,000 \$1,333,652				
R/W Sup \$964,000 \$773,456				
(CEQA - MND, 5/8/2017; Re-validation 6/15/2018) (NEPA - FNSI, 5/8/2017; Re-validation 6/15/2018)				
(Future consideration of funding approved under Resolution E-17-47; August 2017.)				
Allocation Date: 07/12/18				

2.5 Highway Financial Matters

Project No. Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5f.(3) Informational Report - SHOPP Safety Resolution G-03-10 Delegated Allocations				
3 \$3,755,000 Lassen 02-Las-44 31.9/32.6	Near Susanville, from 0.3 mile west to 0.4 mile east of Big Springs Road. <u>Outcome/Output:</u> Improve safety by realigning roadway curves, improving roadside clear recovery zone and sight distance, and modifying drainage and fencing. This project will reduce the number and severity of collisions. <u>Performance Measure:</u> Planned: 16, Actual: 16 Collision(s) reduced Preliminary <u>Engineering</u> PA&ED \$5,000,000 PS&E \$675,000 R/W Sup \$187,000	02-3609 SHOPP/18-19 CON ENG \$859,000 CONST \$2,896,000 0216000005 4 1H440	001-0890 FTF 20.10.201.010 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.010	\$859,000 \$58,000 <u>\$2,838,000</u> \$2,896,000
	(CEQA - CE, 7/19/2017; Re-validation 6/13/2018) (NEPA - CE, 7/19/2017; Re-validation 6/13/2018) Allocation Date: 06/22/18			
4 \$4,074,000 Modoc 02-Mod-299 51.9/52.5	Near Cedarville, from 0.6 mile west of Cedar Pass Ski Tow Road to Cedar Pass Ski Tow Road. <u>Outcome/Output:</u> Improve safety by realigning roadway curves, widening lane and shoulder widths, improving roadside clear recovery zone and drainage, and installing a drapery system to prevent rockfall. This project will reduce the number and severity of collisions. <u>Performance Measure:</u> Planned: 18, Actual: 18 Collision(s) reduced Preliminary <u>Engineering</u> PA&ED \$600,000 PS&E \$750,000 R/W Sup \$90,000	02-3607 SHOPP/18-19 CON ENG \$840,000 CONST \$3,214,000 0215000150 4 1H330	001-0890 FTF 20.10.201.010 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.010	\$860,000 \$321,000 <u>\$2,893,000</u> \$3,214,000
	(CEQA - CE, 9/15/2017; Re-validation 6/5/2018) (NEPA - CE, 9/15/2017; Re-validation 6/5/2018) Allocation Date: 06/15/18			

2.5 Highway Financial Matters

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

5 \$2,731,000 Plumas 02-Plu-70 11.5/11.9	Near Belden, from 2.1 miles to 1.6 miles west of Chipps Creek Bridge. <u>Outcome/Output:</u> Improve safety by realigning roadway curves, widening shoulders, adding new guardrail, and constructing a gabion-style retaining wall. This project will reduce the number and severity of collisions.	02-3578 SHOPP/17-18 CON ENG \$600,000 CONST \$1,964,000 0215000017	001-0890 FTF 20.10.201.010 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.010	\$655,000 \$42,000 <u>\$2,034,000</u> \$2,076,000
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Performance Measure:
Planned: 20, Actual: 20 Collision(s) reduced

Preliminary		
<u>Engineering</u>	<u>Budget</u>	<u>Expended</u>
PA&ED	\$690,000	\$638,498
PS&E	\$600,000	\$341,483
R/W Sup	\$90,000	\$36,182

(CEQA - CE, 12/14/2016; Re-validation 5/22/2018)
(NEPA - CE, 12/14/2016; Re-validation 5/22/2018)

Allocation Date: 06/04/18

6 \$4,644,000 Alameda 04-Ala-92 R4.0/R5.5	In Hayward, from 0.4 mile west of Clawiter Road to 0.3 mile west of Hesperian Boulevard. <u>Outcome/Output:</u> Improve safety and visibility in dark conditions by installing safety lighting on the median barrier, and upgrading existing lighting and guardrails. This project will reduce the number and severity of collisions.	04-1482K SHOPP/17-18 CON ENG \$748,000 CONST \$3,300,000 0414000515	001-0890 FTF 20.10.201.010 2017-18 302-0890 FTF 20.20.201.010	\$748,000 \$3,896,000
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Performance Measure:
Planned: 27, Actual: 27 Collision(s) reduced

Preliminary		
<u>Engineering</u>	<u>Budget</u>	<u>Expended</u>
PA&ED	\$574,000	\$573,896
PS&E	\$806,000	\$736,012
R/W Sup	\$77,000	\$6,533

(CEQA - CE, 12/29/2016; Re-validation 3/8/2018)
(NEPA - CE, 12/29/2016; Re-validation 3/8/2018)

Allocation Date: 06/19/18

2.5 Highway Financial Matters

Project No. Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5f.(3) Informational Report - SHOPP Safety Resolution G-03-10 Delegated Allocations				
9 \$10,982,000 Riverside 08-Riv-74 37.7/44.7	In and near Hemet, from 0.1 mile west of West Acacia Avenue to Ramona Expressway. <u>Outcome/Output:</u> Improve safety by constructing raised curb median, left turn pockets, and widening outside shoulders. This project will reduce the number and severity of collisions. <u>Performance Measure:</u> Planned: 70, Actual: 70 Collision(s) reduced Preliminary <u>Engineering</u> PA&ED PS&E R/W Sup	08-3001J SHOPP/17-18 CON ENG \$1,670,000 CONST \$9,328,000 0814000026 4 1E460	001-0890 FTF 20.10.201.010 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.010	\$1,845,000 \$914,000 <u>\$8,223,000</u> \$9,137,000
	(CEQA - CE, 6/29/2016; Re-validation 5/24/2018) (NEPA - CE, 6/29/2016; Re-validation 5/24/2018) Allocation Date: 06/25/18			
10 \$9,083,000 San Bernardino 08-SBd-18 99.4/101.0	In Victorville, from Cobalt Road to Route 395. <u>Outcome/Output:</u> Construct raised curb median. This project will reduce the number and severity of injuries. <u>Performance Measure:</u> Planned: 15, Actual: 15 Collision(s) reduced Preliminary <u>Engineering</u> PA&ED PS&E R/W Sup	08-0191J SHOPP/17-18 CON ENG \$1,212,000 CONST \$9,101,000 0800020125 4 0Q120	001-0890 FTF 20.10.201.010 2018-19 302-0042 SHA 302-0890 FTF 20.20.201.010	\$1,419,000 \$766,000 <u>\$6,898,000</u> \$7,664,000
	(CEQA - CE, 5/3/2016; Re-validation 6/1/2018) (NEPA - CE, 5/3/2016; Re-validation 6/1/2018) Allocation Date: 07/30/18			

2.5 Highway Financial Matters

Project No. Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5f.(3) Informational Report - SHOPP Safety Resolution G-03-10 Delegated Allocations				
13 \$1,625,000 San Bernardino 08-SBd-247 39.5/40.0	Near Lucerne Valley, from 0.1 mile south to 0.4 mile north of Camp Rock Road. <u>Outcome/Output:</u> Improve safety by constructing shoulders and installing shoulder and centerline rumble strips. This project will reduce the number and severity of collisions. <u>Performance Measure:</u> Planned: 26, Actual: 26 Collision(s) reduced Preliminary <u>Engineering</u> PA&ED PS&E R/W Sup	08-0253M SHOPP/17-18 CON ENG \$413,000 CONST \$987,000 0814000050 4 1E560	001-0890 FTF 20.10.201.010 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.010	\$454,000 \$23,000 <u>\$1,148,000</u> \$1,171,000
	(CEQA - CE, 9/22/2016; Re-validation 5/29/2018) (NEPA - CE, 9/22/2016; Re-validation 5/29/2018) Allocation Date: 06/26/18			
14 \$15,171,000 San Bernardino 08-SBd-395 35.5/39.1	Near Adelanto, from 1.0 mile south of Kramer Hills to 2.6 miles north of Kramer Hills. <u>Outcome/Output:</u> Widen median and shoulders and construct rumble strips. This project will increase safety and reduce the number and severity of collisions. <u>Performance Measure:</u> Planned: 5, Actual: 5 Collision(s) reduced Preliminary <u>Engineering</u> PA&ED PS&E R/W Sup	08-0358P SHOPP/17-18 CON ENG \$3,467,000 CONST \$13,570,000 0815000102 4 0N972	001-0890 FTF 20.10.201.010 2018-19 302-0042 SHA 302-0890 FTF 20.20.201.010	\$3,467,000 \$234,000 <u>\$11,470,000</u> \$11,704,000
	(CEQA - MND, 9/22/2016; Re-validation 6/28/2018) (NEPA - FONSI, 9/22/2016; Re-validation 6/28/2018) (Future consideration of funding approved under Resolution E-16-89; December 2016.) Allocation Date: 07/25/18			

2.5 Highway Financial Matters

Project No. Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5f.(3) Informational Report - SHOPP Safety Resolution G-03-10 Delegated Allocations				
15 \$3,656,000 Merced 10-Mer-59 16.0/16.2	In the city of Merced, from north of Cooper Avenue to South Fork Black Rascal Creek Bridge. <u>Outcome/Output:</u> Improve safety by providing adequate storage capacity and deceleration lengths for turning movements at the signalized intersection. This project will reduce the number and severity of collisions. <u>Performance Measure:</u> Planned: 60, Actual: 60 Collision(s) reduced Preliminary <u>Engineering</u> PA&ED \$899,000 \$829,858 PS&E \$894,100 \$867,065 R/W Sup \$204,000 \$11,969 (CEQA - CE, 5/18/2017; Re-validation 6/15/2018) (NEPA - CE, 5/18/2017; Re-validation 6/15/2018) Allocation Date: 07/03/18	10-3164 SHOPP/17-18 CON ENG \$1,406,000 CONST \$3,228,000 1015000106 4 1E350	001-0890 FTF 20.10.201.010 2018-19 302-0042 SHA 302-0890 FTF 20.20.201.010	\$1,406,000 \$45,000 <u>\$2,205,000</u> \$2,250,000
16 \$5,960,000 Merced 10-Mer-165 Var	In Merced, Mariposa and Stanislaus counties on Routes 165 and 140, at various locations. <u>Outcome/Output:</u> Improve safety by constructing centerline, shoulder, and edgeline rumble strips. This project will reduce the number and severity of collisions. <u>Performance Measure:</u> Planned: 225, Actual: 225 Collision(s) reduced Preliminary <u>Engineering</u> PA&ED \$222,000 \$213,160 PS&E \$760,000 \$306,010 R/W Sup \$28,000 \$0 (CEQA - CE, 9/6/2017; Re-validation 5/8/2018) (NEPA - CE, 9/6/2017; Re-validation 5/8/2018) Allocation Date: 06/07/18	10-3196 SHOPP/17-18 CON ENG \$1,079,000 CONST \$5,200,000 1016000104 4 1E580	001-0890 FTF 20.10.201.010 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.010	\$980,000 \$100,000 <u>\$4,880,000</u> \$4,980,000

2.5 Highway Financial Matters

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

17 \$4,101,000 Tuolumne 10-Tuo-108 L0.0/L0.3	Near Yosemite Junction and Jamestown, from Route 120 to 0.3 mile east of Route 120; also on Route 120 from 0.5 mile east of Obyrnes Ferry Road to 0.1 mile south of Route 108 (PM 11.9/12.2). <u>Outcome/Output:</u> Improve safety by upgrading a stop-controlled intersection by installation of traffic signal and advanced signal notification devises. This project will reduce the number and severity of collisions.	10-3114 SHOPP/17-18 CON ENG \$831,000 CONST \$4,090,000 1015000029 4 1C540	001-0890 FTF 20.10.201.010 2018-19 302-0042 SHA 302-0890 FTF 20.20.201.010	\$831,000 \$65,000 <u>\$3,205,000</u> \$3,270,000
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Performance Measure:

Planned: 18, Actual: 9 Collision(s) reduced

Preliminary

<u>Engineering</u>	<u>Budget</u>	<u>Expended</u>
PA&ED	\$1,225,000	\$1,203,751
PS&E	\$695,000	\$393,508
R/W Sup	\$12,000	\$1,029

(CEQA - CE, 11/30/2017; Re-validation 5/29/2018)

(NEPA - CE, 11/30/2017; Re-validation 5/29/2018)

Allocation Date: 07/03/18

18 \$4,711,000 San Diego 11-SD-94 29.4/29.7	Near Dulzura, from 0.3 mile east of Grande Creek Bridge to 0.1 mile west of Marron Valley Road. <u>Outcome/Output:</u> Roadway realignment, curve improvement, and shoulder widening. This project will increase safety and reduce the number and severity of collisions.	11-1163 SHOPP/17-18 CON ENG \$1,056,000 CONST \$3,775,000 1113000090 4 41660	001-0890 FTF 20.10.201.010 2018-19 302-0042 SHA 302-0890 FTF 20.20.201.010	\$1,056,000 \$365,000 <u>\$3,290,000</u> \$3,655,000
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Performance Measure:

Planned: 48, Actual: 40 Collision(s) reduced

Preliminary

<u>Engineering</u>	<u>Budget</u>	<u>Expended</u>
PA&ED	\$0	\$0
PS&E	\$2,123,000	\$1,895,858
R/W Sup	\$350,000	\$222,007

(CEQA - CE, 10/8/2014; Re-validation 6/15/2018)

(NEPA - CE, 10/8/2014; Re-validation 6/15/2018)

Allocation Date: 07/10/18

2.5 Highway Financial Matters

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

19 \$14,800,000	In the cities of Garden Grove, Orange and Santa Ana, from 0.1 mile west of Brookhurst Street to Bedford Road. <u>Outcome/Output:</u> Improve safety and enhance traffic flow by reconfiguring collector-distributor roadway channelization and connector ramps to Routes 5 and 57, and adding auxiliary lane. This project will reduce the number and severity of collisions.	12-2941 SHOPP/17-18 CON ENG \$2,100,000 CONST \$10,522,000 1213000017	001-0890 FTF 20.10.201.010 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.010	\$2,500,000 \$246,000 <u>\$12,054,000</u> \$12,300,000
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Performance Measure:
Planned: 1,125, Actual: 1,125 Collision(s) reduced

Preliminary			
<u>Engineering</u>	<u>Budget</u>	<u>Expended</u>	
PA&ED	\$1,641,000	\$1,623,359	
PS&E	\$3,000,000	\$1,978,040	
R/W Sup	\$200,000	\$0	

(CEQA - MND, 4/14/2017; Re-validation 5/31/2018)
(NEPA - CE, 4/14/2017; Re-validation 5/31/2018)

(Future consideration of funding approved under Resolution E-17-36; June 2017.)

Allocation Date: 06/21/18

20 \$1,738,000	In the City of Orange, on the Lincoln Avenue southbound offramp; also in Anaheim, on Route 91, on the Tustin Avenue eastbound offramp (PM 8.2). <u>Outcome/Output:</u> Improve safety during wet pavement conditions by placing open graded asphalt. Also, add safety lighting, striping and markings, and upgrade curb ramps and guardrail to Americans with Disabilities Act (ADA) standards. This project will reduce the number and severity of collisions.	12-3575 SHOPP/17-18 CON ENG \$513,000 CONST \$990,000 1216000007	001-0890 FTF 20.10.201.010 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.010	\$560,000 \$24,000 <u>\$1,154,000</u> \$1,178,000
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Performance Measure:
Planned: 23, Actual: 23 Collision(s) reduced

Preliminary			
<u>Engineering</u>	<u>Budget</u>	<u>Expended</u>	
PA&ED	\$0	\$0	
PS&E	\$609,000	\$443,853	
R/W Sup	\$7,000	\$5,251	

(CEQA - CE, 5/31/2016; Re-validation 2/5/2018)
(NEPA - CE, 5/31/2016; Re-validation 2/5/2018)

Allocation Date: 06/25/18

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 15-16, 2018

Reference No.: 3.2a.
Information Item

From: STEVEN KECK
Chief Financial Officer

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

Subject: **STATUS OF CONSTRUCTION CONTRACT AWARD FOR STATE HIGHWAY PROJECTS**

SUMMARY:

The California Department of Transportation is presenting this informational item to provide the status of construction contract award for projects on the State Highway System allocated in Fiscal 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 July 11, 2018, 522 projects totaling \$2.25 billion have been awarded. Funds for one project have lapsed.

In FY 2017-18, the Commission voted 399 State-Administered STIP, SHOPP, and Proposition 1B projects on the State Highway System. As of July 11, 2018, 283 projects totaling \$1.51 billion have been awarded. Funds for one project have lapsed.

BACKGROUND:

In accordance with the STIP Guidelines, and Interim SHOPP Guidelines, projects are required to be ready to proceed to construction within six months of allocation. 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 CON SUP	Voted Projects \$ X 1000 CONST	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	\$129,968	\$735,765	117	0	\$672,095	0	72	107
October 2016	41	\$27,819	\$173,552	41	0	\$167,519	0	31	40
December 2016	26	\$23,811	\$234,145	26	0	\$214,452	0	17	25
January 2017	20	\$8,742	\$44,515	20	0	\$37,498	0	14	18
March 2017	73	\$42,129	\$181,623	72	1	\$198,134	0	63	68
May 2017	144	\$90,949	\$397,501	144	0	\$440,607	0	129	136
June 2017	103	\$109,312	\$500,062	102	0	\$519,382	1	85	95
TOTAL	524	\$432,730	\$2,267,163	522	1	\$2,249,687	1	411	489

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 CON SUP	Voted Projects \$ X 1000 CONST	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	\$170,800	\$928,504	115	0	\$865,321	1	65	95
October 2017	34	\$28,744	\$147,145	32	1	\$118,932	1	25	28
December 2017	36	\$19,279	\$156,677	35	0	\$107,879	1	32	35
January 2018	35	\$41,419	\$178,910	30	0	\$129,597	5	28	30
March 2018	41	\$25,921	\$159,071	36	0	\$162,162	5	34	36
May 2018	60	\$87,865	\$549,807	17	0	\$77,684	43	17	17
June 2018	77	\$89,433	\$608,738	18	0	\$51,729	59	18	18
TOTAL	399	\$463,461	\$2,728,852	283	1	\$1,513,304	115	219	259

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

Reference No.: 3.2a.

August 15-16, 2018

Attachment

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FY 2016-17 Project Award Status

No.	Dist-PPNO	EA	Work Description	Allocation Date	Award Deadline	Allocation Amt.	Project Status
1	04-1487B	2J480	In San Rafael, at the Route 101/580 interchange. Repair sinking pavement and drainage systems.	6/28/17	9/30/18	\$3,173,000	Project was advertised on 3/30/17. Bids were opened on 9/26/17. A 9-month time extension was approved at the January 2018 CTC Meeting.

FY 2017-18 Project Award Status

No.	Dist-PPNO	EA	Work Description	Allocation Date	Award Deadline	Allocation Amt.	Project Status
2	04-0730E	1G840	In Sebastopol, from Keating Avenue to Willow Street in southbound direction (Main Street); also from McKinley Street to Joe Rodora Trail in northbound direction (Petaluma Avenue). Upgrade curb ramps, driveways and sidewalks.	8/16/17	10/31/19	\$4,091,000	Project was advertised on 10/9/17. Bids were opened on 11/15/17. The Department delayed the award of this project to address concerns from new City of Sebastopol personnel and other stakeholders. A 20-month time extension was approved at the March 2018 CTC Meeting.
3	04-0064A	15500	In Alameda, Contra Costa, and Solano Counties, on Routes 80, 580 and 980 at various locations. Install traffic operations systems (TOS).	10/18/17	6/30/19	\$40,973,000	Project was advertised on 3/12/18. Bids were opened on 5/10/18. A 14-month time extension was approved at the May 2018 CTC Meeting.
4	11-1035	28882	In and near San Diego, at the Route 11/125/905 Separation. Construct southbound freeway to freeway connectors from Route 125 to eastbound Route 905 and Route 11.	12/6/17	8/31/19	\$49,747,000	Project was scheduled to be advertised on 1/22/18. However, the Department has determined that it will delay the advertisement of this project for updated federal funding changes. A 14-month time extension was approved at the May 2018 CTC Meeting.
5	09-0615	35780	Near Bridgeport, from 0.3 mile south of Route 108 to 2 miles north of Route 108. Widen shoulders and install rumble strips.	01/31/18	7/31/19	\$7,822,000	Project was advertised on 3/19/18. Bids were opened on 4/25/18. All bids were rejected on 5/16/18. The Department will update and re-package in September 2018 and re-advertise in November 2018. A 12-month time extension was approved at the June 2018 CTC Meeting.

Voted Not Awarded Project Status

Reference No.: 3.2a.

August 15-16, 2018

Attachment

Page 2 of 2

FY 2017-18 Project Award Status

No.	Dist-PPNO	EA	Work Description	Allocation Date	Award Deadline	Allocation Amt.	Project Status
6	06-6326	0H11U	Repair drainage culverts near Shaver Lake, from west of Prather Pond Road to west of Rancheria Creek Bridge.	1/31/18	7/31/18	\$15,695,000	These two projects were combined and advertised on 4/16/18. Bids were opened on 5/24/18. The Department is requesting supplemental funds to award this project. A concurrent time extension is being requested at the August 2018 CTC Meeting.
7	06-6754	0U090	Roadway rehabilitation in and near Shaver Lake, from east of Warbler Lane to Kaiser Pass Road.				
8	07-5247	34040	In Los Angeles County, on various routes and at various locations. Repair and Rehabilitate Ramp Metering Systems (RMS) and Vehicle Detection Systems (VDS).	01/31/18	7/31/18	\$28,372,000	Project was advertised on 5/8/18. Bids were opened on 6/7/18. The Department will award the project by 7/27/18.
9	07-5246	34050	In Los Angeles County, on various routes and at various locations. Repair and Rehabilitate Ramp Metering Systems (RMS) and Vehicle Detection Systems (VDS).	01/31/18	7/31/18	\$19,158,000	Project was advertised on 5/15/18. Bids were opened on 6/14/18. The Department will award the project by 7/27/18.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 15-16, 2018

Reference No.: 3.2b.
Information Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Rihui Zhang, Chief
Division of Local Assistance

Subject: MONTHLY STATUS OF CONSTRUCTION CONTRACT AWARD FOR LOCAL ASSISTANCE STIP PROJECTS, PER STIP GUIDELINES

SUMMARY:

The California Department of Transportation (Department) is presenting this item for information purposes only. The item provides the status of locally-administered State Transportation Improvement Program (STIP) projects that received a construction allocation in Fiscal Year (FY) 2017-18.

In FY 2017-18, the Commission allocated \$12,678,000 to construct 14 locally-administered STIP projects. As of July 9, 2018, three projects totaling \$3,202,000 have been awarded.

BACKGROUND:

Current STIP Guidelines require projects to be ready to proceed to construction within six months of allocation. The policy also requires the Department to report to the Commission on those projects that have not been awarded within four months of allocation.

FY 2017-18 Allocations

Month Allocated	No. Projects Voted	Voted Projects (in 1000s)	No. Projects Awarded	No. Projects Lapse	No. Projects Pending Award	No. Projects Awarded within 4 months	No. Projects Awarded within 6 months
August 2017	0	\$0	0	0	0	0	0
October 2017	1	\$1,846	1	0	0	0	1
December 2017	0	\$0	0	0	0	0	0
January 2018	2	\$1,356	2	0	0	2	2
March 2018	5	\$4,195	0	0	5	0	0
May 2018	4	\$4,495	0	0	4	0	0
June 2018	2	\$786	0	0	2	0	0
TOTAL	14	\$12,678	3	0	11	2	3

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 Alturas	Pedestrian Improvements along Alturas Central Business District	02-2534	22-Mar-18	30-Sep-18	\$942,000	The project will award by the deadline.
City of Alturas	Oak and Juniper Street Rehabilitation	02-2535	22-Mar-18	30-Sep-18	\$890,000	The project will award by the deadline.
City of Mt. Shasta	Ream Avenue Rehabilitation	02-2544	22-Mar-18	30-Sep-18	\$389,000	The project will award by the deadline.
Colusa County	Norman Road Rehabilitation	03-2853	22-Mar-18	30-Sep-18	\$1,267,000	The project will award by the deadline.
City of Scotts Valley	Glen Canyon Road/Green Hills Road/S. Navarra Drive Bike Corridor and Roadway Preservation	05-2734	22-Mar-18	30-Sep-18	\$707,000	The project will award by the deadline.
Grand Total					\$4,195,000	

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 15-16, 2018

Reference No.: 3.2c.
Information Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Rihui Zhang, Chief
Division of Local Assistance

Subject: MONTHLY STATUS OF CONSTRUCTION CONTRACT AWARD FOR LOCAL ASSISTANCE ACTIVE TRANSPORTATION PROGRAM PROJECTS, PER ATP GUIDELINES

SUMMARY:

The California Department of Transportation (Department) is presenting this item for information purposes only. The item provides the status of Active Transportation Program (ATP) projects that received a construction allocation in Fiscal Year (FY) 2016-17 and FY 2017-18.

In FY 2016-17, the Commission allocated \$153,030,000 to construct 113 ATP projects. As of July 11, 2018, 109 projects totaling \$146,179,000 have been awarded. Two projects have approved time extensions. Two projects have lapsed.

In FY 2017-18, the Commission allocated \$106,831,000 to construct 86 ATP projects. As of July 11, 2018, 17 projects have been awarded. Three projects have approved time extensions. Two projects have concurrent time extension requests on the August 2018 Commission meeting agenda.

BACKGROUND:

Current ATP Guidelines require projects to be ready to proceed to construction within six months of allocation. The policy also requires the Department to report to the Commission on those projects that have not been awarded within four months of allocation.

FY 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	14	0	1	2	8
March 2017	15	\$18,038	15	0	0	5	10
May 2017	21	\$31,338	20	1	0	4	12
June 2017	26	\$33,691	25	0	1	10	20
Total	113	\$153,030	109	2	2	30	74

FY 2017-18 Allocations

Month Allocated	No. Projects Voted	Voted Projects (in 1000's)	No. Projects Awarded	No. Projects Lapse	No. Projects Pending Award	No. Projects Awarded within 4 months	No. Projects Awarded within 6 months
August 2017	3	\$3,154	3	0	0	2	2
October 2017	5	\$6,072	5	0	0	2	5
December 2017	6	\$9,880	3	0	3	1	3
January 2018	7	\$5,036	6	0	1	5	6
March 2018	10	\$25,156	0	0	10	0	0
May 2018	19	\$18,920	0	0	19	0	0
June 2018	36	\$38,613	0	0	36	0	0
Total	86	\$106,831	17	0	69	10	16

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	Lapsed.
City of Oakland	International Boulevard Pedestrian Lighting and Sidewalk Repair Project	04-2190C	17-May-17	31-May-18	\$2,481,000	Lapsed.
City of Folsom	Oak Parkway Trail Under Crossing and Johnny Cash Trail Connection	03-1683	19-Jan-17	31-Jul-18	\$882,000 ⁽¹⁾	The project will be awarded by the extended deadline.
City of El Cajon	Cajon Valley Union Street School District SRTS Plan (Phase 2)	11-1298	1-Feb-18	31-Jul-18	\$500,000	A Concurrent Time Extension was submitted for the August 2018 meeting.
City of Los Angeles	Los Angeles River Bike Path, Headwaters, and Owensmouth – Mason	07-5042	7-Dec-17	30-Sep-18	\$5,432,000 ⁽³⁾	The project will be awarded by the extended deadline.
City of Biggs	City of Biggs Safe Routes to School	03-1022	22-Mar-18	30-Sept-18	\$689,000	The project will be awarded by the deadline
Contra Costa County	Bailey Road/State Route – 4 Interchange Pedestrian and Bicycle Improvement Project	04-2123B	22-Mar-18	30-Sept-18	\$60,000	The project will be awarded by the deadline
City of Pittsburg	Pittsburg Active Transportation and Safe Routes Plan (WalkBikePittsburg2035)	04-2321	22-Mar-18	30-Sept-18	\$312,000	The project will be awarded by the deadline
City of Sanger	Sanger Safe Routes to School	06-6849	22-Mar-18	30-Sept-18	\$460,000	The project will be awarded by the deadline
City of Los Angeles	San Fernando Road Bike Path – Phase 3	07-5190	22-Mar-18	30-Sept-18	\$21,195,000	A Concurrent Time Extension was submitted for the August 2018 meeting.
Ventura County	Rio Real Elementary School – Pedestrian and Street Improvement Project	07-5152A	22-Mar-18	30-Sept-18	\$432,000	The project will be awarded by the deadline
City of Victorville	Bear Valley Road Class 1 Bike Path Connector	08-1208	22-Mar-18	30-Sept-18	\$792,000	The project will be awarded by the deadline
City of El Centro	Establishment of Safe Routes to School Program and Bicycle Route Improvements	11-1226A	22-Mar-18	30-Sept-18	\$247,000	The project will be awarded by the deadline
City of San Clemente	Shorecliffs Middle School Safe Routes to School Pedestrian Improvement Project	12-1008	22-Mar-18	30-Sept-18	\$769,000	The project will be awarded by the deadline
City of Buena Park	Go Human Event: Explore Beach Boulevard (Non-Infrastructure)	12-2171C	22-Mar-18	30-Sept-18	\$200,000	The project will be awarded by the deadline
Los Angeles Unified School District	Los Angeles Unified School District Middle School Bicycle Safety Physical Education Program	07-5109	7-Dec-17	31-Dec-18	\$1,359,000 ⁽⁴⁾	The project will be awarded by the extended deadline.
City of Los Angeles	Sixth (6 th) Street Viaduct Replacement Project: Bicycle and Pedestrian Facilities	07-4931	29-Jun-17	31-Dec-18	\$2,052,000 ⁽²⁾	The project will be awarded by the extended deadline.
City of Downey	Downey Bike Share and Safety Education	07-5127	7-Dec-17	30-Jun-19	\$180,000 ⁽⁴⁾	The project will be awarded by the extended deadline.
Grand Total					\$39,478,000	

- (1) This extended deadline was approved in June 2017 (Waiver 17-13)
- (2) This extended deadline was approved in December 2017 (Waiver 17-47)
- (3) This extended deadline was approved in May 2018 (Waiver 18-16)
- (4) This extended deadline was approved in June 2018 (Waiver 17-30)

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 15-16, 2018

Reference No.: 3.3
Information Item

From: STEVEN KECK
Chief Financial Officer

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

Subject: **STATUS OF PRECONSTRUCTION SUPPORT ALLOCATIONS FOR SHOPP PROJECTS
PER THE TIMELY USE FUNDS POLICY**

SUMMARY:

The California Department of Transportation (Department) is presenting this informational item on the status of preconstruction support phases for State Highway Operation and Protection Program (SHOPP) allocated since 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 1,094 SHOPP preconstruction support phases. As of July 11, 2018, 1,058 phases have incurred expenditures.

In FY 2017-18, the Commission allocated 1,034 SHOPP preconstruction support phases. As of July 11, 2018, 622 phases have expenditures. The attachment reflects those phases allocated and that have reached the four-month milestone but have not yet begun to incur expenditures; this applies to phases allocated at the January 2018 Commission meeting. Per the Interim SHOPP Guidelines, any phases allocated need to begin incurring expenditures within six months.

BACKGROUND:

The passage of the Road Repair and Accountability Act (Senate Bill 1) necessitates that the Department and the Commission establish baseline budgets for each preconstruction support phase of each project in the 2016 SHOPP. Government Code Section 14526.5(g) formalizes the condition of allocation for preconstruction support phases on or after July 1, 2017 for all SHOPP projects. The Interim SHOPP Guidelines developed by Commission staff, in partnership with the Department, and adopted by the Commission at the June 2017 meeting, requires that expenditures allocated for SHOPP projects for preconstruction support phases begin accruing expenditures within six months of the date of allocation by the Commission. 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	No. of Support Phases Voted	Voted Phases \$ x 1000	Voted Phases Started \$ x 1000	No. of Phases Pending / Approved Time Ext.	No. of Phases Started	No. of Phases Started within 4 months	No. of Phases Started within 6 months	No. of Phases Lapsed
Jun-17	PA&ED	391	\$511,018	\$508,183	0	387	385	387	4
	PS&E	353	\$547,000	\$541,796	1	347	329	343	5
	R/W Sup	350	\$114,219	\$108,360	3	324	265	323	23
FY 16-17 Total		1,094	\$1,172,237	\$1,158,339	4	1,058	979	1,053	32

FY 2017-18 Allocations

Month Allocated	Preconstruction Support Phase	No. of Support Phases Voted	Voted Phases \$ x 1000	Voted Phases Started \$ x 1000	No. of Phases Pending / Approved Time Ext.	No. of Phases Started	No. of Phases Started within 4 months	No. of Phases Started within 6 months	No. of Phases Lapsed
Aug-17	PA&ED	52	\$51,222	\$51,068	0	51	51	51	1
	PS&E	60	\$75,748	\$75,748	0	60	56	58	0
	R/W Sup	56	\$14,720	\$14,702	0	55	32	53	1
August 2017 Total		168	\$141,690	\$141,518	0	166	139	162	2
Oct-17	PA&ED	108	\$178,185	\$178,185	0	108	102	108	0
	PS&E	41	\$33,982	\$33,982	0	41	36	41	0
	R/W Sup	39	\$11,317	\$11,317	0	39	30	39	0
October 2017 Total		188	\$223,484	\$223,484	0	188	168	188	0
Dec-17	PA&ED	11	\$20,050	\$20,050	0	11	10	10	0
	PS&E	29	\$39,368	\$39,368	0	29	25	28	0
	R/W Sup	21	\$3,145	\$3,145	0	21	17	21	0
December 2017 Total		61	\$62,563	\$62,563	0	61	52	59	0
Jan-18	PA&ED	5	\$3,635	\$3,635	0	5	5	5	0
	PS&E	31	\$41,219	\$39,826	1	30	30	30	0
	R/W Sup	24	\$2,385	\$2,274	4	20	12	20	0
January 2018 Total		60	\$47,239	\$45,735	5	55	47	55	0
Mar-18	PA&ED	147	\$145,235	\$56,646	107	40	40	40	0
	PS&E	49	\$70,878	\$63,283	7	42	42	42	0
	R/W Sup	43	\$10,188	\$3,968	31	12	12	12	0
March 2018 Total		239	\$226,301	\$123,897	145	94	94	94	0
May-18	PA&ED	31	\$39,757	\$21,547	16	15	15	15	0
	PS&E	37	\$50,050	\$29,993	21	16	16	16	0
	R/W Sup	33	3,973	\$3,090	19	14	14	14	0
May 2018 Total		101	\$93,780	\$54,630	56	45	45	45	0
Jun-18	PA&ED	100	\$101,890	\$1,300	99	1	1	1	0
	PS&E	61	\$110,617	\$10,291	53	8	8	8	0
	R/W Sup	56	\$12,145	\$805	52	4	4	4	0
June 2018 Total		217	\$224,652	\$12,396	204	13	13	13	0
FY 17-18 Total		1,034	\$1,019,709	\$664,223	410	622	558	616	2

Attachments 1 and 2

Voted Not Expended Project Status

FY 16-17 Pre-Construction Allocations for SHOPP Projects

Reference No.: 3.3
August 15-16, 2018
Attachment 1

Project No.	Dist-PPNO	EA	Work Description	Phase	Allocation Date	Expend. Deadline	Allocation Amount	Project Status
1	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	09/30/2018	\$ 850,000	A nine-month time extension was approved at the January 2018 CTC Meeting.
PS&E Phase - 1 Project								
2	03-3290	4E620	Near Placerville and Camino, from 0.2 mile west of Still Meadows Road to 0.4 mile east of Upper Carson Road. Install median barrier, widen shoulders, construct acceleration/deceleration lane, construct an undercrossing, and construct access to the undercrossing from local roads.	R/W Supp	06/28/2017	09/30/2018	\$ 1,200,000	A nine-month time extension was approved at the January 2018 CTC Meeting.
3	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	09/30/2018	\$ 130,000	A nine-month time extension was approved at the January 2018 CTC Meeting.
4	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	08/31/2018	\$ 1,800,000	A eight-month time extension was approved at the January 2018 CTC Meeting.
R/W Supp - 3 Projects								

Voted Not Expended Project Status

FY 17-18 Pre-Construction Allocations for SHOPP Projects

Reference No.: 3.3
August 15-16, 2018
Attachment 2

Project No.	Dist-PPNO	EA	Work Description	Phase	Allocation Date	Expend. Deadline	Allocation Amount	Project Status
1	04-0488Q	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.	PS&E	01/31/2018	07/31/2018	\$ 1,393,000	The Department anticipates expenditures to begin in July 2018.
PS&E Phase - 1 Project								
2	07-5239	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.	R/W Sup	01/31/2018	07/31/2018	\$ 16,000	The Department anticipates expenditures to begin in July 2018.
3	08-3003F	1C29U	In Loma Linda and Redlands, from Richardson Street Overcrossing to 0.1 mile west of Wabash Avenue Overcrossing. Roadside safety improvements.	R/W Sup	01/31/2018	07/31/2018	\$ 30,000	The Department anticipates expenditures to begin in July 2018.
4	11-1125	41740	In Oceanside, from 0.8 mile to 0.4 mile west of College Boulevard. Stormwater mitigation and slope erosion repair.	R/W Sup	01/31/2018	07/31/2018	\$ 55,000	The Department anticipates expenditures to begin in July 2018.
5	11-1177	42000	In the city of San Diego, from Spring Street to Route 54. Pavement rehabilitation.	R/W Sup	01/31/2017	07/31/2018	\$ 10,000	The Department anticipates expenditures to begin in July 2018.
R/W Supp - 4 Projects								

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: August 15-16, 2018

Reference No.: 3.4
Information

Published Date: August 3, 2018

From: SUSAN BRANSEN
Executive Director

Prepared By: Teresa Favila
Associate Deputy Director

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

SUMMARY:

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

The Commission received sixteen SB 184 notification letters, fifteen for projects programmed in FY 2018-19 for planning, programming, and monitoring purposes and one for the Cruz511 Traveler Information Program in Santa Cruz County. Based on SB 184, the effective date that funds may be expended for projects in advance of a Commission allocation is July 1, 2018. The projects are listed on Attachment A.

BACKGROUND:

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

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

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

Invoking SB 184 does not establish a priority for allocations made by the Commission nor does it establish a timeframe for when the allocations will be approved by the Commission. The statute

does not require the Commission to approve an allocation it would not otherwise approve. SB 184 advance expenditures must be eligible for reimbursement in accordance with state laws and procedures. In the event the advance expenditures are determined to be ineligible, the state has no obligation to reimburse those expenditures.

Attachment A: SB 184 Notifications for Local STIP Projects

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

Includes SB 184 Letters Received Prior to July 1, 2018

	County	Agency	Rte	PPNO	Project	Date Letter is Effective	Meeting Reported	Planned Allocation	FY 18-19	Project Totals by Component			
										R/W	Const	E & P	PS&E
1	Alameda	ACTC		2179	Planning, Programming, and Monitoring	01-Jul-18	Aug-18	Aug-18	\$ 565		565		
2	Alameda	MTC		2100	Planning, Programming, and Monitoring	01-Jul-18	Aug-18	Aug-18	\$ 140		140		
3	Contra Costa	CCTA		2011O	Planning, Programming, and Monitoring	01-Jul-18	Aug-18	Aug-18	\$ 454		454		
4	Contra Costa	MTC		2118	Planning, Programming, and Monitoring	01-Jul-18	Aug-18	Aug-18	\$ 91		91		
5	Del Norte	DNLTC		1032	Planning, Programming, and Monitoring	01-Jul-18	Jun-18	Aug-18	\$ 42		42		
6	Lake	Lake APD		3002P	Planning, Programming, and Monitoring	01-Jul-18	Jun-18	Aug-18	\$ 35		35		
7	Marin	MTC		2127	Planning, Programming, and Monitoring	01-Jul-18	Aug-18	Aug-18	\$ 26		26		
8	Mendocino	MCOG		4002P	Planning, Programming, and Monitoring	01-Jul-18	Jun-18	Aug-18	\$ 89		89		
9	Napa	MTC		2130	Planning, Programming, and Monitoring	01-Jul-18	Aug-18	Aug-18	\$ 16		16		
10	Nevada	NCTC		0L83	Planning, Programming, and Monitoring	01-Jul-18	Jun-18	Aug-18	\$ 79		79		
11	Orange	OCTA		2132	Planning, Programming, and Monitoring	01-Jul-18	Jun-18	Aug-18	\$ 1,481		1,481		
12	San Diego	SANDAG		7402	Planning, Programming, and Monitoring	01-Jul-18	Jun-18	Aug-18	\$ 1,605		1,605		
13	San Francisco	MTC		2131	Planning, Programming, and Monitoring	01-Jul-18	Aug-18	Aug-18	\$ 71		71		
14	San Mateo	SM C/CAG		2140A	Planning, Programming, and Monitoring	01-Jul-18	Aug-18	Aug-18	\$ 338		338		
15	San Mateo	MTC		2140	Planning, Programming, and Monitoring	01-Jul-18	Aug-18	Aug-18	\$ 74		74		
16	Santa Clara	SCVTA		2255	Planning, Programming, and Monitoring	01-Jul-18	Aug-18	Aug-18	\$ 783		783		
17	Santa Clara	MTC		2144	Planning, Programming, and Monitoring	01-Jul-18	Aug-18	Aug-18	\$ 163		163		
18	Santa Cruz	SCCRTC		921	Planning, Programming, and Monitoring	01-Jul-18	Aug-18	Aug-18	\$ 174		174		
19	Santa Cruz	SCCRTC		2826	Cruz511 Traveler Information Program	01-Jul-18	Aug-18	Aug-18	\$ 181		181		
20	Solano	STA		2263	Planning, Programming, and Monitoring	01-Jul-18	Aug-18	Aug-18	\$ 204		204		
21	Solano	MTC		2152	Planning, Programming, and Monitoring	01-Jul-18	Aug-18	Aug-18	\$ 43		43		
22	Sonoma	MTC		2156	Planning, Programming, and Monitoring	01-Jul-18	Aug-18	Aug-18	\$ 52		52		
					Total (eligible on July 1, 2018, or from Effective Date of Letter, if received later)				\$ 5,456	0	5,456	0	0

Highlighted - project that invoked SB 184 since last Commission Meeting

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 15-16, 2018

Reference No.: 3.6
Information Item

From: STEVEN KECK
Chief Financial Officer

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

Subject: **FINAL RIGHT OF WAY EXPENDITURE REPORT FOR STATE TRANSPORTATION
IMPROVEMENT PROGRAM PROJECTS AT THE TIME OF CONSTRUCTION CONTRACT
ACCEPTANCE**

SUMMARY:

The California Department of Transportation (Department) is presenting the Final Right of Way Expenditure Report at Construction Contract Acceptance (CCA) for eight State Transportation Improvement Program (STIP) projects to the California Transportation Commission (Commission) as an informational item.

BACKGROUND:

Current STIP Right of Way reporting policy, adopted by the Commission in August 2014, requires the reporting of Department-administered STIP Right of Way capital and support expenditures at the time of CCA. This policy is consistent with Senate Bill 853, which was signed by the Governor in June 2014.

The attached spreadsheet contains the final expenditure estimate for eight STIP projects that have reached the CCA milestone. The Department has notified the regional transportation planning agencies of this report.

Attachment

**Final Right of Way Expenditure Report for STIP projects
at Construction Contract Acceptance**

Reference No. 3.6
August 15-16, 2018
Attachment
Page 1 of 2

Project	Dist	Co	Rte	PPNO	R/W Estimate at Construction Allocation (R/W Support + Capital) (x \$1,000)	Final R/W cost at Construction Contract Acceptance (CCA) (R/W Support + Capital) (x \$1,000)	County/Interregional Share Adjustments Compared to original programmed amount (R/W Support + Capital) (x \$1,000)			Construction Contract Acceptance (CCA) Date	
1	02	PLU	89	3355						October 2017	
	Project Title Greenville SR89 Rehabilitation				Programmed	Estimated Expenditures	Final Cost (CCA)	Previous Share Adjustment at allocation	Total Share adjustment at CCA		Net Share Adjustment
	Program		RIP		\$694	\$743	\$690	\$0	\$0 (<20%)		\$0 (<20%)

Project	Dist	Co	Rte	PPNO	R/W Estimate at Construction Allocation (R/W Support + Capital) (x \$1,000)	Final R/W cost at Construction Contract Acceptance (CCA) (R/W Support + Capital) (x \$1,000)	County/Interregional Share Adjustments Compared to original programmed amount (R/W Support + Capital) (x \$1,000)			Construction Contract Acceptance (CCA) Date	
2	03	SAC	99	6911						October 2017	
	Project Title Sacramento 99 Corridor Native Planting				Programmed	Estimated Expenditures	Final Cost (CCA)	Previous Share Adjustment at allocation	Total Share adjustment at CCA		Net Share Adjustment
	Program		IIP		\$10	\$3	\$1	\$7 (Credit)	\$9		\$2 (Credit)

Project	Dist	Co	Rte	PPNO	R/W Estimate at Construction Allocation (R/W Support + Capital) (x \$1,000)	Final R/W cost at Construction Contract Acceptance (CCA) (R/W Support + Capital) (x \$1,000)	County/Interregional Share Adjustments Compared to original programmed amount (R/W Support + Capital) (x \$1,000)			Construction Contract Acceptance (CCA) Date	
3	04	SON	101	0360H						November 2017	
	Project Title Route 101 Marin Sonoma Narrows				Programmed	Estimated Expenditures	Final Cost (CCA)	Previous Share Adjustment at allocation	Total Share adjustment at CCA		Net Share Adjustment
	Program		RIP		\$10,810	\$15,024	\$18,363	\$4,214 (Debit)	\$7,553 (Debit)		\$3,339 (Debit)

Project	Dist	Co	Rte	PPNO	R/W Estimate at Construction Allocation (R/W Support + Capital) (x \$1,000)	Final R/W cost at Construction Contract Acceptance (CCA) (R/W Support + Capital) (x \$1,000)	County/Interregional Share Adjustments Compared to original programmed amount (R/W Support + Capital) (x \$1,000)			Construction Contract Acceptance (CCA) Date	
4	05	SB	101	4638Y						April 2017	
	Project Title Union Valley Parkway Interchange Planting				Programmed	Estimated Expenditures	Final Cost (CCA)	Previous Share Adjustment at allocation	Total Share adjustment at CCA		Net Share Adjustment
	Program		RIP		\$5	\$5	\$0	\$0	\$5 (Credit)		\$5 (Credit)

IIP Interregional Improvement Program
RIP Regional Improvement Program

**Final Right of Way Expenditure Report for STIP projects
at Construction Contract Acceptance**

Project	Dist	Co	Rte	PPNO	R/W Estimate at Construction Allocation (R/W Support + Capital) (x \$1,000)	Final R/W cost at Construction Contract Acceptance (CCA) (R/W Support + Capital) (x \$1,000)	County/Interregional Share Adjustments Compared to original programmed amount (R/W Support + Capital) (x \$1,000)			Construction Contract Acceptance (CCA) Date	
5	06	TUL	99	6400C							
	Project Title				Programmed	Estimated Expenditures	Final Cost (CCA)	Previous Share Adjustment at allocation	Total Share adjustment at CCA	Net Share Adjustment	November 2017
	Middle Segment (Caldwell) 6-Lane.										
	Program			RIP	\$650	\$650	\$0	\$0	\$650 (Credit)	\$650 (Credit)	
			IIP	\$650	\$650	\$0	\$0	\$650 (Credit)	\$650 (Credit)		

Project	Dist	Co	Rte	PPNO	R/W Estimate at Construction Allocation (R/W Support + Capital) (x \$1,000)	Final R/W cost at Construction Contract Acceptance (CCA) (R/W Support + Capital) (x \$1,000)	County/Interregional Share Adjustments Compared to original programmed amount (R/W Support + Capital) (x \$1,000)			Construction Contract Acceptance (CCA) Date	
6	07	VEN	101	3918							
	Project Title				Programmed	Estimated Expenditures	Final Cost (CCA)	Previous Share Adjustment at allocation	Total Share adjustment at CCA	Net Share Adjustment	June 2017
	HOV Lanes - Mussel Shoals to Casitas Pass										
	Program			IIP	\$986	\$2,621	\$2,491	\$1,635 (Debit)	\$1,505 (Debit)	\$130 (Credit)	

Project	Dist	Co	Rte	PPNO	R/W Estimate at Construction Allocation (R/W Support + Capital) (x \$1,000)	Final R/W cost at Construction Contract Acceptance (CCA) (R/W Support + Capital) (x \$1,000)	County/Interregional Share Adjustments Compared to original programmed amount (R/W Support + Capital) (x \$1,000)			Construction Contract Acceptance (CCA) Date	
7	08	SBD	58	0217F							
	Project Title				Programmed	Estimated Expenditures	Final Cost (CCA)	Previous Share Adjustment at allocation	Total Share adjustment at CCA	Net Share Adjustment	December 2017
	Widen to 4-Lane (Hinkley)										
	Program			IIP	\$41,637	\$42,636	\$43,442	\$0	\$0 (<20%)	\$0 (<20%)	

Project	Dist	Co	Rte	PPNO	R/W Estimate at Construction Allocation (R/W Support + Capital) (x \$1,000)	Final R/W cost at Construction Contract Acceptance (CCA) (R/W Support + Capital) (x \$1,000)	County/Interregional Share Adjustments Compared to original programmed amount (R/W Support + Capital) (x \$1,000)			Construction Contract Acceptance (CCA) Date	
8	10	SJ	99	7668							
	Project Title				Programmed	Estimated Expenditures	Final Cost (CCA)	Share Adjustment at allocation	Additional Adjustment at CCA	Net Share Adjustment	September 2017
	SR 99 (South Stockton) Widening										
	Program			RIP	\$551	\$519	\$699	\$0	\$148 (Debit)	\$148 (Debit)	

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: August 15-16, 2018

Reference No.: 4.18
Information

Published Date: August 3, 2018

From: SUSAN BRANSEN
Executive Director

Prepared By: Jose Oseguera
Assistant Deputy Director

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

SUMMARY:

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

For the period of April 1, 2018 through June 30, 2018, the Commission received two Draft Environmental Impact Reports. The Executive Director's comment letters are attached.

BACKGROUND:

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

Attachments:

- Executive Director's comment letters on Draft Environmental Impact Reports

FRAN INMAN, Chair
JAMES EARP, Vice Chair
BOB ALVARADO
YVONNE B. BURKE
KATHLEEN DUNN
JAMES C. GHIEMMETTI
J. GUARDINO
CHRISTINE KEHOE
JAMES MADAFFER
JOSEPH TAVAGLIONE
PAUL VAN KONYNENBURG

STATE OF CALIFORNIA

EDMUND G. BROWN Jr., Governor

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

SUSAN BRANSEN, Executive Director



CALIFORNIA TRANSPORTATION COMMISSION

1120 N STREET, MS-52
SACRAMENTO, CA 95814
P. O. BOX 942873
SACRAMENTO, CA 94273-0001
(916) 654-4245
FAX (916) 653-2134
<http://www.catc.ca.gov>

April 3, 2018

Ms. Susan Tse
Senior Environmental Planner
California Department of Transportation
100 South Main Street, MS 16A
Los Angeles, CA 90012

RE: Draft Environmental Impact Report / Environmental Assessment for the Rice Avenue
Grade Separation Project

The California Transportation Commission (Commission), as a Responsible Agency, received the Draft Environmental Impact Report/Environmental Assessment prepared in cooperation with the City of Oxnard, the Ventura County Transportation Commission, and the California Department of Transportation to construct a grade separation on Rice Avenue where it crosses over State Route 34 and the Union Pacific Railroad tracks. The total project cost is estimated at \$79 million and multiple alternatives are being considered.

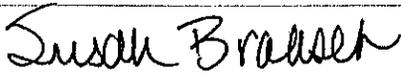
The Commission has no comments with respect to the project purpose and need, the alternatives studied, the impacts evaluated, or the evaluation methods used. Please notify the Commission as soon as the environmental process is finalized since project funds cannot be allocated for project design, right of way, or construction until the final environmental document is complete. Once the final environmental process is concluded, the Commission will consider the environmental impacts in determining whether to approve the project for future funding consideration.

Ms. Susan Tse
DEIR/EA for the Rice Avenue Grade Separation
April 3, 2018
Page 2

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

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

Sincerely,



SUSAN BRANSEN
Executive Director

c: Phil Stolarski, Chief (Division of Environmental Analysis), California Department of Transportation

FRAN INMAN, Chair
JAMES EARP, Vice Chair
BOB ALVARADO
YVONNE B. BURKE
LUCETTA DUNN
JAMES C. GHIEMMETTI
ARI. GUARDINO
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STATE OF CALIFORNIA

EDMUND G. BROWN Jr., Governor

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

SUBAN BRANSEN, Executive Director



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June 20, 2018

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

RE: Draft Second Supplemental Environmental Impact Report for the Eastridge to BART
Regional Connector: Capital Expressway Light Rail Project

The California Transportation Commission (Commission), as a Responsible Agency, received the Draft Second Supplemental Environmental Impact Report prepared by the Santa Clara Valley Transportation Authority to construct regional connector improvements in two phases. The first phase, which was already constructed in 2012 and 2015, consisted of pedestrian and bus improvements, including, sidewalk, landscaping, and lighting along Capitol Expressway; bus stop improvements at Story Road and Ocala Avenue; and the replacement of the Eastridge Transit Center. The second phase consists of the extension of light rail along Capitol Expressway between the existing Alum Rock Light Rail Station and Eastridge Transit Center, a distance of approximately 2.4 miles. The total project cost for Phase 1 and 2 is estimated at \$453,000,000.

The Commission has no comments with respect to the project purpose and need, the alternatives studied, the impacts evaluated, or the evaluation methods used. Please notify the Commission as soon as the environmental process is finalized since project funds cannot be allocated for project design, right of way, or construction until the final environmental document is complete. Once

Ms. Christina Jaworski
Draft Second Supplemental Environmental Impact Report
June 20, 2018
Page 2

the final environmental process is concluded, the Commission will consider the environmental impacts in determining whether to approve the project for future funding consideration.

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

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

Sincerely,

 Mitchell Wein FOR

SUSAN BRANSEN
Executive Director

c: Phil Stolarski, Chief, California Department of Transportation, Division of Environmental Analysis

Memorandum TAB 39

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 15-16, 2018

Reference No.: 2.1a.(2) - **REPLACEMENT ITEM**
Action Item

From: STEVEN KECK
Chief Financial Officer

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

Subject: **STIP AMENDMENT 18S-04**
SANTA BARBARA COUNTY – PPNO 7101A

ISSUE:

Should the California Transportation Commission (Commission) approve the requested State Transportation Improvement Program (STIP) Amendment 18S-04?

RECOMMENDATION:

The Santa Barbara County of Governments (SBCAG) and the California Department of Transportation (Department) request that the California Transportation Commission (Commission) approve the requested STIP Amendment 18S-04. This item was noticed at the Commission's June 2018 meeting.

SBCAG and the Department propose that the South Coast 101 HOV Lanes – Carpinteria through Summerland Segments 4A-4C (PPNO 7101A) project, and Carpinteria Creek – Sycamore Creek (PPNO 7101) in Santa Barbara County be split into three projects for delivery.

BACKGROUND:

The project is part of the Santa Barbara 101 Multimodal Corridor that is being delivered by the Department and SBCAG in phases. At its March 2018 meeting, the Commission adopted the 2018 STIP that split the original project (PPNO 7101) into two segments (PPNO 7101A and PPNO 7101B), additional funds were programmed to Carpinteria (PPNO 7101A) which identified Segments 4A, 4B, and 4C. This project is also funded with San Joaquin County shares, however the project was not properly split and retained the original PPNO 7101 under San Joaquin share adoption. The San Joaquin County shares from (PPNO 7101) are included in (PPNO 7101A).

At its May 2018 meeting, the Commission adopted the Senate Bill 1 (SB1) Trade Corridor Enhancement Program and the Solutions for Congested Corridors Program, in which the Santa Barbara Multimodal Corridor was successfully identified for funding in both of these programs. SBCAG is also utilizing SB1 Local Partnership Program funds for the project.

REPLACEMENT ITEM

This amendment proposes to split the South Coast 101 HOV Lanes (PPNO 7101A) project as follows: Segment 4A Carpinteria (PPNO 7101C); Segment 4B Padaro (PPNO 7101D) and Segment 4C Summerland (PPNO 7101E) as shown in the figure below.



This split will facilitate the successful delivery and coordination of the various programs, funding and partners and is consistent with all of SBCAG’s submittals. This project is a candidate for the Construction Manager/General Contractor delivery method, and this action will further align the project for an innovative delivery of improvements for the corridor. The project is fully funded and all benefits and outputs remain the same. The splitting of PPNO 7101A into three segments is shown in the tables on the following pages.

REPLACE: South Coast 101 HOV - Carpinteria through Summerland (PPNO 7101A)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor					
Santa Barbara County	05	7101A	0N70A	CO	2019-20	1.4	9.6	101					
Implementing Agency: (by component)	PA&ED	Caltrans				PS&E	Caltrans						
	R/W	Caltrans				CON	Caltrans						
RTPA/CTC:	Santa Barbara County Assoc. of Governments												
Project Title:	South Coast 101 HOV Lanes - Carpinteria through Summerland (Segments 4A-4C)												
Location:	In and near Carpinteria and Summerland.												
Description:	From 0.2 mile south of Bailard Avenue to San Ysidro Creek Bridge. Construct HOV lanes.												
(DOLLARS IN THOUSANDS)													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	18-19	19-20	20-21	21-22	22-23+	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
RIP													
Existing	45,398	33,128	0	12,270	0	0	0	10,353	0	6,750	14,385	1,640	12,270
Change	(45,398)	(33,128)	0	(12,270)	0	0	0	(10,353)	0	(6,750)	(14,385)	(1,640)	(12,270)
Proposed	0	0	0	0	0	0	0	0	0	0	0	0	0
IIP													
Existing	6,400	6,400	0	0	0	0	0	0	0	1,400	5,000	0	0
Change	(6,400)	(6,400)	0	0	0	0	0	0	0	(1,400)	(5,000)	0	0
Proposed	0	0	0	0	0	0	0	0	0	0	0	0	0
State SB1 SCCP													
Existing	103,810	0	0	0	103,810	0	0	0	83,620	0	0	0	20,190
Change	(103,810)	0	0	0	(103,810)	0	0	0	(83,620)	0	0	0	(20,190)
Proposed	0	0	0	0	0	0	0	0	0	0	0	0	0
State SB1 TCEP - Trade Corridors Enhancement Account - CO, LCO - State Share													
Existing	35,000	0	0	35,000	0	0	0	0	35,000	0	0	0	0
Change	(35,000)	0	0	(35,000)	0	0	0	0	(35,000)	0	0	0	0
Proposed	0	0	0	0	0	0	0	0	0	0	0	0	0
State SB1 TCEP - Trade Corridors Enhancement Account - CO, LCO - Local Share													
Existing	16,000	0	0	16,000	0	0	0	0	7,600	0	0	0	8,400
Change	(16,000)	0	0	(16,000)	0	0	0	0	(7,600)	0	0	0	(8,400)
Proposed	0	0	0	0	0	0	0	0	0	0	0	0	0
Local Funds													
Existing	69,967	15,877	0	2,470	51,620	0	0	9,537	54,090	0	5,910	430	0
Change	(69,967)	(15,877)	0	(2,470)	(51,620)	0	0	(9,537)	(54,090)	0	(5,910)	(430)	0
Proposed	0	0	0	0	0	0	0	0	0	0	0	0	0
Total													
Existing	276,575	55,405	0	65,740	155,430	0	0	19,890	180,310	8,150	25,295	2,070	40,860
Change	(276,575)	(55,405)	0	(65,740)	(155,430)	0	0	(19,890)	(180,310)	(8,150)	(25,295)	(2,070)	(40,860)
Proposed	0	0	0	0	0	0	0	0	0	0	0	0	0

ADD: South Coast 101 HOV - Carpinteria (PPNO 7101C)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor					
Santa Barbara County	05	7101C	0N701	CO	2019-20	1.4	4.8	101					
Implementing Agency: (by component)	PA&ED	Caltrans				PS&E	Caltrans						
	R/W	Caltrans				CON	Caltrans						
RTPA/CTC:	Santa Barbara County Assoc. of Governments												
Project Title:	South Coast 101 HOV Lanes - Carpinteria (Segment 4A)												
Location:	In Santa Barbara County, in Carpinteria.												
Description:	From 0.2 mile south of Bailard Avenue to 0.5 miles south of S. Padaro Lane. Construct HOV lanes.												
(DOLLARS IN THOUSANDS)													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	18-19	19-20	20-21	21-22	22-23+	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
RIP - San Joaquin Council of Governments													
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0
Change	5,240		0	5,240	0	0	0	5,240	0	0	0	0	0
Proposed	5,240	0	0	5,240	0	0	0	5,240	0	0	0	0	0
RIP - Santa Barbara County Association of Governments													
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0
Change	13,910	10,290	0	3,620	0	0	0	500	0	2,550	6,320	920	3,620
Proposed	13,910	10,290	0	3,620	0	0	0	500	0	2,550	6,320	920	3,620
IIP													
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0
Change	2,495	2,495	0	0	0	0	0	0	0	495	2,000	0	0
Proposed	2,495	2,495	0	0	0	0	0	0	0	495	2,000	0	0
State SB1 SCCP													
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0
Change	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed	0	0	0	0	0	0	0	0	0	0	0	0	0
State SB1 TCEP - Trade Corridors Enhancement Account - CO, LCO - State Share													
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0
Change	35,000	0	0	35,000	0	0	0	0	35,000	0	0	0	0
Proposed	35,000	0	0	35,000	0	0	0	0	35,000	0	0	0	0
State SB1 TCEP - Trade Corridors Enhancement Account - CO, LCO - Local Share													
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0
Change	16,000	0	0	16,000	0	0	0	0	7,600	0	0	0	8,400
Proposed	16,000	0	0	16,000	0	0	0	0	7,600	0	0	0	8,400
Local Funds													
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0
Change	2,470	0	0	2,470	0	0	0	0	2,470	0	0	0	0
Proposed	2,470	0	0	2,470	0	0	0	0	2,470	0	0	0	0
Total													
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0
Change	75,115	12,785	0	62,330	0	0	0	5,740	45,070	3,045	8,320	920	12,020

ADD: South Coast 101 HOV - Padaro (PPNO 7101D)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor					
Santa Barbara County	05	7101D	0N702	CO	2020-21	4.4	7.7	101					
Implementing Agency: (by component)	PA&ED	Caltrans				PS&E	Caltrans						
	R/W	Caltrans				CON	Caltrans						
RTPA/CTC:	Santa Barbara County Assoc. of Governments												
Project Title:	South Coast 101 HOV-Padaro (Segment 4B)												
Location:	In Santa Barbara County, near Carpinteria and Summerland												
Description:	From 0.9 mile south of S. Padaro Lane Undercrossing to 0.6 miles north of Padaro Lane Overcrossing. Construct HOV lanes.												
(DOLLARS IN THOUSANDS)													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	18-19	19-20	20-21	21-22	22-23+	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
RIP - San Joaquin Council of Governments													
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0
Change	3,613	0	0	3,613	0	0	0	3,613	0	0	0	0	0
Proposed	3,613	0	0	3,613	0	0	0	3,613	0	0	0	0	0
RIP - Santa Barbara County Association of Governments													
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0
Change	16,245	10,995	0	0	5,250	0	0	1,000	0	2,250	7,025	720	5,250
Proposed	16,245	10,995	0	0	5,250	0	0	1,000	0	2,250	7,025	720	5,250
IIP													
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0
Change	3,475	3,475	0	0	0	0	0	0	0	475	3,000	0	0
Proposed	3,475	3,475	0	0	0	0	0	0	0	475	3,000	0	0
State SB1 SCCP													
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0
Change	61,810	0	0	0	61,810	0	0	0	49,560	0	0	0	12,250
Proposed	61,810	0	0	0	61,810	0	0	0	49,560	0	0	0	12,250
State SB1 TCEP - Trade Corridors Enhancement Account - CO, LCO - State Share													
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0
Change	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed	0	0	0	0	0	0	0	0	0	0	0	0	0
State SB1 TCEP - Trade Corridors Enhancement Account - CO, LCO - Local Share													
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0
Change	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed	0	0	0	0	0	0	0	0	0	0	0	0	0
Local Funds													
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0
Change	34,977	0	0	0	34,977	0	0	5,877	29,100	0	0	0	0
Proposed	34,977	0	0	0	34,977	0	0	5,877	29,100	0	0	0	0
Total													
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0
Change	120,120	14,470	0	3,613	102,037	0	0	10,490	78,660	2,725	10,025	720	17,500
Proposed	120,120	14,470	0	3,613	102,037	0	0	10,490	78,660	2,725	10,025	720	17,500

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

ADD: South Coast 101 HOV – Summerland (PPNO 7101E)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor					
Santa Barbara County	05	7101E	0N703	CO	2020-21	7.3	9.6	101					
Implementing Agency: (by component)		PA&ED	Caltrans			PS&E	Caltrans						
		R/W	Caltrans			CON	Caltrans						
RTPA/CTC:	Santa Barbara County Assoc. of Governments												
Project Title:	South Coast 101 HOV-Summerland (Segment 4C)												
Location:	In Santa Barbara County, in and near Summerland												
Description:	From 0.2 mile north of Padaro Lane Overcrossing to San Ysidro Creek Bridge. Construct HOV lanes.												
(DOLLARS IN THOUSANDS)													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	18-19	19-20	20-21	21-22	22-23+	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
RIP - San Joaquin Council of Governments													
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0
Change	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed	0	0	0	0	0	0	0	0	0	0	0	0	0
RIP - Santa Barbara County Association of Governments													
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0
Change	6,390	2,990	0	0	3,400	0	0	0	1,950	1,040	0	3,400	0
Proposed	6,390	2,990	0	0	3,400	0	0	0	1,950	1,040	0	3,400	0
IIP													
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0
Change	430	430	0	0	0	0	0	0	430	0	0	0	0
Proposed	430	430	0	0	0	0	0	0	430	0	0	0	0
State SB1 SCCP													
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0
Change	42,000	0	0	0	42,000	0	0	0	34,060	0	0	0	7,940
Proposed	42,000	0	0	0	42,000	0	0	0	34,060	0	0	0	7,940
State SB1 TCEP - Trade Corridors Enhancement Account - CO, LCO - State Share													
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0
Change	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed	0	0	0	0	0	0	0	0	0	0	0	0	0
State SB1 TCEP - Trade Corridors Enhancement Account - CO, LCO - Local Share													
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0
Change	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed	0	0	0	0	0	0	0	0	0	0	0	0	0
Local Funds													
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0
Change	32,520	10,000	0	0	22,520	0	0	3,660	22,520	0	5,910	430	0
Proposed	32,520	10,000	0	0	22,520	0	0	3,660	22,520	0	5,910	430	0
Total													
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0
Change	81,340	13,420	0	0	67,920	0	0	3,660	56,580	2,380	6,950	430	11,340
Proposed	81,340	13,420	0	0	67,920	0	0	3,660	56,580	2,380	6,950	430	11,340

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

RESOLUTION:

Be it Resolved, that the California Transportation Commission does hereby amend the South Coast 101 HOV Lanes – Carpinteria through Summerland Segments 4A-4C (PPNO 7101A) project in Santa Barbara County, be split into three projects for delivery.

Memorandum TAB 40

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 15-16, 2018

Reference No.: 2.1a.(3) –**REPLACEMENT ITEM**
Action Item

From: STEVEN KECK
Chief Financial Officer

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

Subject: **STIP AMENDMENT 18S-03**
SOLANO COUNTY – PPNO 5301X

ISSUE:

Should the California Transportation Commission (Commission) approve the requested State Transportation Improvement Program (STIP) Amendment 18S-03?

RECOMMENDATION:

The California Department of Transportation (Department) requests that the California Transportation Commission (Commission) approve the requested STIP Amendment 18S-03. This item was noticed at the Commission's June 2018 meeting.

The Department and the Solano Transportation Authority, propose to amend the 2018 STIP to revise the implementing agency from Solano Transportation Authority to the Department for the PS&E (Design) phase for the Interstate 80 (I-80)/Interstate 680 (I-680)/State Route (Route) 12 Interchange (Package 2A) project (PPNO 5301X) in Solano County.

BACKGROUND:

The I-80/I-680/Route 12 Interchange (Package 2A) project extends from Eastbound Route 12 to Eastbound I-80 Connector. The Design component is programmed in Fiscal Year 2019-20 with Solano Transportation Authority as the lead agency. The Department however, is currently the lead for the construction phase and the project is being proposed to be administered as a Construction Manager/General Contractor (CM/GC) contract. The project is ready to have the contract initiated. However, to facilitate the delivery of the project as a CM/GC contract, the Department needs to be the implementing agency for both Design and Construction.

These proposed changes are tabulated on the following pages.

REVISES: I-80/I-680/Route 12 Interchange (Package 2A) (PPNO 5301X)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor					
Solano County	04	5301X	0A539	CO	2018-19	11.3	12.9	80					
Implementing Agency: (by component)	PA&ED	Solano Transportation Authority				PS&E	Solano Transportation Authority						
	R/W	Caltrans				CON	Caltrans						
RTPA/CTC:	Metropolitan Transportation Commission												
Project Title:	I-80/I-680/Route 12 Interchange Package 2A												
Location:	Eastbound Route 12 to Eastbound I-80 Connector - Jameson Canyon widening.												
Description:	This project would construct a new connector from Eastbound Route 12 to Eastbound I-80, which will also connect two previous CMIA projects, ICP and Jameson Canyon widening projects.												
(DOLLARS IN THOUSANDS)													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	18-19	19-20	20-21	21-22	22-23+	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
RIP													
Existing	9,000	0	0	9,000	0	0	0	0	0	0	9,000	0	0
Change	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed	9,000	0	0	9,000	0	0	0	0	0	0	9,000	0	0
State SB1 TCEP													
Existing	53,200	0	0	53,200	0	0	0	0	43,200	0	0	0	10,000
Change	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed	53,200	0	0	53,200	0	0	0	0	43,200	0	0	0	10,000
Local Funds													
Existing	13,800	0	13,800	0	0	0	0	3,400	7,100	0	2,700	600	0
Change	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed	13,800	0	13,800	0	0	0	0	3,400	7,100	0	2,700	600	0
Total													
Existing	76,000	0	13,800	62,200	0	0	0	3,400	50,300	0	11,700	600	10,000
Change	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed	76,000	0	13,800	62,200	0	0	0	3,400	50,300	0	11,700	600	10,000

RESOLUTION:

Be it Resolved, that the California Transportation Commission does hereby amend the 2018 STIP to revise the implementing agency from Solano Transportation Authority to the Department for the Design phase for the I-80/I-680/Route 12 Interchange (Package 2A) project (PPNO 5301X) in Solano County.

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: August 15-16, 2018

Reference No.: 2.2c.(3)
Action

Published Date: August 3, 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 GREEN VALLEY ROAD WIDENING PROJECT (RESOLUTION E-18-105)**

ISSUE:

Should the California Transportation Commission (Commission), as a Responsible Agency, accept the Mitigated Negative Declaration for the Green Valley Road Widening Project (Project) in Sacramento 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 Folsom (City) is the California Environmental Quality Act lead agency for the Project. The Project will widen Green Valley Road from two lanes to four lanes, including Class II bike lanes.

On December 27, 2015, the Folsom City Council 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 Plan.

Impacts that require mitigation measures to be reduced to less than significant levels relate to air quality, biological resources, and water quality. Mitigation measures include, but are not limited to: comply with the dust control protocols as specified by the Sacramento Metropolitan Air Quality District dust control protocols, prohibit tree removal to protect nesting birds between February 15 through August, conduct a breeding bird and raptor survey, and abide by the Best Management Practices with the Storm Water Pollution Prevention Program.

On June 18, 2018, the City confirmed that the preferred alternative set forth in the final environmental document is consistent with the Project scope of work programmed by the Commission.

The Project is estimated to cost \$3,751,893 and is fully funded through construction with Local Funds (\$375,725), Demonstration Funds (\$76,168), State Transportation Improvement Program Funds (\$3,000,000), and Local Partnership Funds (\$300,000).

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

Attachments:

- Resolution E-18-105
- Notice of Determination
- Project Location Map

CALIFORNIA TRANSPORTATION COMMISSION

**Resolution for Future Consideration of Funding
3 – Sacramento County
Resolution E-18-105**

- 1.1 WHEREAS**, the City of Folsom (City) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the Green Valley Road Widening Project (Project); and
- 1.2 WHEREAS**, the City has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the CEQA Guidelines; and
- 1.3 WHEREAS**, the Project is located on Green Valley Road from East Natoma Street in Folsom to Sophia Parkway in Sacramento County; and
- 1.4 WHEREAS**, the Project will widen Green Valley Road from two lanes to four lanes, including Class II bike lanes; and
- 1.5 WHEREAS**, on December 27, 2015, the Folsom City Council found that the proposed Project would not have a significant effect on the environment after mitigation as outlined in the Mitigation Monitoring and Reporting Plan; and
- 1.6 WHEREAS**, on December 27, 2015, the Folsom City Council adopted the Mitigated Negative Declaration; and
- 1.7 WHEREAS**, on July 19, 2018, the City confirmed that the Mitigated Negative Declaration remains valid and that there are no new identified impacts requiring mitigation; and
- 1.8 WHEREAS**, on July 19, 2018, 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 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.

Green Valley Road Widening Project

Project Title

2015062091

Brian Reed

(916) 461-6707

State Clearinghouse Number

Lead Agency Contact Person

Area Code/Telephone

Project Location: (include county): The project is located on Green Valley Road from East Natoma Street in Folsom to Sophia Parkway in Sacramento County.

Project Description: The project will widen Green Valley Road from two lanes to four lanes, including Class II bike lanes.

This is to advise that the California Transportation Commission has approved the above described project on August 15-16, 2018, and has made the following determinations regarding the above described project:
(Lead Agency/ Responsible Agency)

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

The above identified document with comments and responses and record of project approval is available to the General Public at: 50 Natoma Street, Folsom, CA 95630

SUSAN BRANSEN

Signature (Public Agency)

Date

Executive Director

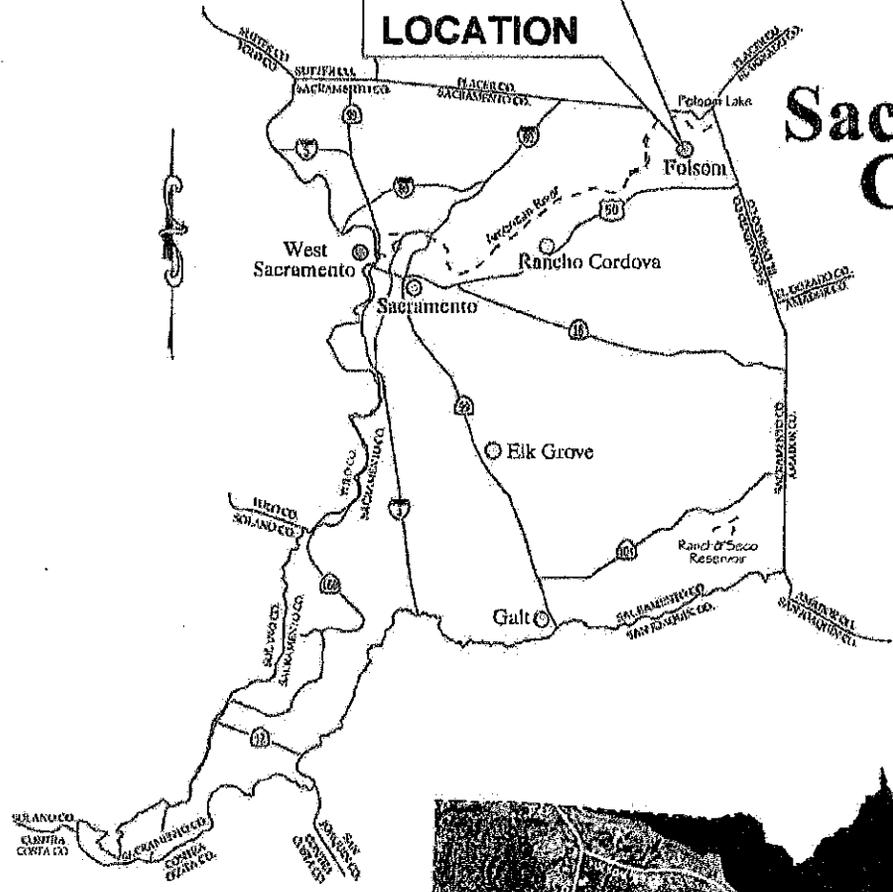
California Transportation Commission

Title

Date received for filing at OPR:

**PROJECT
LOCATION**

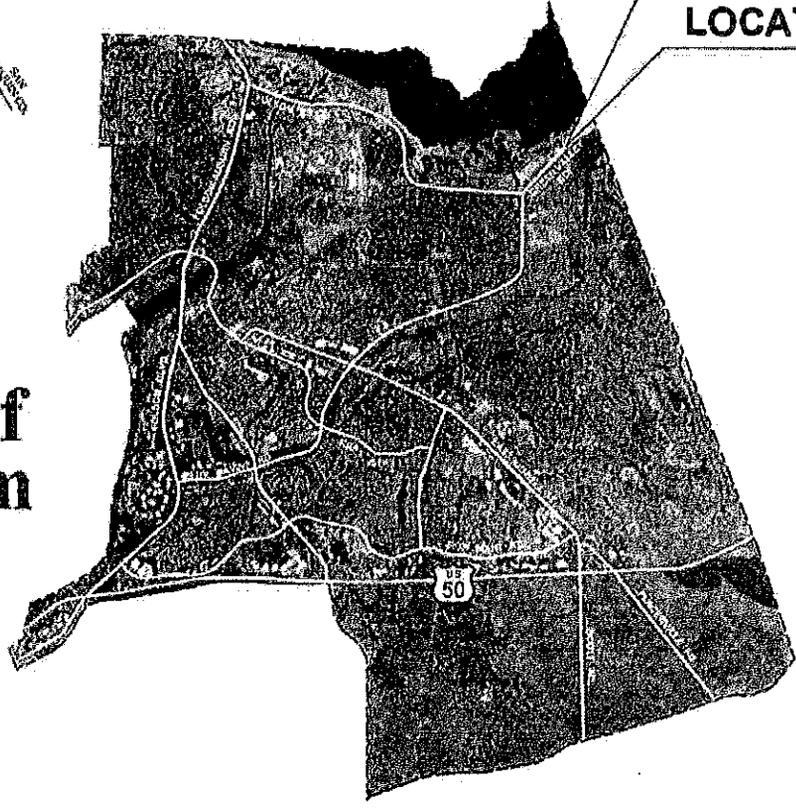
Sacramento County



10N 8E Portions of
Sections 21, 28, 29

**PROJECT
LOCATION**

City of Folsom



DATE: **SEPTEMBER 19, 2014**
 City of
FOLSOM

GREEN VALLEY ROAD WIDENING VICINITY MAP FIGURE-A

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 15-16, 2018

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

From: STEVEN KECK
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-18-89, E-18-90, E-18-91, E-18-92, E-18-93, E-18-94, E-18-95, E-18-96, E-18-97, E-18-98, E-18-99, E-18-100, E-18-101, E-18-102, E-18-103, E-18-117, E-18-118, and E-18-119?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission, as a responsible agency, approve the attached Resolutions E-18-89, E-18-90, E-18-91, E-18-92, E-18-93, E-18-94, E-18-95, E-18-96, E-18-97, E-18-98, E-18-99, E-18-100, E-18-101, E-18-102, E-18-03, E-18-117, E-18-118, and E-18-119.

BACKGROUND:

01-DN-101, PM 8.2/8.7 RESOLUTION E-18-89

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

- United States Route 101 (U.S. 101) in Del Norte County. Replace two existing bridges on U.S. 101 in Del Norte County (PPNO 1072)

This project is located at the Hunter Creek Bridge (No. 01-0003) and the Panther Creek Bridge (No. 01-0025) in Del Norte County. The project proposes to replace these existing bridges. The proposed project will ensure U.S. 101 will remain passable in the event of a seismic event with seismically sound structures that meet current design standards. It is proposed that the Hunter Creek Bridge be replaced with a two-span structure with a multi-columned pier and the Panther Creek Bridge replaced with a single-span steel tied-arch structure without piers. The proposed project is estimated to cost \$20.7 million for capital construction. This project is fully funded and is currently programmed in the 2018 State

Highway Operations and Protection Program (SHOPP) for approximately \$33.4 million which includes Construction (capital and support) and Right-of-Way (capital and support). Construction is estimated to begin in 2020. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2018 SHOPP.

A copy of the MND has been provided to Commission staff. The project will result in less than significant impacts to the environment after mitigation. The following resource area may be impacted by the project: biological resources. Avoidance and minimization measures will reduce any potential effects on the environment. These measures include, but are not limited to, all disturbed soil areas shall be replanted with native vegetation, fish shall be relocated prior to and during construction, and existing piers shall be removed creating salmon habitat. As a result, an MND was completed for this project.

Attachment 1

01-DN-101, PM 25.6/27.3
RESOLUTION E-18-90

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

- United States Route 101 (U.S. Route 101) in Del Norte County. Install sidewalks and crosswalks on a portion of U.S. 101 in and near Crescent City. (PPNO 1095)

This project is located in and near Crescent City in Del Norte County on U.S. 101. The project proposes to upgrade Americans with Disabilities Act (ADA) facilities and construct traffic calming measures to enhance circulation of non-motorized users. The project proposes to infill sidewalk gaps, widen sidewalks, stripe shoulders and replace driveways and curb ramps that do not meet current ADA standards. The proposed project also includes modification of a crosswalk and pedestrian median island and installation of a rock blanket and midblock pedestrian crossing. The proposed project is currently estimated to cost \$4.96 million. This project is fully funded and is currently programmed in the 2018 SHOPP for approximately \$8.6 million which includes Construction (capital and support) and Right-of-Way (capital and support). Construction is estimated to begin in funding Fiscal Year 2021-22. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2018 SHOPP.

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

Attachment 2

03-Pla-80, PM 28.7/63.5
RESOLUTION E-18-91

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

- Interstate 80 (I-80) in Placer and Nevada Counties. Rehabilitate and/or replace six existing bridges on I-80 in Placer and Nevada Counties. (PPNO 5097)

This project is located along I-80 in Placer and Nevada Counties. The project proposes to rehabilitate and/or replace six bridges. The bridges are the Weimar Overhead (No. 19-0038), Yuba Overhead (No. 17-0023), Crystal Springs Road Overcrossing (No. 19-0112), Baxter Overcrossing (No. 19-0113), Drum Overcrossing (No. 19-0114) and Cisco Overcrossing (No. 19-0118). The project proposes to address the issues of concrete deck cracks, spalling concrete, and high chloride content in the deck surfaces, superstructures and substructures. The proposed project is estimated to cost \$53.7 million. This project is fully funded and is currently programmed in the 2018 SHOPP for approximately \$48.4 million. Construction is estimated to begin in 2020. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2018 SHOPP.

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

Attachment 3

04-Nap-121, PM 20.6
RESOLUTION E-18-92

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

- State Route 121 (SR 121) in Napa County. Repair and improve two existing culverts on SR121 near the city of Napa. (PPNO 2534)

This project is located on SR 121 near the city of Napa in Napa County. The project proposes to repair damage at two culvert locations on SR 121. This project proposes to protect the embankment slopes and eliminate future washout damage at both locations. It is proposed to replace current culvert pipe with larger diameter pipe and repair damaged embankment with rock slope protection at both locations. The proposed project is estimated to cost \$2.9 million. The proposed project currently programmed in the 2016 SHOPP for approximately \$3.2 million which includes Construction (capital and support) and Right-of-Way (capital and support). Construction is estimated to begin in 2019. The scope, as described for the

preferred alternative, is consistent with the project scope programmed by the Commission in the 2016 SHOPP.

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

Attachment 4

05-Mon-1, PM 39.8/74.6
RESOLUTION E-18-93

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

- State Route 1 (SR 1) in Monterey County. Construct roadway improvements and rehabilitate a portion of SR 1 in and near the city of Carmel. (PPNO 2534)

This project is located on SR 1 in and near Big Sur and Carmel in Monterey County. The project proposes to extend the service life and improve the existing pavement on SR 1. This project will restore the pavement condition with a new 10 year design life along with upgrading guardrails, modifying pedestrian curb ramps, and replacing existing signs at various locations. The proposed project is estimated to cost \$29.5 million. The proposed project is fully funded and currently programmed in the 2018 SHOPP for approximately \$29.5 which includes Construction (capital and support) and Right-of-Way (capital and support). Construction is estimated to begin in funding Fiscal Year 2018-19. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2018 SHOPP.

A copy of the MND has been provided to Commission staff. The project will result in less than significant impacts to the environment after mitigation. The following resource areas may be impacted by the project: biological, cultural, and visual resources. Avoidance and minimization measures will reduce any potential effects on the environment. These measures include, but are not limited to, all concrete end blocks and transition rail shall receive aesthetic treatment, all post and beams of new guardrail shall be colored to blend with surrounding area, Seacliff buckwheat within the project area shall be relocated to suitable adjacent habitat, implementation of all protective measures set forth in the Programmatic Biological Opinion for the protection of the California red-legged frog and the Smith's blue butterfly, and ESA fencing shall be used for archaeological and historical resources. As a result, an MND was completed for this project.

Attachment 5

05-SLO-1, PM 32.6
RESOLUTION E-18-94

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

- State Route 1 (SR 1) in San Luis Obispo County. Replace existing bridge on SR 1 in the city of Morro Bay. (PPNO 0072)

This project is located on SR 1 in the city of Morro Bay, San Luis Obispo County. The project proposes to replace the existing northbound bridge (No. 49-0068R) at Toro Creek. This project proposes to address the existing geometric and seismic deficiencies by replacing the existing bridge and associated adjacent roadway with standard bridge rails and standard shoulder widths which are currently non-standard. The proposed project is estimated to cost \$12.5 million. The proposed project is currently programmed in the 2018 SHOPP for approximately \$12.5 which includes Construction (capital and support) and Right-of-Way (capital and support). Construction is estimated to begin in funding Fiscal Year 2019-20. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2018 SHOPP.

A copy of the MND has been provided to Commission staff. The project will result in less than significant impacts to the environment after mitigation. The following resource areas may be impacted by the project: visual/aesthetics and biological resources. Avoidance and minimization measures will reduce any potential effects on the environment. These measures include, but are not limited to, permanent impacts to wetlands shall be restored at a 3:1 ratio, all disturbed soil areas shall be replanted with native species, ESAs shall be fenced, pre-construction bat surveys will be conducted, and tree removal will be scheduled to occur in non-breeding/nesting seasons. As a result, an MND was completed for this project.

Attachment 6

05-SB-1, PM R36.1/49.5
RESOLUTION E-18-95

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

- State Route 1 (SR 1) in Santa Barbara County. Rehabilitate the pavement on a portion of SR 1 in the city of Santa Maria. (PPNO 2586)

This project is located on SR 1 in the city of Santa Maria in Santa Barbara County. The project proposes to rehabilitate SR 1 from Solomon Road near the town of Orcutt to its intersection with State Route 166 in the city of Guadalupe. This project proposes pavement rehabilitation to address the various existing levels of Alligator B pavement cracking that will

increase if left untreated and result in higher repair costs. The proposed project is estimated to cost \$12.8 million. The proposed currently programmed in the 2018 SHOPP for approximately \$12.8 which includes Construction (capital and support) and Right-of-Way (capital and support). Construction is estimated to begin in 2020. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2018 SHOPP.

A copy of the MND has been provided to Commission staff. The project will result in less than significant impacts to the environment after mitigation. The following resource area may be impacted by the project: biological resources. Avoidance and minimization measures will reduce any potential effects on the environment. These measures include but are not limited to, preconstruction surveys shall be conducted by a qualified biologist for the California red-legged frog and the California tiger salamander, 15.99 acres of habitat will be purchased at an approved Conservation Bank, and ESA's shall be fenced. As a result, an MND was completed for this project.

Attachment 7

06-Ker, Kin, Tul, Fre, Mad-99/5, PM Various
RESOLUTION E-18-96

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

- State Route 99 (SR 99) and Interstate 5 (I-5) in Kern, Kings, Tulare, Fresno and Madera Counties. Install electric vehicle charging stations at various locations along SR 99 and I-5 in Kern, Kings, Tulare, Fresno, and Madera Counties. (PPNO 6875)

This project is located at various locations on SR 99 and I-5 in Kern, Kings, Tulare, Fresno, and Madera Counties. The project proposes to install Zero Emission Vehicle electric charging stations. This project proposes to provide alternative fuel for the traveling public and help reduce greenhouse gas emissions in California. The proposed locations for these stations are pre-developed and paved parking lot property owned by the State of California. The proposed project is estimated to cost \$5.3 million. The proposed currently programmed in the 2016 SHOPP for approximately \$5.3 million which includes Construction (capital and support) and Right-of-Way (capital and support). Construction is estimated to begin in 2019. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2019 SHOPP.

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

Attachment 8

07-LA-110, PM 20.10/20.92
RESOLUTION E-18-97

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 110 (I-110) in Los Angeles County. Construct an elevated off-ramp structure on I-110 in the city of Los Angeles. (EA 27800)

This project is located on I-110, between 30th Street and the Figueroa Street Overcrossing in the city of Los Angeles in Los Angeles County. The project proposes to construct an elevated off-ramp structure. This proposed project is expected to bypass the bottleneck intersections at Flower Street and Adams Boulevard and the Northbound I-110 High Occupancy Toll off-ramp. The Project Approval and Environmental Document is currently funded by a federal grant, Demo Intermodal Transportation Efficiency Act and local Proposition C funds totaling approximately \$7.4 million. The proposed project is not fully funded and the remaining phases of the total project are expected to be funded through toll revenue, the State Transportation Improvement Program and competitive grants and/or loans, over the next ten years. The project is estimated to begin construction in 2024.

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: community character and cohesion, pedestrian and bicycle facilities, cultural resources, 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, bus cards advertising historical sites in the project area, landscape and lighting plans that reflect the character of the surrounding communities, a Traffic Management Plan will be developed, a Water Pollution Control Plan will be developed, Figueroa Way will be re-designed to encourage pedestrian and bicycle use, and construction will be phased to avoid bird nesting season. As a result, an MND was completed for this project.

Attachment 9

08-SBd-18, PM 101.5/115.9
RESOLUTION E-18-98

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 18 (SR 18) in San Bernardino County. Construct roadway improvements to a portion of SR 18 near the city of Adelanto. (PPNO 0191G)

This project is located on SR 18 in and near the city of Adelanto in San Bernardino County. The project proposes to widen shoulders and add centerline and shoulder rumble strips. This project is expected to reduce the incidence and severity of cross centerline accidents. The proposed project is estimated to cost \$49.0 million. This project is fully funded and is currently programmed in the 2016 SHOPP for approximately \$48.5 million which includes Construction (capital and support) and Right-of-Way (capital and support). The project is estimated to begin construction in funding Fiscal Year 2018-19. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2016 SHOPP.

A copy of the MND has been provided to Commission staff. The project will result in less than significant impacts to the environment after mitigation. The following resource areas may be impacted by the project: Hazardous waste, transportation and traffic, and biological resources. Avoidance and minimization measures will reduce any potential effects on the environment. These measures include, but are not limited to, a Lead Compliance Plan shall be prepared for the removal of thermoplastic striping, A Transportation Management Plan shall be prepared, all disturbed soil areas shall be replanted with native vegetation, a pre-construction survey will be conducted for Agassiz's desert tortoise and Mohave Ground Squirrel, exclusion fencing will be used around the project site to prevent entry by desert tortoises, and replacement habitat will be purchased for impacts to Agassiz's desert tortoise and Mohave Ground Squirrel habitat. As a result, an MND was completed for this project.

Attachment 10

08-SBd-62, PM 41.04/41.5 & 60.6/61.1, 08-Riv-62, PM 81.6/82.2
RESOLUTION E-18-99

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 62 (SR 62) in San Bernardino and Riverside Counties. Construct roadway improvements on a portion of SR 62 in San Bernardino and Riverside Counties. (PPNO 0225K)

This project is located on SR 62 in San Bernardino and Riverside Counties. This project consists of three segments of project limits and proposes to widen shoulders and install ground-in rumble strips on SR 62. The purpose of the proposed project is to reduce the number and severity of cross-centerline collisions on SR 62. The proposed project is estimated to cost \$5.03 million and is programmed in the 2016 SHOPP program for approximately \$6.2 million. Construction is estimated to begin in funding Fiscal Year 2018-19. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2016 SHOPP.

A copy of the MND has been provided to Commission staff. The project will result in less than significant impacts to the environment after mitigation. The following resource area may be impacted by the project: biological resources. Avoidance and minimization measures will reduce any potential effects on the environment. These measures include, but are not limited to, all disturbed soil areas shall be replanted with native vegetation, a pre-construction survey will be conducted for the desert tortoise, exclusion fencing will be used around the project site to prevent entry by desert tortoises, the contractor, subcontractor and their employees shall attend a desert tortoise employee education program by a qualified biologist, sandblasted material will be vacuum retrieved, and impacts to Waters of the United States will be mitigated through an in-lieu fee program or land purchase at a 3:1 ratio. As a result, an MND was completed for this project.

Attachment 11

08-SBd-127, PM 28.0/28.5
RESOLUTION E-18-100

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 127 (SR 127) in San Bernardino County. Construct roadway improvements on a portion of SR 127 near the town of Baker. (PPNO 0216F)

This project is located near Baker, south of Saratoga Springs Road in San Bernardino County. The project proposes to widen and construct paved shoulders and ground-in rumble strips on SR 127. The project proposes to reduce the number and severity of cross centerline and run-off road type collisions. The proposed project is currently estimated to cost approximately \$2.5 million in capital and right of way. The project is fully funded and is currently programmed in the 2016 SHOPP for approximately \$2.5 million which includes Construction (capital and support) and Right-of-Way (capital and support). The project is estimated to begin construction in 2019. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2016 SHOPP.

A copy of the MND has been provided to Commission staff. The project will result in less than significant impacts to the environment after mitigation. The following resource areas may be impacted by the project: biological resources and water quality. Avoidance and minimization measures will reduce any potential effects on the environment. These measures include, but are not limited to, all disturbed soil areas shall be replanted with native vegetation, a pre-construction survey will be conducted for the desert tortoises and burrowing owls, exclusion fencing will be used around the project site to prevent entry by desert tortoises, the project site will be monitored by a qualified biologist, and sandblasted material will be vacuum retrieved. As a result, an MND was completed for this project.

Attachment 12

08-Riv-10, PM 27.69
RESOLUTION E-18-101

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

- Interstate 10 (I-10) in Riverside County. Rehabilitate two existing bridges on Interstate 10 (I-10) near the city of Palm Springs. (PPNO 3002F)

This project is located on I-10, west of the city of Palm Springs in Riverside County. The project proposes to rehabilitate the Whitewater River Bridges (No. 56-004L and No. 56-004R). The project proposes to strengthen existing bridge footings with additional piles, pile caps and permanent grouted Rock Slope Protection. The proposed project is currently estimated to cost \$11.1 million in capital and right of way. The project is fully funded and is currently programmed in the 2016 SHOPP for approximately \$17.3 million which includes Construction (capital and support) and Right-of-Way (capital and support). The project is estimated to begin construction 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: biological resources. Avoidance and minimization measures will reduce any potential effects on the environment. These measures include, but are not limited to, all disturbed soil areas shall be replanted with native vegetation, a pre-construction survey will be conducted for desert tortoises, exclusion fencing will be used around the project site to prevent entry by desert tortoises, any necessary relocation of desert tortoises will be in consultation with the California Department of Fish and Wildlife, and the contractor, subcontractor and their employees shall attend a desert tortoise employee education program by a qualified biologist. As a result, an MND was completed for this project.

Attachment 13

09-Iny-178, PM 43.4
RESOLUTION E-18-102

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 178 (SR 178) in Inyo County. Replace two existing culverts on SR 178 near Shoshone. (PPNO 0653)

This project is located near Shoshone, on SR 178 in Inyo County. The project proposes to replace and upgrade existing pipe culverts to increase the capacity of the culvert systems and decrease the frequency of road closures due to water overtopping events. The existing culverts that are deteriorating and hydraulically deficient have exceeded their service life. The proposed project is currently estimated to cost approximately \$4.6 million in capital and right of way. The project is fully funded and is currently programmed in the 2018 SHOPP for approximately \$4.6 million which includes Construction (capital and support) and Right-of-Way (capital and support). The project is estimated to begin construction in funding 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 area may be impacted by the project: biological resources. Avoidance and minimization measures will reduce any potential effects on the environment. These measures include, but are not limited to, the replacement of mesquite trees removed during construction at a 5:1 ratio, pre-construction nesting bird surveys will be conducted, tree removal will be avoided during endangered bird active nesting season, and a full time biological monitor will be onsite. As a result, an MND was completed for this project.

Attachment 14

10-SJ, Mer-5, 12, 99, 152 PM Various
RESOLUTION E-18-103

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

- Interstate 5 (I-5), State Route 12 (SR 12), State Route 99 (SR 99) and State Route 152 (SR 152) in San Joaquin and Merced Counties. Replace and or rehabilitate existing drainage facilities on I-5, SR 12, SR 99, and SR 152 in San Joaquin and Merced Counties. (PPNO 3139)

This project is located at various locations on I-5, SR 12, SR 59, SR 99, and SR 152 in San Joaquin and Merced Counties. The project proposes to restore, rehabilitate or replace drainage system assets at 20 locations that have deteriorated and are in need of timely repair to prevent potential failure and associated roadway issues. The proposed project is currently estimated to cost approximately \$4.0 million in capital and right of way. The project is fully funded and is currently programmed in the 2018 SHOPP for approximately \$4.2 million which includes Construction (capital and support) and Right-of-Way (capital and support). The project is estimated to begin construction in funding 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: biological resources. Avoidance and minimization measures will reduce any potential effects on the environment. These measures include, but are not limited to, to avoid impacts to Giant garter snake and vernal pool tadpole shrimp construction activities will only occur between May 1 and October 1, excavations greater than two feet will be covered with plywood at the end of the day, and the contractor, subcontractor and their employees shall attend an employee education program by a qualified biologist. As a result, an MND was completed for this project.

Attachment 15

01-Lak-20, PM 28.4
RESOLUTION E-18-117

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 Lake County. Install an electric vehicle charging station at an existing Caltrans maintenance station on SR 20 near the community of Clearlake Oaks. (PPNO 3112)

This project is located on SR 20 in Clearlake Oaks in Lake County. The project proposes to install a publicly accessible direct current fast charging plug-in electric charging station and infrastructure. The proposed project will support an additional three charging stations in the space adjoining the Department's Clearlake Oaks Maintenance Facility. The proposed project is currently estimated to cost approximately \$1.1 million. The project is not fully funded and \$230,000 for Project Approval and Environmental Documentation is currently programmed in the 2018 SHOPP. The project is estimated to begin construction in funding 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 area may be impacted by the project: cultural resources. Avoidance and minimization measures will reduce any potential effects on the environment. These measures include, but are not limited to, a Data Recovery Plan and Post Review Discovery Plan will be prepared for the cultural resources present on the project site. As a result, an MND was completed for this project.

Attachment 16

03-Yol-16, PM 25.1/25.5, 27.5/28.3
RESOLUTION E-18-118

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

- State Route 16 (SR 16) in Yolo County. Construct roadway improvements on SR 16 in the communities of Esparto and Capay. (PPNO 8663/8663A)

This project is located on SR 16 in Esparto and Capay in Yolo County. The project proposes to increase motorist visibility, improve street lighting and pedestrian crossings. The project proposes to address the issues of higher than average collisions and safety conditions for motorists, cyclists and pedestrians at both locations along SR 16. The proposed project is currently estimated to cost approximately \$5.5 million in total. The project is currently programmed in the 2018 SHOPP for approximately \$5.9 million which includes Construction (capital and support) and Right-of-Way (capital and support). The project is estimated to begin construction in funding Fiscal Year 2020-21.

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

Attachment 17

04-Son-116, PM 30.9/31.4
RESOLUTION E-18-119

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 116 (SR 116) in Sonoma County. Construct roadway and intersection improvements on SR 116 at Llano Road near the city of Sebastopol. (PPNO 0817Q)

This project is located at the intersection of SR 116 and Llano Road near Sebastopol in Sonoma County and proposes to reduce the potential for left-turn related accidents and crossing type accidents. The project also proposes signaling and constructing a left-turn pocket, widening SR 116 to accommodate the left-turn pocket, widen shoulders, replace concrete box culvert, construct retaining walls and repair/resurface existing roadway as needed. The proposed project is fully funded and currently estimated to cost approximately \$10.7 million in total. The project is currently programmed in the 2016 SHOPP for approximately \$10.7 million which includes Construction (capital and support) and Right of

Way (capital and support). The project is estimated to begin construction in funding 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 area may be impacted by the project: biological resources. Avoidance and minimization measures will reduce any potential effects on the environment. These measures include but are not limited to, restoration of California Freshwater Shrimp habitat disturbed by the project. As a result, an MND was completed for this project.

Attachment 18

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding

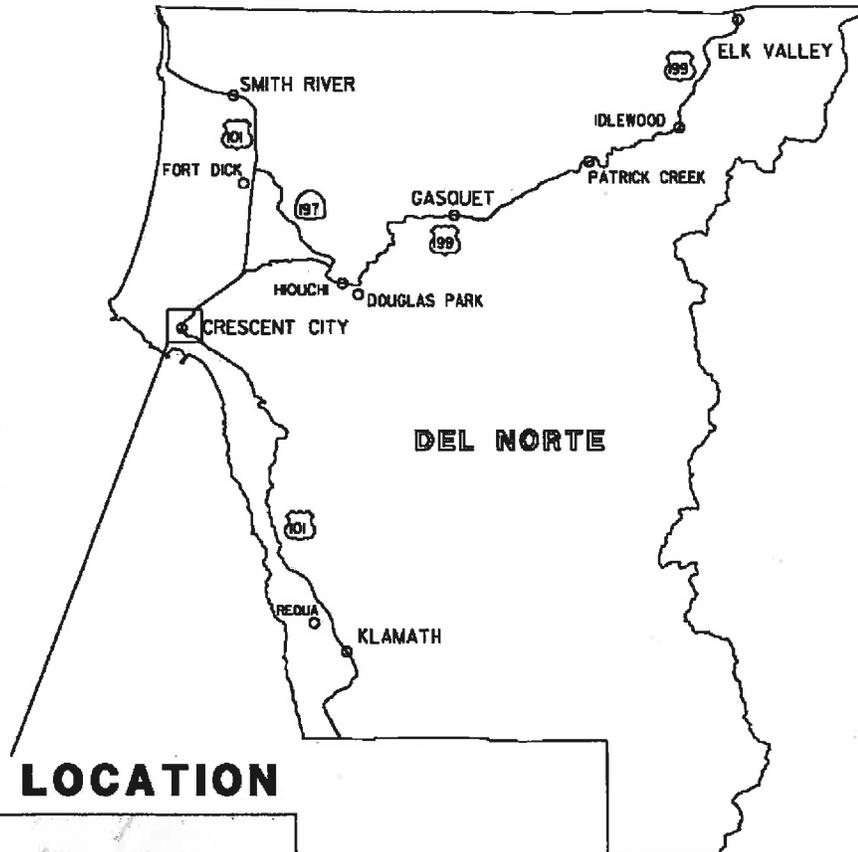
01-DN-101, PM 8.2/8.7

Resolution E-18-89

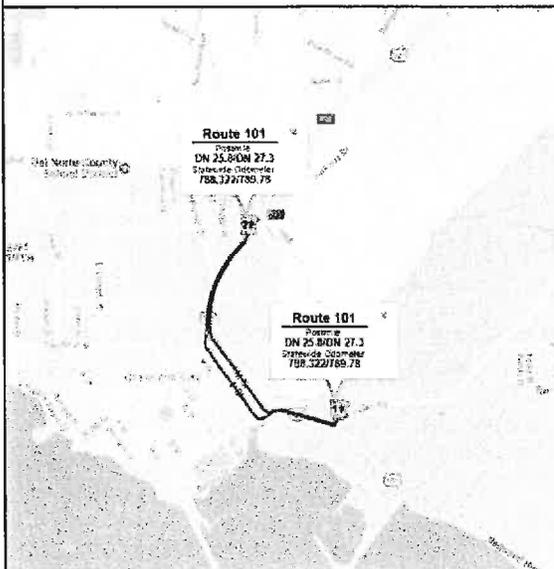
- 1.1 **WHEREAS**, the California Department of Transportation (Department) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines for the following project:
 - United States Route 101 (U.S. 101) in Del Norte County. Replace two existing bridges on U.S. 101 in Del Norte County (PPNO 1072)
- 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

No Scale



PROJECT LOCATION



**CRESCENT CITY, ADA AND
DRIVEWAYS IMPROVEMENTS
01-DN-101 Postmile 25.8 - 27.3**

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: Hunter and Panther Creek Bridges Seismic Restoration Project

<u>2016072035</u>	<u>Sandra Rosas</u>	<u>(707) 441-5730</u>
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): U.S. 101 in Del Norte County.

Project Description: Seismic retrofit of two existing bridges on U.S. 101 in Del Norte County.

This is to advise that the California Transportation Commission has approved the above described project
(Lead Agency / X Responsible Agency)
on August 15-16, 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. 1, 1656 Union St., Eureka, CA 95501

<u>Susan Bransen</u>		<u>Executive Director</u>
Signature (Public Agency)	Date	Title
CALIFORNIA TRANSPORTATION COMMISSION		

Date received for filing at OPR:

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding

01-DN-101, PM 25.6/27.3

Resolution E-18-90

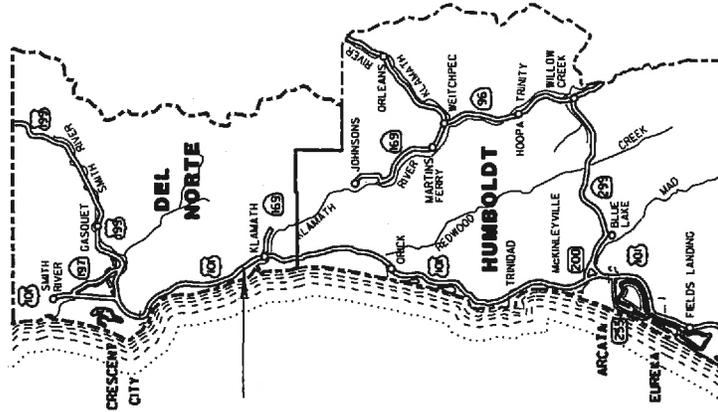
- 1.1 **WHEREAS**, the California Department of Transportation (Department) has completed a Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines for the following project:
 - United States Route 101 (U.S. Route 101) in Del Norte County. Install sidewalks and crosswalks on a portion of U.S. 101 in and near Crescent City. (PPNO 1095)
- 1.2 **WHEREAS**, the Department has certified that the Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and
- 1.3 **WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Negative Declaration; and
- 1.4 **WHEREAS**, the project will not have a significant effect on the environment.
- 2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby approve the above referenced project to allow for future consideration of funding.

LOCATION MAP

PANTHER AND HUNTER CREEK BRIDGE REPLACEMENT PROJECT

01- 0B0900

PROJECT
LOCATION



ATTACHMENT 2

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
01	DN	101	8.22/8.7		

REGISTERED CIVIL ENGINEER
FOR DESIGN STUDY ONLY
 PLANS APPROVAL DATE _____
 The State of California or its officers or agents shall not be responsible for the accuracy or completeness of information supplied by third parties.
 California Seal has a web site to get the seal info go to: <http://www.ced.org>

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	PROJECT ENGINEER	T. Phillips	DESIGN
DATE	REVISOR	DATE	REVISOR

In Del Norte County, near Klamath,
 from 0.1 mi south of Panther Creek Bridge (01-0025)
 to 0.1 mi north of Hunter Creek Bridge (01-0003).

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: Crescent City Americans with Disabilities Act Project

<u>2018052019</u>	<u>Cassie Nichols</u>	<u>(707) 441-4570</u>
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): U.S. 101 in Del Norte County.

Project Description: Install safety improvements including crosswalks and sidewalks on a portion of U.S. 101 in Crescent City.

This is to advise that the California Transportation Commission has approved the above described project (Lead Agency / X Responsible Agency) on August 15-16, 2018, and has made the following determinations regarding the above described project:

1. The project (will / Xwill 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 / Xwere not) made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan (was / Xwas not) made a condition of the approval of the project.
5. A Statement of Overriding Considerations (was / Xwas not) adopted for this project.
6. Findings (were / Xwere 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. 1, 1656 Union St., Eureka, CA 95501

<u>Susan Bransen</u>		<u>Executive Director</u>
Signature (Public Agency)	Date	Title
CALIFORNIA TRANSPORTATION COMMISSION		

Date received for filing at OPR:

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding

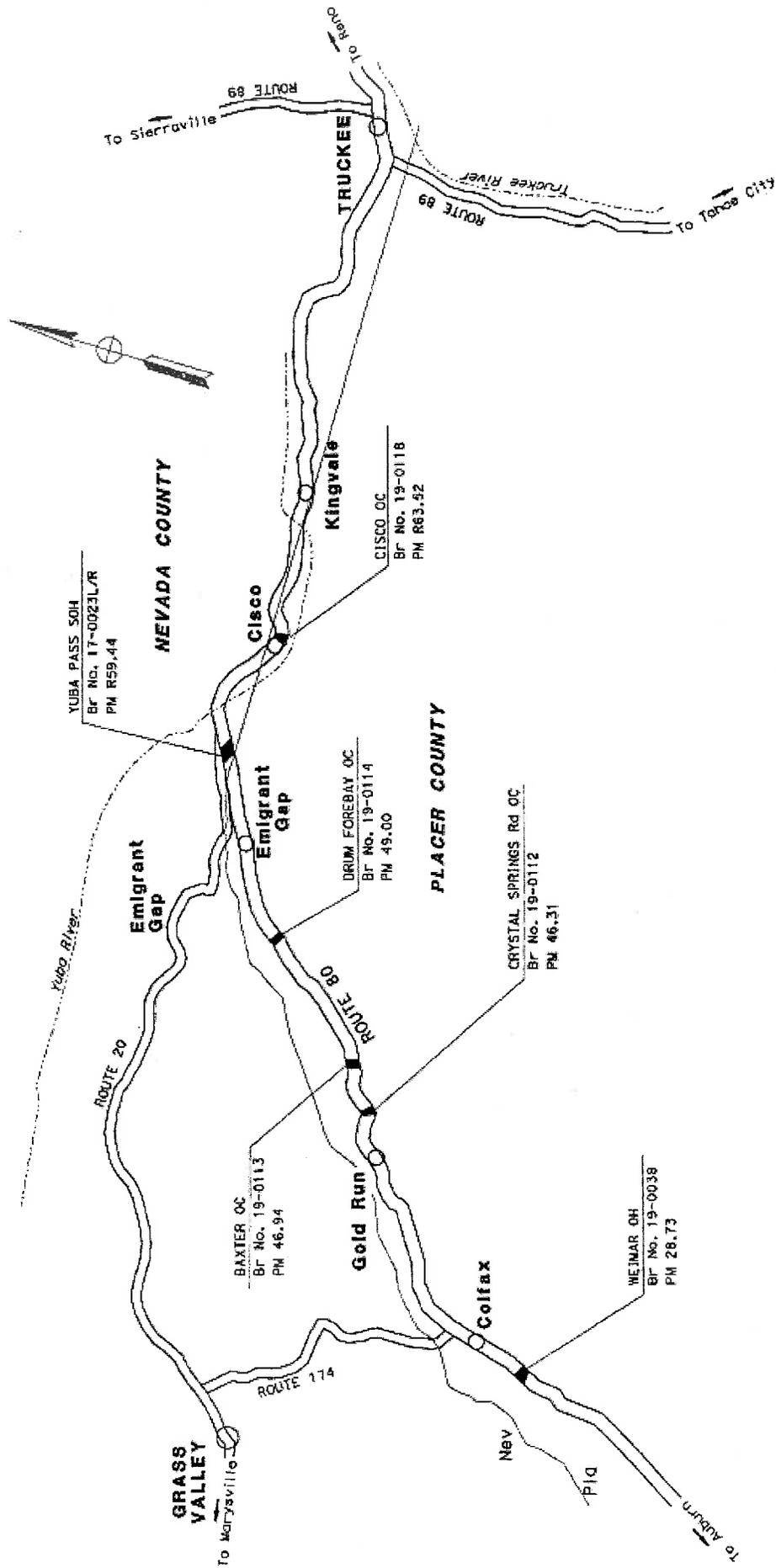
03-Pla-80, PM 28.7/63.5

Resolution E-18-91

- 1.1 **WHEREAS**, the California Department of Transportation (Department) has completed a Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines for the following project:
 - Interstate 80 (I-80) in Placer and Nevada counties. Rehabilitate and/or replace six existing bridges on I-80 in Placer and Nevada counties. (PPNO 5097)
- 1.2 **WHEREAS**, the Department has certified that the Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and
- 1.3 **WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Negative Declaration; and
- 1.4 **WHEREAS**, the project will not have a significant effect on the environment.
- 2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby approve the above referenced project to allow for future consideration of funding.

Placer 80 Bridge Rehabilitation and Replacement Project

ATTACHMENT 3



NO SCALE

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: Placer 80 Bridge Rehabilitation Project

<u>2017122061</u>	<u>Kelly McNally</u>	<u>(530) 741-4134</u>
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): Interstate 80 (I-80) in Placer County.

Project Description: Rehabilitate and/or replace six existing bridges on I-80 in Placer County.

This is to advise that the California Transportation Commission has approved the above described project
(Lead Agency / Responsible Agency)
on August 15-16, 2018, and has made the following determinations regarding the above described project:

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

The above identified document with comments and responses and record of project approval is available to the General Public at: Caltrans Dist. 3, 703 B St., Marysville, CA 95501

<u>Susan Bransen</u>		<u>Executive Director</u>
Signature (Public Agency)	Date	Title
CALIFORNIA TRANSPORTATION COMMISSION		

Date received for filing at OPR:

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding

04-Nap-121, PM 20.6

Resolution E-18-92

- 1.1 **WHEREAS**, the California Department of Transportation (Department) has completed a Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines for the following project:
 - State Route 121 (SR 121) in Napa County. Repair and improve two existing culverts on SR 121 near the city of Napa. (PPNO 2534)
- 1.2 **WHEREAS**, the Department has certified that the Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and
- 1.3 **WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Negative Declaration; and
- 1.4 **WHEREAS**, the project will not have a significant effect on the environment.
- 2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby approve the above referenced project to allow for future consideration of funding.

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: Capell Creek Storm Drainage Project

<u>2017052022</u>	<u>Shawn Hallum</u>	<u>(510) 622-1696</u>
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): State Route (SR) 121 in Napa County.

Project Description: Repair and upgrade existing drainage system on SR 121 in Napa County.

This is to advise that the California Transportation Commission has approved the above described project
(Lead Agency / X Responsible Agency)
on August 15-16, 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. A mitigation reporting or monitoring plan (was / X was not) made a condition of the approval of the project.
5. A Statement of Overriding Considerations (was / X was not) adopted for this project.
6. Findings (were / X were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: Caltrans Dist. 4, 111 Grand Ave., Oakland, CA 94612

<u>Susan Bransen</u>		<u>Executive Director</u>
Signature (Public Agency)	Date	Title
CALIFORNIA TRANSPORTATION COMMISSION		

Date received for filing at OPR:

CALIFORNIA TRANSPORTATION COMMISSION

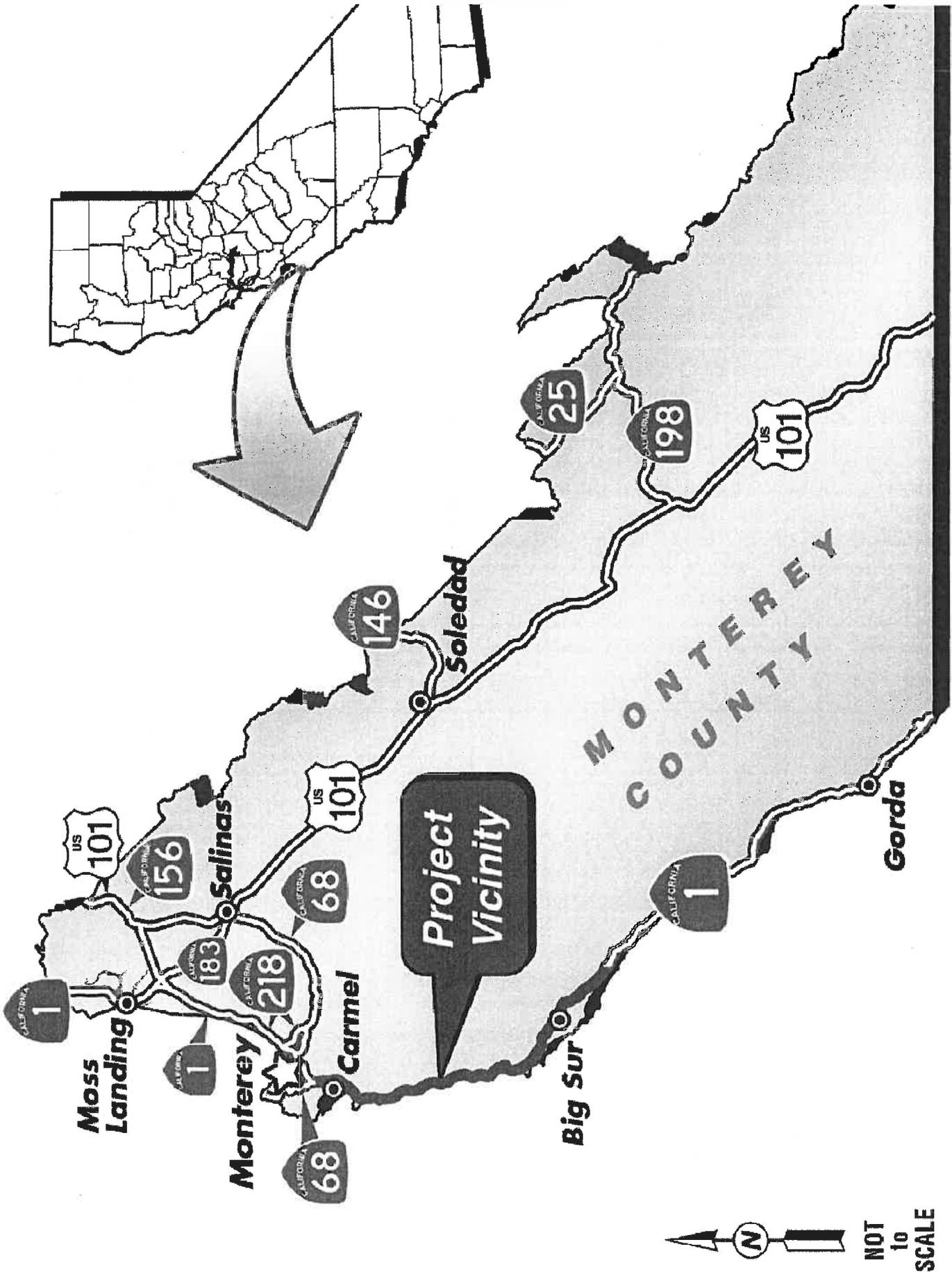
Resolution for Future Consideration of Funding

05-Mon-1, PM 39.8/74.6

Resolution E-18-93

- 1.1** **WHEREAS**, the California Department of Transportation (Department) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines for the following project:
- State Route 1 (SR 1) in Monterey County. Construct roadway improvements and rehabilitate a portion of SR 1 in and near the city of Carmel. (PPNO 2534)
- 1.2** **WHEREAS**, the Department has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and
- 1.3** **WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Mitigated Negative Declaration; and
- 1.4** **WHEREAS**, the project will not have a significant effect on the environment.
- 2.1** **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby approve the above referenced project to allow for future consideration of funding.

ATTACHMENT 5



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: Big Sur Capital Preventative Maintenance Project

<u>2018011042</u>	<u>Matt Fowler</u>	<u>(805) 542-4603</u>
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): State Route (SR) 1 in Monterey County.

Project Description: Pavement overlay on a portion on SR 1 in Monterey County.

This is to advise that the California Transportation Commission has approved the above described project
(Lead Agency / X Responsible Agency)
on August 15-16, 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 93401

<u>Susan Bransen</u>		<u>Executive Director</u>
Signature (Public Agency)	Date	Title
CALIFORNIA TRANSPORTATION COMMISSION		

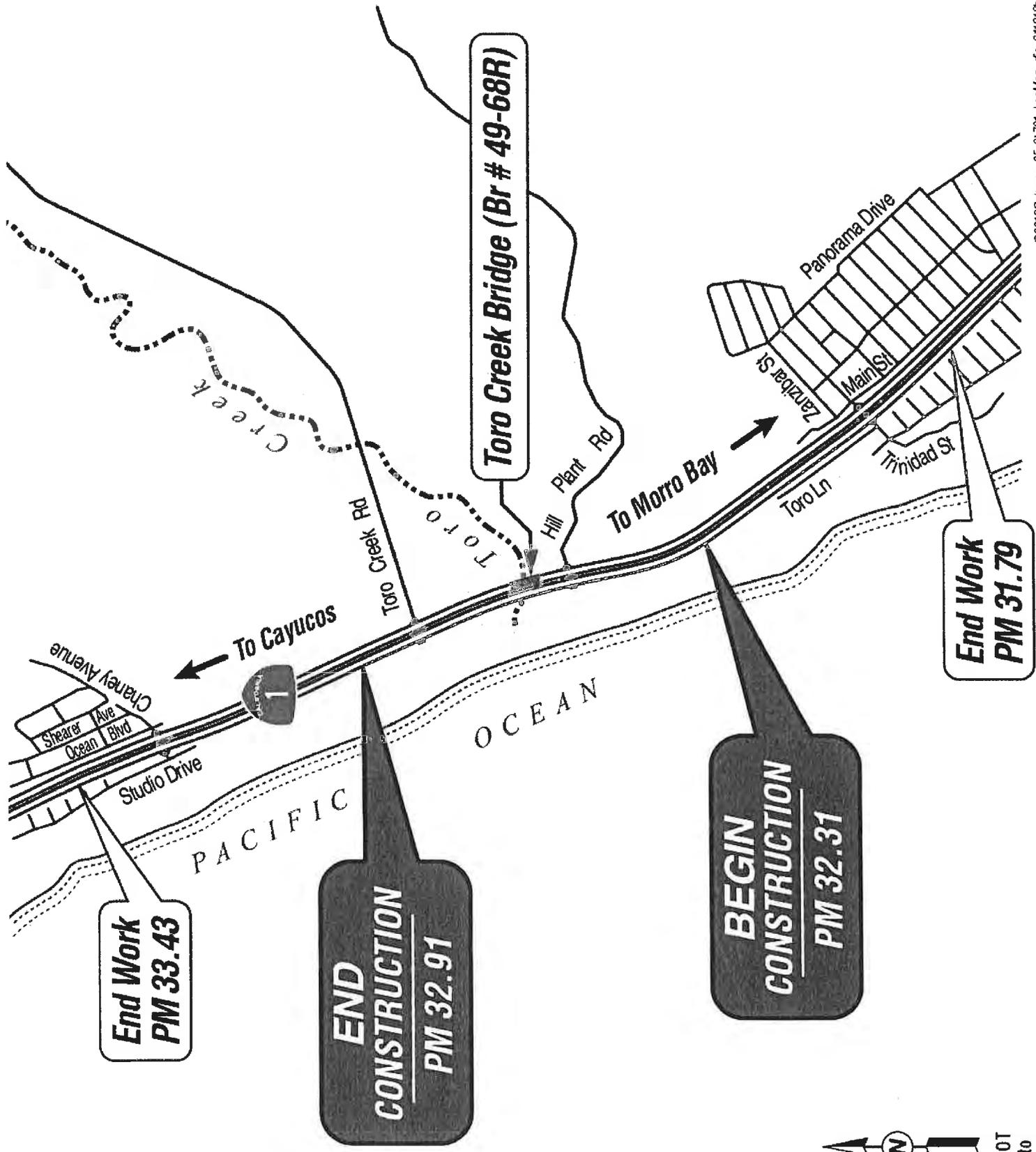
Date received for filing at OPR:

CALIFORNIA TRANSPORTATION COMMISSION

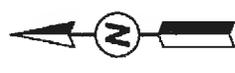
**Resolution for Future Consideration of Funding
05-SLO-1, PM 32.61
Resolution E-18-94**

- 1.1** **WHEREAS**, the California Department of Transportation (Department) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines for the following project:
- State Route 1 (SR 1) in San Luis Obispo County. Replace existing bridge on SR 1 in the city of Morrow Bay. (PPNO 0072)
- 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



©2018 Caltrans, 05-01721_LocMap_dfg_0118186

 NOT to SCALE

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: Toro Creek Bridge Replacement Project

<u>2018011042</u>	<u>Matt Fowler</u>	<u>(805) 542-4603</u>
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): State Route 1 (SR 1) in San Luis Obispo County.

Project Description: Replace an existing bridge on SR 1 in the city of Morro Bay.

This is to advise that the California Transportation Commission has approved the above described project
(Lead Agency / X Responsible Agency)
on August 15-16, 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 93401

<u>Susan Bransen</u>		<u>Executive Director</u>
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-1, PM R36.1/49.5

Resolution E-18-95

- 1.1** **WHEREAS**, the California Department of Transportation (Department) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines for the following project:
- State Route 1 (SR 1) in Santa Barbara County. Rehabilitate the pavement on a portion of SR 1 in the city of Santa Maria. (PPNO 2586)
- 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.

Solomon Canyon Pavement Preservation Project

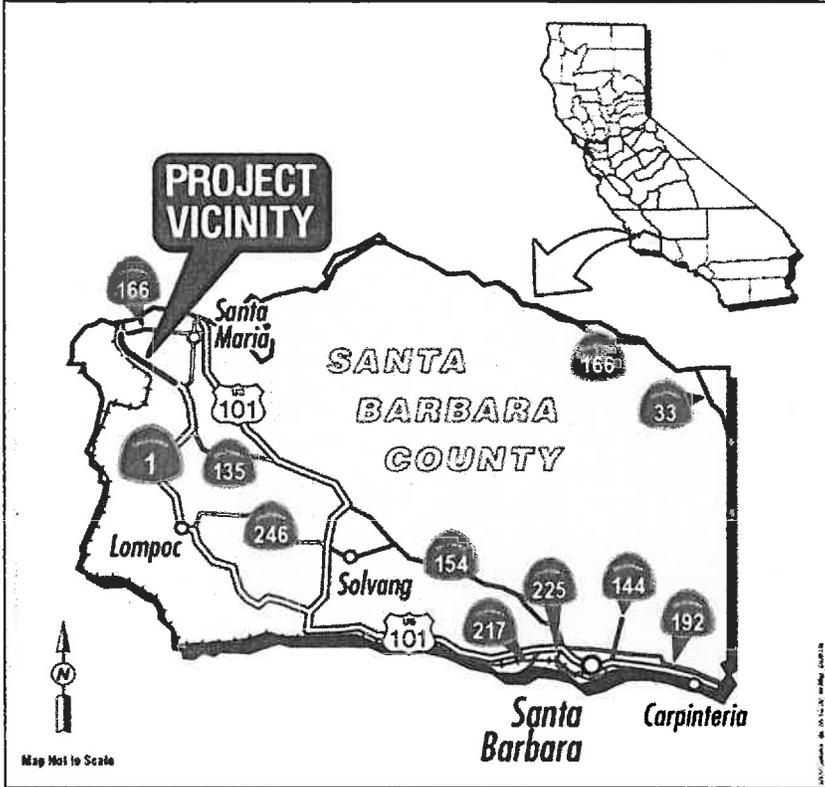
Santa Barbara County, California

05-SB-01-PM R36.1/49.5

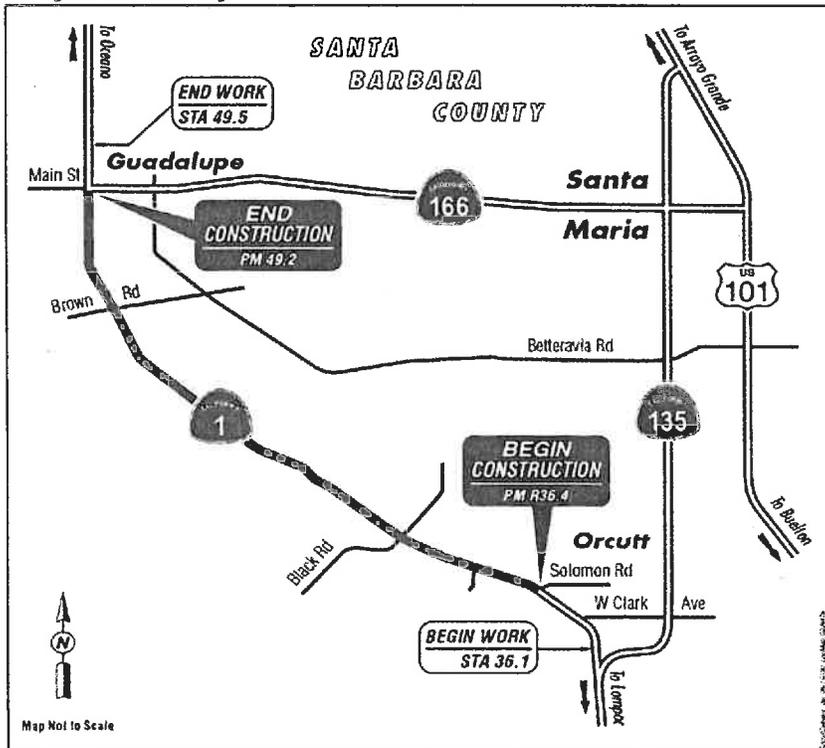
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SCH # 201811028



Project Vicinity



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: Solomon Canyon Pavement Preservation Project

<u>2018011042</u>	<u>Allison Donatello</u>	<u>(805) 542-4685</u>
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): State Route (SR) 1 in Santa Barbara County.

Project Description: Pavement overlay on a portion of SR 1 in the city of Santa Maria.

This is to advise that the California Transportation Commission has approved the above described project
(Lead Agency / X Responsible Agency)
on August 15-16, 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 93401

<u>Susan Bransen</u>		<u>Executive Director</u>
Signature (Public Agency)	Date	Title
CALIFORNIA TRANSPORTATION COMMISSION		

Date received for filing at OPR:

CALIFORNIA TRANSPORTATION COMMISSION

**Resolution for Future Consideration of Funding
06-Ker, Kin, Tul, Fre, Mad-99/5, PM Various
Resolution E-18-96**

- 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) and Interstate 5 (I-5) in Kern, Kings, Tulare, Fresno and Madera counties. Install electric vehicle charging stations at various locations along SR 99 and I-5 in Kern, Kings, Tulare, Fresno, and Madera counties. (PPNO 6875)
- 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.

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: Zero Emissions Vehicle Charging Project

<u>2018031079</u>	<u>Trais Norris</u>	<u>(559) 445-6447</u>
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): State Route (SR) 99 and Interstate 5 (I-5) in Kern, Kings, Tulare, Fresno, and Madera Counties.

Project Description: Install electric vehicle charging stations at various locations along SR 99 and I-5.

This is to advise that the California Transportation Commission has approved the above described project (Lead Agency / X Responsible Agency) on August 15-16, 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. A mitigation reporting or monitoring plan (was / X was not) made a condition of the approval of the project.
5. A Statement of Overriding Considerations (was / X was not) adopted for this project.
6. Findings (were / X were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: Caltrans Dist. 6, 855 M St. Suite 200, Fresno, CA 93721

<u>Susan Bransen</u>		<u>Executive Director</u>
Signature (Public Agency)	Date	Title
CALIFORNIA TRANSPORTATION COMMISSION		

Date received for filing at OPR:

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding

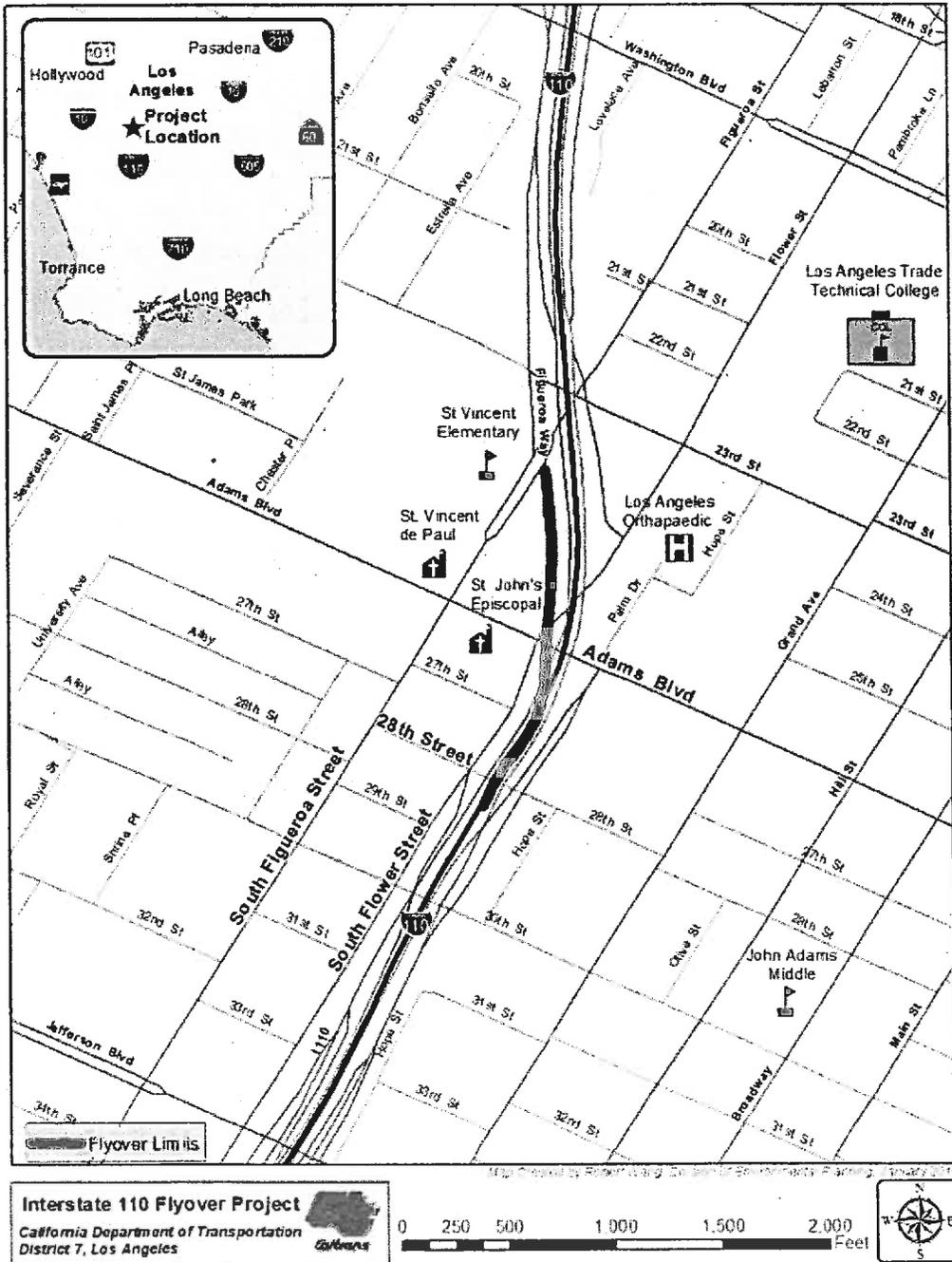
07-LA-110, PM 20.10/20.92

Resolution E-18-97

- 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 110 (I-110) in Los Angeles County. Construct an elevated off-ramp structure on I-110 in the city of Los Angeles. (EA 27800)
- 1.2 **WHEREAS**, the Department has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and
- 1.3 **WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Mitigated Negative Declaration; and
- 1.4 **WHEREAS**, the project will not have a significant effect on the environment.
- 2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby approve the above referenced project to allow for future consideration of funding.

ATTACHMENT 9

Figure 1: Project 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: I-110 High Occupancy Toll Lane Flyover Project

<u>2013021002</u>	<u>Jason Roach</u>	<u>(213) 897-0357</u>
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): Interstate 110 (I-110) in Los Angeles County.

Project Description: Construct an elevated of-ramp structure on I-110 in Los Angeles County.

This is to advise that the California Transportation Commission has approved the above described project
(Lead Agency / X Responsible Agency)
on August 15-16, 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. 7, 100 S. Main St., Suite100, Los Angeles, CA 90012

<u>Susan Bransen</u>		<u>Executive Director</u>
Signature (Public Agency)	Date	Title
CALIFORNIA TRANSPORTATION COMMISSION		

Date received for filing at OPR:

CALIFORNIA TRANSPORTATION COMMISSION

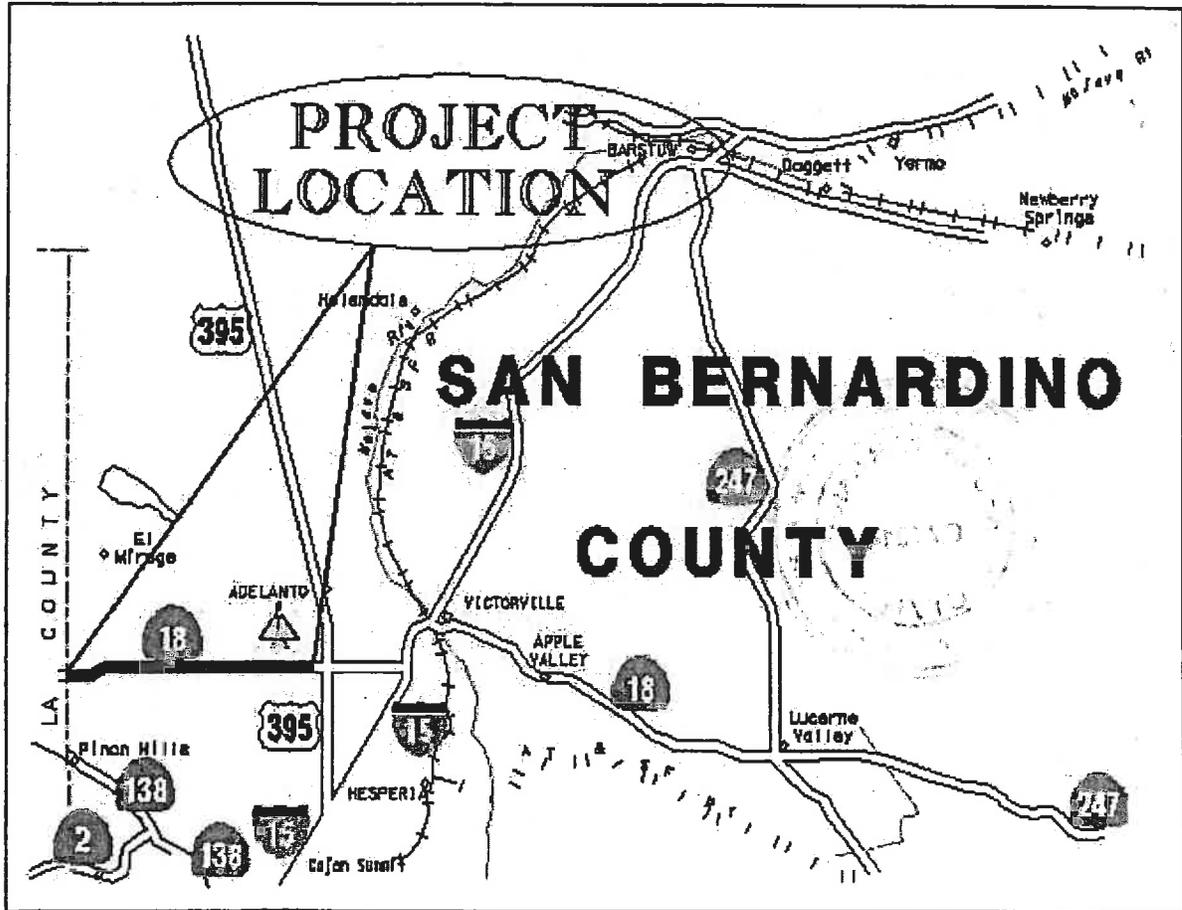
Resolution for Future Consideration of Funding

08-SBd-18, PM 101.5/115.9

Resolution E-18-98

- 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 18 (SR 18) in San Bernardino County. Construct roadway improvements to a portion of SR 18 near the city of Adelanto.
(PPNO 0191G)
- 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: State Route 18 Shoulder Widening and Rumble Strips Project

<u>2018041011</u>	<u>Shawn Oriaz</u>	<u>(909) 383-6323</u>
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): State Route (SR) 18 in San Bernardino County.

Project Description: Construct roadway improvements including rumble strips and shoulder widening on a portion of SR 18 in San Bernardino County.

This is to advise that the California Transportation Commission has approved the above described project (Lead Agency / X Responsible Agency) on August 15-16, 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. 8, 454 West 4th St., San Bernardino, CA 92401

<u>Susan Bransen</u>		<u>Executive Director</u>
Signature (Public Agency)	Date	Title
CALIFORNIA TRANSPORTATION COMMISSION		

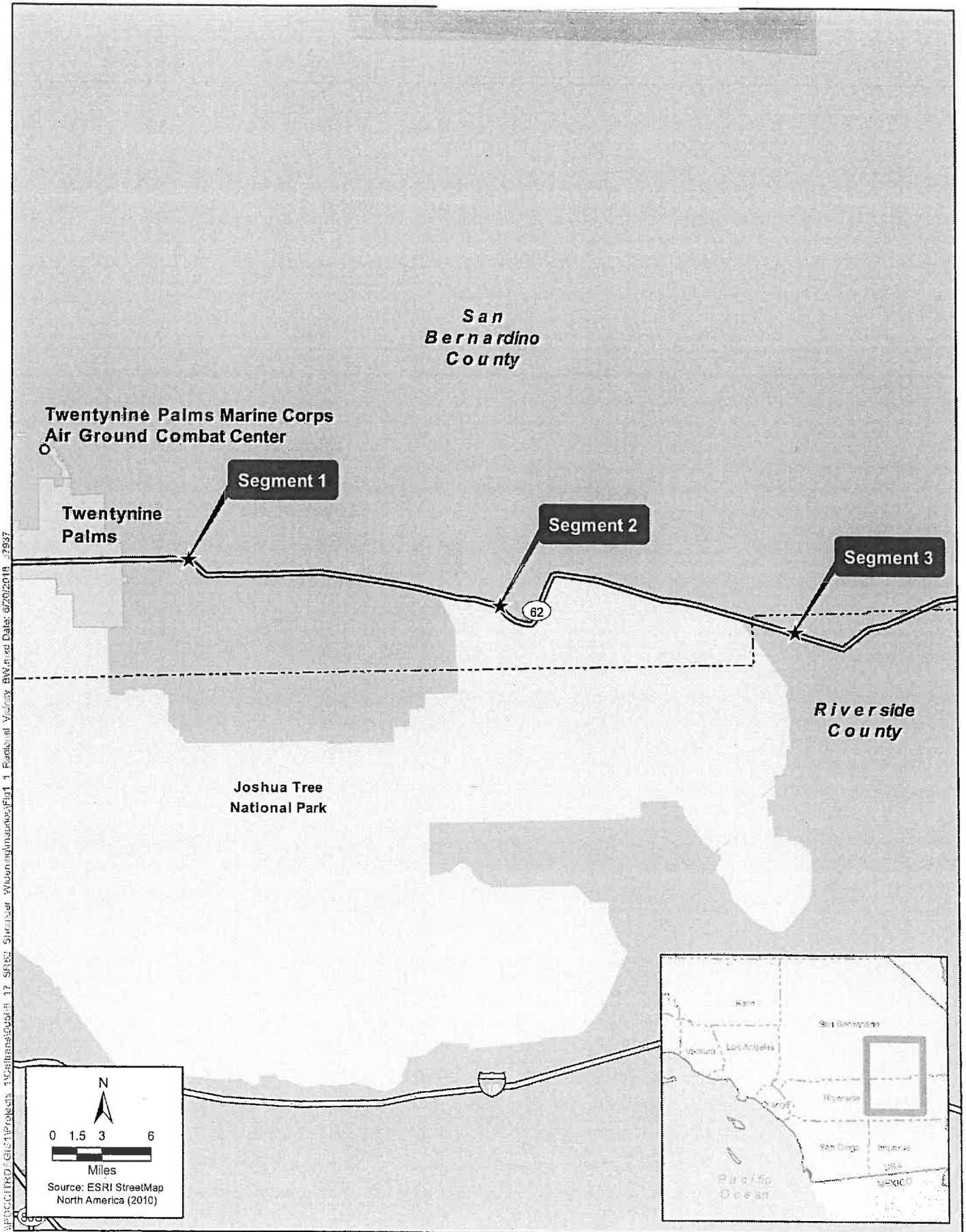
Date received for filing at OPR:

CALIFORNIA TRANSPORTATION COMMISSION

**Resolution for Future Consideration of Funding
08-SBd-62, PM 41.04/41.5 & 60.6/61.1, 08-Riv-62, PM 81.6/82.2
Resolution E-18-99**

- 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 62 (SR 62) in San Bernardino and Riverside Counties. Construct roadway improvements on a portion of SR 62 in San Bernardino and Riverside Counties. (PPNO 0225K)
- 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 11



Project Vicinity Map
SR-62 Shoulder Widening and Rumble Strips Project

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 62 Shoulder Widening and Rumble Strips Project

<u>2018041051</u>	<u>Renetta Cloud</u>	<u>(909) 383-6323</u>
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): State Route (SR) 62 in San Bernardino and Riverside Counties.

Project Description: Construct roadway improvements including rumble strips and shoulder widening on a portion of SR 62 in San Bernardino and Riverside Counties.

This is to advise that the California Transportation Commission has approved the above described project (Lead Agency / X Responsible Agency) on August 15-16, 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. 8, 454 West 4th St., San Bernardino, CA 92401

<u>Susan Bransen</u>		<u>Executive Director</u>
Signature (Public Agency)	Date	Title
CALIFORNIA TRANSPORTATION COMMISSION		

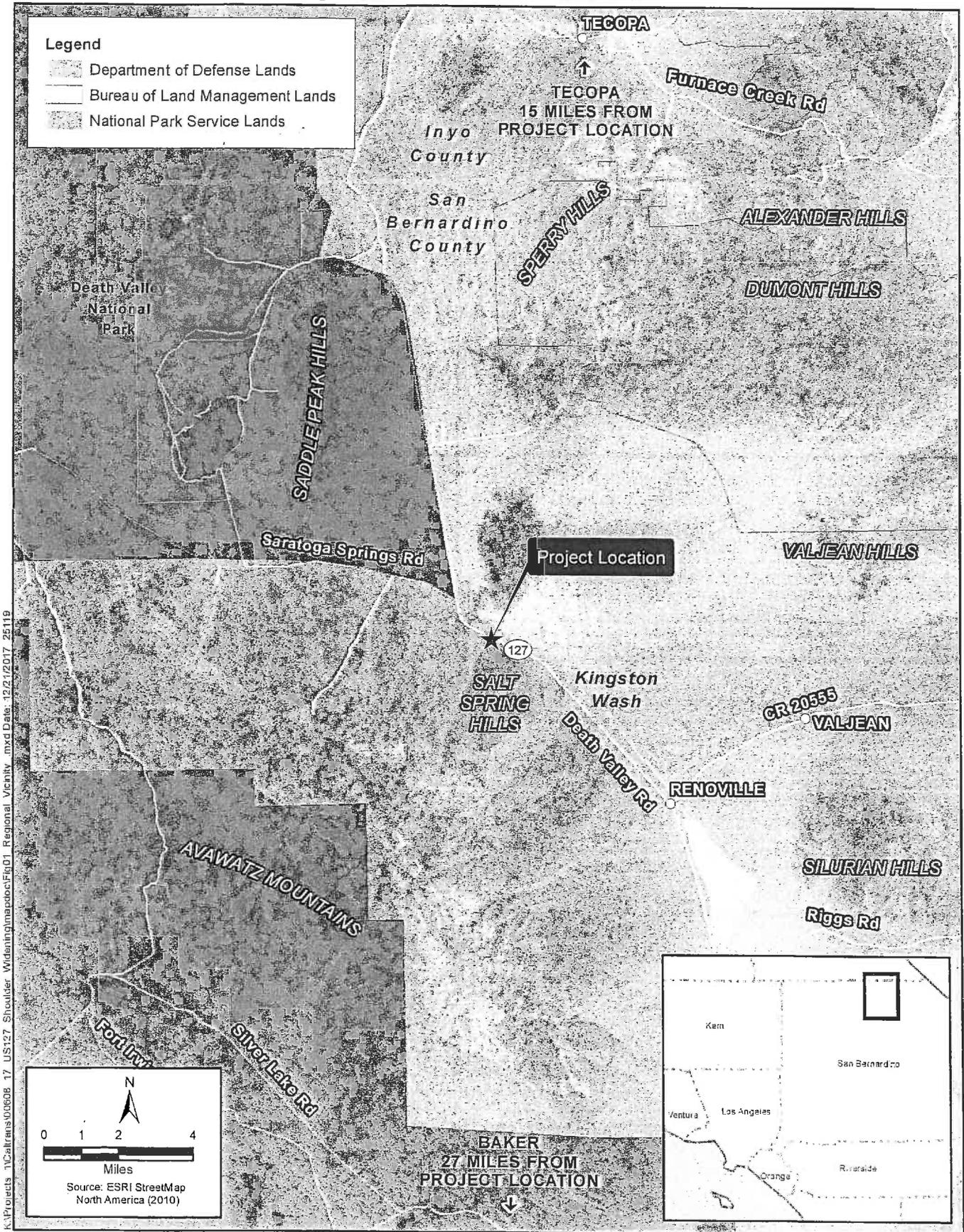
Date received for filing at OPR:

CALIFORNIA TRANSPORTATION COMMISSION

**Resolution for Future Consideration of Funding
08-SBd-127, PM 28.0/28.5
Resolution E-18-100**

- 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 127 (SR 127) in San Bernardino County. Construct roadway improvements on a portion of SR 127 near the town of Baker. (PPNO 0216F)
- 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 12



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Figure 2-1
Regional Vicinity Map
State Route 127 Shoulder Widening Project

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 127 Shoulder Widening and Rumble Strips Project

<u>2018041051</u>	<u>Renetta Cloud</u>	<u>(909) 383-6323</u>
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): State Route (SR) 127 in San Bernardino County.

Project Description: Construct roadway improvements including rumble strips and shoulder widening on a portion of SR 127 in San Bernardino County.

This is to advise that the California Transportation Commission has approved the above described project (Lead Agency / X Responsible Agency) on August 15-16, 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. 8, 454 West 4th St., San Bernardino, CA 92401

<u>Susan Bransen</u>		<u>Executive Director</u>
Signature (Public Agency)	Date	Title
CALIFORNIA TRANSPORTATION COMMISSION		

Date received for filing at OPR:

CALIFORNIA TRANSPORTATION COMMISSION

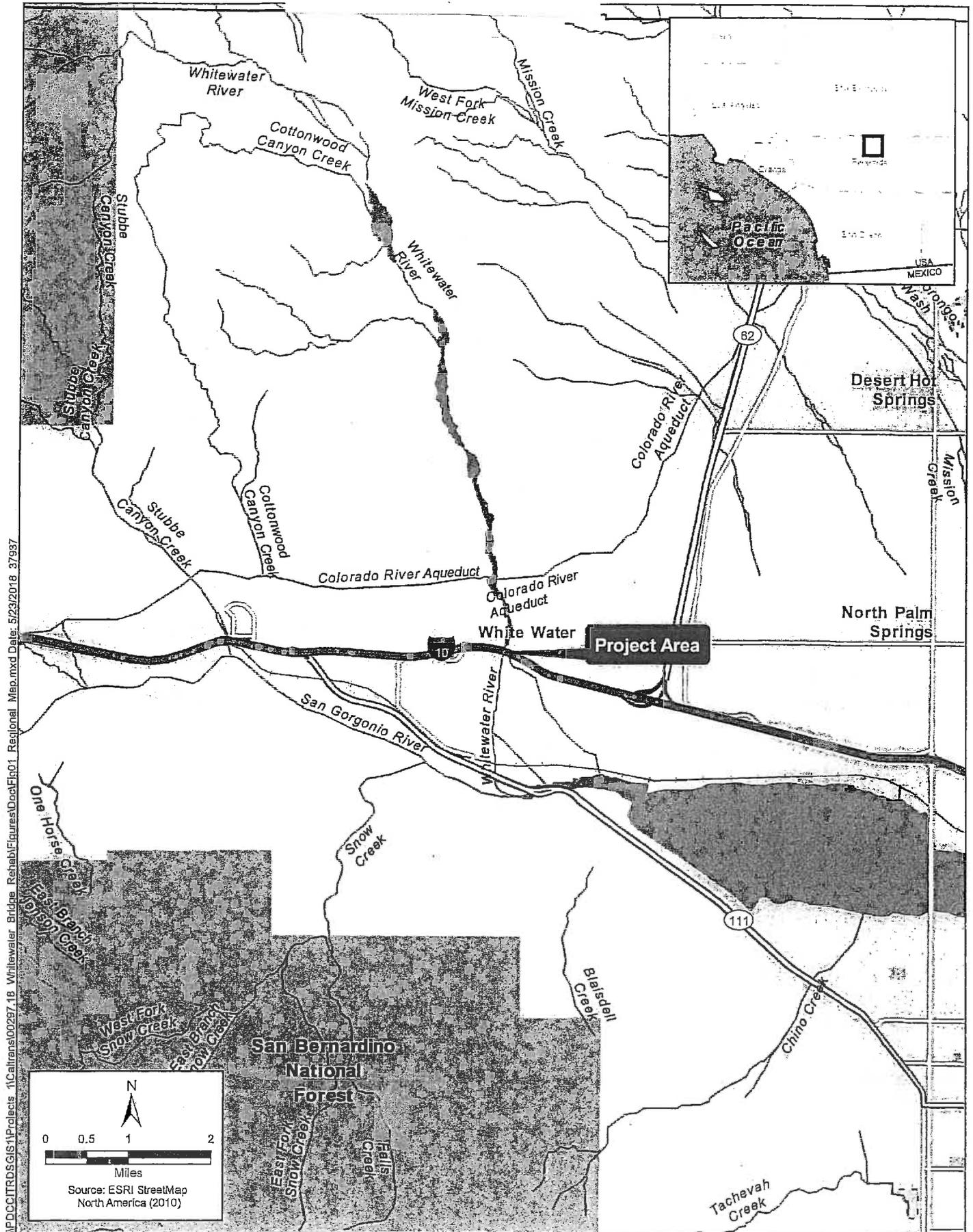
Resolution for Future Consideration of Funding

08-Riv-10, PM 27.69

Resolution E-18-101

- 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. Rehabilitate two existing bridges on Interstate 10 (I-10) near the city of Palm Springs. (PPNO 3002F)
- 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 13



\\PCC\ITRDS\GIS\Projects_1\Caltrans\00297_18_Whitewater_Bridges_Rehab\Figures\Doc\Fig01_Regional_Map.mxd Date: 5/23/2018 3:7937

Figure 1
Regional Map
Rehabilitate Whitewater River Bridges Project

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: Rehabilitate Whitewater River Bridges Project

<u>2018051054</u>	<u>Renetta Cloud</u>	<u>(909) 383-6323</u>
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): Interstate 10 (I-10) in Riverside County.

Project Description: Repair and upgrade two existing bridges on I-10 in Riverside County.

This is to advise that the California Transportation Commission has approved the above described project
(Lead Agency / X Responsible Agency)
on August 15-16, 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. 8, 454 West 4th St., San Bernardino, CA 92401

<u>Susan Bransen</u>		<u>Executive Director</u>
Signature (Public Agency)	Date	Title
CALIFORNIA TRANSPORTATION COMMISSION		

Date received for filing at OPR:

CALIFORNIA TRANSPORTATION COMMISSION

**Resolution for Future Consideration of Funding
09-Iny-178, PM 43.4
Resolution E-18-102**

- 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 178 (SR 178) in Inyo County. Replace two existing culverts on SR 178 near Shoshone. (PPNO 0653)
- 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 14

1.2 Shoshone Drainage – Project Vicinity Map

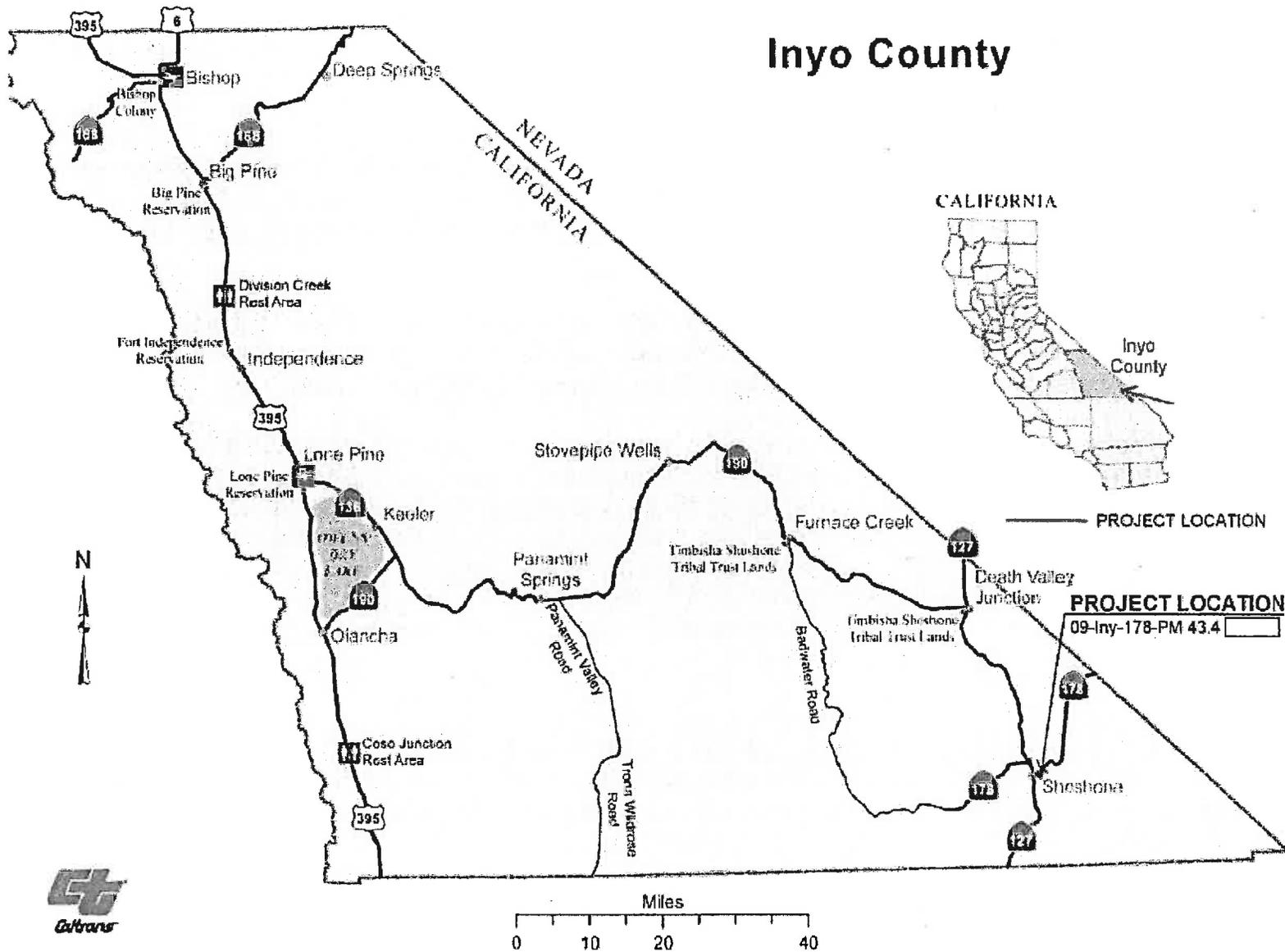


Figure 1 - County Level Project Vicinity Map

NOTICE OF DETERMINATION

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

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

Project Title: Shoshone Drainage Project

<u>2018021009</u>	<u>Angele Calloway</u>	<u>(760) 872-2424</u>
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): State Route (SR) 178 in Inyo County.

Project Description: Replace culvert system on a portion of SR 178 in Inyo County.

This is to advise that the California Transportation Commission has approved the above described project
(Lead Agency / X Responsible Agency)
on August 15-16, 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 (was / X was not) made a condition of the approval of the project.
5. A Statement of Overriding Considerations (was / X was not) adopted for this project.
6. Findings (were / X were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: Caltrans Dist. 9, 500 S Main St., Bishop, CA 93514

<u>Susan Bransen</u>		<u>Executive Director</u>
Signature (Public Agency)	Date	Title
CALIFORNIA TRANSPORTATION COMMISSION		

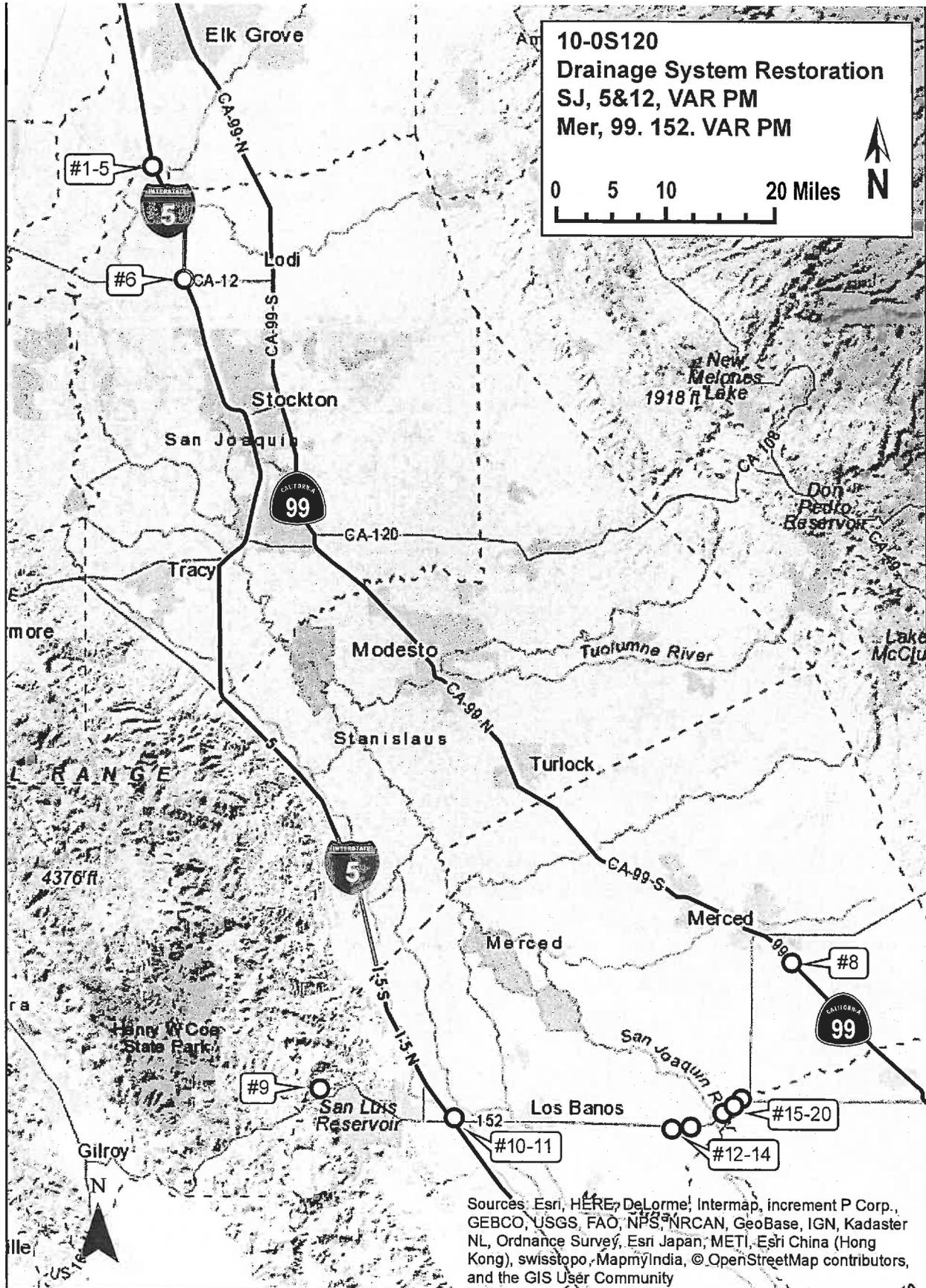
Date received for filing at OPR:

CALIFORNIA TRANSPORTATION COMMISSION

**Resolution for Future Consideration of Funding
10-SJ, Mer-5, 12, 99, 152, PM Various
Resolution E-18-103**

- 1.1** **WHEREAS**, the California Department of Transportation (Department) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines for the following project:
- Interstate 5 (I-5), State Route 12 (SR 12), State Route 99 (SR 99) and State Route 152 (SR 152) in San Joaquin and Merced counties. Replace and or rehabilitate existing drainage facilities on I-5, SR 12, SR 99, and SR 152 in San Joaquin and Merced counties. (PPNO 3139)
- 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 15



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: San Joaquin and Merced County Drainage Project

<u>2018022018</u>	<u>Jaycee Azevedo</u>	<u>(209) 941-1919</u>
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): Interstate 5 (I-5) and State Route (SR) 12 in San Joaquin County and SR 52 and SR 12 in Merced County.

Project Description: Restore/replace drainage facilities at various locations on I-5, SR 12, and SR 52 in San Joaquin and Merced Counties.

This is to advise that the California Transportation Commission has approved the above described project (Lead Agency / X Responsible Agency) on August 15-16, 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 (was / X was not) made a condition of the approval of the project.
5. A Statement of Overriding Considerations (was / X was not) adopted for this project.
6. Findings (were / X were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: Caltrans Dist. 10, 1976 E Martin Luther King Blvd., Stockton, CA 95205

Susan Bransen

Signature (Public Agency)

CALIFORNIA TRANSPORTATION COMMISSION

Date

Executive Director

Title

Date received for filing at OPR:

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding

01-Lak-20, PM 28.4

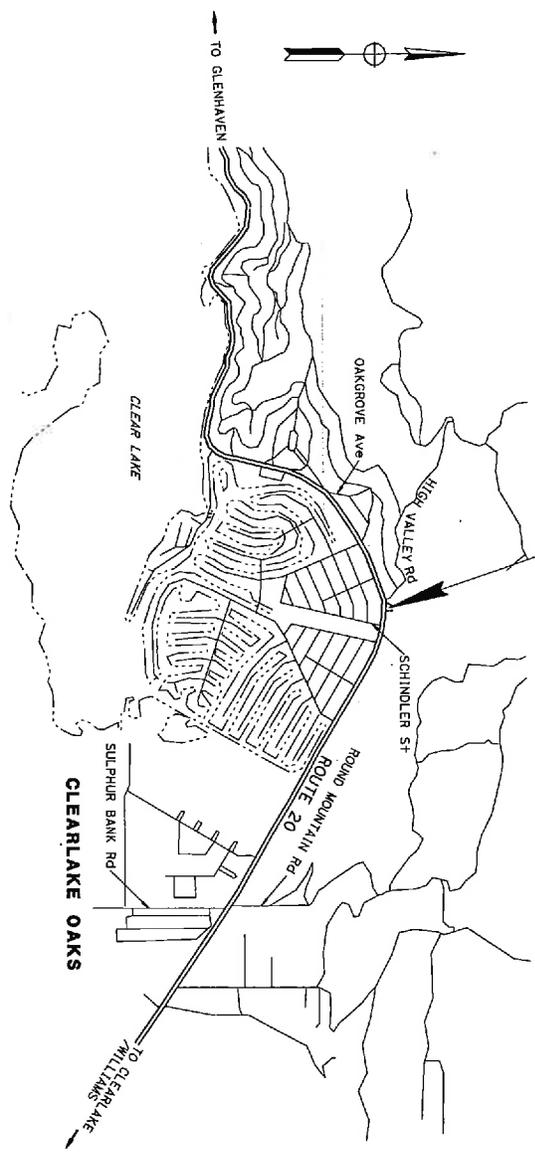
Resolution E-18-117

- 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 Lake County. Install an electric vehicle charging station at an existing Caltrans maintenance station on SR 20 near the community of Clearlake Oaks. (PPNO 3112)
- 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.

REVISED BY	
DATE REVISED	

INDEX OF PLANS

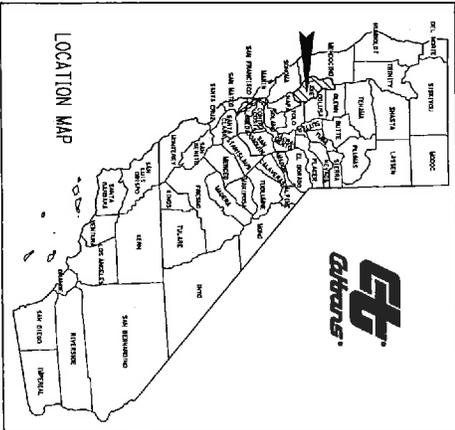
SHEET NO.	DESCRIPTION
1	TITLE AND LOCATION MAP
2	TYPICAL CROSS SECTIONS
3-5	LAYOUTS PLAN
6	UTILITY PLAN
9	ELECTRICAL PLAN



STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
**PROJECT PLANS FOR CONSTRUCTION ON
 STATE HIGHWAY**
 IN LAKE COUNTY
**ON CLEARLAKE OAKS MAINTENANCE FACILITY
 BETWEEN HIGH VALLEY ROAD
 AND SCHINDLER STREET**
 TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2015

PROJECT LOCATION
LAK-20-PM 28.4

DIST	COUNTY	ROUTE	TOTAL PROJECT	SHEET TOTAL
01	LAK	20	28.4	



BINDER LAST REVISED 7/2/2010
 USERNAME => s145d43
 OPEN FILE => 111118 11.dgn
 RELATIVE BORDER SCALE 1/8 IN INCHES
 0 1 2 3
 UNIT 0311
 PROJECT NUMBER & PHASE 0117000051

PROJECT ENGINEER
 REGISTERED CIVIL ENGINEER
 DATE

Month of Review
 REGISTERED CIVIL ENGINEER
 DATE

PLANS APPROVED FOR THE
 PROJECT BY THE
 REGISTERED CIVIL ENGINEER
 OF CALIFORNIA

**PRELIMINARY DESIGN
 FOR REVIEW ONLY**

CONTRACT No. **01-06700**
 PROJECT ID **0117000051**

DATE PLOTTED => 03-JAN-2018

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: Clearlake Oaks Charging Station Project

<u>2018022035</u>	<u>Doug Adams</u>	<u>(530) 741-5525</u>
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): State Route (SR) 20 in Lake County.

Project Description: Install an electric vehicle charging station at an existing Caltrans maintenance facility on SR 20 in Lake County.

This is to advise that the California Transportation Commission has approved the above described project (Lead Agency / X Responsible Agency) on August 15-16, 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 95501

<u>Susan Bransen</u>		<u>Executive Director</u>
Signature (Public Agency)	Date	Title
CALIFORNIA TRANSPORTATION COMMISSION		

Date received for filing at OPR:

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding

03-Yol-16, PM 25.1/25.5, 27.5/28.3

Resolution E-18-118

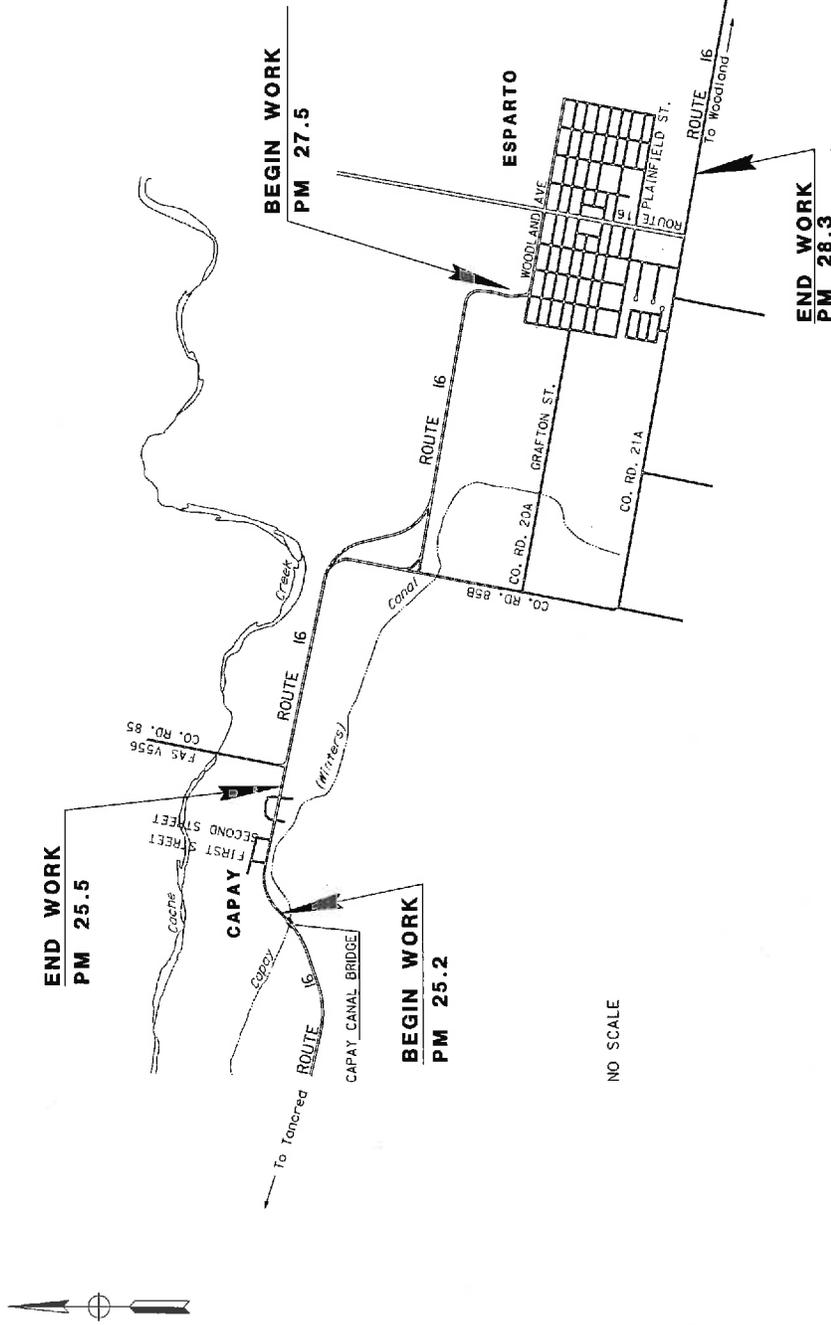
- 1.1 **WHEREAS**, the California Department of Transportation (Department) has completed a Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines for the following project:
 - State Route 16 (SR 16) in Yolo County. Construct roadway improvements on SR 16 in the communities of Esparto and Capay. (PPNO 8663/8663A)
- 1.2 **WHEREAS**, the Department has certified that the Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and
- 1.3 **WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Negative Declaration; and
- 1.4 **WHEREAS**, the project will not have a significant effect on the environment.
- 2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby approve the above referenced project to allow for future consideration of funding.

INDEX OF PLANS

STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION PROJECT PLANS FOR CONSTRUCTION ON STATE HIGHWAY

IN YOLO COUNTY ON ROUTE 16 IN THE TOWN OF CAPAY FROM 25.2 TO 25.5 AND TOWN OF ESPARTO FROM 27.5 TO 28.3

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2015



NO SCALE

THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES) OF LICENSE AS SPECIFIED IN THE "NOTICE TO BIDDERS."

BORDER LAST REVISED 10/4/2013 [CALTRANS WEB SITE IS: [HTTP://WWW.DOT.CA.GOV/](http://www.dot.ca.gov/)]

RELATIVE BORDER SCALE IS IN INCHES

USERNAME => 8136789
JOB FILE => 031400006sec01.gpr

UNIT 0335

PROJECT NUMBER & PHASE 0314000063

CONTRACT NO. 03-4F170
PROJECT ID 0314000063

PLANS APPROVAL DATE: _____
 PROJECT ENGINEER: _____
 REGISTERED CIVIL ENGINEER: _____
 DATE: _____

REGISTERED PROFESSIONAL ENGINEER
 LICENSE NO. 27395
 CAP. BEHRELL
 CIVIL
 STATE OF CALIFORNIA

DESIGNER'S RESPONSIBILITY: THE DESIGNER SHALL BE RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION AND COMPLETENESS OF CORRECTED SETS OF THIS PLAN SHEET.

ATTACHMENT 17

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
03	Yol	16	25.2-25.5 27.5-28.3		

LOCATION MAP

DESIGN ENGINEERS	KEITH WACK
PROJECT MANAGER	DOUG LANGE

DATE PLOTTED => 07-25-2016 12:55
 OR-25-16

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: SR 16 Esparto/Capay Safety Project

<u>2018052049</u>	<u>Kelly McNally</u>	<u>(530) 741-4134</u>
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): State Route (SR) 16 in Yolo County.

Project Description: Construct safety improvements on a portion of SR 16 in Yolo County.

This is to advise that the California Transportation Commission has approved the above described project
(Lead Agency / Responsible Agency)
on August 15-16, 2018, and has made the following determinations regarding the above described project:

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

The above identified document with comments and responses and record of project approval is available to the General Public at: Caltrans Dist. 3, 703 B St., Marysville, CA 95901

<u>Susan Bransen</u>		<u>Executive Director</u>
Signature (Public Agency)	Date	Title
CALIFORNIA TRANSPORTATION COMMISSION		

Date received for filing at OPR:

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding

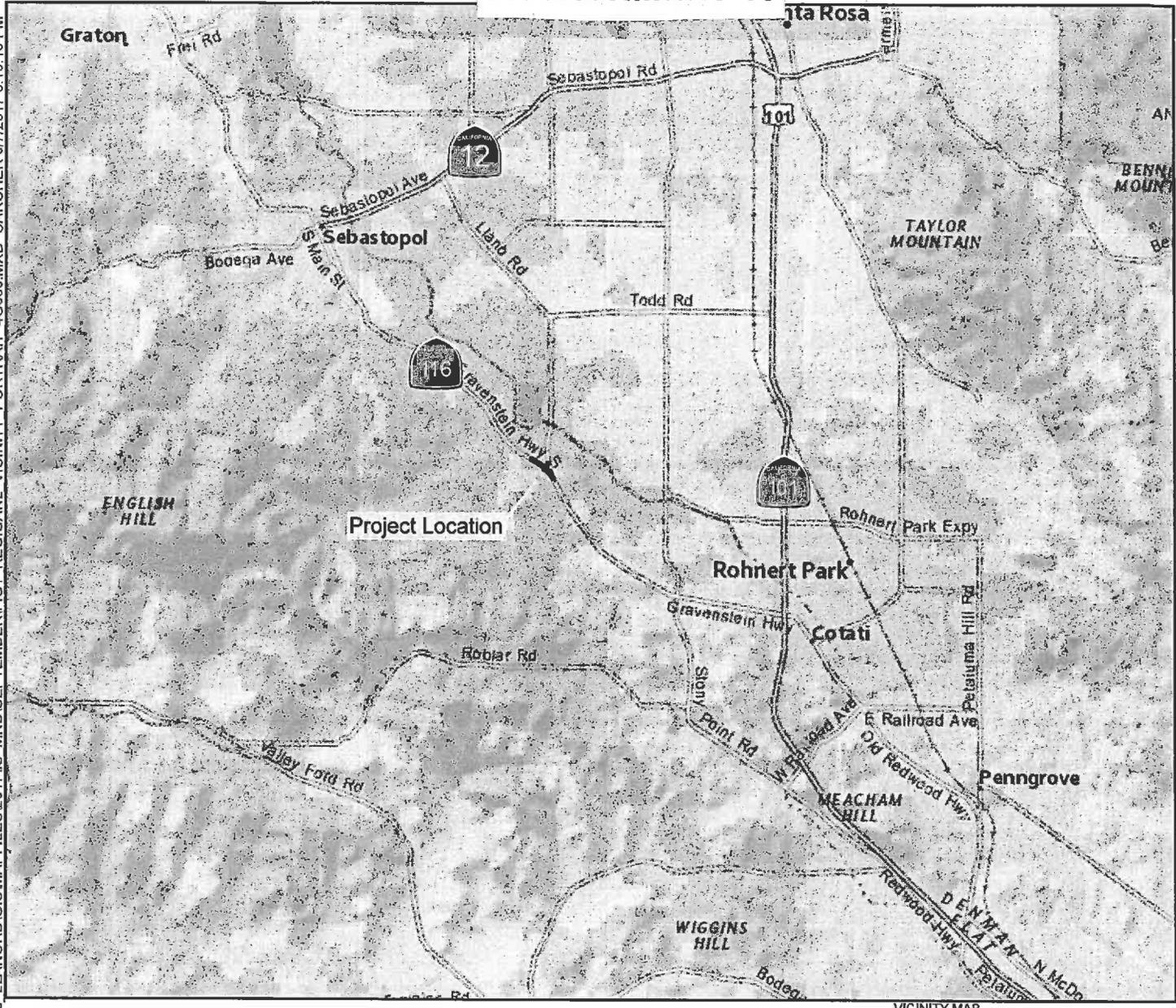
04-Son-166, PM 30.9/31.4

Resolution E-18-119

- 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 116 (SR 116) in Sonoma County. Construct roadway and intersection improvements on SR 116 at Llano Rd. near the city of Sebastopol. (PPNO 0817Q)
- 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 18

\\BROOKSIDE\GIS_SHARE\ENR\G100_PROJECT\CALTRANS\4G380_SON116_LLANORD\GISMAPFILES\2017\18_MND\SEPTEMBER\FIG1_REGIONAL_VICINITY_PORTRAIT_4G380.MXD_CARCHER 9/7/2017 8:19:16 PM



LEGEND

Project Footprint

Service Layer Credits: Content may not reflect National Geographic's current map policy. Sources: National Geographic, Esri, DeLorme, HERE, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, increment P Corp.

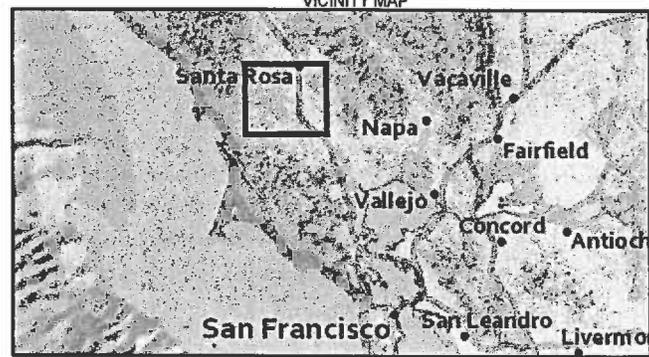
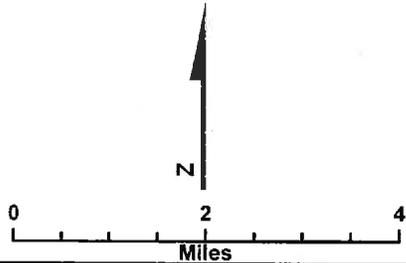


FIGURE 1
Regional Vicinity
 SON 116 Llano Road Intersection Widening Project
 EA 04-4G380, State Route 116 Post Mile 30.9 to 31.4
 Sonoma County, California



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: Llano Road Intersection Improvement Project

<u>2017102004</u>	<u>Arnica MacCarthy</u>	<u>(510) 266-7195</u>
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): State Route (SR) 116 in Sonoma County.

Project Description: Construct roadway and interchange improvements to an existing interchange on SR 116 in Sonoma County.

This is to advise that the California Transportation Commission has approved the above described project (Lead Agency / X Responsible Agency) on August 15-16, 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. 4, 111 Grand Ave., Oakland, CA 94612

<u>Susan Bransen</u>		<u>Executive Director</u>
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: August 15-16, 2018

Reference No.: 2.2c.(4)
Action

Published Date: August 3, 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 ALDER AVENUE IMPROVEMENTS PROJECT (RESOLUTION E-18-106)**

ISSUE:

Should the California Transportation Commission (Commission), as a Responsible Agency, accept the Mitigated Negative Declaration for the Alder Avenue Improvements Project (Project) in San Bernardino 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 Rialto (City) is the California Environmental Quality Act lead agency for the Project. The Project will construct and widen Alder Avenue by adding travel lanes, turn lanes, landscaped medians, bike lanes, and other improvements including sidewalks and curb ramps.

On June 16, 2015, the City of Rialto Development Review Committee adopted a Mitigated Negative Declaration for the Project and found that the Project will not have a significant effect on the environment after mitigation.

Impacts that require mitigation measures to be reduced to less than significant levels relate to air quality, biological and cultural resources, hazardous materials, hydrology and noise. Mitigation measures include, but are not limited to: comply with fugitive dust requirements as specified by the South Coast Air Quality Management District Rule 403, conduct preconstruction surveys to minimize impacts to the Burrowing Owl, notify the Soboba Band of Luiseño Indians if artifacts are encountered, perform soil sampling for aerially deposited lead, prepare a Storm Water Pollution Prevention Plan to minimize impacts from storm water runoff, and schedule construction activities to comply with noise restrictions pursuant to the Rialto Municipal Code Number 1417.

On July 19, 2018, the City confirmed that the Mitigated Negative Declaration remains valid and that there are no new identified impacts requiring mitigation. 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.

The Project is estimated to cost \$2,114,248 and is fully funded through construction with Local Partnership Program Funds (\$1,057,124) and Local Funds (\$1,057,124).

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

Attachments:

- Resolution E-18-106
- Notice of Determination
- Project Location Map

CALIFORNIA TRANSPORTATION COMMISSION

**Resolution for Future Consideration of Funding
8 – San Bernardino County
Resolution E-18-106**

- 1.1 **WHEREAS**, the City of Rialto (City) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the Alder Avenue Improvements Project (Project); and
- 1.2 **WHEREAS**, the City has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the CEQA Guidelines; and
- 1.3 **WHEREAS**, the Project is located on Alder Avenue from Baseline Road to Renaissance Parkway; and
- 1.4 **WHEREAS**, the Project will construct and widen Alder Avenue by adding travel lanes, turn lanes, landscaped medians, bike lanes, and other improvements including sidewalks and curb ramps; and
- 1.5 **WHEREAS**, on June 16, 2015, the City of Rialto Development Review Committee found that the proposed Project would not have a significant effect on the environment after mitigation; and
- 1.6 **WHEREAS**, on June 16, 2015, the City of Rialto Development Review Committee adopted the Mitigated Negative Declaration; and
- 1.7 **WHEREAS**, on July 19, 2018, the City confirmed that the Mitigated Negative Declaration remains valid and that there are no new identified impacts requiring mitigation; and
- 1.8 **WHEREAS**, on July 19, 2018, 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 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.

Alder Avenue Improvements Project

Project Title

2015021051	Robert Eisenbeisz	(909) 421-7279
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): The project is located on Alder Avenue from Baseline Road to Renaissance Parkway in San Bernardino County.

Project Description: The project will construct and widen Alder Avenue by adding travel lanes, turn lanes, landscaped medians, bike lanes, and other improvements including sidewalks and curb ramps.

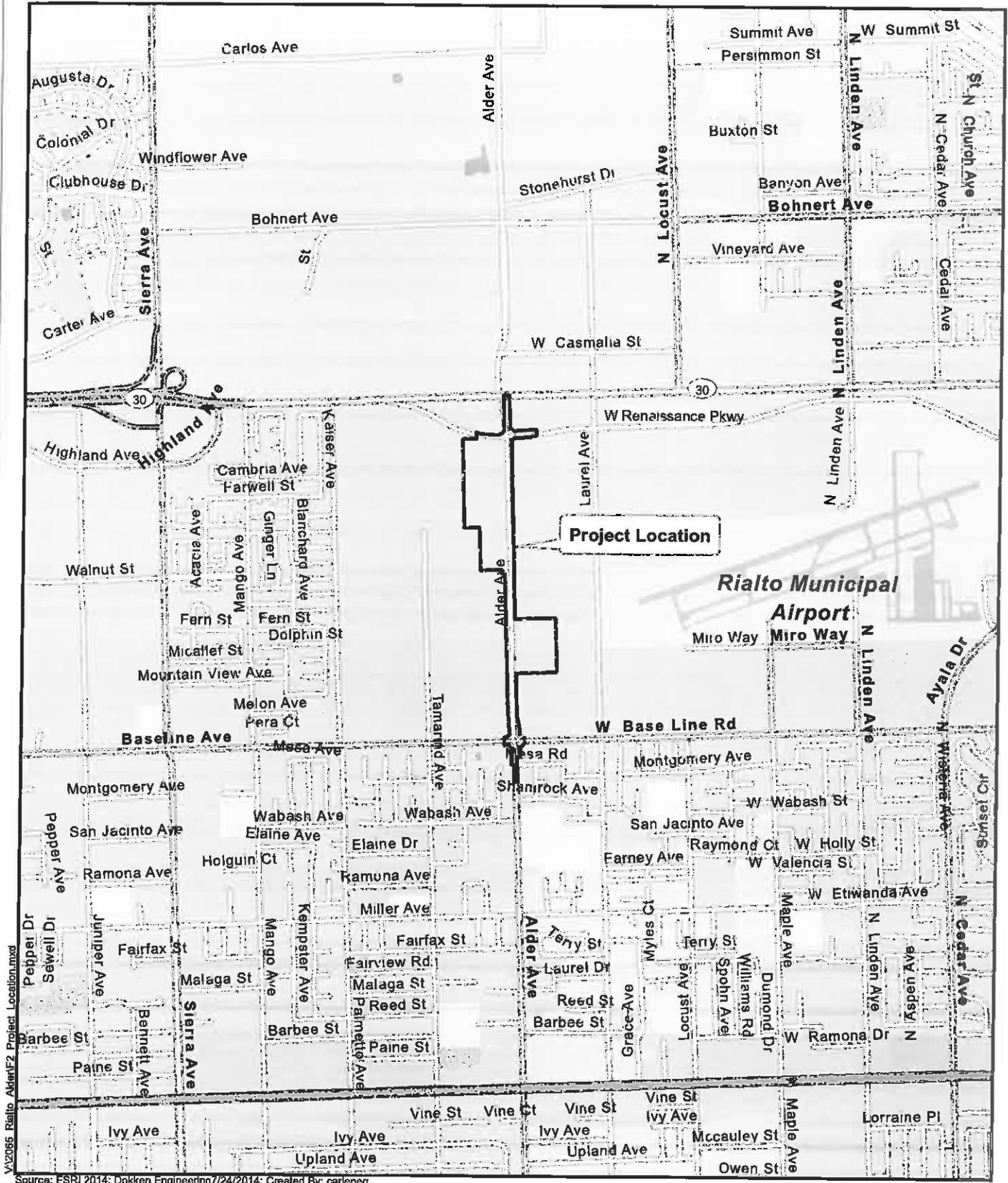
This is to advise that the California Transportation Commission has approved the above described project on
(Lead Agency/ X Responsible Agency)
August 15-16, 2018, and has made the following determinations regarding the above described project:

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: 333 W. Rialto Avenue, Rialto, CA 92376

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

Date received for filing at OPR:



V:\2015 Rialto Alder F2 Project Location.mxd

Source: ESRI 2014; Dokken Engineering 7/24/2014; Created By: carleneq



0 0.25 0.5 0.75 1 Miles



Figure 2
Project Location
 Alder Avenue Widening
 City Project No. 140801
 City of Rialto, San Bernardino County, California

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: August 15-16, 2018

Reference No.: 2.2c.(5)
Action

Published Date: August 3, 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 RANDALL AVENUE IMPROVEMENTS PROJECT (RESOLUTION E-18-107)**

ISSUE:

Should the California Transportation Commission (Commission), as a Responsible Agency, accept the Mitigated Negative Declaration for the Randall Avenue Improvements Project (Project) in San Bernardino 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 Rialto (City) is the California Environmental Quality Act lead agency for the Project. The Project will construct and widen the narrow areas of Randall Avenue by adding turn lanes, bike lanes, residential curbside parking, and other improvements including sidewalks and corner design changes.

On May 3, 2017, the City of Rialto Development Review Committee adopted a Mitigated Negative Declaration for the Project and found that the Project will not have a significant effect on the environment after mitigation.

Impacts that require mitigation measures to be reduced to less than significant levels relate to air quality, biological and cultural resources, hazardous materials, hydrology and noise. Mitigation measures include, but are not limited to: comply with fugitive dust requirements as specified by the South Coast Air Quality Management District Rule 403, conduct preconstruction surveys to minimize impacts to the Burrowing Owl, notify the Soboba Band of Luiseño Indians if artifacts are encountered, monitor excavation activities for previously undetected petroleum hydrocarbon contamination, prepare a Storm Water Pollution Prevention Plan to minimize impacts from storm water runoff, and schedule construction activities to comply with noise restrictions pursuant to the Rialto Municipal Code Number 1417.

On June 13, 2018, the City confirmed that the preferred alternative set forth in the final environmental document is consistent with the Project scope of work programmed by the Commission.

The Project is estimated to cost \$2,467,752 and is fully funded through construction with Local Partnership Program Funds (\$1,233,876) and Local Funds (\$1,233,876).

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

Attachments:

- Resolution E-18-107
- Notice of Determination
- Project Location Map

CALIFORNIA TRANSPORTATION COMMISSION

**Resolution for Future Consideration of Funding
8 – San Bernardino County
Resolution E-18-107**

- 1.1 WHEREAS**, the City of Rialto (City) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the Randall Avenue Improvements Project (Project); and
- 1.2 WHEREAS**, the City has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the CEQA Guidelines; and
- 1.3 WHEREAS**, the Project is located on Randall Avenue from Cactus Avenue to Riverside Avenue; and
- 1.4 WHEREAS**, the Project will construct and widen the narrow areas of Randall Avenue by adding turn lanes, bike lanes, residential curbside parking, and other improvements including sidewalks and corner design changes; and
- 1.5 WHEREAS**, on May 3, 2017, the City of Rialto Development Review Committee found that the proposed Project would not have a significant effect on the environment after mitigation; and
- 1.6 WHEREAS**, on May 3, 2017, the City of Rialto Development Review Committee adopted the Mitigated Negative Declaration; and
- 1.7 WHEREAS**, on June 13, 2018, the City confirmed that the preferred alternative set forth in the final environmental document is consistent with the Project scope of work programmed by the Commission; and
- 1.8 WHEREAS**, the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Mitigated Negative Declaration.
- 2.1 NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby accept the Mitigated Negative Declaration and approves the above referenced Project for future consideration of funding.

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.

Randall Avenue Improvements Project

Project Title

2015051016	Robert Eisenbeisz	(909) 421-7279
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): The project is located on Randall Avenue from Cactus Avenue to Riverside Avenue in San Bernardino County.

Project Description: The project will construct and widen the narrow areas of Randall Avenue by adding turn lanes, bike lanes, residential curbside parking, and other improvements including sidewalks and corner design changes.

This is to advise that the California Transportation Commission has approved the above described project on August 15-16, 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: 333 W. Rialto Avenue, Rialto, CA 92376

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

Date received for filing at OPR:



Randall Avenue
Improvements Project

Project Location

Rialto (66)

(66)

DOWNTOWN RIALTO

TERRACE

RANCHO WEST

Rialto City Park

Rialto High School

Walmart Supercenter

Colton Golf Course

Arrowhead Regional Medical Center

Bloomington

San Bernardino Fwy

Christopher Columbus Transcontinental Hwy

WEST COLTON

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: August 15-16, 2018

Reference No.: 2.2c.(6)
Action

Published Date: August 3, 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 MACARTHUR DRIVE
WIDENING PROJECT (RESOLUTION E-18-108)**

ISSUE:

Should the California Transportation Commission (Commission), as a Responsible Agency, accept the Mitigated Negative Declaration for the MacArthur Drive Widening Project (Project) in San Joaquin 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 Tracy (City) is the California Environmental Quality Act lead agency for the Project. The Project will construct and widen approximately one-mile of MacArthur Drive from a two-lane road to a four-lane arterial, including other improvements such as earthwork, curbs, gutters, wheel chair ramps, Class II bike lanes, continuous sidewalks, streetlights, traffic signs and striping.

On April 15, 2014, the Tracy City Council adopted a Mitigated Negative Declaration for the Project and found that the Project will not have a significant effect on the environment after mitigation.

Impacts that require mitigation measures to be reduced to less than significant levels relate to air quality, biological resources, and cultural resources. Mitigation measures include, but are not limited to: prepare a Dust Control Plan 30 days prior to any earthmoving activities, minimize truck idling to not more than two minutes during construction, implement avoidance measures to minimize impacts to the San Joaquin Kit Fox, and contract with a qualified archaeologist if artifacts are discovered.

On July 10, 2018, the City confirmed that the Mitigated Negative Declaration remains valid and that there are no new identified impacts requiring mitigation. 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.

The Project is estimated to cost \$6,394,000 and is fully funded through construction with State Transportation Improvement Program Funds (\$3,194,000) and Local Funds (\$3,200,000).

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

Attachments:

- Resolution E-18-108
- Notice of Determination
- Project Location Map

CALIFORNIA TRANSPORTATION COMMISSION

**Resolution for Future Consideration of Funding
10 – San Joaquin County
Resolution E-18-108**

- 1.1 **WHEREAS**, the City of Tracy (City) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the MacArthur Drive Widening Project (Project); and
- 1.2 **WHEREAS**, the City has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the CEQA Guidelines; and
- 1.3 **WHEREAS**, the Project is located on MacArthur Drive between Shulte Road and Valpico Road; and
- 1.4 **WHEREAS**, the Project will construct and widen approximately one-mile of MacArthur Drive from a two-lane road to a four-lane arterial, including other improvements such as earthwork, curbs, gutters, wheel chair ramps, Class II bike lanes, continuous sidewalks, streetlights, traffic signs and striping; and
- 1.5 **WHEREAS**, on April 15, 2014, the Tracy City Council found that the proposed Project would not have a significant effect on the environment after mitigation; and
- 1.6 **WHEREAS**, on April 15, 2014, the Tracy City Council adopted the Mitigated Negative Declaration; and
- 1.7 **WHEREAS**, on July 10, 2018, the City confirmed that the Mitigated Negative Declaration remains valid and that there are no new identified impacts requiring mitigation; and
- 1.8 **WHEREAS**, on July 10, 2018, 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 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.

MacArthur Drive Widening Project

Project Title

2013102046	Zabih Zaca	(209) 831-6452
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): The project is located on MacArthur Drive between Shulte Road and Valpico Road in San Joaquin County.

Project Description: The project will construct and widen approximately one-mile of MacArthur Drive from a two-lane road to a four-lane arterial, including other improvements such as earthwork, curbs, gutters, wheel chair ramps, Class II bike lanes, continuous sidewalks, streetlights, traffic signs and striping.

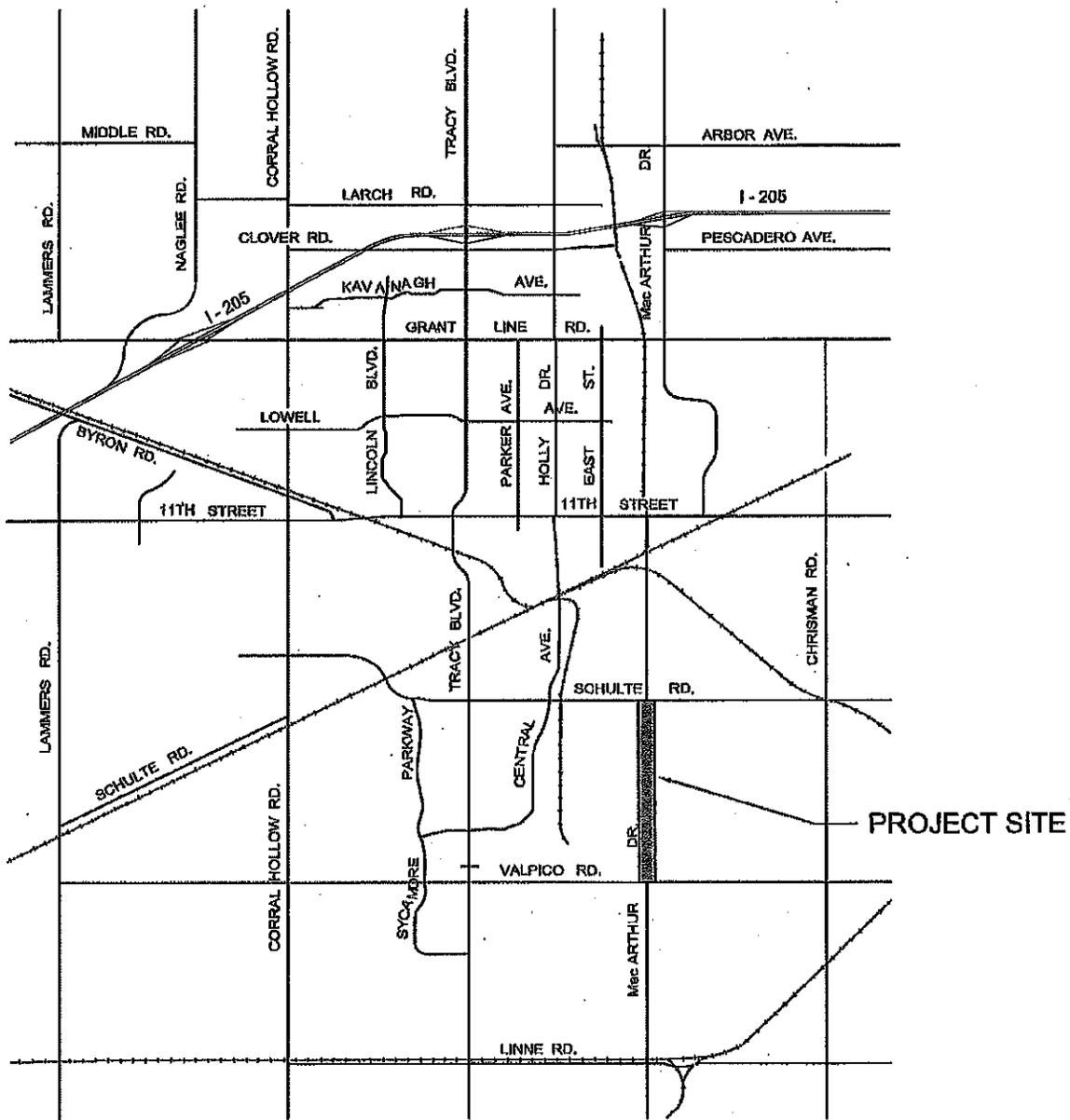
This is to advise that the California Transportation Commission has approved the above described project on August 15-16, 2018, and has made the following determinations regarding the above described project:

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 (was / X 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: 333 Civic Center Plaza, Tracy, CA 95376

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

Date received for filing at OPR:



**MacARTHUR DRIVE WIDENING
C.I.P. NO. 73126**

LOCATION MAP
NOT TO SCALE



M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: August 15-16, 2018

Reference No.: 2.2c.(14)
Action

Published Date: August 3, 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 NORTH MONTEREY COUNTY AMPHIBIAN HABITAT RESTORATION PROJECT (RESOLUTION E-18-109)**

ISSUE:

Should the California Transportation Commission (Commission), as a Responsible Agency, accept the Mitigated Negative Declaration for the North Monterey County Amphibian Habitat Restoration 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 Resource Conservation District of Monterey County is the California Environmental Quality Act lead agency for the Project. The Project will construct a new trail, adding 1,200 linear feet of new trail and modifying 4,100 feet of an existing trail. The Project includes landscaping, native planting, and interpretive sign installation.

On September 22, 2016, the North Monterey County Unified School District adopted a Mitigated Negative Declaration for the Project and found that the Project will not have a significant effect on the environment after mitigation.

Impacts that require mitigation measures to be reduced to less than significant levels relate to biological resources. Mitigation measures include, but are not limited to: restrict grading activities to the Fall season to avoid impacts to the newly metamorphosed juvenile aquatic species that typically stay close to breeding ponds, employ biological monitors to review compliance with U.S. Fish and Wildlife Service requirements, and conduct surveys to protect the Santa Cruz Long-Toed Salamander.

On July 17, 2018, the Resource Conservation District of Monterey County confirmed that the preferred alternative set forth in the final environmental document is consistent with the Project scope of work programmed by the Commission.

The Project is estimated to cost \$485,000 and is fully funded through construction with Wildlife Conservation Board Funds (\$347,000), U.S. Fish and Wildlife Coastal Program Funds (\$21,000), Partnership for Fish and Wildlife Program Funds (\$25,000) and Active Transportation Program Funds (\$92,000).

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

Attachments:

- Resolution E-18-109
- Notice of Determination
- Project Location Map

CALIFORNIA TRANSPORTATION COMMISSION

**Resolution for Future Consideration of Funding
5 – Monterey County
Resolution E-18-109**

- 1.1** WHEREAS, the Resource Conservation District of Monterey County has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the North Monterey County Amphibian Habitat Restoration Project (Project); and
- 1.2** WHEREAS, the Resource Conservation District of Monterey County has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the CEQA Guidelines; and
- 1.3** WHEREAS, the Project is located on vacant lands adjacent to the north side of North Monterey County High School; and
- 1.4** WHEREAS, the Project will construct a new trail, adding 1,200 linear feet and modify 4,100 feet of an existing trail, including landscaping, native planting, and interpretive sign installation; and
- 1.5** WHEREAS, on September 22, 2016, the North Monterey County Unified School District found that the proposed Project would not have a significant effect on the environment after mitigation; and
- 1.6** WHEREAS, on September 22, 2016, the North Monterey County Unified School District adopted the Mitigated Negative Declaration; and
- 1.7** WHEREAS, on July 17, 2018, the Resource Conservation District of Monterey 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 in the Active Transportation Program; and
- 1.8** WHEREAS, the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Mitigated Negative Declaration.
- 2.1** NOW, THEREFORE, BE IT RESOLVED that the California Transportation Commission does hereby accept the Mitigated Negative Declaration and approves the above referenced Project for future consideration of funding.

NOTICE OF DETERMINATION

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

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

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

North Monterey County Amphibian Habitat Restoration Project
Project Title

	Paul Robins	(831) 975-7757
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): The project is located on vacant lands adjacent to the north side of North Monterey County High School.

Project Description: The project will construct a new trail, adding 1,200 linear feet and modify 4,100 feet of an existing trail, including landscaping, native planting, and interpretive sign installation.

This is to advise that the California Transportation Commission has approved the above described project on August 15-16, 2018, and has made the following determinations regarding the above described project:

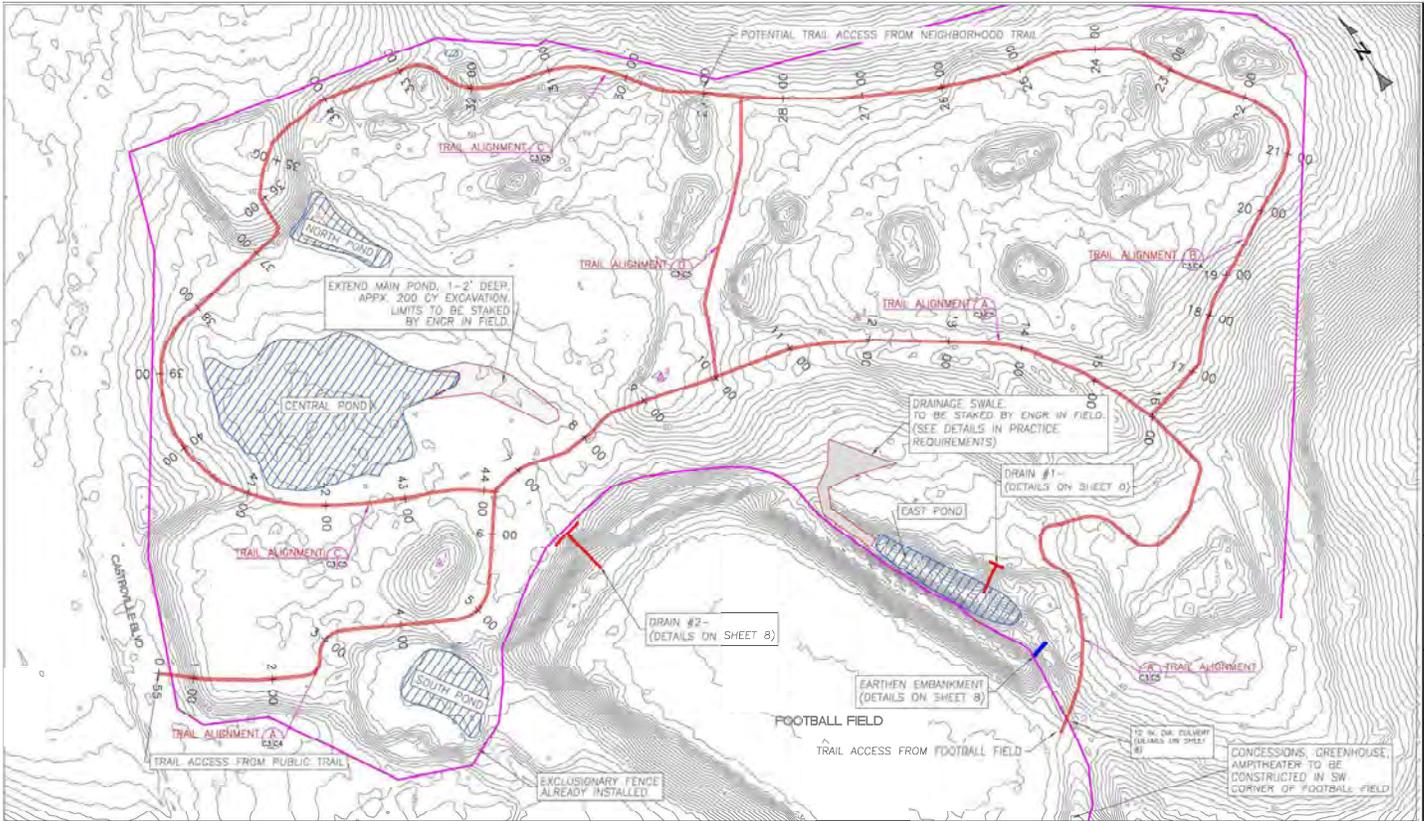
1. The project (will/ X will not) have a significant effect on the environment.
2. An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
 X A Mitigated Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (X were/ were not) made a condition of the approval of the project.
4. Mitigation reporting or monitoring plan (was / X 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: 744 La Guardia Street, Salinas, CA 93905

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

Date received for filing at OPR:

North Monterey County Amphibian Habitat Restoration Project



LEGEND

	EXISTING CONTOURS
	CONTROL POINT
	EXISTING POND (APPROX.)
	TRAIL ALIGNMENT

- CONSTRUCTION CHECKLIST:**
1. TRAILS (A, B, C, D)
 2. CULVERTS x1
 3. EAST POND EMBANKMENT
 4. CENTRAL POND EXTENSION
 5. DRAINAGE SWALE
 6. GULLY DRAIN #1

TRAIL SITE PLAN
SCALE: 1" = 60'

Adapted from survey and design work by Waterways Consulting, Inc.

 <small>NRCS Northwest Region 14000 NE Oregon Street Portland, OR 97230-1122</small>
Prepared by NRCS for the RCD of Monterey County from survey and design work by Waterways Consulting, Inc.
PREPARED AT THE REQUEST OF: RCD OF MONTEREY COUNTY
PLAN MAP
NORTH MONTEREY COUNTY HIGH SCHOOL WETLAND ENHANCEMENTS
DESIGNED BY: M.G.M. DATE: 1/21/16 JOB NO.:
C2
2 OF 8

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 15-16, 2018

Reference No: 2.3c.
Action Item

From: STEVEN KECK
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-4010 – 08-SBd-215-PM 2.775
(Request No. 499-S) – 1 Segment

Relinquishes right of way in the city of Colton (City) along Route 215 at Washington Avenue, consisting of collateral facilities. The City, by resolution adopted May 15, 2018, agreed to waive the 90-day notice requirement and accept title upon relinquishment by the State.

Resolution R-4011 – 11-SD-75-PM 9.9/11.1
(Request No. R34619) – 1 Segment

Relinquishes right of way in the city of Imperial Beach on Route 75 from near Georgia Street to Rainbow Drive, under terms and conditions as stated in the relinquishment agreement dated July 12, 2018, determined to be in the best interest of the State. Authorized by Chapter 398, Statutes of 2016, which amended Section 375 of the Streets and Highways Code.

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 15-16, 2018

Reference No: 2.4b.
Action Item

From: STEVEN KECK
Chief Financial Officer

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

Subject: RESOLUTIONS OF NECESSITY

ISSUE:

Should the California Transportation Commission (Commission) adopt Resolutions of Necessity (Resolutions) for these parcels, whose owners are not contesting the declared findings of the California Department of Transportation (Department) under Section 1245.230 of the Code of Civil Procedure?

RECOMMENDATION:

The Department recommends the Commission adopt Resolution C-21629 through C-21634 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-21629 - Nasser Alibadi and Florisa M. Alibadi, Trustees of the Nasser and Florisa M. Aliabadi Living Trust dated April 26, 2007 as to an undivided 1/2 interest and Amir Sahebalzamany and Afsaneh Sahebalzamany, Trustees of the Amir and Afsaneh Sahebalzamany Revocable Living Trust dated May 10, 2017 and any amendments thereto, as to an undivided 1/2 interest

03-But-162-PM 16.4 - Parcel 36847-1, 2 - EA 2F5209.

Right of Way Certification (RWC) Date: 07/16/19; Ready to List (RTL) Date: 07/19/19.

Conventional highway - install new poles, conduit, and overhead mast arms and add separate left turn phases to the local streets. Curb ramps will be brought to Americans with Disabilities Act standards, with drainage, signing, striping, and pavement also being improved. Authorizes condemnation of land in fee for a State highway, a temporary easement for highway construction. Located in the city of Oroville at 855 Oro Dam Boulevard East.

Assessor Parcel Numbers (APNs) 035-260-077, -056.

C-21630 - MHC Ponderosa Limited Partnership, a Delaware Limited Partnership

03-ED-49-PM 24.1 - Parcel 36483-1, 2, 3, 4 - EA 0F3109.

RWC Date: 05/02/16; RTL Date: 05/09/16. Conventional highway - South Fork American River Bridge No. 25-0021 - replace bridge. Authorizes condemnation of land in fee for a State highway, and temporary easements for removal and replacement of the existing American River Bridge. Located in the unincorporated area of the County of El Dorado at 7291 State Highway 49. APNs 006-341-03, -09, -10.

C-21631 - H. B. Ahmadi, an unmarried man

03-Yub-20-PM 16.2 - Parcel 36660-1, 2 - EA 0A5709.

RWC Date: 04/01/19; RTL Date: 04/15/19. Conventional highway - shoulder widening. Authorizes condemnation of land in fee for a State highway and a temporary easement for construction. Located in the unincorporated community of Browns Valley at 6638 State Highway 20. APN 005-270-083.

C-21632 - Ajit S. Bains, also known as Ajit Singh Bains, a married man, as his sole and separate property

03-Yub-70-PM 16.3 - Parcel 36862-1, 2, 3, 4, 5 - EA 1E0609.

RWC Date: 11/16/18; RTL Date: 12/06/18. Conventional highway - replace the Simmerly Slough Bridge on State Route (SR) 70. Authorizes condemnation of land in fee for a State highway in favor of the State of California and land in fee for road purposes to be conveyed to the county of Yuba, an access easement for ingress and egress purposes to be conveyed to the Reclamation District and Eddi Dees Living Trust (title holder of adjacent parcel), temporary easements for highway construction, and underlying fee. Located in the unincorporated area of the county of Yuba, at 531 Laurellen Road. APNs 018-040-026, -027.

C-21633 - The Metropolitan Water District of Southern California, a Public Corporation

08-Riv-62-PM 82.00 - Parcel 24109-1 - EA 1E6119.

RWC Date: 09/04/18; RTL Date: 10/01/18. Conventional highway - widen shoulders and install rumble strips. Authorizes condemnation of a permanent easement for State highway purposes. Located near the city of Twentynine Palms, near the Junction of SR 62 and SR 177. APNs 800-021-005; 800-022-005.

C-21634 - Grace Living Stone LLC, a California Limited Liability Company

09-Ker-58-PM 138.9 - Parcel 4232-1 - EA 372709.

RWC Date: 10/01/18; RTL Date: 10/29/18. Expressway - install Zero Emission Vehicle charging stations at Safety Roadside Rest Area System. Authorizes condemnation of a temporary easement for charging station construction. Located near the town of Boron at the Boron Safety Roadside Rest Area. APN 232-081-02.

Attachment

1 TRANSPORTATION COMMISSION
2 RESOLUTION NO.

3 **C-21629**

4 CALIFORNIA TRANSPORTATION COMMISSION
5 RESOLUTION OF NECESSITY
6 TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 03-But-162-PM 16.4 PARCEL 36847-1,2

7 OWNER: Nasser Aliabadi and Florisa M. Aliabadi, Trustees of the
Nasser and Florisa M. Aliabadi Living Trust dated April 26, 2007 as
to an undivided 1/2 interest and Amir Sahebalzamany and Afsaneh
Sahebalzamany, Trustees of the Amir and Afsaneh Sahebalzamany
Revocable Living Trust dated May 10, 2017 and any amendments
thereto, as to an undivided 1/2 interest

8 Resolved by the California Transportation Commission after
9 notice (and hearing) pursuant to Code of Civil Procedure Section
10 1245.235 that it finds and determines and hereby declares that:

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

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

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

19
APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

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

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

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

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

15 The real property or interests in real property, which the
16 Department of Transportation is by this resolution authorized to
17 acquire, is situated in the County of Butte, State of California,
18 Highway 03-But-162 and described as follows:

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Memorandum

District	County	Route	Postmile	Project ID
03	BUT	162	16.4	0313000314

To: Hardeep Pannu
Associate Right of Way Agent

From: Hector Vega
R/W Engineering, District 03

Subject: RESOLUTION OF NECESSITY TRANSMITTAL

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

- RON Mapping (2 pages)
 - Index Map (Exhibit A) – shows parcel(s) in relation to the overall project
 - Detail Map (Exhibit B) – shows parcel(s) in detail
- RON Legal Description for parcel(s): (2 page(s))
 - 36847-1, 36847-2

The electronic files for the above listed information have been transmitted by ROWMIS and Email.

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

Signature Hector Vega
Professional Land Surveyor

Date June 26, 2018



PARCEL 36847-1

For STATE HIGHWAY PURPOSES, a portion of that real property conveyed in that Grant Deed recorded June 27, 2014 as Document Number 2014-0019832, Official Records of Butte County, State of California, more particularly described as follows:

COMMENCING at a found nail and tag stamped LS 6967, accepted as marking the Northwest corner of Parcel 2 as shown on that certain Record of Survey filed in Book 183 of Maps at Page 24, of said County, said nail and tag also being on the existing Southerly Right of Way line of State Route 162, said nail and tag bears North $75^{\circ}48'09''$ East, 548.90 feet from a found $\frac{3}{4}$ " iron pipe with plastic cap stamped LS 6689 as shown on that certain Record of Survey filed in Book 179 of Maps at Page 9, of said County;

THENCE (1) North $66^{\circ}19'23''$ East, 89.97 feet along said Southerly Right of Way line to the TRUE POINT OF BEGINNING;

THENCE (2) continuing along said Southerly Right of Way line, North $66^{\circ}19'23''$ East, 130.25 feet to the existing Westerly Right of Way line of 5th street;

THENCE (3) leaving said Southerly Right of Way line, South $23^{\circ}40'37''$ East, 5.00 feet along said Westerly Right of Way line to a found corner marked by a nail and tag LS6967, as shown on said Record of Survey filed in Book 183 of Maps at Page 24, to the beginning of a non-tangent curve, concave Southwesterly, having a radius of 25.00 feet, a radial to said point bears North $23^{\circ}40'28''$ West;

THENCE (4) continuing along said Westerly Right of Way line of 5th Avenue, Southeasterly along said curve an arc distance of 52.56 feet through a central angle of $120^{\circ}27'31''$ to a found corner marked by a nail and tag LS6967 as shown on said Record of Survey;

THENCE (5) continuing along said Westerly Right of Way line, South $06^{\circ}46'41''$ West, 10.80 feet;

THENCE (6) leaving said Westerly Right of Way line, North $04^{\circ}09'37''$ West, 9.92 feet;

THENCE (7) North $44^{\circ}55'15''$ West, 22.98 feet to beginning of a tangent curve, concave Southwesterly, having a radius of 21.20 feet;

THENCE (8) Northwesterly along said curve an arc distance of 25.44 feet through a central angle of $68^{\circ}45'22''$;

THENCE (9) South $66^{\circ}19'23''$ West, 121.55 feet parallel with said Southerly Right of Way line of State Route 162;

THENCE (10) North $23^{\circ}40'37''$ West, 7.70 feet to the TRUE POINT OF BEGINNING.

The bearings and distances used in this description are on the California Coordinate System of 1983, Epoch 1991.35, Zone 2. Divide distances by 0.99994087 to obtain ground distances.

PARCEL 36847-2

An easement for temporary construction purposes being a portion of that real property conveyed in that Grant Deed recorded June 27, 2014 as Document Number 2014-0019832, Official Records of Butte County, State of California, more particularly described as follows:

COMMENCING at a found nail and tag stamped LS 6967, accepted as marking the Northwest corner of Parcel 2 as shown on that certain Record of Survey filed in Book 183 of Maps at Page 24, of said County, said nail and tag also being on the existing Southerly Right of Way line of State Route 162, said nail and tag bears North 75°48'09" East, 548.90 feet from a found ¾" iron pipe with plastic cap stamped LS 6689 as shown on that certain Record of Survey filed in Book 179 of Maps at Page 9, of said County;

THENCE (1) North 66°19'23" East, 89.97 feet along said Southerly Right of Way line;

THENCE (2) departing said Southerly Right of Way line, South 23°40'37" East, 7.70 feet to the TRUE POINT OF BEGINNING;

THENCE (3) North 66°19'23" East, 121.55 feet parallel with said Southerly Right of Way line to the beginning of a tangent curve, concave Southerly, having a radius of 21.20 feet;

THENCE (4) Southeasterly along said curve an arc distance of 25.44 feet through a central angle of 68°45'22";

THENCE (5) South 44°55'15" East, 22.98 feet;

THENCE (6) South 04°09'37" East, 9.92 feet to the existing Westerly Right of Way line of 5th street;

THENCE (7) South 06°46'41" West, 9.43 feet along said Westerly Right of Way line of 5th street;

THENCE (8) departing said Westerly Right of Way line of 5th street, North 83°13'19" West, 3.43 feet;

THENCE (9) North 06°46'41" East, 11.36 feet parallel with said Westerly Right of Way line of 5th street;

THENCE (10) North 53°57'34" West, 45.68 feet;

THENCE (11) South 66°19'23" West, 121.30 feet parallel with said Southerly Right of Way line;

THENCE (12) North 23°40'37" West, 1.45 feet to the TRUE POINT OF BEGINNING.

The bearings and distances used in this description are on the California Coordinate System of 1983, Epoch 1991.35, Zone 2. Divide distances by 0.99994087 to obtain ground distances.

The rights to the above-described temporary easement shall cease and terminate no later than January 15, 2022. Said rights may also be terminated prior to stated date by the STATE upon notice to OWNER.

1 TRANSPORTATION COMMISSION
2 RESOLUTION NO.

3 **C-21630**

4

5

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY

6

TO ACQUIRE CERTAIN REAL PROPERTY

7

OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 03-ED-49-PM 24.1 PARCEL 36483-1, 2, 3, 4

OWNER: MHC Ponderosa Limited Partnership, a Delaware Limited
Partnership

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Resolved by the California Transportation Commission after

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notice (and hearing) pursuant to Code of Civil Procedure Section

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1245.235 that it finds and determines and hereby declares that:

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The hereinafter described real property is necessary for State

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Highway purposes and is to be acquired by eminent domain pursuant

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to Streets and Highways Code Section 102;

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The public interest and necessity require the proposed public

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project, namely a State highway;

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The proposed project is planned and located in the manner that

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will be most compatible with the greatest public good and the least

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private injury;

20

The property sought to be acquired and described by this

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resolution is necessary for the public project;

22

The offer required by Section 7267.2 of the Government Code

23

has been made to the owner or owners of record; and be it further

24

RESOLVED by this Commission that the Department of

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APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

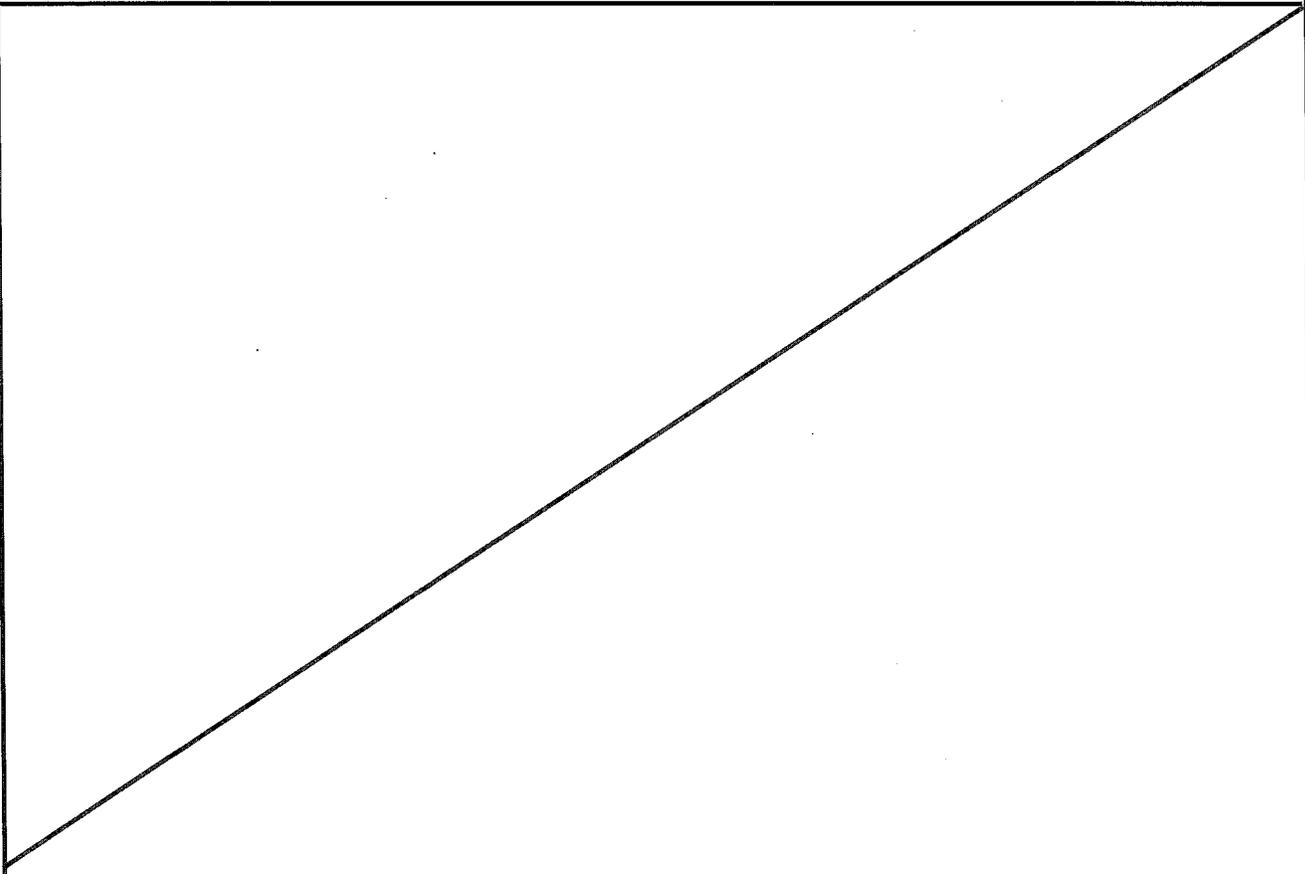
26

1 Transportation be and said Department is hereby authorized and
2 empowered;

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

10 The real property or interests in real property, which the
11 Department of Transportation is by this resolution authorized to
12 acquire, is situated in the County of El Dorado, State of
13 California, Highway, 03-ED-49 and described as follows:

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RESOLUTION of NECESSITY
Title Sheet

District	County	Route	Postmile
03	ED	49	24.1

Project ID 03-0300000078

Legal Descriptions for the parcels listed below are attached.

This document consists of a total of 8 pages.

Parcels in Legal Description:					
36483-1					
36483-2					
36483-3					
36483-4					

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

Signature

Shawn Thomas
 Professional Land Surveyor

Date 06-05-2018



PARCEL 36483-1

For State highway purposes all that portion of the North half of Section 18, Township 11 North, Range 10 East, Mount Diablo Meridian, County of El Dorado, State of California, as described on that certain parcel deeded to MHC Ponderosa Limited Partnership, a Delaware limited partnership, recorded on April 18th, 2006, in Document Number 2006-0025537-00, Official Records of said county, more particularly described as follows:

BEGINNING at a found 6" by 6" concrete highway monument accepted as marking the Northerly right of way of State Highway 49, also accepted as marking the easterly terminus of the course shown as "N87°24'00"E 556.63'" on that certain Record of Survey, filed on August 24th, 2004, in Book 27 of Record of Surveys at Page 91, records of said county, said beginning point bears South 86° 42' 17" West 556.48 feet to a found 6" by 6" concrete highway monument accepted as marking said Northerly right of way, also accepted as marking the Westerly terminus of the course shown as "N87°24'00"E 556.63'" in said Record of Survey:

THENCE FROM SAID POINT OF BEGINNING, along said Northerly right of way South 86° 42' 17" West 30.07 feet;

Thence leaving said Northerly right of way, North 85° 40' 25" East 26.54 feet;

Thence North 43° 58' 06" East 58.15 feet;

Thence North 86° 39' 42" East 60.80 feet to an angle point on said Northerly right of way;

Thence along said Northerly right of way, South 64° 54' 17" West 107.67 feet to the POINT OF BEGINNING.

Bearing and distances used herein are grid based upon the California State Plane Coordinate System, Zone 2 NAD 83 (1991.35). To obtain ground distances divide distances shown by the combined grid factor of 0.999726.

PARCEL 36483-2

An easement for temporary construction purposes being all that portion of the North half of Section 18, Township 11 North, Range 10 East, Mount Diablo Meridian, County of El Dorado, State of California, as described on that certain parcel deeded to MHC Ponderosa Limited Partnership, a Delaware limited partnership, recorded on April 18th, 2006, in Document Number 2006-0025537-00, Official Records of said county, more particularly described as follows:

BEGINNING at a found 6" by 6" concrete highway monument accepted as marking the Northerly right of way of State Highway 49, also accepted as marking the westerly terminus of the course shown as "N87°24'00"E 556.63'" on that certain Record of Survey, filed on August 24th, 2004, in Book 27 of Record of Surveys at Page 91, records of said county, said beginning point bears North 86° 42' 17" East 556.48 feet to a found 6" by 6" concrete highway monument accepted as marking said Northerly right of way, also accepted as marking the Easterly terminus of the course shown as "N87°24'00"E 556.63'" in said Record of Survey;

THENCE FROM SAID POINT OF BEGINNING, along said Northerly right of way, along a tangent curve to the right, having a radius of 1439.49 feet, through a central angle of 11° 52' 08" an arc length of 298.19 feet to the westerly boundary of said parcel deeded to MHC Ponderosa Limited Partnership;

Thence leaving said Northerly right of way and along said westerly boundary, North 19° 30' 29" East 32.49 feet;

Thence leaving said westerly boundary, North 88° 46' 41" East 94.58 feet;

Thence South 89° 37' 30" East 145.36 feet;

Thence South 75° 40' 01" East 118.61 feet;

Thence North 86° 40' 55" East 307.05 feet;

Thence North 87° 57' 13" East 63.55 feet;

Thence North 50° 34' 54" East 41.41 feet;

Thence North 43° 22' 27" East 88.62 feet;

Thence North 89° 50' 16" East 68.86 feet;

Thence South 75° 49' 01" East 37.02 feet;

Thence North 15° 59' 07" West 66.80 feet;

Thence North $86^{\circ} 47' 20''$ East 143.10 feet;

Thence South $48^{\circ} 18' 01''$ East 149.46 feet to said Northerly right of way line;

Thence along said Northerly right of way, South $86^{\circ} 35' 16''$ West 219.39 feet;

Thence South $86^{\circ} 39' 42''$ West 60.80 feet;

Thence South $43^{\circ} 58' 06''$ West 58.15 feet;

Thence South $85^{\circ} 40' 25''$ West 26.54 feet to said Northerly right of way line;

Thence along said Northerly right of way, South $86^{\circ} 42' 17''$ West 526.40 feet to the POINT OF BEGINNING.

Bearing and distances used herein are grid based upon the California State Plane Coordinate System, Zone 2 NAD 83 (1991.35). To obtain ground distances divide distances shown by the combined grid factor of 0.999726.

The rights to the above-described temporary easement shall cease and terminate no later than January 12, 2019. Said rights may also be terminated prior to stated date by the STATE upon notice to OWNER.

PARCEL 36483-3

An easement for temporary construction purposes being all that portion of the North half of Section 18, Township 11 North, Range 10 East, Mount Diablo Meridian, County of El Dorado, State of California, as described on that certain parcel deeded to MHC Ponderosa Limited Partnership, a Delaware limited partnership, recorded on April 18th, 2006, in Document Number 2006-0025537-00, Official Records of said county, more particularly described as follows:

Commencing at a found 6" by 6" concrete highway monument accepted as marking the Northerly right of way of State Highway 49, also accepted as marking the westerly terminus of the course shown as "N87°24'00"E 556.63'" on that certain Record of Survey, filed on August 24th, 2004, in Book 27 of Record of Surveys at Page 91, records of said county, said commencing point bears North 86° 42' 17" East 556.48 feet to a found 6" by 6" concrete highway monument accepted as marking said Northerly right of way, also accepted as marking the Easterly terminus of the course shown as "N87°24'00"E 556.63'" in said Record of Survey;

Thence leaving said Northerly right of way, North 13° 15' 01" East 883.34 feet to the Point of Beginning

THENCE FROM SAID POINT OF BEGINNING, North 45° 00' 00" East 8.00 feet;

Thence North 45° 00' 00" West 1.00 feet;

Thence South 45° 00' 00" West 8.00 feet;

Thence South 45° 00' 00" East 1.00 feet to the POINT OF BEGINNING.

Bearing and distances used herein are grid based upon the California State Plane Coordinate System, Zone 2 NAD 83 (1991.35). To obtain ground distances divide distances shown by the combined grid factor of 0.999726.

The rights to the above-described temporary easement shall cease and terminate no later than January 12, 2019. Said rights may also be terminated prior to stated date by the STATE upon notice to OWNER.

PARCEL 36483-4

An easement for temporary construction purposes being all that portion of the North half of Section 18, Township 11 North, Range 10 East, Mount Diablo Meridian, County of El Dorado, State of California, as described on that certain parcel deeded to MHC Ponderosa Limited Partnership, a Delaware limited partnership, recorded on April 18th, 2006, in Document Number 2006-0025537-00, Official Records of said county, more particularly described as follows:

Commencing at a found 6" by 6" concrete highway monument accepted as marking the Northerly right of way of State Highway 49, also accepted as marking the westerly terminus of the course shown as "N87°24'00"E 556.63'" on that certain Record of Survey, filed on August 24th, 2004, in Book 27 of Record of Surveys at Page 91, records of said county, said commencing point bears North 86° 42' 17" East 556.48 feet to a found 6" by 6" concrete highway monument accepted as marking said Northerly right of way, also accepted as marking the Easterly terminus of the course shown as "N87°24'00"E 556.63'" in said Record of Survey;

Thence leaving said Northerly right of way, North 16° 20' 40" West 1,211.36 feet to the Point of Beginning

THENCE FROM SAID POINT OF BEGINNING, North 45° 00' 00" East 8.00 feet;

Thence North 45° 00' 00" West 1.00 feet;

Thence South 45° 00' 00" West 8.00 feet;

Thence South 45° 00' 00" East 1.00 feet to the POINT OF BEGINNING.

Bearing and distances used herein are grid based upon the California State Plane Coordinate System, Zone 2 NAD 83 (1991.35). To obtain ground distances divide distances shown by the combined grid factor of 0.999726.

The rights to the above-described temporary easement shall cease and terminate no later than January 12, 2019. Said rights may also be terminated prior to stated date by the STATE upon notice to OWNER.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21631

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 03-Yub-20-PM 16.2 PARCEL 36660-1-2
OWNER: H. B. Ahmadi, an unmarried man

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

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

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

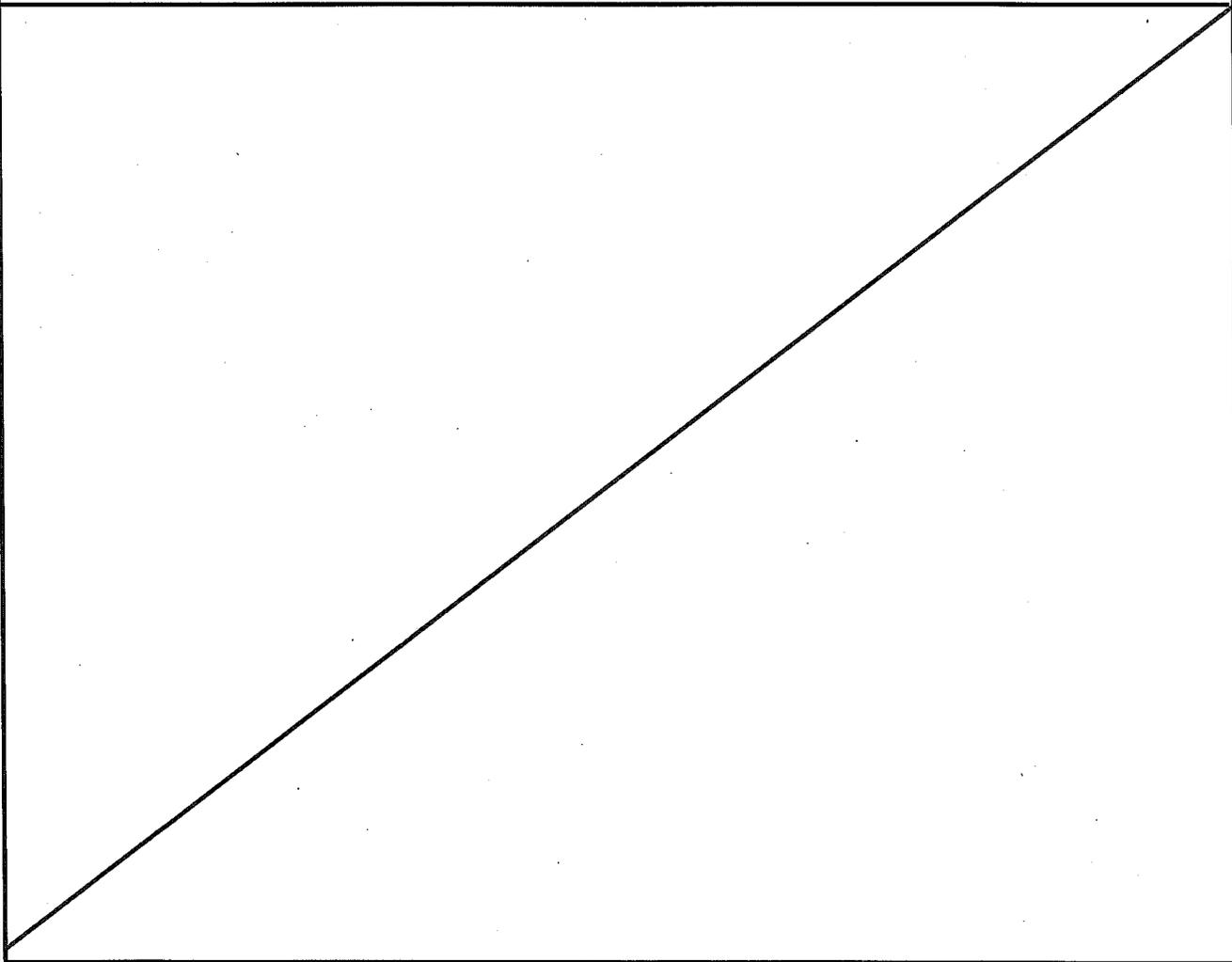
Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

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

8 The real property or interests in real property, which the
9 Department of Transportation is by this resolution authorized to
10 acquire, is situated in the County of Yuba, State of California,
11 Highway 03-Yub-20 and described as follows:

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RESOLUTION of NECESSITY
Title Sheet

District	County	Route	Postmile
03	YUB	20	16.2

Project ID 03-0300020593

Legal Descriptions for the parcels listed below are attached.

This document consists of a total of 6 pages.

Parcels in Legal Description:					
36660-1					
36660-2					

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

Signature *Shawn Thomas*
 Professional Land Surveyor

Date 06-08-2018



PARCEL 36660-1

For State highway purposes, all that portion of Section 24, Township 16 North, Range 5 East, Mount Diablo Meridian, County of Yuba, State of California, as described in the GRANT DEED' recorded in Book 901, Page 286, on March 4, 1987, Official Records of said county, said portion more particularly described as follows:

COMMENCING at a found 1 ¼ inch open iron pipe marking the East ¼ corner of Section 23, T16N, R5E, MDM, as shown on Parcel Map No. 1.35, filed July 30, 1974, in Book 16 of Maps, Page 13, Records of said county; said monument bears North 87°09'28" East, 5,327.53 feet, from a found brass topper monument stamped LS2692, marking the East ¼ corner of Section 22, T16N, R5E, MDM, as shown on Parcel Map No. 1.61, filed January 31, 1973, in Book 12 of Maps, Page 77, Records of said county;

Thence from said point of COMMENCEMENT, North 81°15'49" East, 3,153.40 feet to the point on the Northwesterly line of "PARCEL 3" as shown on PARCEL MAP 9.96, filed March 13, 1979, in Book 28, of MAPS, at Page 41, records of said county, and the POINT OF BEGINNING;

THENCE FROM SAID POINT OF BEGINNING, along said Northwesterly line, North 38° 31' 16" East 77.01 feet, to the point on the existing southerly right of way line of State Route 20 and the beginning of a non-tangent curve to the left, having a radius of 849.96 feet, the center of which bears, North 37° 52' 32" East;

Thence leaving said Northwesterly line, along said southerly right of way and along said non-tangent curve, through a central angle of 29° 49' 07", an arc length of 442.35 feet;

Thence continuing along said southerly right of way, South 81° 55' 36" East 1.34 feet, to the Southeasterly line of said "PARCEL 3";

Thence leaving said southerly right of way and along said Southeasterly line, South 29° 34' 10" West 284.38 feet;

Thence leaving said Southeasterly line, North 45° 27' 27" West 335.98 feet;

Thence North 30° 33' 29" West 142.00 feet, to the POINT OF BEGINNING.

Bearing and distances used herein are grid based upon the California State Plane Coordinate System, Zone 2 NAD 83 (Epoch 2004.69). To obtain ground distances divide distances shown by the combined grid factor of 0.9999082.

PARCEL 36660-2

An easement for temporary construction purposes, all that portion of Section 24, Township 16 North, Range 5 East, Mount Diablo Meridian, County of Yuba, State of California, as described in the GRANT DEED, recorded in Book 901, Page 286, on March 4, 1987, Official Records of said county, said portion more particularly described as follows:

COMMENCING at a found 1 ¼ inch open iron pipe marking the East 1/4 corner of Section 23, T16N, R5E, MDM, as shown on Parcel Map No. 1.35, filed July 30, 1974, in Book 16 of Maps, Page 13, Records of said county; said monument bears North 87°09'28" East, 5,327.53 feet, from a found brass topper monument stamped LS2692, marking the East ¼ corner of Section 22, T16N, R5E, MDM, as shown on Parcel Map No. 1.61, filed January 31, 1973, in Book 12 of Maps, Page 77, Records of said county;

Thence from said point of COMMENCEMENT, North 81°15'49" East, 3,153.40 feet to the point on the Northwesterly line of "PARCEL 3" as shown on PARCEL MAP 9.96, filed March 13, 1979, in Book 28, of MAPS, at Page 41, records of said county, and the POINT OF BEGINNING;

THENCE FROM SAID POINT OF BEGINNING, along said Northwesterly line, South 38° 31' 16" West 158.17 feet;

Thence leaving said Northwesterly line, South 51° 28' 44" East 30.00 feet;

Thence North 38° 31' 16" East 74.93 feet;

Thence North 57° 20' 07" East 52.08 feet;

Thence South 30° 33' 29" East 88.13 feet;

Thence South 45° 27' 27" East 341.95 feet, to the Southeasterly line of said "PARCEL 3";

Thence along said Southeasterly line, North 29° 34' 10" East 15.53 feet;

Thence leaving said Southeasterly line, North 45° 27' 27" West 335.98 feet;

Thence North 30° 33' 29" West 142.00 feet, to the POINT OF BEGINNING.

Bearing and distances used herein are grid based upon the California State Plane Coordinate System, Zone 2 NAD 83 (Epoch 2004.69). To obtain ground distances divide distances shown by the combined grid factor of 0.9999082.

The rights to the above-described temporary easement shall cease and terminate no later than December 01, 2022. Said rights may also be terminated prior to stated date by the STATE upon notice to OWNER.

1 **TRANSPORTATION COMMISSION**
2 **RESOLUTION NO.**

3 **C-21632**

4 CALIFORNIA TRANSPORTATION COMMISSION
5 RESOLUTION OF NECESSITY
6 TO ACQUIRE CERTAIN REAL PROPERTY
7 OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
8 HIGHWAY 03-Yub-70-PM 16.3 PARCEL 36862-1, 2, 3, 4, 5
9 OWNER: Ajit S. Bains, also known as Ajit Singh Bains, a married
10 man, as his sole and separate property

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

14 The hereinafter described real property is necessary for State
15 Highway purposes and is to be acquired by eminent domain pursuant
16 to Streets and Highways Code Section 102; and Code of Civil
17 Procedure Section 1240.320 in that a portion of the property is
18 being acquired for conveyance to the County of Yuba for road
19 purposes and to Reclamation District 10 and Eddi Dees Living Trust
20 for ingress and egress purposes; and Code of Civil Procedure
21 Section 1240.510 in that the property being acquired is for a
22 compatible use; and Code of Civil Procedure Section 1240.610 in
23 that the property is required for a more necessary public use;

24 **APPROVED AS TO FORM AND PROCEDURE**

25 **APPROVAL RECOMMENDED**

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

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

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

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

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

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

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

20 The real property or interests in real property, which the
21 Department of Transportation is by this resolution authorized to
22 acquire, is situated in the County of Yuba, State of California,
23 Highway 03-Yub-70 and described as follows:

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RESOLUTION of NECESSITY
Title Sheet

District	County	Route	Postmile
03	YUB	70	16.3

Project ID 03-12000068

Legal Descriptions for the parcels listed below are attached.

This document consists of a total of 5 pages (including Title Sheet and legal description pages).

Parcels in Legal Description:					
36862-1					
36862-2					
36862-3					
36862-4					
36862-5					

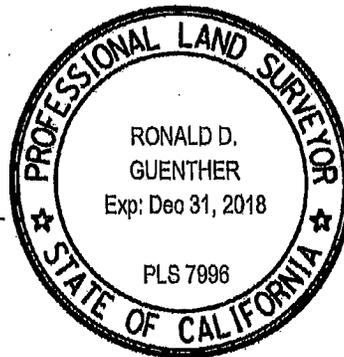
The attached real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors' Act.

Signature


Professional Land Surveyor

Date

6-15-2018



PARCEL 36862-1: For freeway purposes, that real property situated in the unincorporated area of the County of Yuba, State of California, being a portion of Parcels 1 and 2 as described in that certain Certification of Lot Line Adjustment Approval Case 85-04 recorded on July 15, 1985, in Book 856 of Official Records, at Page 191, Yuba County Records, said real property being all that portion lying easterly of the following described line:

COMMENCING at a 1 inch iron pipe monument, in lieu of an iron pin, marking the northeast corner of Lot 12, as shown on that certain plat entitled "Map of Laurellen Tract", filed in Book 3 of Maps, at Page 26, Yuba County Records; **THENCE** from said monument, along the northerly line of said Lot 12 also being the centerline of Laurellen Road, in a direct line with a Topper in a monument well, in lieu of an iron pin, marking the northwest corner of Lot 10 of said plat entitled "Map of Laurellen Tract", as shown on that certain Record of Survey, filed in Book 90 of Maps, at Page 46, Yuba County Records, South $88^{\circ}18'53''$ West 359.39 feet to a point thereon, said point being the **POINT OF BEGINNING**; **THENCE** from said point of beginning, leaving said northerly line and centerline, North $05^{\circ}53'53''$ East 346.81 feet to the beginning of a curve to the left, having a radius of 2860.00 feet; thence along said curve through a central angle of $17^{\circ}56'17''$ an arc distance of 895.40 feet to a point on the northerly line of Parcel 2 as shown on that certain plat entitled "Parcel Map No. 5.46 for Miller Fruit Company, Inc.", filed in Book 19 of Maps, at Pages 28 and 29, Yuba County Records; **THENCE** along the northerly line of said Parcel 2, North $88^{\circ}31'57''$ East 20.36 feet to a point thereon; **THENCE** leaving said northerly line, North $12^{\circ}09'55''$ West 323.74 feet to a point on the southerly line of Parcel 1 as said parcel is shown on said Parcel Map No. 5.46, said point being the **POINT OF TERMINUS**.

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

PARCEL 36862-2: For State highway purposes, that real property situated in the unincorporated area of the County of Yuba, State of California, being a portion of Parcels 1 and 2 as described in that certain Certification of Lot Line Adjustment Approval Case 85-04 recorded on July 15, 1985, in Book 856 of Official Records, at Page 191, Yuba County Records, said real property being described as follows:

COMMENCING at a 1 inch iron pipe monument, in lieu of an iron pin, marking the northeast corner of Lot 12, as shown on that certain plat entitled "Map of Laurellen Tract", filed in Book 3 of Maps, at Page 26, Yuba County Records; **THENCE** from said monument, along the northerly line of said Lot 12 also being the centerline of Laurellen Road, in a direct line with a Topper in a monument well, in lieu of an iron pin, marking the northwest corner of Lot 10 of said plat entitled "Map of Laurellen Tract", as shown on that certain Record of Survey, filed in Book 90 of Maps, at Page 46, Yuba County Records, South 88°18'53" West 359.39 feet to a point thereon; **THENCE** leaving said northerly line and centerline, North 05°53'53" East 317.83 feet to the **POINT OF BEGINNING**; **THENCE** from said point of beginning, North 05°53'53" East 28.98 feet to the beginning of a curve to the left, having a radius of 2860.00 feet; thence along said curve through a central angle of 02°12'47" an arc distance of 110.46 feet; **THENCE** North 86°18'54" West 21.60 feet to the beginning of a curve to the left, having a radius of 250.00 feet; **THENCE** along said curve through a central angle of 68°17'10" an arc distance of 297.95 feet; **THENCE** South 24°42'16" West 179.89 feet to the beginning of a curve to the right, having a radius of 210.00 feet; thence along said curve through a central angle of 63°38'11" an arc distance of 233.24 feet; thence South 88°20'26" West 163.48 feet; **THENCE** South 01°39'34" East 22.74 feet to a point on the northerly right of way line of Laurellen Road, shown and labeled as "Road 40' Wide" on that certain plat entitled "Rubel and Gianella Tracts" filed in Book 1 of Maps, at Page 36, Yuba County Records; **THENCE** along said northerly right of way line, North 88°18'53" East 336.69 feet to a point thereon, said point being the beginning of a non-tangent curve to the left, having a radius of 290.00 feet, to which point a radial line bears South 38°20'10" East; **THENCE** leaving said northerly right of way line northeasterly along said curve through a central angle of 24°32'07" an arc distance of 124.18 feet; **THENCE** North 27°07'43" East 121.27 feet to the beginning of a curve to the right, having a radius of 192.00 feet; **THENCE** along said curve through a central angle of 69°21'00" an arc distance of 232.39 feet; **THENCE** South 83°31'17" East 11.36 feet to said point of beginning.

PARCEL 36862-3: An easement for ingress and egress purposes in and to that real property in the unincorporated area of the County of Yuba, State of California, being a portion of Parcel 2 as described in that certain Certification of Lot Line Adjustment Approval Case 85-04 recorded on July 15, 1985, in Book 856 of Official Records, at Page 191, Yuba County Records, said easement being a strip of land the uniform width of 70.00 feet, lying 35.00 feet on each side of the following described centerline:

COMMENCING at a 1 inch iron pipe monument, in lieu of an iron pin, marking the northeast corner of Lot 12, as shown on that certain plat entitled "Map of Laurellen Tract", filed in Book 3 of Maps, at Page 26, Yuba County Records; **THENCE** from said monument, along the northerly line of said Lot 12 also being the centerline of Laurellen Road, in a direct line with a Topper in a monument well, in lieu of an iron pin, marking the northwest corner of Lot 10 of said plat entitled "Map of Laurellen Tract", as shown on that certain Record of Survey, filed in Book 90 of Maps, at Page 46, Yuba County Records, South $88^{\circ}18'53''$ West 359.39 feet to a point thereon; **THENCE** leaving said northerly line and centerline, North $05^{\circ}53'53''$ East 317.83 feet; **THENCE** North $83^{\circ}31'17''$ West 11.36 feet to the beginning of a curve to the left, having a radius of 192.00 feet; thence along said curve through a central angle of $69^{\circ}21'00''$ an arc distance of 232.39 feet; **THENCE** South $27^{\circ}07'43''$ West 64.33 feet to the **POINT OF BEGINNING**; **THENCE** from said point of beginning South $62^{\circ}52'17''$ East 62.93 feet to the beginning of a curve to the right, having a radius of 200.00 feet; **THENCE** along said curve through a central angle of $68^{\circ}46'10''$ an arc distance of 240.05 feet; **THENCE** South $05^{\circ}53'53''$ West 481.55 feet to the **POINT OF TERMINUS**.

The sidelines of the above described strip of land to be extend or shortened to begin on that certain course, and the southwesterly prolongation thereof, described herein having a bearing and distance of "South $27^{\circ}07'43''$ West 64.33 feet".

PARCEL 36862-4: A temporary easement for construction purposes and incidents thereto in and to that real property situated in the unincorporated area of the County of Yuba, State of California, being all that portion of Parcel 2 as described in that certain Certification of Lot Line Adjustment Approval Case 85-04 recorded on July 15, 1985, in Book 856 of Official Records, at Page 191, Yuba County

Records, lying southwesterly of the southwesterly sideline of the herein described Parcel 36862-3 and southeasterly of the southeasterly line of the herein described Parcel 36862-2.

The rights to the above-described temporary easement shall cease and terminate no later than September 25, 2021. Said rights may also be terminated prior to the above date by STATE upon notice to OWNER.

PARCEL 36862-5: A temporary easement for construction purposes and incidents thereto in and to that real property situated in the unincorporated area of the County of Yuba, State of California, being all that portion of Parcels 1 and 2 as described in that certain Certification of Lot Line Adjustment Approval Case 85-04 recorded on July 15, 1985, in Book 856 of Official Records, at Page 191, Yuba County Records, lying northeasterly of the northeasterly sideline of the herein described Parcel 36862-3 and southeasterly of the southeasterly line of the herein described Parcel 36862-2.

The rights to the above-described temporary easement shall cease and terminate no later than September 25, 2021. Said rights may also be terminated prior to the above date by STATE upon notice to OWNER.

EXCEPTING THEREFROM all that portion lying within the herein described Parcel 36862-1.

The bearings and distances used in the above description are based on the California Coordinate System of 1983, Zone 2, as determined by ties to the California High Precision Geodetic Network, Epoch 2004.69. Distances are in feet unless otherwise noted. Divide distances by 0.999917 to obtain ground level distances.

1 TRANSPORTATION COMMISSION
2 RESOLUTION NO.

3 **C-21633**

4 CALIFORNIA TRANSPORTATION COMMISSION
5 RESOLUTION OF NECESSITY
6 TO ACQUIRE CERTAIN REAL PROPERTY
7 OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
8 HIGHWAY 08-Riv-62-PM 82.00 PARCEL 24109-1
9 OWNER: The Metropolitan Water District of Southern California, a
10 Public Corporation

11 Resolved by the California Transportation Commission after
12 notice (and hearing) pursuant to Code of Civil Procedure Section
13 1245.235 that it finds and determines and hereby declares that:

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

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

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

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

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

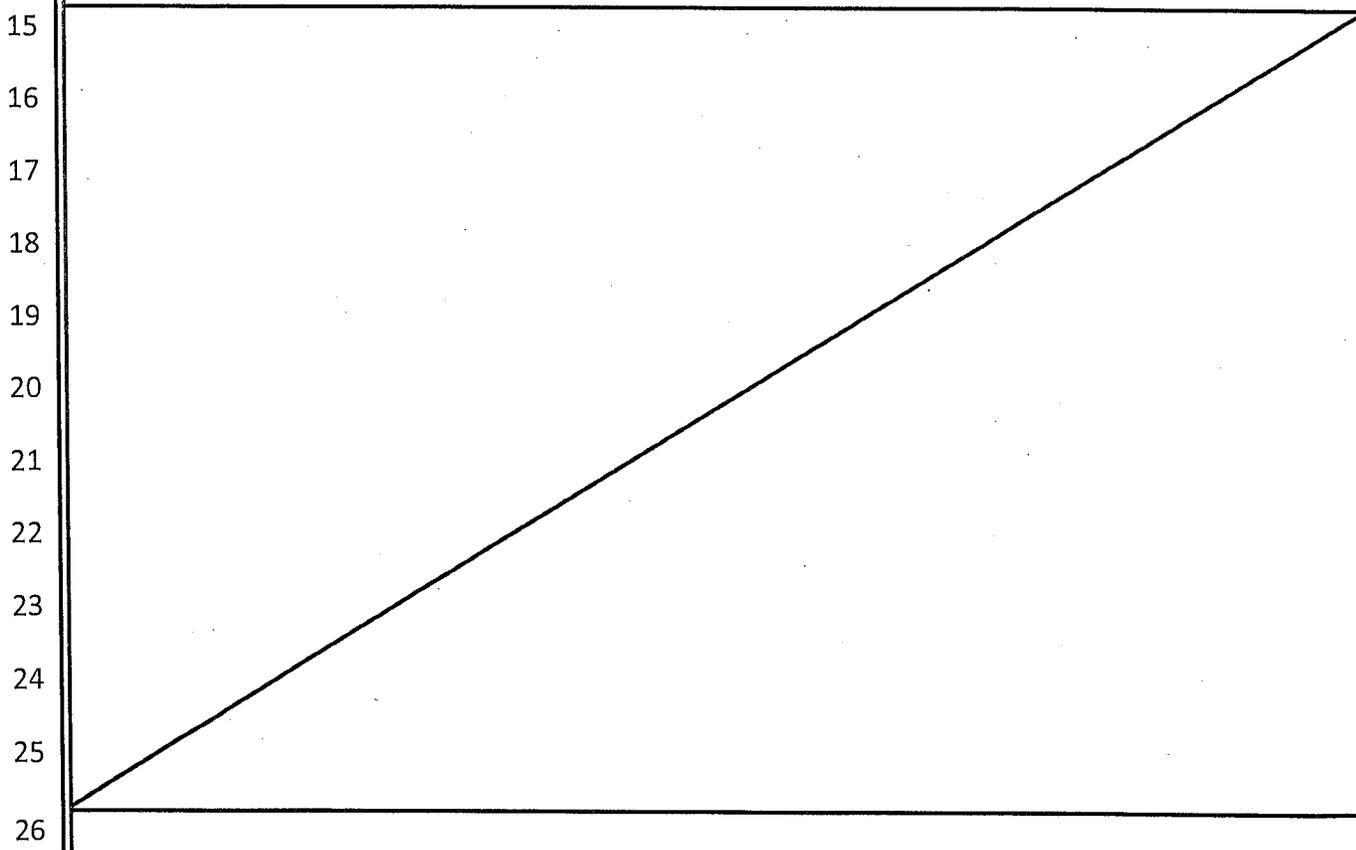
APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

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

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

11 The real property or interests in real property, which the
12 Department of Transportation is by this resolution authorized to
13 acquire, is situated in the County of Riverside, State of
14 California, Highway 08-Riv-62 and described as follows:



Memorandum

District	County	Route	Postmile	Project ID
08	Riv	62	82.00	08 1400 0055

To: Aidee Arpon / Susan Esparza
Right of Way Division

From: Will Bridgers
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 (3 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
- RON Legal Description for parcel: (2 pages)
 - 24109-1

The electronic files for the above listed information have been transmitted by email, and filed in the following path; V:\ROW\RWE Delivery\SBd\062\PM_41_60_82_1E610\Parcels\24109\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 5-25-18



LEGAL DESCRIPTION**PARCEL 24109-1**

An EASEMENT for highway purposes and incidents thereto, in and to that portion of Section 26, Township 1 South, Range 16 East, San Bernardino Meridian, according to the official plat thereof, in the unincorporated area of Riverside County, State of California, described as follows:

BEGINNING at a point on the west line of the northeast quarter of said Section, distant North $00^{\circ}41'33''$ West, 359.20 feet from the center-north sixteenth corner of said Section marked by a 2" iron pipe tagged "LS 7083" as shown on Record of Survey filed in Book 129, pages 20 through 43 inclusive, of Records of Survey of said County; thence along said west line, North $00^{\circ}41'33''$ West, 76.35 feet; thence leaving said west line South $76^{\circ}25'39''$ East, 565.12 feet to the beginning of a curve, concave southwesterly, having a radius of 4237.00 feet; thence southeasterly along said curve through a central angle of $8^{\circ}19'40''$, an arc distance of 615.82 feet; thence South $68^{\circ}06'00''$ East, 126.27' to the beginning of a curve, concave southwesterly, having a radius of 2537.00 feet; thence southeasterly along said curve through a central angle of $6^{\circ}24'40''$, an arc distance of 283.88 feet; thence along a radial line from the end of last said curve North $28^{\circ}18'40''$ East, 5.00 feet to the beginning of a non-tangent curve, concave southwesterly, having a radius of 2542.00 feet, to which a radial line bears North $28^{\circ}18'40''$ East; thence southeasterly along said curve through a central angle of $1^{\circ}27'30''$, an arc distance of 64.70 feet; thence South $60^{\circ}13'50''$ East, 229.62 feet to the beginning of a curve, concave northeasterly, having a radius of 1158.00 feet; thence southeasterly along said curve through a central angle of $6^{\circ}03'05''$, an arc distance of 122.30 feet; thence along a radial line from the end of last said curve South $23^{\circ}43'05''$ West, 5.00 feet to the beginning of a non-tangent curve, concave northeasterly, having a radius of 1163.00 feet, to which a radial line bears South $23^{\circ}43'05''$ West; thence southeasterly along said curve through a central angle of $10^{\circ}49'57''$, an arc distance of 219.88 feet; thence South $77^{\circ}06'52''$ East, 13.12 feet; thence South $12^{\circ}53'08''$ West, 74.00 feet; thence North $77^{\circ}06'52''$ West, 13.12 feet to the beginning of a curve, concave northeasterly, having a radius of 1237.00 feet; thence northwesterly along said curve through a central angle of $16^{\circ}53'02''$, an arc distance of 364.52 feet; thence North $60^{\circ}13'50''$ West, 229.63 feet to the beginning of a curve, concave southwesterly, having a radius of 2463.00 feet; thence northwesterly along said

curve through a central angle of $6^{\circ}16'16''$, an arc distance of 269.59 feet; thence along a radial line from the end of last said curve South $23^{\circ}29'54''$ West, 5.00 feet to the beginning of a non-tangent curve, concave southwesterly, having a radius of 2458.00 feet, to which a radial line bears North $23^{\circ}29'54''$ East; thence northwesterly along said curve through a central angle of $1^{\circ}35'54''$, an arc distance of 68.56 feet; thence North $68^{\circ}06'00''$ West, 120.26 feet; thence North $21^{\circ}54'00''$ East, 5.00 feet; thence North $68^{\circ}06'00''$ West 6.01 feet to the beginning of a curve, concave southwesterly, having a radius of 4163.00 feet; thence northwesterly along said curve through a central angle of $8^{\circ}19'40''$, an arc distance of 605.07 feet; thence North $76^{\circ}25'39''$ West, 546.31 feet to the **POINT OF BEGINNING**.

The distances used in the above description are on the California Coordinate System of 1983, Zone 6 (Epoch 1991.35). Divide the distances used in the above description by 0.999991868 to obtain ground level distances.

1 **TRANSPORTATION COMMISSION**
2 **RESOLUTION NO.**

3 **C-21634**

4 CALIFORNIA TRANSPORTATION COMMISSION
5 RESOLUTION OF NECESSITY
6 TO ACQUIRE CERTAIN REAL PROPERTY
7 OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
8 HIGHWAY 09-Ker-58-PM 138.9 PARCEL 4232-1
9 OWNER: Grace Living Stone LLC, a California Limited Liability
10 Company

11 Resolved by the California Transportation Commission after
12 notice (and hearing) pursuant to Code of Civil Procedure Section
13 1245.235 that it finds and determines and hereby declares that:

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

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

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

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

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

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

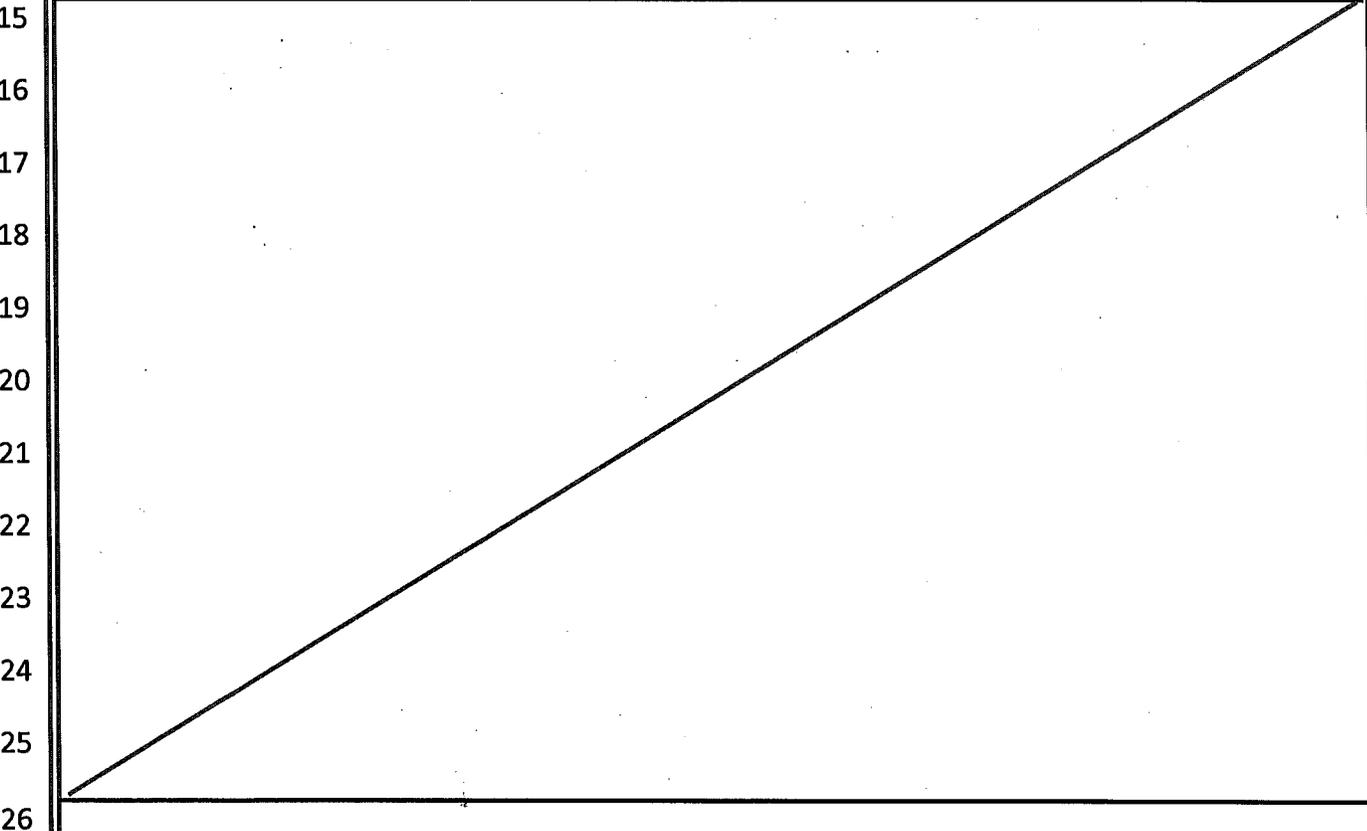
Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

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

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

11 The real property or interests in real property, which the
12 Department of Transportation is by this resolution authorized to
13 acquire, is situated in the County of Kern, State of California,
14 Highway 09-Ker-58 and described as follows:



Memorandum

District	County	Route	Postmile	Project ID
9	Kern	58	138.9	0917000054

To: Mark Heckman
Acting Sr. Right of Way Agent

From: Raymond Warburton
R/W Engineering, District 9

Subject: RESOLUTION OF NECESSITY TRANSMITTAL

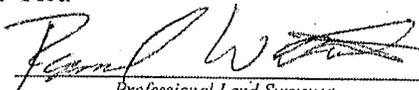
The following information has been provided, as requested by District Right of Way, for use in the preparation of a Resolution of Necessity (RON) and other documents necessary for Condemnation, including:

- RON Mapping (2 pages)
 - Index Map (Exhibit A) – shows parcel(s) in relation to the overall project
 - Detail Map (Exhibit B) – shows parcel(s) in detail
- RON Legal Description for parcel(s): (1 page)
 - Parcel 4232-1

The electronic files for the above listed information have been transmitted by e-mail.

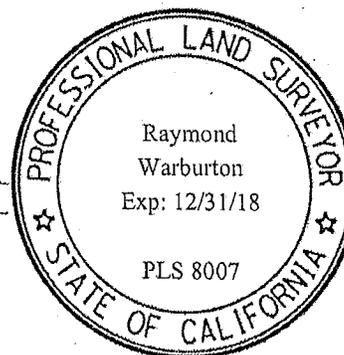
The attached real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors' Act.

Signature


Professional Land Surveyor

Date

7/16/18



LEGAL DESCRIPTION

PARCEL 4232-1 Temporary Construction Easement

THAT PORTION OF THE NORTHWEST ONE-QUARTER OF SECTION 34, TOWNSHIP 8 NORTH, RANGE 11 WEST, S.B.M. LOCATED IN AN UNINCORPORATED AREA OF COUNTY OF KERN, STATE OF CALIFORNIA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING ON THE EAST LINE OF SAID NORTHWEST QUARTER OF SECTION 34 AT A POINT 332.76 FEET NORTH OF THE SOUTHEAST CORNER THEREOF, SAID POINT BEING ON THE NORTHERLY RIGHT OF WAY LINE OF CALIFORNIA HIGHWAY 58;

THENCE WESTERLY ALONG SAID RIGHT OF WAY LINE NORTH 89° 57' 27" WEST 745.64 FEET;

THENCE CONTINUING ALONG SAID RIGHT OF WAY LINE, NORTH 84° 30' 57" WEST, 389.79 FEET;

THENCE CONTINUING ALONG SAID RIGHT OF WAY LINE, NORTH 84° 56' 48" WEST, 491.80 FEET TO THE POINT OF BEGINNING;

THENCE CONTINUING ALONG SAID RIGHT OF WAY LINE NORTH 34° 31' 27" WEST, 38.92 FEET;

THENCE LEAVING SAID RIGHT OF WAY LINE SOUTH 84° 56' 48" EAST 72.50 FEET;

THENCE SOUTH 5° 03' 12" WEST, 30.00 FEET TO SAID RIGHT OF WAY LINE;

THENCE WESTERLY ALONG SAID RIGHT OF WAY LINE NORTH 84° 56' 48" WEST, 47.70 FEET TO THE POINT OF BEGINNING.

RIGHTS TO THE ABOVE DESCRIBED TEMPORARY EASEMENT SHALL CEASE AND TERMINATE ON JUNE 30, 2020. THE RIGHTS MAY ALSO BE TERMINATED PRIOR TO THE ABOVE DATE BY STATE UPON NOTICE TO OWNER.

Memorandum **TAB 49**

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 15-16, 2018

Reference No: 2.4d. – **REPLACEMENT ITEM**
Action Item

From: STEVEN KECK
Chief Financial Officer

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

Subject: CONVEYANCE OF EXCESS STATE OWNED REAL PROPERTY

ISSUE:

Should the California Transportation Commission (Commission) approve execution of the following Director's Deeds?

RECOMMENDATION:

The California Department of Transportation (Department) recommends the Commission authorize execution of the Director's Deeds summarized below. The conveyance of excess State owned real property, including exchanges, is pursuant to Section 118 of the Streets and Highways Code.

The Director's Deeds included in this item involve an estimated current value of \$6,123,097. The State will receive a return of \$8,016,490 from the sale of these properties. A recapitulation of the items presented and corresponding maps are attached.

DIRECTOR'S DEEDS:

01-03-Sac-5 Post Mile (PM) 31.1	Sacramento
Disposal Unit #DE 17591-01-04	1.489 acres
Convey to: Sacramento Municipal Utility District, a municipal utility district ("SMUD")	\$5,800 (Appraisal \$5,807)

Direct sale. Sacramento Municipal Utility District, a municipal utility district (SMUD) will be purchasing a Utility Easement on Department property to install new overhead sub transmission electrical lines. This easement will benefit the future development of the Metro Air Park area which is supported by the County and the City of Sacramento.

02-04-Ala-238 PM 14.8 Hayward
Disposal Unit #DD-009845-01-01 20,690 square feet (s.f.)
Convey to: Zalman Investments, LLC \$505,000
Public Sale Estimate (PSE) \$476,000

Public sale. Selling price represents the highest bid received at the public sale, there were two active bidders during the auction. Route was rescinded in 2010.

03-04-Ala-238 PM R14.8 Hayward
Disposal Unit #DD-040722-01-01 5,820 s.f.
Convey to: SIST3RS, INC. \$216,000 (PSE \$180,000)

Public sale. There were five active bidders that participated in this auction. Selling price represents the highest bid received at the public sale.

04-04-Ala-238 PM 14.8 Hayward
Disposal Unit #DD-040707-01-02 9,236 s.f.
Convey to: Sayed Basel and Parwin Sarwary \$326,000 (PSE \$220,000)

Public auction. Selling price represents the highest bid received at the public sale; three active bidders participated at this auction. Route was rescinded in 2010.

05-04-Ala-238 PM 14.9 Hayward
Disposal Unit #DD-040697-02-01 354 s.f.
Convey to: Alfredo Q. Vasquez, a single man. \$500 (Appraisal \$500)

Direct sale to the adjoining owner at the appraised value. Subject parcel is small and incapable of independent development. Parcel was originally purchased for Route 238, which was rescinded in November 2010.

06-04-SCI-101 PM 35.8 San Jose
Disposal Unit #DD-041149-01-01 17,791 s.f.
Convey to: Paul Ruben Orozco \$1,360,000 (PSE \$400,000)

Public sale. There were five active bidders participating in the auction. Selling price represents the highest bid received at the public sale.

07-04-Son-116 PM 12.2 Guerneville
Disposal Unit #DD-045337-01-01 0.22 acre (9,637 s.f.)
Convey to: Rosanta Company, \$103,200 (Appraisal \$103,200)
A California Corporation

Direct sale. Parcel is landlocked, unimproved, and a remnant of a bridge project on Highway 116 in Guerneville. Selling price represents the appraised value of \$103,200 received from the only interested adjoining owner, Rosanta Company, LLC.

08-05-Mon-101 PM 98.43 Prunedale
Disposal Unit #DE 10442-01-03 1.17 acres
#DE 10442-01-05 \$2,742 (Appraisal \$2,742)
Convey to: Pacific Bell Telephone Company,
dba AT&T California

Direct conveyance of easement. Conveyance is 50 per cent State's obligation pursuant to Utility Agreement No. 05-UT-1195.5650 dated January 4, 2011.

09-05-Mon-101 PM 98.43 Prunedale
Disposal Unit #DE 10442-01-04 0.86 acre
Convey to: Pacific Gas & Electric Company, \$1,748 (Appraisal \$1,748)
a California Corporation

Direct conveyance of easement pursuant to Utility Agreement No. 05-UT-1195.577 dated July 9, 2013. Conveyance is 57 percent State's obligation.

10-06-Fre-180 PM 89.0/R55.3 Fresno
Disposal Unit #DD 84023-01-02 19,794 s.f.
Convey to: James E. Chastain Jr. \$500 (Appraisal \$500)

Direct sale. Parcel is irregular in shape and size and located behind the adjoining parcel, making access limited. Selling price represents the appraised value of \$500 received from the only adjoining owner James E. Chastain Jr.

11-06-Tul-198 PM 0.8 Visalia
Disposal Unit #DD 84896-01-01 9,825 s.f.
Convey to: Gregory Wiersma \$500 (Appraisal \$500)

Direct sale. Parcel is located on the north side of State Route 198 and is irregular in shape and landlocked. State Route 198 has controlled access making access to the parcel limited. Selling price represents the appraised value of \$500 received from the only adjoining owner.

16-11-SD-54 PM 4.9 San Diego
Disposal Unit #DD 25738-01-01 1.02 acres (44,596 s.f.)
Convey to: HHZZ Investments, LLC \$385,000 (PSE \$140,000)

Public sale. Selling price represents the highest bid received at the public auction. There were four registered bidders and four active bidders.

17-11-SD-54 PM 15.5 El Cajon
Disposal Unit #DD 13929-01-01 2.5 acres (108,900 s.f.)
Convey to: Paul Hoa Trung Tran \$1,300,000 (PSE \$381,000)

Public sale. Selling price represents the highest bid received at public auction. There were 21 registered bidders and six active bidders.

18-11-SD-125 PM 12.6 City of Spring
Disposal Unit #DD 20481-01-02 88,070 s.f.
Convey to: ACAA, LP \$205,000 (PSE \$165,000)

Public sale. Selling price represents the highest bid price at the public auction. There were two registered bidders and two active bidders.

19-11-SD-125 PM 14.5 La Mesa
Disposal Unit #DD 22827-01-01 12,762 s.f.
Convey to: AMRE Properties, LLC \$185,000 (PSE \$140,000)

Public sale. Selling price represents the highest bid received at the first public sale. There were three registered bidders and two active bidders.

20-11-SD-125 PM 15.1 La Mesa
Disposal Unit #DD 22863-02-01 12,158 s.f.
Convey to: Austin Mowoe and Ifeanyichukwu Mowoe \$115,000 (PSE \$140,000)

Public sale. Selling price represents the highest bid received at the first public sale. There were two registered bidders and two active bidders.

21-11-SD-905 PM 6.7 San Diego
Disposal Unit #DD 31344-02-01 2.814 acres (122,578 s.f.)
Convey to: ACAA, LP \$1,977,000 (PSE \$2,326,000)

Public sale. Selling price represents the only bid received at the first public sale. There was one registered bidder and one active bidder.

<u>22</u> -11-SD-905 KP 13.5	San Diego
Disposal Unit #DD 31363-01-01	1.44 acres (62,581 s.f.)
Convey to: Nicanor Perez	\$450,400 (PSE \$563,000)

Public sale. Selling price represents the one and only bid received at the first public sale. There was one registered bidder and one active bidder.

<u>23</u> -11-SD-905 PM 6.8	San Diego
Disposal Unit #DD 32182-01-01	0.57 acre (24,927 s.f.)
Convey to: ACAA, LP	\$448,000 (PSE \$448,000)

Public sale. Selling price represents the only bid received at the first public sale. There was one registered bidder and one active bidder.

Attachments

- Attachment A – Financial summary spreadsheet
- Exhibits 1A-23B – Parcel maps

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 15-16, 2018

Reference No: 2.5b.(3)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Ron Sheppard, Chief (Acting)
Division of Budgets

Subject: ALLOCATION AMENDMENT FOR PREVIOUSLY APPROVED SHOPP PROJECTS FOR PA&ED, PS&E AND R/W SUPPORT RESOLUTION FP-18-03, AMENDING RESOLUTION FP-17-61

ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation (Department) request to amend Resolution FP-17-61 to rescind three State Highway Operations and Protection Program (SHOPP) pre-construction phase allocations for Plans, Specifications and Estimate (PS&E) and Right-of-Way (R/W) support, previously approved in June 2018?

RECOMMENDATION:

The Department recommends that the Commission approve its request to amend Resolution FP-17-61 to rescind three SHOPP pre-construction phase allocations for PS&E and R/W support, previously approved in June 2018, as shown on the attached pages.

BACKGROUND:

At the June 2018 Commission meeting, three projects were erroneously included in the attachments for 2016 SHOPP pre-construction phases for approval.

Under the attachment for 2.5b.(2a), PPNO 3131 (Project 36 for \$628,000 for PS&E and Project 70 for \$450,000 for R/W support) was voted and approved by the Commission in May 2018 and therefore should not have been submitted for allocation at the June meeting.

Under the attachment for 2.5b.(2b), PPNO 0488K (Project 13 for \$1,035,000 for PS&E) was voted and approved by the Commission in March 2018 and also should not have been submitted for allocation at the June meeting.

In accordance with the requested amendment, the 2016 SHOPP pre-construction project summary has been updated and the attachments have been revised to appropriately demonstrate the Department's request to rescind the three phases described above.

The total allocation is amended to ~~\$101.0~~ **\$98.8** million for ~~123-120~~ PA&ED, PS&E and R/W support phases in the SHOPP, as follows

- ~~\$52.4~~ **\$51.3** million for ~~72~~ **70** SHOPP support phases and
- ~~\$48.6~~ **\$47.5** million for ~~51~~ **50** SHOPP (SB 1) support phases.

FINANCIAL RESOLUTION:

Resolved, that ~~\$101.0~~ **\$98.8** million previously allocated for ~~123-120~~ PA&ED, PS&E and R/W support phases is hereby amended, in accordance with attached revised lists for 2016 SHOPP pre-construction projects.

Attachments

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2a) Support Allocations for SHOPP Projects						Resolution FP-18-03, Amending Resolution FP-17-61	
33 08-Riv-60 R0.0/22.3	0022K 0815000163	In the cities of Eastvale, Jurupa Valley, Riverside and Moreno Valley, from Hamner Avenue to Gilman Spring Road; also on Route 91, from Route 15 to Madison Street. Replace existing guide signs with retro-reflective sheeting. (The Department has determined this project is Categorically Exempt.) <u>Program Code</u> 201.170 - Signs and Lighting Rehabilitation <u>Performance Measure</u> 221 Lighting fixture(s)	1F371	19-20	PS&E	\$430,000	\$430,000
34 08-SBd-10 34.2/R39.1	3001U 0812000270	In Redlands and Yucaipa, from Wabash Avenue to County line Road. Construct roadside safety improvements. (The Department has determined this project is Categorically Exempt.) <u>Program Code</u> 201.235 - Roadside Safety Improvements/ Freeway Maintenance Access <u>Performance Measure</u> 120 Location(s)	1C300	19-20	PS&E	\$417,000	\$417,000
35 08-SBd-60 R0.0/R9.9	0178P 0815000160	In Pomona, Chino and Ontario, from Los Angeles County line to Riverside County line. Replace existing signs with retro-reflective sheeting. (The Department has determined this project is Categorically Exempt.) <u>Program Code</u> 201.170 - Signs and Lighting Rehabilitation <u>Performance Measure</u> 68 Sign(s)	1F361	19-20	PS&E	\$436,000	\$436,000
36 10-Mpa-140 21.2/21.8	3131 1013000244	In the community of Mariposa, from Route 49 to 12th Street. Improve pedestrian access facilities to reduce collision severity. (The Department has determined this project is Categorically Exempt.) <u>Program Code</u> 201.015 - Collision Severity Reduction <u>Performance Measure</u> 24 Collision(s) reduced	0Y600	19-20	PS&E	\$528,000	\$628,000
Project 70 (EA 10-0Y600/PPNO 3131) for \$628,000 in PS&E is being rescinded from Resolution FP-17-61 originally approved in June 2018.							

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2a) Support Allocations for SHOPP Projects						Resolution FP-18-03, Amending Resolution FP-17-61	
37 10-SJ-99 30.9/31.3	3145 1014000134	In Lodi, from south of Route 12 (Victor Road) to south of Turner Road. Realign northbound onramp, increase bridge vertical clearance and construct auxiliary lane. (The Department has determined this project is Categorically Exempt.) <u>Program Code</u> 201.310 - Operational Improvements <u>Performance Measure</u> 158.2 Daily vehicle hour(s) of delay (DVHD)	1C280	18-19	PS&E	\$1,417,000	\$1,682,000
38 10-Sta-99 R13.4/R13.8	0037 1015000003	Near Ceres and Modesto, in the northbound direction from Hatch Road onramp to S. 9th Street offramp. Construct auxiliary lane. (The Department has determined this project is Categorically Exempt.) <u>Program Code</u> 201.310 - Operational Improvements <u>Performance Measure</u> 110.0 Daily vehicle hour(s) of delay (DVHD)	0L870	19-20	PS&E	\$1,427,000	\$1,427,000
39 11-SD-8 2.8/5.0	1165 1114000118	In the city of San Diego, from east of Route 163 to east of Route 805; also on Route 805, from north of Adams Avenue to south of Route 8 (PM 17.3/17.5). Roadside safety improvements. (The Department has determined this project is Categorically Exempt.) <u>Program Code</u> 201.235 - Roadside Safety Improvements/ Freeway Maintenance Access <u>Performance Measure</u> 48 Location(s)	41131	18-19	PS&E	\$1,700,000	\$1,700,000
40 12-Ora-39 19.4	3279 1216000122	In the city of La Habra, at Fashion Square Lane. Modify traffic signal and add lighting. (The Department has determined this project is Categorically Exempt.) <u>Program Code</u> 201.010 - Safety Improvements <u>Performance Measure</u> 25 Collision(s) reduced	0Q290	18-19	PS&E	\$575,000	\$575,000

Total for PS&E

~~32 Requests~~
31 Requests

~~\$35,510,000~~
\$34,882,000

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2a) Support Allocations for SHOPP Projects						Resolution FP-18-03, Amending Resolution FP-17-61	
66 07-LA-405 42.9	4724 0714000097	In Van Nuys, near Saticoy Street. Replace and install Weigh-in-Motion (WIM) system. <u>Program Code</u> 201.321 - Weigh Stations <u>Performance Measure</u> 1 Location(s)	30510	18-19	R/W Sup	\$12,000	\$12,000
67 08-Riv-60 R0.0/22.3	0022K 0815000163	In the cities of Eastvale, Jurupa Valley, Riverside and Moreno Valley, from Hamner Avenue to Gilman Spring Road; also on Route 91, from Route 15 to Madison Street. Replace existing guide signs with retro-reflective sheeting. <u>Program Code</u> 201.170 - Signs and Lighting Rehabilitation <u>Performance Measure</u> 221 Lighting fixture(s)	1F371	19-20	R/W Sup	\$15,000	\$15,000
68 08-SBd-10 34.2/R39.1	3001U 0812000270	In Redlands and Yucaipa, from Wabash Avenue to County line Road. Construct roadside safety improvements. <u>Program Code</u> 201.235 - Roadside Safety Improvements/ Freeway Maintenance Access <u>Performance Measure</u> 120 Location(s)	1C300	19-20	R/W Sup	\$43,000	\$43,000
69 08-SBd-60 R0.0/R9.9	0178P 0815000160	In Pomona, Chino and Ontario, from Los Angeles County line to Riverside County line. Replace existing signs with retro-reflective sheeting. <u>Program Code</u> 201.170 - Signs and Lighting Rehabilitation <u>Performance Measure</u> 68 Sign(s)	1F361	19-20	R/W Sup	\$12,000	\$12,000
70 10-Mpa-140 21.2/21.8	3131 1013000244	In the community of Mariposa, from Route 49 to 12th Street. Improve pedestrian access facilities to reduce collision severity. <u>Program Code</u> 201.015 - Collision Severity Reduction <u>Performance Measure</u> 24 Collision(s) reduced	0Y600	19-20	R/W Sup	\$411,000	\$450,000

Project 70 (EA 10-0Y600/PPNO 3131) for \$450,000 in R/W Sup is being rescinded from Resolution FP-17-61 originally approved in June 2018.

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2a) Support Allocations for SHOPP Projects						Resolution FP-18-03, Amending Resolution FP-17-61	
71 10-SJ-99 30.9/31.3	3145 1014000134	In Lodi, from south of Route 12 (Victor Road) to south of Turner Road. Realign northbound onramp, increase bridge vertical clearance and construct auxiliary lane.	1C280	18-19	R/W Sup	\$339,000	\$339,000
		<u>Program Code</u> 201.310 - Operational Improvements					
		<u>Performance Measure</u> 158.2 Daily vehicle hour(s) of delay (DVHD)					
72 10-Sta-99 R13.4/R13.8	0037 1015000003	Near Ceres and Modesto, in the northbound direction from Hatch Road onramp to S. 9th Street offramp. Construct auxiliary lane.	0L870	19-20	R/W Sup	\$141,000	\$141,000
		<u>Program Code</u> 201.310 - Operational Improvements					
		<u>Performance Measure</u> 110.0 Daily vehicle hour(s) of delay (DVHD)					
Total for R/W Sup						\$3,817,000	\$3,817,000
						31 Requests	\$3,367,000
Grand Total						\$52,369,000	\$52,369,000
						70 Requests	\$51,291,000

2.5 Highway Financial Matters

TAB 50 - REPLACEMENT ITEM

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2a) Support Allocations for SHOPP Projects						Resolution FP-18-03, Amending Resolution FP-17-61	
33 08-Riv-60 R0.0/22.3	0022K 0815000163	In the cities of Eastvale, Jurupa Valley, Riverside and Moreno Valley, from Hamner Avenue to Gilman Spring Road; also on Route 91, from Route 15 to Madison Street. Replace existing guide signs with retro-reflective sheeting. (The Department has determined this project is Categorically Exempt.) <u>Program Code</u> 201.170 - Signs and Lighting Rehabilitation <u>Performance Measure</u> 221 Lighting fixture(s)	1F371	19-20	PS&E	\$430,000	\$430,000
34 08-SBd-10 34.2/R39.1	3001U 0812000270	In Redlands and Yucaipa, from Wabash Avenue to County line Road. Construct roadside safety improvements. (The Department has determined this project is Categorically Exempt.) <u>Program Code</u> 201.235 - Roadside Safety Improvements/ Freeway Maintenance Access <u>Performance Measure</u> 120 Location(s)	1C300	19-20	PS&E	\$417,000	\$417,000
35 08-SBd-60 R0.0/R9.9	0178P 0815000160	In Pomona, Chino and Ontario, from Los Angeles County line to Riverside County line. Replace existing signs with retro-reflective sheeting. (The Department has determined this project is Categorically Exempt.) <u>Program Code</u> 201.170 - Signs and Lighting Rehabilitation <u>Performance Measure</u> 68 Sign(s)	1F361	19-20	PS&E	\$436,000	\$436,000
36 10-Mpa-140 21.2/21.8	3131 1013000244	In the community of Mariposa, from Route 49 to 12th Street. Improve pedestrian access facilities to reduce collision severity. (The Department has determined this project is Categorically Exempt.) <u>Program Code</u> 201.015 - Collision Severity Reduction <u>Performance Measure</u> 24 Collision(s) reduced	0Y600	19-20	PS&E	\$528,000	\$628,000
<p>Project 70 (EA 10-0Y600/PPNO 3131) for \$628,000 in PS&E is being rescinded from Resolution FP-17-61 originally approved in June 2018.</p>							

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2a) Support Allocations for SHOPP Projects						Resolution FP-18-03, Amending Resolution FP-17-61	
37 10-SJ-99 30.9/31.3	3145 1014000134	In Lodi, from south of Route 12 (Victor Road) to south of Turner Road. Realign northbound onramp, increase bridge vertical clearance and construct auxiliary lane. (The Department has determined this project is Categorically Exempt.) <u>Program Code</u> 201.310 - Operational Improvements <u>Performance Measure</u> 158.2 Daily vehicle hour(s) of delay (DVHD)	1C280	18-19	PS&E	\$1,417,000	\$1,682,000
38 10-Sta-99 R13.4/R13.8	0037 1015000003	Near Ceres and Modesto, in the northbound direction from Hatch Road onramp to S. 9th Street offramp. Construct auxiliary lane. (The Department has determined this project is Categorically Exempt.) <u>Program Code</u> 201.310 - Operational Improvements <u>Performance Measure</u> 110.0 Daily vehicle hour(s) of delay (DVHD)	0L870	19-20	PS&E	\$1,427,000	\$1,427,000
39 11-SD-8 2.8/5.0	1165 1114000118	In the city of San Diego, from east of Route 163 to east of Route 805; also on Route 805, from north of Adams Avenue to south of Route 8 (PM 17.3/17.5). Roadside safety improvements. (The Department has determined this project is Categorically Exempt.) <u>Program Code</u> 201.235 - Roadside Safety Improvements/ Freeway Maintenance Access <u>Performance Measure</u> 48 Location(s)	41131	18-19	PS&E	\$1,700,000	\$1,700,000
40 12-Ora-39 19.4	3279 1216000122	In the city of La Habra, at Fashion Square Lane. Modify traffic signal and add lighting. (The Department has determined this project is Categorically Exempt.) <u>Program Code</u> 201.010 - Safety Improvements <u>Performance Measure</u> 25 Collision(s) reduced	0Q290	18-19	PS&E	\$575,000	\$575,000

Total for PS&E

~~32 Requests~~
31 Requests

~~\$35,510,000~~
\$34,882,000

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2a) Support Allocations for SHOPP Projects						Resolution FP-18-03, Amending Resolution FP-17-61	
66 07-LA-405 42.9	4724 0714000097	In Van Nuys, near Saticoy Street. Replace and install Weigh-in-Motion (WIM) system. <u>Program Code</u> 201.321 - Weigh Stations <u>Performance Measure</u> 1 Location(s)	30510	18-19	R/W Sup	\$12,000	\$12,000
67 08-Riv-60 R0.0/22.3	0022K 0815000163	In the cities of Eastvale, Jurupa Valley, Riverside and Moreno Valley, from Hamner Avenue to Gilman Spring Road; also on Route 91, from Route 15 to Madison Street. Replace existing guide signs with retro-reflective sheeting. <u>Program Code</u> 201.170 - Signs and Lighting Rehabilitation <u>Performance Measure</u> 221 Lighting fixture(s)	1F371	19-20	R/W Sup	\$15,000	\$15,000
68 08-SBd-10 34.2/R39.1	3001U 0812000270	In Redlands and Yucaipa, from Wabash Avenue to County line Road. Construct roadside safety improvements. <u>Program Code</u> 201.235 - Roadside Safety Improvements/ Freeway Maintenance Access <u>Performance Measure</u> 120 Location(s)	1C300	19-20	R/W Sup	\$43,000	\$43,000
69 08-SBd-60 R0.0/R9.9	0178P 0815000160	In Pomona, Chino and Ontario, from Los Angeles County line to Riverside County line. Replace existing signs with retro-reflective sheeting. <u>Program Code</u> 201.170 - Signs and Lighting Rehabilitation <u>Performance Measure</u> 68 Sign(s)	1F361	19-20	R/W Sup	\$12,000	\$12,000
70 10-Mpa-140 21.2/21.8	3131 1013000244	In the community of Mariposa, from Route 49 to 12th Street. Improve pedestrian access facilities to reduce collision severity. <u>Program Code</u> 201.015 - Collision Severity Reduction <u>Performance Measure</u> 24 Collision(s) reduced	0Y600	19-20	R/W Sup	\$411,000	\$450,000

Project 70 (EA 10-0Y600/PPNO 3131) for \$450,000 in R/W Sup is being rescinded from Resolution FP-17-61 originally approved in June 2018.

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2a) Support Allocations for SHOPP Projects						Resolution FP-18-03, Amending Resolution FP-17-61	
71 10-SJ-99 30.9/31.3	3145 1014000134	In Lodi, from south of Route 12 (Victor Road) to south of Turner Road. Realign northbound onramp, increase bridge vertical clearance and construct auxiliary lane.	1C280	18-19	R/W Sup	\$339,000	\$339,000
		<u>Program Code</u> 201.310 - Operational Improvements					
		<u>Performance Measure</u> 158.2 Daily vehicle hour(s) of delay (DVHD)					
72 10-Sta-99 R13.4/R13.8	0037 1015000003	Near Ceres and Modesto, in the northbound direction from Hatch Road onramp to S. 9th Street offramp. Construct auxiliary lane.	0L870	19-20	R/W Sup	\$141,000	\$141,000
		<u>Program Code</u> 201.310 - Operational Improvements					
		<u>Performance Measure</u> 110.0 Daily vehicle hour(s) of delay (DVHD)					
Total for R/W Sup						\$3,817,000 \$3,367,000	
Grand Total						\$52,369,000 \$51,291,000	

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2b) Support Allocations for SHOPP SB 1 Projects of Primary Asset Class						Resolution FP-18-03, Amending Resolution FP-17-61	
13 04-Son-12 35.1/38.9	0488K 0414000202	In and near Sonoma, from Vallejo Avenue to east of Leveroni Road/Napa Road. Pavement rehabilitation.	1J360	19-20	PS&E	\$870,000	\$1,035,000
		(The Department has determined this project is Categorically Exempt.)	<p>Project 13 (PPNO 0488K/EA 1J360) for \$1,035,000 in PS&E is being rescinded from Resolution FP-17-61 originally approved in June 2018.</p>				
		<u>Program Code</u> 201.121 - Pavement Rehabilitation (CAPM)					
		<u>Performance Measure</u> 7.6 Lane mile(s)					
14 04-Son-101 29.3/R54.3	1482F 0414000476	In and near Windsor, Healdsburg, and Cloverdale, from Old Redwood Highway to 2.0 miles south of Mendocino County line. Roadway rehabilitation.	0J642	18-19	PS&E	\$6,799,000	\$6,799,000
		(The Department has determined this project is Categorically Exempt.)					
		<u>Program Code</u> 201.122 - Roadway Rehabilitation (2R)					
		<u>Performance Measure</u> 43.2 Lane mile(s)					
15 05-Mon-101 86.0/95.8	0064Q 0516000016	In and near Salinas, from 0.4 mile north of Airport Boulevard Overcrossing to 0.3 mile south of San Miguel Canyon Road Overcrossing. Install vehicle detection systems, Changeable Message Signs (CMS), cameras, and a vehicle pullout.	0N200	18-19	PS&E	\$1,000,000	\$1,000,000
		(The Department has determined this project is Categorically Exempt.)					
		<u>Program Code</u> 201.315 - Transportation Management Systems					
		<u>Performance Measure</u> 11 Field element(s)					
16 05-SLO-1 34.5	0072A 0515000098	Near Morro Bay, at Old Creek Bridge No. 05-49 -0070R. Replace bridge.	0L722	19-20	PS&E	\$1,900,000	\$1,900,000
		(Concurrent consideration of funding under Resolution E-18-62; June 2018.)					
		<u>Program Code</u> 201.110 - Bridge Major Rehabilitation					
		<u>Performance Measure</u> 1 Bridge(s)					

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2b) Support Allocations for SHOPP SB 1 Projects of Primary Asset Class						Resolution FP-18-03, Amending Resolution FP-17-61	
50 09-Ker-14 R5.7/R12.6	2633 0916000025	In Rosamond and Mojave, from 0.5 mile south of Dawn Road Overcrossing (OC) to 0.5 mile north of Silver Queen Road OC. Rehabilitate lanes and ramps by replacing slabs and grinding lane 1, construct Continuous Reinforced Concrete Pavement (CRCP) lane 2, cold plane and overlay ramps with Rubberized Hot Mix Asphalt (RHMA-G). Replace guardrail, construct rumble strip, replace signs using retroreflective sheeting, and refresh pavement delineation. (G13 Contingency) <u>Program Code</u> 201.122 - Roadway Rehabilitation (2R) <u>Performance Measure</u> 27.6 Lane mile(s)	36740	19-20	R/W Sup	\$250,000	\$250,000
51 11-SD-Var 0.0	1134 1114000063	In San Diego County, on various routes at various locations. Culvert rehabilitation. <u>Program Code</u> 201.151 - Drainage System Restoration <u>Performance Measure</u> 7 Culvert(s)	41820	18-19	R/W Sup	\$418,000	\$418,000
Total for R/W Sup		23 Requests				\$4,683,000	
Grand Total		51 Requests				\$48,565,000	
		50 Requests				\$47,530,000	

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CTC Meeting: August 15-16, 2018
Reference No.: 4.19
Action
Published Date: August 3, 2018

From: SUSAN BRANSEN
Executive Director
Prepared By: Teri Anderson
Assistant Deputy Director

Subject: **APPROVAL OF THE PROPOSITION 1B SEMI-ANNUAL STATUS REPORT**

ISSUE:

Should the California Transportation Commission (Commission) approve the attached Proposition 1B Semi-Annual Status Report for submittal to the Department of Finance?

RECOMMENDATION:

Staff recommends the Commission approve the attached Proposition 1B Semi-Annual Status Report for submittal to the Department of Finance.

BACKGROUND:

Senate Bill 88 (Chapter 181, Statutes of 2007) designates the Commission as the administrative agency for the Proposition 1B funded Corridor Mobility Improvement Account, State Route 99 Corridor Account, Trade Corridor Improvement Fund, State & Local Partnership Program, Local Bridge Seismic Retrofit Account, Highway Railroad Crossing Safety Account, and Traffic Light Synchronization Program (collectively Proposition 1B Programs). As the administrative agency, the Commission is required to report on a semi-annual basis to the Department of Finance on the progress of the projects in these Proposition 1B Programs. The purpose of the report is to ensure that the projects are executed in a timely manner and within the approved scope and budget.

The Proposition 1B Semi-Annual Status Report and the Commission's Annual Report to the Legislature, issued in December, provide the reports mandated by Senate Bill 88.

Attached is the proposed Proposition 1B Semi-Annual Status Report. Upon Commission approval, the Proposition 1B Semi-Annual Status Report and the latest Proposition 1B Quarterly Report presented at the June 2018 Commission meeting will be submitted to the Department of Finance via the attached transmittal letter.

Attachments:

- Attachment A: Proposition 1B Semi-Annual Status Report
- Attachment B: Proposition 1B Quarterly Reports
- Attachment C: Commission Transmittal Letter of Proposition 1B Semi-Annual Report to the Department of Finance (Draft)



CALIFORNIA TRANSPORTATION COMMISSION

**Proposition 1B Highway Safety, Traffic Reduction, Air Quality and
Port Security Bond Act of 2006**

**Semi-Annual Status Report
June 30, 2018**

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CALIFORNIA TRANSPORTATION COMMISSION

Proposition 1B Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006

Semi-Annual Status Report June 30, 2018

BACKGROUND

Proposition 1B, approved by the voters in November 2006, authorized the issuance of \$19.925 billion in state general obligation bonds with \$12.025 billion to be programmed and allocated by the California Transportation Commission (Commission) for specific transportation programs intended to relieve congestion, facilitate goods movement, improve air quality, and enhance the safety of the state's transportation system. These transportation programs include the Corridor Mobility Improvement Account; State Route 99 Corridor Account; Trade Corridors Improvement Fund; State-Local Partnership Program; Local Bridge Seismic Retrofit Account; Highway- Railroad Crossing Safety Account; Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA); Traffic Light Synchronization Program; and the augmentation of the existing State Transportation Improvement Program (STIP) and the State Highway Operation and Protection Program (SHOPP) (collectively Proposition 1B Programs). Consistent with the requirements of Proposition 1B, with the exception of the PTMISEA, the Commission programs and allocates bond funds in each of the above-mentioned programs.

CLOSE-OUT PHASE

As of June 30, 2018, the Commission allocated \$11.69 billion of the \$12.025 billion in bond funds programmed under its purview. With almost all Proposition 1B funds allocated, and most of the allocated projects either constructed or finishing construction, the Commission continues to monitor progress of the projects through the close-out phase of the program. As projects are completed, the Commission is working with Caltrans and project sponsors to determine the degree to which benefits identified at the time of programming have been achieved. Although, for many of the projects, the benefits will not be immediately identifiable, the Commission will continue to monitor and require that project sponsors report the benefits achieved over time. In addition, the Commission continues to consult with Caltrans, to ensure that the annual Caltrans audit plan encompasses bond funded projects. Status reports for Proposition 1B programs and projects can be found at <http://www.bondaccountability.dot.ca.gov/bondacc/>.

¹ For more information on the success of the program, see the Commission's report, "Proposition 1B: Promises Made, Promises Kept"; http://www.catc.ca.gov/1baccount/Proposition_1B_Report_9-2-15.pdf.

PROGRAM SPECIFIC UPDATES

Corridor Mobility Improvement Account

Proposition 1B authorized \$4.5 billion in general obligation bond proceeds to be deposited in the Corridor Mobility Improvement Account (CMIA). Funds in the CMIA are available for performance improvements on the state highway system, or major local access routes to the state highway system, that relieve congestion by expanding capacity, enhancing operations, or otherwise improving travel times within high-congested travel corridors.

As of June 30, 2018, \$4.48 billion has been allocated to 129 CMIA projects. The remaining \$23 million consists of \$20 million reserved for bond administration and \$3 million in project construction savings. Of the 129 allocated projects 117 projects have been completed and 12 projects remain under construction. In FY 2017-18, two construction projects totaling \$94.17 million were completed. The table below provides the summary of the allocated CMIA projects, projects under construction, and projects completed by fiscal year.

CMIA Program Projects and Dollars by FY of Allocation (millions)										
Fiscal Year	Allocated CMIA Projects			Projects Under Construction			Completed Projects			
	#	Total Project Cost	CMIA Funds	#	Total Project Cost	CMIA Funds	#	Total Project Cost	CMIA Funds	# FDRs
07-08	11	\$ 1,049.27	\$ 663.60							
08-09	17	\$ 2,610.88	\$ 1,153.51	1	\$ 1,137.70	\$ 730.00				
09-10	18	\$ 960.38	\$ 437.88				4	\$ 205.78	\$ 60.11	4
10-11	14	\$ 927.12	\$ 115.81				8	\$ 373.70	\$ 182.58	8
11-12	63	\$ 4,137.14	\$ 2,015.61	6	\$ 1,183.14	\$ 374.10	8	\$ 437.03	\$ 273.97	8
12-13	6	\$ 2,681.01	\$ 90.56	5	\$ 2,355.64	\$ 153.66	19	\$ 917.02	\$ 402.89	18
13-14							19	\$ 968.58	\$ 395.28	18
14-15							19	\$ 1,575.73	\$ 581.34	15
15-16							27	\$ 1,716.88	\$ 701.98	8
16-17							11	\$ 1,239.57	\$ 526.90	1
17-18							2	\$ 255.04	\$ 94.17	0
Total	129	\$ 12,365.79	\$ 4,476.97	12	\$ 4,676.48	\$ 1,257.76	117	\$ 7,689.32	\$ 3,219.21	80

A total of 90 corridor projects in CMIA are reflected in 129 project segments. Final delivery reports (FDRs) are to be completed within six months after construction contracts are accepted. This report reflects the available data as of June 30, 2018. Figures may not sum up due to rounding.

State Route 99 Corridor Account

Proposition 1B authorized \$1 billion in general obligation bond proceeds to be deposited in the State Route 99 (SR-99) Account. Funds in the SR-99 Account may be used for safety, operational enhancement, rehabilitation, or capacity improvement projects on the SR-99 corridor. The corridor traverses approximately 400 miles of the state's central valley. The Commission programmed 24 SR-99 corridor projects. Some of the corridor projects are constructed in stages, thus resulting in 28 individual project segments. Including non-bond fund sources, the SR-99 corridor projects are valued at more than \$1.35 billion.

As of June 30, 2018, \$961.9 million has been allocated to 28 SR-99 projects. The remaining \$38.1 million consists of \$6.1 million reserved for bond administration and \$32 million in project construction savings. Caltrans expects to deliver two additional SR-99 projects in FY 2018-19 that will use the \$32 million in project savings. Of the 28 allocated construction projects, 27 projects have been completed and one project remains under construction. In FY 2017-18, two construction projects totaling \$165.7 million were completed. The table below shows the summary of the allocated SR-99 projects, projects under construction, and projects completed by fiscal year.

SR-99 Program Projects and Dollars by FY of Allocation (millions)										
Fiscal Year	Allocated SR-99 Projects			Projects Under Construction			Completed Projects			
	#	Total Project Cost	SR-99 Funds	#	Total Project Cost	SR-99 Funds	#	Total Project Cost	SR-99 Funds	# FDRs
07-08										
08-09										
09-10	5	\$ 187.93	\$ 168.01							
10-11	1	\$ 38.35	\$ 20.97							
11-12	15	\$ 935.84	\$ 657.36				1	\$ 22.31	\$ 22.31	1
12-13	4	\$ 86.99	\$ 61.63				2	\$ 15.02	\$ 10.51	2
13-14	2	\$ 95.60	\$ 48.63				1	\$ 32.47	\$ 18.53	1
14-15							8	\$ 339.88	\$ 258.70	6
15-16							10	\$ 547.35	\$ 387.79	3
16-17							3	\$ 130.38	\$ 93.10	5
17-18	1	\$ 7.10	\$ 5.30	1	\$ 7.10	\$ 5.30	2	\$ 257.31	\$ 165.66	1
Total	28	\$ 1,351.81	\$ 961.89	1	\$ 7.10	\$ 5.30	27	\$ 1,344.72	\$ 956.59	19

Final delivery reports (FDRs) are to be completed within six months after construction contracts are accepted. This report reflects the available data as of June 30, 2018. Figures may not sum up due to rounding.

Trade Corridors Improvement Fund

Proposition 1B authorized \$2 billion in general obligation bond proceeds to be deposited in the Trade Corridors Improvement Fund (TCIF). Funds in the TCIF are available for allocation to California infrastructure improvements along federally designated “Trade Corridors of National Significance” or along other corridors that have a high volume of freight movement. TCIF funds may be used for highway capacity and operational improvements to more efficiently accommodate the movement of freight from seaports, land ports of entry and airports to warehousing and distribution centers; for freight rail improvements to move goods from seaports and land ports of entry to warehousing and distribution centers throughout California; truck corridor improvements, including dedicated truck facilities or truck toll facilities; and border access improvements to enhance goods movement between California and Mexico. Proposition 1B requires that the Commission allocate funds on projects that improve trade corridor mobility while reducing diesel particulate and other pollutant emissions.

The Commission proposed a strategy to increase TCIF funding by moving \$500 million from the State Highway Account (via the SHOPP Program) to fund State-level priorities that are critical to goods movement. This strategy was subsequently codified in AB 268 (Committee on Budget, Chapter 756, Statutes of 2008).

As of June 30, 2018, 101 projects have been programmed in the TCIF program totaling \$2.44 billion and \$2.43 billion has been allocated to 98 projects. Three projects programmed at \$19.3 million remain unallocated. The remaining \$55.3 million consists of \$47.4 million reserved for bond administration and \$7.9 million in project construction savings.

Of the 98 allocated projects, 66 projects totaling \$1.21 billion have been completed and 32 projects totaling \$1.22 billion are under construction. In FY 2017-18, eight projects totaling \$178.84 million were completed. The table on page 7 provides the summary of the programmed and allocated TCIF projects, projects under construction, and projects completed by fiscal year.

TCIF Program Projects and Dollars by FY of Allocation (millions)

Fiscal Year	Allocated TCIF Projects			Projects Under Construction			Completed Projects			
	#	Total Project Cost	TCIF Funds	#	Total Project Cost	TCIF Funds	#	Total Project Cost	TCIF Funds	# FDRs
07-08	1	\$ 33.00	\$ 4.95							
08-09	4	\$ 237.97	\$ 108.12						\$ -	
09-10	2	\$ 84.38	\$ 25.27				2	\$ 33.00	\$ 4.95	1
10-11	8	\$ 1,714.61	\$ 466.86						\$ -	
11-12	19	\$ 1,496.93	\$ 562.01	1	\$ 15.00	\$ 7.20	2	\$ 45.87	\$ 17.04	2
12-13	25	\$ 2,453.05	\$ 778.94	3	\$ 1,984.96	\$ 544.02	2	\$ 120.55	\$ 60.41	2
13-14	14	\$ 880.23	\$ 333.71	9	\$ 1,587.50	\$ 487.34	5	\$ 255.15	\$ 121.07	3
14-15	8	\$ 83.69	\$ 42.95	3	\$ 196.81	\$ 87.80	14	\$ 633.29	\$ 189.22	4
15-16	9	\$ 382.55	\$ 63.34	3	\$ 159.60	\$ 37.92	14	\$ 543.46	\$ 188.04	6
16-17	3	\$ 1,686.63	\$ 24.23	5	\$ 1,586.94	\$ 16.81	19	\$ 1,111.99	\$ 446.25	6
17-18	5	\$ 957.42	\$ 15.09	8	\$ 1,236.63	\$ 38.55	8	\$ 499.71	\$ 178.84	5
Total	98	\$ 10,010.46	\$ 2,425.47	32	\$ 6,767.44	\$ 1,219.64	66	\$ 3,243.02	\$ 1,205.83	29

Three projects with \$19,248,000 in TCIF funds have not requested allocation. Final delivery reports (FDRs) are to be completed within six months after construction contracts are accepted. This report reflects the available data as of June 30, 2018. Figures may not sum up due to rounding.

Traffic Light Synchronization Program

Proposition 1B authorized \$250 million in general obligation bond proceeds for the Traffic Light Synchronization Program (TLSP). The TLSP is a program for traffic light synchronization or other technology-based improvements to safely operate and effectively manage capacity of local streets and roads.

SB 88 (Chapter 181, Statutes of 2007) directed that \$150 million from the TLSP be allocated to the City of Los Angeles for upgrading and installing traffic signal synchronization within its jurisdiction. SB 88 also designated the Commission as the administrative agency responsible for adopting guidelines and programming funds for the TLSP program.

The Commission programmed 22 traffic light synchronization projects for the City of Los Angeles and 59 traffic light synchronization projects for agencies other than the City of Los Angeles for a total of 81 TLSP projects.

As of June 30, 2018, \$242.27 million has been allocated to 81 TLSP projects. The remaining \$7.73 million consists of \$5 million reserved for bond administration and \$2.73 million in project construction savings. Caltrans is working with agencies to identify projects that can utilize these savings. Of the 81 allocated projects, 77 projects have been completed and four remain in construction. In FY 2017-18 four projects totaling \$29.1 million were completed. The table below shows the summary of the programmed and allocated TLSP projects, projects under construction, and projects completed by fiscal year.

TLSP Program Projects and Dollars by FY of Allocation (millions)										
Fiscal Year	Allocated TLSP Projects			Projects with Contracts Under Construction			Projects with Construction Contract Accepted			
	#	Total Project Cost	TLSP Funds	#	Total Project Cost	TLSP Funds	#	Total Project Cost	TLSP Funds	# FDRs
07-08	0	\$ -	\$ -				0	\$ -	\$ -	0
08-09	38	\$ 69.47	\$ 61.34				4	\$ 1.33	\$ 0.66	3
09-10	17	\$ 65.11	\$ 42.72				14	\$ 7.26	\$ 4.96	11
10-11	6	\$ 65.82	\$ 6.19	1	\$ 25.62	\$ 18.72	16	\$ 15.06	\$ 11.20	14
11-12	12	\$ 49.95	\$ 38.63				7	\$ 30.16	\$ 19.39	7
12-13	1	\$ 35.35	\$ 6.80				16	\$ 67.77	\$ 50.98	11
13-14	3	\$ 13.71	\$ 11.82				7	\$ 45.01	\$ 34.93	5
14-15	3	\$ 24.58	\$ 13.54	1	\$ 15.34	\$ 11.53	8	\$ 58.75	\$ 53.50	5
15-16	0	\$ -	\$ -				1	\$ 7.51	\$ 6.52	1
16-17	1	\$ 14.10	\$ 7.06	2	\$ 14.10	\$ 0.75				0
17-18		\$ -	\$ (1.58)				4	\$ 50.18	\$ 29.13	0
Total	81	\$ 338.09	\$ 242.27	4	\$ 55.06	\$ 30.99	77	\$ 283.02	\$ 211.27	57

In FY 11-12, three projects were removed from the program. Final delivery reports (FDRs) are to be completed within six months after construction contracts are accepted. This report reflects the available data as of June 30, 2018. Figures may not sum up due to rounding. Due to complexity, some programmed projects were split into multiple segments.

Highway-Railroad Crossing Safety Account

Proposition 1B authorized \$250 million in general obligation bond proceeds for the Highway-Railroad Crossing Safety Account (HRCSA) program to fund the completion of high-priority grade separation and railroad crossing safety improvements.

The HRCSA program is subject to the provisions of Government Code Section 8879.23 (j) where the HRCSA program funding is split into two parts as follows:

- Part 1 - \$150 million for projects on the Public Utilities Commission (PUC) project list pursuant to the process established in Chapter 10 (commencing with Section 2450) of Division 3 of the Streets and Highways Code.
- Part 2 - \$100 million for high-priority railroad crossing improvements that are not part of the PUC priority list process.

Since 2008 the HRCSA program has gone through five two-year programming cycles. As projects are completed and final expenditures are recorded, program savings are recycled.

As of June 30, 2018, \$242.62 has been allocated to 38 HRCSA projects. The remaining \$7.38 million consists of \$5 million reserved for bond administration and \$2.38 million in project construction savings. New projects will be identified in the upcoming two-year programming cycle to utilize the construction savings. Of the 38 allocated projects, 35 projects with HRCSA funds totaling \$216.61 million have been completed and three projects with HRCSA totaling \$26.01 million are under construction. The table below provides the summary of the programmed and allocated HRCSA projects, projects under construction, and completed projects by fiscal year.

HRCSA Program Projects and Dollars by FY of Allocation (millions)										
2-year Program Cycle	Allocated HRCSA Projects			Projects Under Construction			Completed Projects			
	#	Total Project Cost	HRCSA Funds	#	Total Project Cost	HRCSA Funds	#	Total Project Cost	HRCSA Funds	# FDRs
06-08	16	\$ 520.50	\$ 116.70				16	\$ 520.50	\$ 116.69	15
08-10	8	\$ 294.90	\$ 64.10	1	\$ 48.80	\$ 5.00	7	\$ 294.90	\$ 59.11	6
10-12	12	\$ 158.40	\$ 40.81				12	\$ 158.40	\$ 40.81	12
12-14	1	\$ 153.20	\$ 18.30	1	\$ 153.20	\$ 18.30	0	\$ -	\$ -	
14-16	1	\$ 91.14	\$ 2.71	1	\$ 91.14	\$ 2.71	0	\$ -	\$ -	
16-18	0	\$ -	\$ -				0	\$ -	\$ -	
Total	38	\$ 1,218.14	\$ 242.62	3	\$ 293.14	\$ 26.01	35	\$ 973.80	\$ 216.61	33

Final delivery reports (FDRs) are to be completed within six months after construction contracts are accepted. This report reflects the available data as of June 30, 2018. Figures may not sum up due to rounding. In FY 2012, one project was split into two phases.

Public Transportation Modernization, Improvement, and Service Enhancement Account

Proposition 1B authorized \$4 billion for the Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA). Funds in the PTMISEA account are available for intercity rail projects; commuter or urban rail operators; bus operators; waterborne transit operators; and other transit operators in California for rehabilitation, safety or modernization improvements, capital service enhancements or expansions, new capital projects, bus and rapid transit improvements, and rolling stock procurement, rehabilitation, and/or replacement.

Of the \$4 billion authorized for the PTMISEA, \$3.6 billion is available for allocation by the State Controller in accordance with the following Public Utilities Code (PUC) distributions:

- 50 percent allocated by formula to local transit operators as specified in PUC Section 99314
- 50 percent allocated by formula to regional entities as specified in PUC Section 99313

The remaining \$400 million is available for programming and allocation by the Commission for intercity rail capital improvements.

As of June 30, 2018, \$342.5 million has been allocated to 24 intercity rail projects. Four projects with intercity rail funds totaling \$50.8 million remain unallocated. The remaining \$6.68 million is reserved for bond administration. From the 24 intercity rail projects, 17 projects with intercity rail funds totaling \$162.09 million have been completed and seven projects with intercity rail funds totaling \$180.43 million are under construction. The table below shows the summary of the allocated intercity rail projects, projects under construction, and completed projects by fiscal year.

Intercity Rail Program Projects and Dollars by FY of Allocation (millions)										
Fiscal Year	Allocated InterCity Rail Projects			Projects Under Construction			Completed Projects			
	#	Total Project Cost	Intercity Rail Funds	#	Total Project Cost	Intercity Rail Funds	#	Total Project Cost	Intercity Rail Funds	# FDRs
07-08	5	\$ 85.59	\$ 50.38				5	\$ 86	\$ 50	5
08-09	2	\$ 50.49	\$ 35.49				2	\$ 50	\$ 35	2
09-10	1	\$ 3.15	\$ 3.15				1	\$ 3	\$ 3	1
10-11	1	\$ 3.75	\$ 3.75				1	\$ 4	\$ 4	1
11-12	2	\$ 221.16	\$ 67.45	1	\$ 195.71	\$ 42.00	1	\$ 25	\$ 25	1
12-13	1	\$ 25.75	\$ 25.75				1	\$ 26	\$ 26	1
13-14	3	\$ 82.25	\$ 11.81				3	\$ 82	\$ 12	3
14-15	3	\$ 146.64	\$ 108.22	1	\$ 141.42	\$ 103.00	2	\$ 5	\$ 5	2
15-16	3	\$ 32.80	\$ 32.50	2	\$ 31.70	\$ 31.40	1	\$ 1	\$ 1	1
16-17	3	\$ 29.93	\$ 4.00	3	\$ 29.93	\$ 4.03				
17-18	0	\$ -	\$ -							
Total	24	\$ 681.51	\$ 342.50	7	\$ 398.76	\$ 180.43	17	\$ 282.74	\$ 162.09	17

Final delivery reports (FDRs) are to be completed within six months after construction contracts are accepted. This report reflects the available data as of June 30, 2018. Figures may not sum up due to rounding.

Local Bridge Seismic Retrofit Account

Proposition 1B authorized \$125 million for the Local Bridge Seismic Retrofit Account (LBSRA). The LBSRA provides the 11.5% required match for the Federal Highway Bridge Program funds available to the state for seismic retrofit work on local bridges, ramps and overpasses, as identified by Caltrans.

Subsequent to the 1989 Loma Prieta earthquake, Caltrans identified 1,242 local bridges as needing seismic evaluation. In April 2007, Caltrans reported that the 479 remaining local bridges on the Local Bridge Seismic Retrofit Program (LBSSRP) list are eligible to receive LBSRA funds as required match to their Federal Highway Bridge funds.

Caltrans updates the LBSSRP list as projects progress through the delivery process. The list is updated on the federal fiscal year (FFY) basis since 88.5% of funds used to retrofit local bridges are Federal Highway Bridge Program funds. The current updated list stands at 375 bridges after bridges that were retrofitted with other funds or were found to be private owned were removed from the list. Commission allocated funds not sub-allocated by Caltrans by the end of the FFY revert back to the LBSRA.

On May 16, 2018, the Commission sent a letter to eight bridge owners who have shown little to no progress on work necessary for these bridges to achieve seismic safety. The bridge owners were requested to work with Caltrans to identify a workplan for each project and respond to the Commission with an update no later than June 29, 2018. Five of the eight bridge owners have provided updated workplans. The Commission will continue to communicate with the three bridge owners that have not responded.

As of June 30, 2018, 245 projects have been programmed totaling \$100.6 million and 173 projects totaling \$61.9 million have been sub-allocated. From the 173 sub-allocated projects, 155 projects totaling \$39.2 million have been completed and 18 projects totaling \$22.7 million are under construction. Reserve for bond administration is \$2.5 million. The table on page 12 provides the summary of the programmed and sub-allocated LBSRA projects, projects under construction, and completed projects by fiscal year.

LBSRP Program Projects and Dollars by FY of Allocation (millions)

Fiscal Year	Programmed Projects		Sub Allocated LBSRP Projects		Projects Under Construction		Completed Projects		
	#	LBSRP Funds	#	LBSRP Funds	#	LBSRP Funds	#	LBSRP Funds	# FDRs
07-08	48	\$ 13.30	52	\$ 13.30	0	\$ -	51	\$ 13.30	48
08-09	84	\$ 21.00	21	\$ 4.40	0	\$ -	21	\$ 4.40	18
09-10	19	\$ 12.20	14	\$ 12.20	0	\$ -	14	\$ 10.90	14
10-11	13	\$ 4.40	19	\$ -	0	\$ -	19	\$ -	12
11-12	8	\$ 5.20	8	\$ 3.70	0	\$ -	9	\$ 3.70	8
12-13	11	\$ 4.10	34	\$ 4.00	0	\$ -	34	\$ 3.90	16
13-14	22	\$ 11.20	10	\$ 7.10	3	\$ 4.10	7	\$ 3.00	0
14-15	11	\$ 7.00	4	\$ 1.30	4	\$ 1.30			
15-16	14	\$ 10.20	4	\$ 9.00	4	\$ 9.00			
16-17	8	\$ 9.80	2	\$ 4.90	2	\$ 4.90			
17-18	7	\$ 2.20	5	\$ 2.00	5	\$ 3.40			
Total	245	\$ 100.60	173	\$ 61.90	18	\$ 22.70	155	\$ 39.20	116

Final delivery reports (FDRs) are to be completed within six months after construction contracts are accepted. This report reflects the available data as of June 30, 2018. Figures may not sum up due to rounding.

State-Local Partnership Program Account

Proposition 1B authorized \$1 billion for the State-Local Partnership Program (SLPP) Account for allocation by the Commission over a five-year period to eligible transportation projects nominated by local transportation agencies.

Through the end of the five-year SLPP period that ended June 30, 2013, the Commission programmed 257 projects. During the five cycles, those projects received 279 allocations for a total of \$981 million, with \$19 million set aside for administration. By law no further allocations can be made from the SLPP Account. The Commission's role is now limited to project delivery and accountability.

As of June 30, 2018, from the 257 programmed projects, 240 projects have completed construction, 205 submitted Final Delivery Reports, and 17 projects are in construction.

State Transportation Improvement Program (STIP) Augmentation

Proposition 1B authorized \$2 billion in bond proceeds to augment the STIP. Through this augmentation, the Commission convened a special STIP development cycle for the 2006 STIP in advance of the development of the 2008 STIP. The Commission's primary intent for augmenting the 2006 STIP was to advance the programming of funds for STIP projects so that projects were delivered prior to the adoption of the 2008 STIP, freeing up capacity to program additional projects. Thus, the Commission was able to provide an early opportunity for the regions to program new STIP projects with the added capacity created by the bond funds. Projects are tracked as part of the normal STIP process. The Commission allocated approximately \$1.96 billion to 87 STIP projects as part of the 2006 STIP Augmentation.

As part of the 2016 STIP, three additional projects were allocated. As of June 30, 2018, \$1.97 billion has been allocated to 90 STIP projects as part of the STIP and 88 projects are complete.

State Highway Operation and Protection Program (SHOPP) Augmentation

Proposition 1B set aside \$500 million to augment the SHOPP. Projects funded with SHOPP funds serve to rehabilitate and improve the operation of state highways. Projects are tracked as part of the normal SHOPP process.

As of June 30, 2018, \$468 million has been allocated to 35 SHOPP projects. In FY 2017-18, one project totaling \$49.7 million was programmed, resulting in a net available balance of approximately \$22 million. The balance of \$22 million includes savings from 34 original SHOPP projects and \$10 million set aside for administration.

ACCOUNTABILITY

In clarifying legislation to Proposition 1B, on August 24, 2007, the Governor signed into law Senate Bill 88 (SB 88) which designates the Commission as the administrative agency for the CMIA, SR99, TCIF, STIP Augmentation, SLPP, TLSP, LBSRA, HRCSA, and SHOPP Augmentation funded Proposition 1B programs. SB 88 imposes various requirements for the Commission relative to adopting guidelines, making allocations of bond funds, reporting on projects funded by the bond funds, and ensuring that the required bond project audits of expenditures and outcomes are performed.

In addition, Executive Order S-02-07, issued by Governor Arnold Schwarzenegger on January 24, 2007, significantly increased the Commission's delivery monitoring responsibility for the bond-funded projects. As a result, the Commission developed and implemented an accountability plan, with primary focus on the delivery of bond-funded projects within their approved scope, cost and schedule.

A key element of the Commission's responsibility for accountability as an administrative agency for specific bond programs is submitting reports to the Department of Finance on a semi-annual basis. The purpose of these reports is to report whether projects are proceeding on schedule and within their estimated cost. As part of its Accountability Implementation Plan, the Commission requires bond fund recipients to report to the Commission on a quarterly basis. These reports are reviewed by the Commission and posted on the Bond Accountability website.

Another key element of bond accountability is the audit of bond project expenditures and outcomes. Specifically, the Commission developed and implemented an accountability plan which includes provisions for bond audits. Under the Executive Order, expenditures of bond proceeds are subject to audit to determine whether the expenditures made from bond proceeds:

- Were made according to the established front-end criteria and processes.
- Were consistent with all legal requirements.
- Achieved the intended outcomes.

The Commission's Accountability Implementation Plan includes provisions for the audit of bond projects. To ensure that the Commission is meeting the auditing requirements as the administrative agency and as mandated by SB 88 and the Governor's Executive Order, Caltrans is performing the required audits on behalf of the Commission. Caltrans, in consultation with the Commission, develops and carries out the Audit Plan for the Proposition 1B Bond Program.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 27-28, 2018

Reference No.: 3.9
Information Item

From: STEVEN KECK
Chief Financial Officer

Subject: **PROPOSITION 1B FISCAL YEAR 2017-18 THIRD QUARTER REPORTS**

SUMMARY:

The attached package includes the California Department of Transportation's quarterly reports for the Proposition 1B Bond Program. These reports have been discussed with the California Transportation Commission's (Commission) staff, and will be presented as an informational item at the June 27-28, 2018 Commission meeting.

The Proposition 1B Fiscal Year 2017-18 Third Quarter Reports are in the following order:

- ❖ Corridor Mobility Improvement Account
- ❖ State Route 99 Corridor Program
- ❖ Local Bridge Seismic Retrofit Program
- ❖ State-Local Partnership Program
- ❖ Traffic Light Synchronization Program
- ❖ Highway Railroad Crossing Safety Account
- ❖ Intercity Rail Improvement Program
- ❖ Trade Corridors Improvement Fund

BACKGROUND:

As approved by the voters in the November 2006 general election, 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, local street and road improvement projects, 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



**FY 2017-18
Third Quarter Report
Corridor Mobility Improvement
Account**

**Quarterly Report to the
California Transportation
Commission**



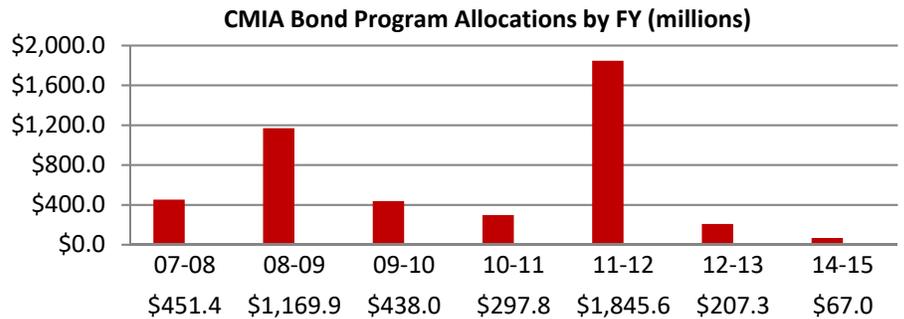
(1) CMIA Bond Program Summary

Third 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.



(1b) CMIA Bond Program Funding and Contributor Funds

	Program Expenditures	Percent Expended
CMIA bond program funds expended to date:	\$4,314 million	96%
CMIA bond program funds expended reported last quarter:	\$4,301 million	96%

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, \$7,888 million has been committed from other contributor funds to increase the total value of projects in the CMIA bond program to \$12,365 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)

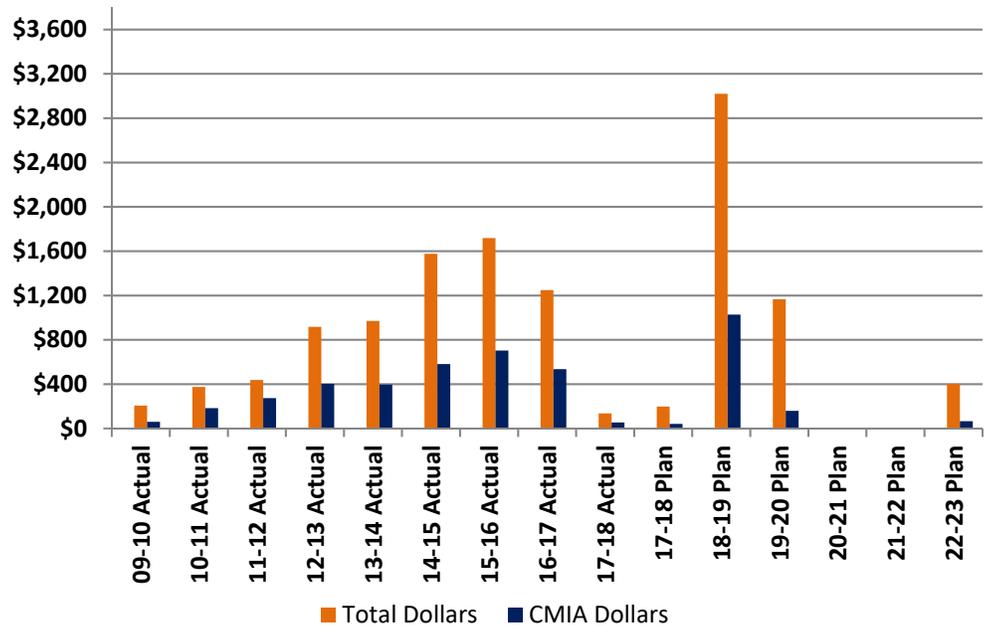
	Total Funds	Other Funds	CMIA Bond Program Funds		
			Allocated	Expended	Percent
Construction					
Support	\$ 1,140.9	\$ 699.0	\$ 442.0	\$ 418.6	95%
Capital	\$ 7,920.5	\$ 3,892.0	\$ 4,028.5	\$ 3,873.6	96%
Right of Way					
Support	\$ 142.4	\$ 142.4			
Capital	\$ 1,912.7	\$ 1,912.6	\$ 0.2	\$ -	0%
Preliminary Engineering					
Support	\$ 1,249.2	\$ 1,242.8	\$ 6.4	\$ 6.3	98%
Committed Subtotal	\$ 12,365.8	\$ 7,888.8	\$ 4,477.0	\$ 4,298.4	96%
Uncommitted			\$ -		
Percent Uncommitted			0%		
Administration			\$ 23.0	\$ 16.3	71%
Program Total			\$ 4,500.0	\$ 4,314.7	96%

(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:	117	91%

CMIA Bond Program Construction Expenditures by Fiscal Year of Completion (millions)

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	\$ 917	\$ 403	18				19	\$ 917	\$ 403
FY 13-14	19	\$ 969	\$ 395	18				19	\$ 969	\$ 395
FY 14-15	19	\$ 1,576	\$ 581	15				19	\$ 1,576	\$ 581
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					3	\$ 1,166	\$ 158	3	\$ 1,166	\$ 158
FY 22-23					1	\$ 402	\$ 65	1	\$ 402	\$ 65
Total Value	117	\$ 7,579	\$ 3,186	80	12	\$ 4,787	\$ 1,291	129	\$ 12,366	\$ 4,477

The status of Final Delivery Reports (FDR), to be completed within six months after construction contracts are accepted, is outlined in the table above.

(2) CMIA Bond Program Project Delivery and Expenditure Report
Third Quarter FY 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		CONSTRUCTION CAPITAL				
																			APPROVED BUDGET (\$1,000's)	EXPENDED (\$1,000's)	APPROVED BUDGET (\$1,000's)	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	<input checked="" type="checkbox"/>					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	<input checked="" type="checkbox"/>							Caltrans	\$ 4,458	\$ 4,928	\$ 34,342	\$ 43,242	
				\$ 43,145	\$ 20,400	Corridor Project #3 (EA 2908V)	5/23/12	08/23/12	100	11/01/14	05/20/16	100	<input type="checkbox"/>									\$ 4,132	\$ 4,889	\$ 35,468	\$ 35,132
				\$ 148,055	\$ 54,341	Corridor Summary							11/01/14	05/20/16			11/01/15	08/01/19				\$ 14,290	\$ 15,371	\$ 117,220	\$ 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	<input type="checkbox"/>					Caltrans	\$ 9,795	\$ 10,200	\$ 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	<input type="checkbox"/>							Caltrans	\$ 7,820	\$ 10,423	\$ 53,010	\$ 50,761	
				\$ 160,377	\$ 82,341	Corridor Summary							11/01/14	06/30/16			11/01/15	08/01/19			\$ 17,615	\$ 20,622	\$ 126,779	\$ 124,232	
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	<input checked="" type="checkbox"/>					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	<input checked="" type="checkbox"/>						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	<input checked="" type="checkbox"/>						Caltrans	\$ 8,000	\$ 7,006	\$ 37,682	\$ 28,032		
				\$ 123,486	\$ 45,127	Corridor Summary							03/01/12	04/09/12			03/01/13	12/01/18			\$ 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	<input type="checkbox"/>					Caltrans	\$ 7,415	\$ 8,079	\$ 50,607	\$ 49,812			
				\$ 35,052	\$ 29,765	Corridor Project #2 (EA 3A922)	5/23/12	11/08/12	100	02/01/16	11/19/15	100	<input type="checkbox"/>						Caltrans	\$ 4,000	\$ 4,000	\$ 25,765	\$ 24,609		
				\$ 102,986	\$ 82,611	Corridor Summary							02/01/16	04/04/16			02/01/17	06/05/18			\$ 11,415	\$ 12,079	\$ 76,372	\$ 74,422	
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	<input checked="" type="checkbox"/>					Caltrans	\$ 51,218	\$ 55,998	\$ 293,775	\$ 286,737			
				\$ 4,730	\$ -	Corridor Project #2 (EA 29492)	Local	12/22/09	100	03/01/11	04/20/11	100	<input checked="" type="checkbox"/>						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	<input checked="" type="checkbox"/>						Caltrans	\$ 100	\$ 130	\$ 500	\$ 408		
				\$ 404,583	\$ 84,482	Corridor Summary							05/01/14	03/12/15			03/01/15	04/30/18			\$ 51,718	\$ 56,620	\$ 298,575	\$ 289,954	
State Route 4 East Widening from Somersville to Route 160																									
6	10	Cal	4	\$ 60,888	\$ 3,574	Angels Camp Bypass (EA 36250)	9/20/07	08/11/07	100	09/01/10	09/24/09	100	<input checked="" type="checkbox"/>	03/01/12	03/16/20			Caltrans	\$ 3,600	\$ 4,350	\$ 31,101	\$ 25,939			
				\$ 78,472	\$ 12,428	Corridor Project #1 (EA 2285C)	5/20/10	01/05/11	100	02/01/13	12/16/13	100	<input checked="" type="checkbox"/>						Caltrans	\$ 10,608	\$ 9,891	\$ 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	<input type="checkbox"/>					Caltrans	\$ 14,395	\$ 14,275	\$ 48,717	\$ 47,665			

PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	TOTAL PROJECT COST (\$1,000's)	CMAA 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		CONSTRUCTION CAPITAL		
																			APPROVED BUDGET (\$1,000's)	EXPENDED (\$1,000's)	APPROVED BUDGET (\$1,000's)	EXPENDED (\$1,000's)	
7	04	CC	4	\$ 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	\$ 11,067	\$ 59,775	\$ 56,880	
				\$ 79,307	\$ -	Corridor Project #4 (EA 1G941)	8/22/12	11/14/12	100	08/01/15	06/29/18	99							CCTA	\$ -	\$ 7	\$ 67,886	\$ 63,844
				\$ 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	06/29/18				12/01/18	06/01/19				\$ 38,392	\$ 35,240	\$ 258,348
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	\$ 5,629	
				\$ 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	\$ -	\$ -	\$ 1,457	\$ 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	\$ 7,070
				\$ 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	\$ 3,497	\$ 18,581	\$ 17,365
				\$ 55,799	\$ 46,039	Corridor Summary					04/01/15	05/22/17				10/01/15	05/25/18					\$ 5,167	\$ 4,991
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	\$ 37,674	\$ 33,381	
				\$ 10,454	\$ 6,294	Corridor Project #2 (EA 3A712)	12/15/11	04/01/12	100	10/01/13	06/17/13	100							ED Co DOT	\$ -	\$ 1,407	\$ 8,794	\$ 10,195
				\$ 54,888	\$ 26,160	Corridor Summary					10/01/13	06/17/13				10/01/14	07/01/19				\$ 3,560	\$ 8,446	\$ 46,468
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	\$ 51,516	\$ 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	98		12/01/15	06/10/21			Metro	\$ -	\$ -	\$ 979,700	\$ 903,391	
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	10/29/19	84						Caltrans	\$ 30,110	\$ 30,911	\$ 76,646	\$ 59,496	
				\$ 110,516	\$ -	Corridor Project #2 (EA 1218V)	Local	10/14/10	100	12/31/12	12/15/15	100							Caltrans	\$ 19,593	\$ 19,335	\$ 71,000	\$ 62,748
				\$ 402,385	\$ 64,713	Corridor Project #3 (EA 1218W)	5/23/12	11/29/12	100	05/30/16	07/14/22	65							Caltrans	\$ 43,211	\$ 25,715	\$ 232,506	\$ 137,574
				\$ 650,267	\$ 64,713	Corridor Summary					05/30/16	07/14/22				05/30/17	02/28/22				\$ 92,914	\$ 75,962	\$ 380,152
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	\$ 16,458	\$ 45,247	\$ 44,110	
				\$ 631,125	\$ -	Corridor Project #2 (EA 21592)(U)	6/23/15	03/14/16		03/31/17	02/07/20	26							Caltrans	\$ 34,534	\$ 7,768	\$ 170,000	\$ 43,607
				\$ 188,216	\$ 104,708	Corridor Project #3 (EA 21593)	4/26/12	08/14/12	100	04/22/16	12/07/18	97							Caltrans	\$ 28,481	\$ 28,291	\$ 96,447	\$ 84,684
				\$ 323,285	\$ 158,320	Corridor Project #4 (EA 21594)	4/26/12	08/23/12	100	04/01/16	08/20/19	79							Caltrans	\$ 33,777	\$ 29,765	\$ 144,627	\$ 106,466
				\$ 211,747	\$ -	Corridor Project #5 (EA 21595)	8/6/13	04/24/14	100	12/01/16	03/13/20	64							Caltrans	\$ 25,768	\$ 18,532	\$ 116,632	\$ 58,241
				\$ 1,468,445	\$ 315,011	Corridor Summary					03/31/17	02/07/20				05/31/20	10/30/23					\$ 139,670	\$ 100,815

PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	TOTAL PROJECT COST (\$1,000's)	CMAA 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		CONSTRUCTION CAPITAL					
																			APPROVED BUDGET (\$1,000's)	EXPENDED (\$1,000's)	APPROVED BUDGET (\$1,000's)	EXPENDED (\$1,000's)				
Highway 101 Marin-Sonoma Narrows - Corridor Project																										
15	04	Mm 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	\$ 6,349	\$ 26,950	\$ 25,237				
				\$ 136,148	\$ 72,717	Corridor Project #2 (EA 2640U)	5/23/12	11/01/12	100	06/01/15	06/30/17	100								Caltrans	\$ 17,716	\$ 16,247	\$ 79,500	\$ 78,935		
				\$ 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	\$ 27,303	\$ 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	\$ 25,589
				\$ 323,634	\$ 179,346	Corridor Summary						06/01/15	05/30/17				12/30/16	03/15/19					\$ 37,589	\$ 37,285	\$ 177,256	\$ 173,709
16	04	Mm	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	\$ 10,534	\$ 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	06/30/21				Caltrans	\$ 4,598	\$ 4,867	\$ 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	\$ 8,644	\$ 30,528	\$ 30,472		
				\$ 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	\$ 11,355	\$ 43,293	\$ 42,134	
				\$ 120,080	\$ 54,867	Corridor Summary						08/01/13	05/10/16				12/29/17	07/31/19				\$ 14,100	\$ 19,999	\$ 73,821	\$ 72,605	
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	\$ 10,029				
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	\$ 158,897				
				\$ 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	\$ 237,700		
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	\$ 54,045	\$ 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	\$ 50,397	\$ 39,513	Corridor Project #1 (EA 0F031)	4/8/10	10/12/10	100	07/01/14	11/06/14	100						Caltrans	\$ 9,180	\$ 9,142	\$ 30,333	\$ 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			
				\$ 102,006	\$ 80,763	Corridor Summary						07/01/14	11/06/14				07/01/15	12/31/15	100		\$ 18,360	\$ 18,256	\$ 63,003	\$ 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	\$ 47,286	\$ 8,193	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	\$ 30,909	\$ 29,327				
27	03	Pla	80	\$ 48,993	\$ 22,604	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	\$ 39,593	\$ 25,377				

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																			APPROVED BUDGET (\$1,000's)	EXPENDED (\$1,000's)	APPROVED BUDGET (\$1,000's)	EXPENDED (\$1,000's)
28	08	Riv	215	\$ 29,228	\$ 25,605	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	\$ 15,951
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	08/01/19			Caltrans	\$ 30,728	\$ 30,702	\$ 129,924	\$ 157,151
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	\$ -	\$ -	\$ 10,622	\$ 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		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	08	SBd	215	\$ 40,614	\$ 32,414	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	\$ 25,081	below
				\$ 118,272	\$ 61,414	Corridor Summary				02/01/13	03/01/13			03/01/15	10/30/15	100	✓		\$ 20,216	\$ 12,942	\$ 72,753	\$ 71,430
36	08	SBd	10	\$ 19,409	\$ 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	\$ 13,239	\$ 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	\$ 15,357	\$ 54,610	\$ 57,724
				\$ 133,110	\$ 24,500	Corridor Summary				06/30/12	02/13/15			06/30/17	03/31/19				\$ 17,183	\$ 23,100	\$ 97,648	\$ 94,770
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	06/08/18							
Widen US 101 & add Aux Lns fr Marsh Rd to Embarcadero Rd. - Corridor Project																						
41	04	SM	101	\$ 39,493	\$ 22,300	Corridor Project #1 (EA 23563)	1/20/11	06/01/11	100	03/01/12	06/25/13	100	✓					Caltrans	\$ 8,259	\$ 3,020	\$ 21,159	\$ 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
				\$ 62,007	\$ 26,102	Corridor Summary				11/01/13	11/15/13			11/01/14	08/25/16	100	✗		\$ 12,061	\$ 4,276	\$ 33,807	\$ 22,638
42	04	SCI	880	\$ 61,802	\$ 39,842	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	\$ 32,192	\$ 31,783
43	04	SCI	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	04/11/18	100	✓	Caltrans	\$ 11,080	\$ 10,837	\$ 44,791	\$ 42,431
44	04	SCI	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

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		CONSTRUCTION CAPITAL			
																			APPROVED BUDGET (\$1,000's)	EXPENDED (\$1,000's)	APPROVED BUDGET (\$1,000's)	EXPENDED (\$1,000's)		
45	05	Scr	1	\$ 21,085	\$ 13,783	Highway 1 Sequel to Morrissey Auxiliary Lanes (EA 0F650)	8/10/11	01/05/12	100	11/01/13	02/11/15	100	✓	12/01/14	06/30/18			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	\$ 27,906	\$ 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	\$ 54,872
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	12/31/19			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	12/31/18			Caltrans	\$ 12,000	\$ 9,931	\$ 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	\$ 6,617	\$ 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	\$ 4,172	\$ 17,612	\$ 16,442		
53	10	Tuo	108	\$ 53,392	\$ 25,577	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	\$ 6,543	\$ 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	\$ 13,824	\$ 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	\$ 19,446	\$ 104,588	\$ 105,036		
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	\$ 17,493	\$ 97,708	\$ 95,956		
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	06/29/18			Caltrans (FY 15-16 Q3)	\$ 8,500	\$ 8,058	\$ 36,102	\$ 27,059		
60	02	Sha	5	\$ 22,658	\$ 20,903	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	\$ 18,653	\$ 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	\$ 3,812	\$ 25,085	\$ 24,304		
				\$ 97,402	\$ -	Corridor Project #2 (EA 29762)	3/26/15	09/30/15	100	10/01/15	08/24/18	67							Caltrans	\$ 8,005	\$ 6,314	\$ 48,000	\$ 28,028	
				\$ 138,467	\$ 16,057	Corridor Summary					10/01/15	08/24/18			07/01/18	09/30/20					\$ 11,785	\$ 10,126	\$ 73,085	\$ 52,332
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	\$ 8,737	\$ 51,346	\$ 47,681		

PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	TOTAL PROJECT COST (\$1,000's)	CMAA 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		CONSTRUCTION CAPITAL				
																			APPROVED BUDGET (\$1,000's)	EXPENDED (\$1,000's)	APPROVED BUDGET (\$1,000's)	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	\$ 16,318	\$ 155,570	\$ 144,150			
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	\$ 4,461	\$ 33,813	\$ 31,620			
68	04	SCI	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	06/30/18				SCVTA	\$ -	\$ -	\$ 47,197	\$ 44,472			
69	04	SCI	101	\$ 33,812	\$ 22,217	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	\$ 5,324	\$ 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	\$ 7,734	\$ 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	07/01/20				Caltrans	\$ 7,400	\$ 7,126	\$ 37,688	\$ 35,415			
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	\$ 8,308	\$ 30,231	\$ 25,949			
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	04/02/18	99	06/30/17	06/04/20				Caltrans	\$ 26,428	\$ 18,223	\$ 86,419	\$ 81,689			
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	\$ 35,221			
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	\$ 8,294	\$ 48,700	\$ 42,680			
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	\$ 9,234	\$ 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	07/01/18				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 Scottt to Nuevo (EA 0F162)	5/23/12	11/14/12	100	12/31/15	11/15/18	99	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	01/30/19				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	\$ 4,740	\$ 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	\$ 1,738	\$ 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	83	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	\$ 24,938	\$ 239,662	\$ 232,818			
Totals				\$ 12,365,790	\$ 4,476,979																				

* Design Build contract: two award dates. 1st, notice to proceed for design, 2nd, construction start
 ** Section 4a of CMAA report details CMAA Bond Program funding loans.

(3) CMIA Bond Program Performance Outcome - Benefits Report

Third Quarter FY 2017-18

LEGEND

- Complete - Past Due
- CCA 100% Complete N/A - Not Available

PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	CURRENT CCA	CCA % COMPLETE	FINAL DELIVERY REPORT (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	<input checked="" type="checkbox"/>	3,522						257,080	
2	04	Ala	580	I-580 Westbound HOV Lane - Greenville to Foothill	06/30/16	100	<input checked="" type="checkbox"/>	3,341						243,880	
3	04	Ala	580	I-580 / Isabel Interchange	04/09/12	100	<input checked="" type="checkbox"/>	814	814					194,000	194,000
4	04	Ala	880	I-880 SB HOV Ln Extension - Hegenberger to Marina Blvd	04/04/16	100	<input checked="" type="checkbox"/>	3,161						230,780	
5	04	Ala CC	24	State Route 24 Caldecott Tunnel - Fourth Bore	03/12/15	100	<input checked="" type="checkbox"/>	10,368	10,368					825,665	825,665
6	10	Cal	4	Angels Camp Bypass (EA 36250)	09/24/09	100	<input checked="" type="checkbox"/>	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		8,561		5.9		10.2		624,920	
8	04	Ala CC	80	I-80 Integrated Corridor Mobility Project	05/22/17	100	<input checked="" type="checkbox"/>	5,821						463,571	
9	03	ED	50	US 50 HOV Lanes	06/17/13	100	<input checked="" type="checkbox"/>	2,295	691					167,560	41,460
10	06	Ker	46	Route 46 Expressway - Segment 3 (EA 44252)	01/16/13	100	<input checked="" type="checkbox"/>	475	436			26.0	26.0	5,678	5,204
11	06	Kin Tul	198	Route 198 Expressway (EA 3568U)	03/11/13	100	<input checked="" type="checkbox"/>	875	1,233			20.6	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		22,929						1,673,840	
13	07	LA	5	Interstate 5 Carpool Lane from Route 134 to Route 170	12/31/19	64		16,407						1,223,200	
14	07	LA	5	I-5 Carpool Lane from Orange County Line to I-605	02/07/20	18		32,705						2,387,480	
15	04	Mm Son	101	Highway 101 Marin-Sonoma Narrows	06/30/17	100	<input checked="" type="checkbox"/>	2,023				7.3		166,207	
16	04	Mm	580	Westbound I-580 to Northbound US 101 Connector Improvements (EA 4A140)	01/27/11	100	<input checked="" type="checkbox"/>	158	158					12,545	12,545
17	05	Mon	1	Salinas Road Interchange (EA 31592)	03/20/14	100	<input checked="" type="checkbox"/>	673	729					45,561	49,354
18	04	Nap Sol	12	SR 12 Jameson Canyon Widening - Phase 1	05/10/16	100	<input checked="" type="checkbox"/>	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	<input checked="" type="checkbox"/>	38	N/A			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	<input checked="" type="checkbox"/>	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	<input checked="" type="checkbox"/>	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	<input checked="" type="checkbox"/>	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	<input checked="" type="checkbox"/>	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	<input checked="" type="checkbox"/>	16,718	22,195					1,331,385	1,767,564
25	03	Pla	65	Lincoln Bypass	10/01/14	100	<input checked="" type="checkbox"/>	3,961	3,961					268,103	268,103
26	03	Pla	80	Pla-80 HOV Phase 2 (EA 36782)	10/18/12	100	<input checked="" type="checkbox"/>	2,243	2,243					151,850	151,850
27	03	Pla	80	Pla-80 HOV Phase 3 (EA 36783)	06/17/13	100	<input checked="" type="checkbox"/>	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	<input checked="" type="checkbox"/>	2,424	2,451					193,025	195,185
29	08	Riv	91	HOV Lane Gap Closure (EA 44840)	12/19/16	100	<input checked="" type="checkbox"/>	6,771						494,280	
30	03	Sac	50	Hwy 50 Bus/Carpool & Aux Lns & Community Enhancements (EA 44161)	05/10/13	100	<input checked="" type="checkbox"/>	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	<input checked="" type="checkbox"/>	2,679	2,679					181,319	181,319
32	08	SBd	10	Westbound Mixed Flow Lane Addition (EA 0F150)	08/10/15	100	<input checked="" type="checkbox"/>	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	<input checked="" type="checkbox"/>	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	<input checked="" type="checkbox"/>	2,886	2,363			3.5	2.0	343,200	172,480
35				I-215 North Segment 5 (EA 00719) combined to 4440U	03/01/13	100	<input checked="" type="checkbox"/>	2,886	2,363			3.5	2.0	343,200	172,480
Corridor Summary					03/01/13			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	<input checked="" type="checkbox"/>	3,577	3,577					284,880	284,880
37	11	SD	15	I-15 Managed Lanes	06/14/12	100	<input checked="" type="checkbox"/>	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	<input checked="" type="checkbox"/>	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	<input checked="" type="checkbox"/>	3,150	2,144					125,440	85,353
40	05	SLO	46	Route 46 Corridor Improvements (Whitley 1)	10/13/14	100	<input checked="" type="checkbox"/>	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	<input checked="" type="checkbox"/>	13,752	13,752					1,095,164	1,095,164

PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	CURRENT CCA	CCA % COMPLETE	FINAL DELIVERY REPORT (FDR)	Daily Travel Time Savings (hours)		Lane Miles Added (HOV)		Lane Miles Added (Miner)		Peak Period Time Savings (minutes)		
								Baseline	Actual	Baseline	Actual	Baseline	Actual	Baseline	Actual	
42	04	SCI	880	I-880 Widening (SR 237 to US 101) (EA29830)	04/04/14	100	✓	16,297	16,297	8.4	8.4			1,189,660	1,189,660	
43	04	SCI	101	US 101 Aux Lanes - State Route 85 to Embarcadero Rd (EA 4A330)	11/16/15	100	✓	2,949	2,949	6.4	6.4			234,829	234,829	
44	04	SCI	101	US 101 Improvements (I-280 to Yerba Buena Rd) (EA 1A980)	10/31/12	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	✓	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	✓	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	✓	10,004	N/A	17.4	N/A			730,280	N/A	
48	04	Son	101	Central Phase A - US 101 HOV Lns from Railroad Ave to Rohnert Park Expressway (EA 0A18U)	12/26/12	100	✓	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	✓	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	✓	2,841	3,216					207,420	234,800	
51	10	Sta	219	SR-219 Expressway, Phase 1 (SR-99 to Morrow Road) (EA 0A870)	06/30/10	100	✓	940	N/A	6.7	N/A			37,418	N/A	
52	10	Sta	219	SR-219 Expressway, Phase 2 (Morrow Road to Route 108) (EA 0A872)	10/30/15	100	✓	1,302	1,221					51,851	48,611	
53	10	Tuo	108	E. Sonora Bypass Stage II (EA 34042)	01/10/14	100	✓	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	✗	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	✓	965	965					70,432	70,432	
56	03	Sac	80	I-80 HOV Ln Across the Top (EA 3797U)	07/30/17	100		8,425						734,982		
57	10	SJ	5	I-5 HOV Ln and CRCP (EA 0G470)	01/26/17	100	✗	30,302						559,080		
58	05	SLO	101	Santa Maria Bridge (EA 44590)	03/12/15	100	✓	220	203					21,300	20,000	
59	11	SD	15	Mira Mesa Direct Access Ramp (EA 2T095)	01/04/16	100	✗	29,386						2,145,180		
60	02	Sha	5	South Redding 6 Lane (EA 4C401)	02/01/13	100	✓	727	727					3,600	3,600	
61	03	But	32	But 32 Highway Widening (EA 1E490)	12/11/15	100	✗					1.6				
62	04	Ala	84	Widen Ala 84 Expressway	12/01/17	62		5,682				3.2		452,465		
63	06	Tul	198	Plaza Drive IC / Aux Lns (EA 42370)	08/19/14	100	✓	608	710					7,259	8,476	
64	04	Var	Var	Freeway Performance Initiative (EA 0G890, 15113, 15300, 15320, 15350, 15420)	10/13/15	100	✓	4,000	4,000					59,000	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	✗			8.0						
66				Newport Ave OC(EA 0M94U)	08/25/15	100	✗			8.0						
				Corridor Summary	08/25/15			14,571							268,060	
67	04	Son	101	North Project Phase B, Airport IC (EA 3A23U)	08/03/15	100	✓	1,711	1,711					102,654	102,654	
68	04	SCI	880	I-880/I-280 Stevens Creek IC Impvmts (EA 44560)	12/30/15	100	✗	9,992						885,686		
69	04	SCI	101	Capitol Exp Yerba Buena IC (EA 1G360)	04/14/15	100	✗	3,630						281,078		
70	08	SBd	15	La Mesa Nisqualli Rd IC (EA 0A450)	03/05/14	100	✓	4,447	2,226					333,525	54,748	
71	11	SD	805	HOV Lns - SR54 to SR94 (EA 2T180)	12/20/13	100	✓			4.5	4.4					
72	11	SD	805	HOV Lns - Palomar to SR54 (EA 2T181)	04/03/14	100	✓			3.9	3.9					
73	05	SLO	46	Whitley 2A (EA 33077)	08/15/16	100	✓	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	✗	N/A								
75	11	SD	805	805 Managed Lns North (Design Build) (EA 2T200)	04/01/18	99				7.6						
76	02	Sha	5	I5/Deschutes Rd IC (EA 34760)	01/24/14	100	✓	630	630							
77	03	Sac	50	SR50 - Watt IC (EA 37120)	01/16/16	100	✗	N/A								
78	05	Mon	101	San Juan IC (EA 31580)	04/28/16	100	✓	884	662					6,424	5,479	
79	05	SB	101	Union Valley Pkwy IC (EA 46380)	12/27/13	100	✓	935	781					5,610	4,518	
80	08	SBd	10	I-10 Tippecanoe Ave IC (EA 44811)	06/24/15	100	✓	14,571	40					268,060	600	
81	11	SD	76	I-5 / SR 76 IC (EA 25714)	10/20/14	100	✓	1,132	1,132					5,773	5,773	
82	03	ED	50	US Route 50 HOV Ln (EA 2E510)	03/31/16	100	✗	947						22,728		
83	03	ED	50	Western Placerville IC Ph 1A (EA 37280)	11/30/14	100	✗	115						2,650		
84	08	Riv	215	215 Widening Scottt to Nuevo (EA 0F162)	11/15/18	98		10,232						675,330		
85	08	SBd	15	I15 Ranchero Rd IC (EA 34160)	12/18/15	100	✗	1,400						21,191		
86	04	Ala	680	FPI (EA 4G100)	06/27/13	100	✓	1,112	1,112	0.4	0.4	0.4	0.4	11,481	11,481	
87	08	SBd	15	Duncan Canyon Rd IC (EA 0H130)	03/03/17	100	✗	1,322						24,610		
88	12	Ora	405	Widen Ramp for Deceleration Lane (EA 0M130)	05/30/14	100	✓	1,036	980							

PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	CURRENT CCA	CCA % COMPLETE	FINAL DELIVERY REPORT (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
89	07	LA	710	Gerald Desmond Bridge (Design Build) (EA 22830)	03/22/19	80									
90	08	SBd	15	I-15 Devore Widening, IC (EA 0K710)	06/30/17	100		4,196						24,167	

(4) CMIA Bond Program Action Plans

Third 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 March 30, 2018.

Project #2.2 – Westbound I-580 Westbound HOV Ln (Seg 2) – Project overrun (Con Cap \$2,924 and Con Sup \$2,927) will be addressed with non-bond funds. Expenditure adjustments underway and will be completed by March 30, 2018.

Project #4 – I-880 Southbound HOV Ln Extension- Hegenberger to Marina Blvd – Project overrun (Con Sup \$100) will be addressed with non-bond funds. District will do timesheets corrections to correct overrun in CMIA. Target completion date will be March 30, 2018.

Project #15.2 – Highway 101 Marin-Sonoma Narrows, Contract A – Project overrun (Con Cap ~~\$30,684~~ \$8,506) will be addressed with non-bond funds. The MSN B2 construction capital has multiple funding sources and % split by funding source was an issue to over-spent for CMIA funding source. The project expenditure is still under the project budget. Expenditure adjustments will be completed by June 30, 2018.

Project #15.4 – Highway 101 Marin-Sonoma Narrows, Contract A2 – Project overrun (Con Sup \$42,006) will be addressed with non-bond funds. The COOP with TAM has been executed. Once funding line is established, by budgets, overrun will be covered. Target completion date is May 2018.

Project #59 – I-15 Mira Mesa / Scripps Ranch Direct Access Ramp – The Con Cap \$32,519 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. Expenditure adjustment is now completed.

Project #62 – SR-84 Expressway Widening – Seg. 1 – Timesheet corrections underway to address the (Con Sup \$680) overrun and will be completed by March 30, 2018.

Project #73 – SR-46 Corridor Improvements (Whitley 2A) – Project overrun (Con Sup \$120,645) will be addressed with corridor options. Construction claims process continues. District is preparing a PCR to move ITIP funds within the project to cover the over-expenditure of construction

support. Target completion for claims process is Dec 2019. Fund adjustment is expected to be completed by May 1, 2018. A corrective action plan was submitted and recommended for approval and implementation. Program guidelines allows for savings from one component to be moved to another, if the project CCA is completed. Funds will be moved from construction capital to construction support to support additional claims efforts. This recommendation was presented to CTC staff and they concur.

(5) CMIA Bond Program Funding Adjustments

Third 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



FY 2017-18
Third Quarter Report
State Route 99 Program

Quarterly Report to the
California Transportation
Commission



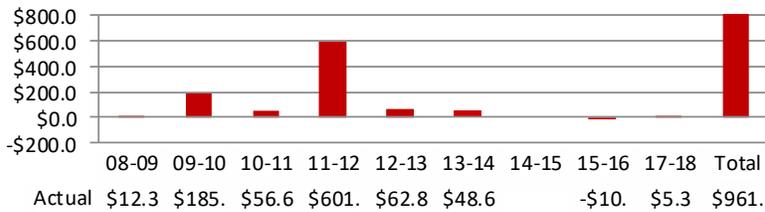
(1) SR99 Bond Program Summary

Third Quarter FY 2017-18

(1a) SR99 Bond Program Funding

SR99 Bond Program funds allocated to projects: #Contracts **28** Project Allocated Funds **\$962 million** % Allocated **96%**

In the SR99 Bond Program budget, \$766 million was allocated for construction. In addition, \$196 million has been allocated for right of way and engineering support costs. \$6 million is set aside for bond administrative costs, leaving \$32.1 million uncommitted. Additional projects will be programmed using program guidelines. **SR99 Program Allocations by FY (millions)**



One additional project, District 3 EA 1H380 - SR 99 Auxiliary Lanes Project, from I-5 Connector to W Elkhorn Blvd Overcrossing, received allocations in RW Support, PAED, PSE, Con Support and Con Capital Totaling \$5,295,000 in March 2018, reducing the uncommitted balance from \$37.4 million during this quarter to \$32.1 million.

(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:	\$878 million	88%
SR99 Bond Program project funds expended reported last quarter:	\$876 million	88%

In the SR99 Bond Program's \$1 billion dollar budget, \$962 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 \$1,352 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)

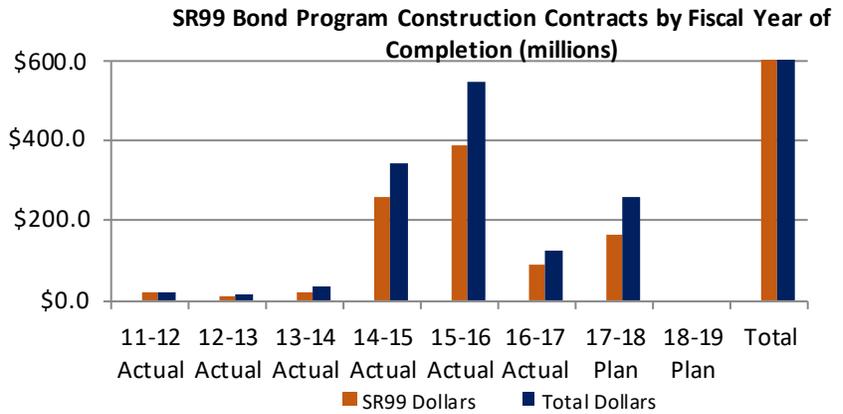
	Total Funds	Other Funds	SR99 Bond Program Funds		
			Allocated	Expended	Percent
Construction					
Support	\$ 128.3	\$ 12.2	\$ 116.1	\$ 113.7	98 %
Capital	\$ 881.5	\$ 115.4	\$ 766.4	\$ 699.4	91 %
Right of Way					
Support	\$ 19.2	\$ 8.2	\$ 11.0	\$ 9.0	82 %
Capital	\$ 187.1	\$ 133.2	\$ 53.9	\$ 37.4	69 %
Preliminary Engineering					
Support	\$ 135.5	\$ 121.0	\$ 14.5	\$ 13.7	94%
Committed Subtotal	\$ 1,351.9	\$ 390.0	\$ 961.9	\$ 873.2	91%
Uncommitted			\$ 32.1		
Percent uncommitted			3.7%		
Bond Administration			\$ 6.0	\$ 5.1	85 %
Program Total			\$ 1,000.0	\$ 878.3	88 %

(1d) SR99 Bond Program Project Completions

SR99 Bond Program construction contracts completed to date: # Contract Completed
27 Percent Contracts Completed
96

SR99 Bond Program construction contracts completed reported last quarter: 27 100

To date, a total of 24 projects have received SR99 Bond Program funds. Some projects were constructed in stages, resulting in a total of 28 construction contracts being administered.



A new project, 3 EA 1H380 - SR 99 Auxiliary Lanes Project, from I-5 Connector to W Elkhorn Blvd Overcrossing, received SR99

allocations on March 21, 2018 per resolution R99-A-1718-03 in the amount of \$ 5,295,000, no expenditures were noted in this third quarter.

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
											28	\$1,352	\$ 962

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

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

																		CONSTRUCTION							
																		Support		Capital					
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 PDR	IMPLEMENTING AGENCY (QUARTER BOND FUNDS EXPENDED)	Approved	Expended	Approved	Expended			
1	03	But	99	\$ 38,349	\$ 20,969	Butte SR 99 Chico Auxiliary 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	\$ 5,506	\$ 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	\$ 8,602	\$ 44,000	\$ 43,622		
				\$ 87,794	\$ 87,794	Corridor Summary				7/1/16	5/20/16	100		7/1/18	7/1/19						\$ 11,813	\$ 11,915	\$ 60,915	\$ 60,536	
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	\$ 7,956	\$ 48,802	\$ 43,746			
4	10	Mer	99	\$ 115,758	\$ 79,425	Arboleda Road Freeway	12/15/11	5/14/12	100	5/1/15	5/18/15	100	☑	5/1/16	3/1/22			Caltrans	\$ 9,906	\$ 9,136	\$ 68,560	\$ 68,000			
5	10	Mer	99	\$ 76,611	\$ 65,869	Freeway Upgrade & Plainsburg Road J/C	2/23/12	7/12/12	100	5/10/16	5/10/16	100	☒	7/10/18	7/10/18			Caltrans	\$ 10,000	\$ 9,128	\$ 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	\$ 24,757			
8	10	SJ	99	\$ 214,458	\$ 132,256	SR 99 (South Stockton) Widening	6/27/12	12/3/12	100	12/30/16	9/20/17	100		12/5/18	7/1/20			Caltrans (FY 16-17 Q3)	\$ 20,000	\$ 20,630	\$ 113,958	\$ 101,797			
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	10/1/12	100	12/15/15	12/15/15	100	☑									Caltrans	\$ 7,500	\$ 6,923	\$ 29,481
				\$ 152,524	\$ 86,220	Corridor Summary				10/1/15	12/15/15	100		12/4/17	6/29/18				\$ 19,500	\$ 18,639	\$ 89,668	\$ 83,940			
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	\$ 19,772			

																	CONSTRUCTION							
																	Support		Capital					
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 PDR	IMPLEMENTING AGENCY (QUARTER BOND FUNDS EXPENDED)	Approved	Expended	Approved	Expended		
11	03	Sut	99	\$ 56,725	\$ 53,211	Sutter 99 Segment 2	1/13/10	7/14/10	100	12/1/15	5/15/15	100	☑	12/1/17	7/31/18			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	1/25/16	☑								
Goshen to Kingsburg 6-Lane - Corridor Project																								
13	06	Tul	99	\$ 101,445	\$ 86,675	Goshen to Kingsburg 6-Lane	5/20/10	1/4/11	100	11/2/15	11/2/15	100	☑					Caltrans	\$ 13,450	\$ 14,775	\$ 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	\$ 15,588	\$ 79,615
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	\$ 8,437	\$ 38,727	\$ 37,540		
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	12/11/12	100	7/22/16	10/17/17	100		1/22/18	12/15/19			Sta Cty	\$ -	\$ -	\$ 33,401	\$ 33,072		
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	6/19/13	100	12/30/16	10/12/16	100	☑	2/28/19	5/28/19			MCAG	\$ -	\$ -	\$ 46,521	\$ 40,594		
20	03	Sac	99	\$ 8,981	\$ 5,000	Elk Grove Blvd SR99 IC	3/5/13	8/1/13	100	8/1/14	10/16/15	100	☑	12/1/14	10/30/17			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	10/20/17			Sacramento	\$ -	\$ 360	\$ 1,330	\$ 1,298		
22	10	Sta	99	\$ 59,551	\$ 41,630	Pelandale Ave IC	10/8/13	3/12/14	100	12/15/16	6/30/17	100	☑	12/1/18	8/1/19			Modesto	\$ 50	\$ -	\$ 42,130	\$ 39,284		
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		
24	03	Sac	99	\$ 7,095	\$ 5,295	West Elkhorn Auxiliary Lanes	3/29/18													\$ 1,200	\$ -	\$ 5,100	\$ -	
Total Cost				\$ 1,351,811	\$ 961,887																			

*Section 1B of SR99 report details SR99 Bond Program funding loans

State Route 99 Bond Program Benefits 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	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	☑		87.7		1.8	20,684	2,600
2	6	Fre Mad	99	Island Park 6-Lane	5/20/16	100	☒	1,795	1,795			42,881	42,881
3	06	Mad	99	Reconstruct Interchange at Avenue 12	6/13/16	100	☒	32				2,533	
4	10	Mer	99	Arboleda Road Freeway	5/18/15	100	☑	87	85		16.2	6,951	6,752
5	10	Mer	99	Freeway Upgrade & Plainsburg Road I/C	5/10/16	100	☒	66				5,285	
6	03	Sac	99	Add Aux Lane Calvine to North of Mack Rd on 99	2/1/13	100	☑	2,914	2,914				
7	03	Sac	99	SR 99/Elverta Rd. Interchange	3/7/14	100	☑					6,420	6,420
8	10	SJ	99	SR 99 (South Stockton) Widening	9/20/17	100		4,722		7.2		376,053	
9	10	SJ	99	SR 99 Widening in Manteca and San Joaquin	12/15/15	100	☑	12,592	11,321	16.8			
10	03	Sut	99	SR 99 / Riego Road Interchange	6/30/15	100	☑	65	1,082				
11	03	Sut	99	Sutter 99 Segment 2	5/15/15	100	☑			6.6			1,010
12	02	Teh	99	Los Molinos	5/15/13	100	☑	Not Applicable-Pedestrian/Bicycle facilities					
13	06	Tul	99	Goshen to Kingsburg 6-Lane	8/1/18	100	☒			20.3			
14	03	Sut	99	SR 99/113 Interchange	8/13/14	100	☑	277	110				
15	06	Tul	99	Tulare to Goshen 6 Ln	6/24/16	100	☒						

*Reported Actual Benefits are being verified for accuracy

PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	CURRENT CCA	CCA % COMPLETE	FINAL DELIVERY REPORT	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	<input checked="" type="checkbox"/>	3,061	3,265			117,240	77,999
17	10	Sta	99	Kiernan IC	10/17/17	100	<input type="checkbox"/>	3,276				155,500	
18	06	Ker	99	North Bakersfield Widening	7/10/14	100	<input checked="" type="checkbox"/>	1510	1,062				25,371
19	10	Mer	99	Merced Atwater Expwy Ph 1A	10/12/16	100	<input type="checkbox"/>	209				14,765	
20	03	Sac	99	Elk Grove Blvd SR99 IC	10/16/15	100	<input checked="" type="checkbox"/>	630	650			25,750	19,390
21	03	Sac	99	Elkhorn Blvd IC	7/30/15	100	<input checked="" type="checkbox"/>	145				1,600	
22	10	Sta	99	Pelandale Ave IC	6/30/17	100	<input type="checkbox"/>	6,595				79,140	
23	06	Tul	99	Cartmill Interchange	6/7/16	100	<input checked="" type="checkbox"/>	Not Applicable-Modify Interchange					

(3) SR99 Action Plans

Third 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

Construction Support over-expenditures are a result of construction contractor resolution process. The Final Estimate was run in October and is complete. Construction Support over-expenditures have been investigated. It is anticipated changes will be corrected next quarter and will result in eliminating the over-expenditures.

Project # 8 SR 99 (South Stockton) Widening

District proposes to increase R/W Support from \$7,000,000 to \$8,100,000 and Construction Support from \$20,000,000 to \$22,000,000, it is also proposed to decrease R/W Capital from \$55,470,000 to \$39,605,000 so there will be a significant net decrease in the total project cost. All changes are pending the confirmation of EAC values.

Project #13 Goshen to Kingsburg 6 Ln Landscape Mitigation

Construction Support over-expenditures are suspected to be a result of mischarging to a parent project. It is anticipated that these charges will be corrected next quarter and will result in eliminating the over-expenditures.

Project #15 Tulare to Goshen 6 Ln

Construction Support over-expenditures are resulting from contractor disputes and potential claims resolution. Negotiations with the contractor are complete. A Final Estimate has been processed and accepted by the Contractor. Construction Support over-expenditures have been investigated. It is anticipated that charges will be corrected next quarter and will result in eliminating the over-expenditures.



FY 2017-18
Third Quarter Report
Local Bridge Seismic Retrofit
Program

Federal Fiscal Year 2018

Quarterly Report to the
California Transportation
Commission



Local Bridge Seismic Retrofit Program Status

Third 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 375.

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 \$7.7 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 million, 9.8 million, and \$2.2 million bond funds for Fiscal Years (FYs) 2007-08, 2008-09, 2009-10, 2011-12, 2012-13, 2013-14, 2014-15, 2015-16, 2016-17, and 2017-18 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 325 bridges, construction is underway on 14 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 2018 Bond Program Accomplishments

Progress continues to be made to deliver and implement the LBSRP.

Local agencies have identified six bridges to be delivered in FFY 2018.

The following bridges completed major project delivery milestone in the last quarter:

Local Agency	Br. No.	Project	Milestone
Pittsburg	28C0165	North Parkside Drive	Move to Construction

Ten Longest Delivery Schedules Reported by Local Agencies

District	Local Agency	Bridge Number	Project Description	Estimated Bond Value	Estimated Construction Begin Date	Design phase (% Complete) as of 12/31/17	Design Phase (% Complete) as of 3/31/18
04	Orinda	28C0331	Bear Creek	\$11,929	10/1/20	50*	10
01	Humboldt County	04C0055	Mattole Road	\$688,200	10/2/20	50	50
04	Orinda	56C0330	Miner Road	\$144,000	12/1/20	10	10
04	Contra Costa County	28C0442	Marsh Drive	\$506,928	1/4/21	0	15
08	Lake Elsinore	56C0309	Auto Center Drive	\$379,794	2/1/21	0	0
08	Barstow	54C0583	Yucca Street	\$50,000	7/5/21	0	0
11	Imperial County	58C0014	Forrester Road	\$725,569	8/21/21	0	0
08	Barstow	54C0089	North 1 st Avenue	\$82,010	9/1/21	0	0
04	Sonoma County	20C0018	Bohemian Highway	\$2,992,454	5/2/22	15	15
11	Oceanside	57C0010	Douglas Boulevard	\$743,065	11/12/23	0	0

*Design phase (% Complete) reduction from 50% to 10% was due to reporting error in the previous quarter by the local agency.

Program Management

The following table shows the list of LBSRP bridges that are programmed for delivery in FFY 2018. 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 2018 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 2018

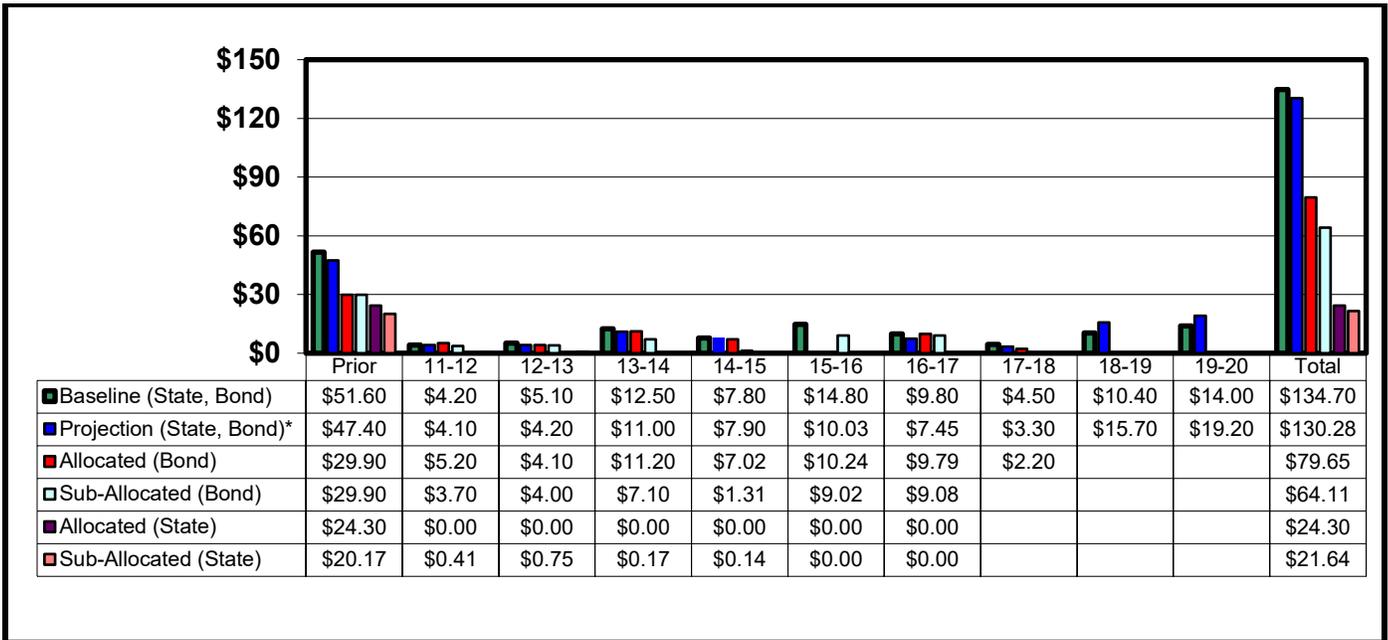
District	Agency	Bridge Number	Description	Phase	Bond Amount Programmed	Bond Funds Sub-Allocated as of 3/31/18	State Fund
04	San Francisco County Transportation Authority	YBI	On east side of Yerba Buena Island, Reconstruct ramps on and off of I-80	Construction (AC Conversion)	\$910,145		
04	Pittsburg	28C0165	North Parkside Drive	Construction	\$32,690	\$32,690	
04	Oakland	33C0148	23rd Avenue, over UP, BNSF, Amtrak	Construction	\$1,149,868		
04	Oakland	33C0215	Leimert BLVD, over Sausal Creek	Right of Way	\$28,675		
06	Bakersfield	50C0021 R & L	Manor Street, over Kern River	Construction	\$60,103		
08	Indio	56C0292	North Bond Indio BLVD, over Whitewater River	Right of Way	\$5,735		
			Total		\$2,187,216	\$32,690	

Allocation Summary

	Funds allocated for FY 2017-18	Sub-allocation as of 3/31/2018				Remaining Allocation for FFY 2018
		Projects programmed in FFY 2018		Projects advanced to FFY 2018		
		Number of Projects	Amount	Number of projects	Amount	
Bond	\$2,187,216	1	32,690			\$2,154,526
State	\$2,645,341*					\$2,645,341
Total	\$4,832,557	1	32,690			\$4,799,867

*Remaining state allocation carried over from FY 2008-09

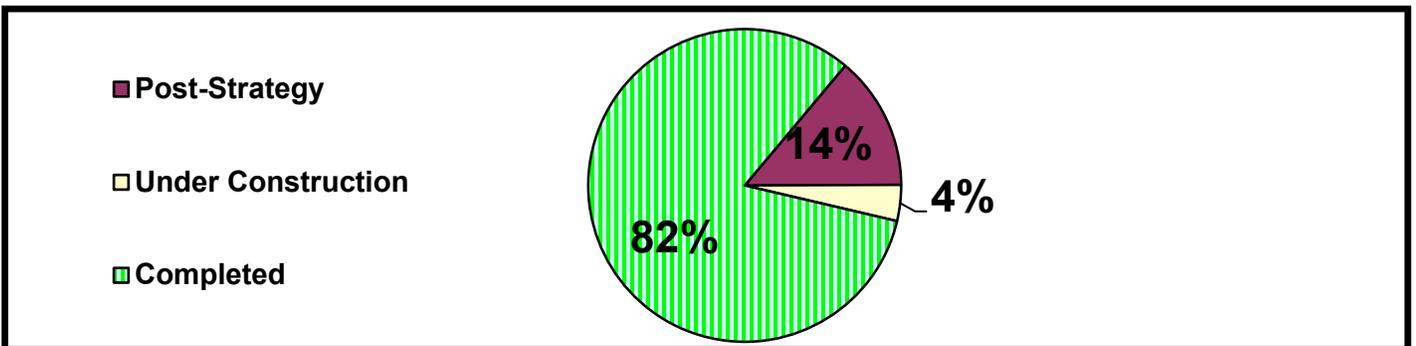
LBSRP Bond and State Capital Allocations (millions)



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	\$79.65	\$64.1
State RW & Const.	\$32.9	\$24.30	\$21.64
Total	\$155.4	\$103.95	\$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	37	9	77	123
Total	63	0	50	14	311	375
Status per December 31, 2017 Report	63	0	51	13	311	375
Status per Year-End Report for September 30, 2017	63	0	51	13	311	375

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
427	1		Santa Clara County	Funded by other sources	426

Total Bridges in the Program	Number of Bridges Removed	Number of Bridges Added	Responsible Agency	Justification	Remaining Bridges in the Bond Program
426	2		City of Oakland	Funded by other sources	424
424	2		BART	BART 4 contracts was not award on time	422
422	1		City of Larkspur	Funded by other sources	421
421	2		Nevada County	Funded by other sources	419
419	5		Sonoma County	Funded by other sources	414
414	1		Tehama County	Funded by other sources	413
413	27		BART	Funded by others sources	386
386	1		City of Los Angeles	Did not meet award deadline	385
385	1		Monterey County	Will not proceed	384
384	1		City of Oceanside	Funded by other sources	383
383	1		City of Indio	Did not meet award deadline	382
382	1		City of Newport Beach	Funded by other sources	381
381	1		City of San Diego	Funded by other sources	380
380	1		City of San Benito	Funded by other sources	379
379	1		San Francisco County Transportation Authority (YBI)	Combining two bridges into one	378
378	1		Peninsula Joint Power Board	Funded by local funds	377
377	1		City of Fairfax	Funded by other Sources	376
376	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

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	\$0	\$464,535		8/15/19	8/15/18	3/31/21	70% Design 80% ROW	☑	⊗	⊗	
02	Tehama County	08C0043	Jellys Ferry Road	\$11,000	\$4,574,950		7/2/18	10/8/18	10/18/21	75% Design 10% ROW	☑	⊗	⊗	
04	Concord	28C0442	Marsh Drive	\$0	\$506,928		6/30/20	8/31/20	4/30/23	15% Design	☑	⊗	⊗	
04	Fremont	33C0128	Niles Boulevard	\$0	\$589,299				4/30/18	95% Construction	☑	☑	⊗	
04	Oakland	33C0030	Embarcadero Street	\$0	\$1,696,681				12/31/18	50% Construction	☑	☑	⊗	
04	Oakland	33C0148	23rd Avenue	\$108,965	\$1,149,868			12/31/19	12/31/19	50% ROW	☑	⊗	⊗	
04	Oakland	33C0215	Leimert Boulevard	\$28,675	\$557,968		2/20/20	9/19/19	11/12/20	35% Design	☑	⊗	⊗	
04	Orinda	28C0330	Miner Road	\$3,854	\$141,091		2/28/20	9/30/20	1/1/22	10% Design	☑	☑	⊗	
04	Orinda	28C0331	Bear Creek Road	\$0	\$11,929		8/31/20	7/31/20	12/31/21	10% Design	☑	☑	⊗	
04	Pittsburg	28C0165	North Parkside Drive	\$0	\$52,006		2/28/18	No R/W	8/31/18	Waiting Award	☑	☑	⊗	
04	San Francisco County Transportation Authority	01CA0001	West Bound SFOBB on ramp West of Yerba Buena Island	\$0	\$47,890		9/30/19	9/30/19	7/31/21	75% Design 75% ROW	☑	⊗	⊗	
04	San Francisco County Transportation 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	76% Design 76% ROW	☑	⊗	⊗	
04	San Francisco County Transportation Authority	01CA0003	East Bound I-80 off ramp connecting to Treasure Island Road (2 Bridges)	\$34,410	\$1,096,115		9/30/19	9/30/19	6/30/21	75% Design 75% ROW	☑	⊗	⊗	
04	San Francisco County Transportation Authority	01CA0004	Treasure Island Road West of SFOBB	\$0	\$223,487		9/30/19	9/30/19	7/31/21	76% Design 76% ROW	☑	☑	⊗	
04	San Francisco County Transportation Authority	01CA0006	Hillcrest Road West of Yerba Buena Island	\$0	\$264,672		12/31/17	12/31/17	12/30/19	76% Design 76% ROW	☑	⊗	⊗	
04	San Francisco County Transportation Authority	01CA0008	Treasure Island road West of SFOBB	\$0	\$65,450		9/30/19	9/30/19	7/31/21	76% Design 76% ROW	☑	☑	⊗	
04	San Francisco County Transportation Authority	01CA007A	Treasure Island Road West of SFOBB	\$0	\$35,119		9/30/19	9/30/19	7/31/21	76% Design 76% ROW	☑	☑	⊗	
04	San Francisco County Transportation Authority	01CA007B	Treasure Island Road west of SFOBB	\$0	\$46,294		9/30/19	9/30/19	7/31/21	76% Design 76% ROW	☑	☑	⊗	
04	San Francisco County Transportation Authority	34U0003	Ramps on East side of Yerba Buena Island Tunnel at SFOBB on/off of I-80	\$114,700	\$8,659,398				7/31/18	99% Construction	☑	☑	⊗	

☑ 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

Local Bridge Seismic Retrofit Program Delivery Report

DISTRICT	AGENCY	BRIDGE NO.	PROJECT DESCRIPTION	ESTIMATED BOND RIGHT OF WAY VALUE	ESTIMATED BOND CONSTRUCTION VALUE	END STRATEGY	END DESIGN	END RIGHT OF WAY	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	SCOPE	BUDGET	SCHEDULE	FINAL DELIVERY REPORT APPROVED
04	Sonoma County	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	15% Design	☑	⊗	⊗	
04	Sonoma County	20C0155	Wohler Road	\$11,470	\$1,591,563		5/31/18	3/29/19	12/31/20	97% Design 85% ROW	☑	⊗	⊗	
04	Sonoma County	20C0262	Boyes Boulevard	\$74,555	\$676,730		3/1/18	8/2/18	11/30/20	96% Design 95% ROW	☑	⊗	⊗	
04	Vallejo	23C0152	Sacramento Street	\$0	\$219,000			12/31/18	12/31/19	90% Design 50% ROW	☑	⊗	⊗	
05	Monterey County	44C0009	Nacimiento Lake Drive	\$34,339	\$0		3/1/18	6/30/18	12/31/19	97% Design 95% 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		11/30/18	4/30/19	10/31/20	99% Design 15% ROW	☑	☑	⊗	
05	Santa Barbara County	51C0017	Jalama Road	\$9,176	\$244,175				8/31/18	97% Construction	☑	☑	☑	
05	Santa Cruz	36C0108	Murray Avenue	\$38,540	\$1,065,678		1/31/19	1/31/19	4/1/20	97% Design 94% ROW	☑	⊗	⊗	
06	Bakersfield	50C0021L	Manor Street North Bound	\$0	\$298,220			No R/W	12/31/19	100% Design	☑	☑	⊗	
06	Bakersfield	50C0021R	Manor Street South Bound	\$0	\$298,220			No R/W	12/31/19	100% Design	☑	☑	⊗	
07	Los Angeles	53C0045	Beverly-First Street	\$0	\$848,780				2/28/19	5% Construction	☑	☑	⊗	
07	Los Angeles	53C0859	North Spring Street	\$0	\$229,400				9/30/18	90% Construction	☑	☑	⊗	
07	Los Angeles	53C1880	Sixth Street	\$0	\$31,851,593		3/20/19	12/31/21	12/31/21	99% Design 86% ROW 40% Construction	☑	⊗	⊗	
07	Los Angeles	53C1881	Hyperion Avenue	\$0	\$1,220,371		12/31/18	12/31/18	6/30/22	87% Design	☑	⊗	⊗	
07	Los Angeles	53C1882	Hyperion Avenue	\$0	\$290,191		12/31/18	No R/W	6/30/22	87% Design	☑	☑	⊗	
07	Los Angeles	53C1883	Glendale Boulevard	\$0	\$114,700		12/31/18	12/31/18	6/30/22	87% Design	☑	☑	⊗	
07	Los Angeles	53C1884	Glendale Boulevard	\$0	\$114,700		12/31/18	12/31/18	6/30/22	87% Design	☑	☑	⊗	
07	Los Angeles County	53C0084	Slauson Avenue	\$0	\$128,805				9/30/20	Waiting Award	☑	☑	⊗	
07	Los Angeles County	53C1403	The Old Road	\$0	\$402,429		10/31/19	12/31/19	3/31/22	85% Design	☑	☑	⊗	

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 ⊗ Known scope, budget, or schedule impact
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 Phase Complete
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 Behind schedule

Local Bridge Seismic Retrofit Program Delivery Report

DISTRICT	AGENCY	BRIDGE NO.	PROJECT DESCRIPTION	ESTIMATED BOND RIGHT OF WAY VALUE	ESTIMATED BOND CONSTRUCTION VALUE	END STRATEGY	END DESIGN	END RIGHT OF WAY	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	SCOPE	BUDGET	SCHEDULE	FINAL DELIVERY REPORT APPROVED
08	Barstow	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	1/2/19	7/5/21	7/5/21	3/5/23	25% Strategy	☑	☑	⊗	
08	Barstow	54C0583	Yucca Street	\$0	\$50,000	1/4/21	7/2/21	7/5/21	7/4/22	Request Re-Strategy	☑	⊗	⊗	
08	Colton	54C0077	La Cadena Drive	\$0	\$134,199		12/31/18	No R/W	9/30/21	95% Design	☑	☑	⊗	
08	Colton	54C0100	Mount Vernon Avenue	\$0	\$71,285		12/31/19	No R/W	12/31/21	90% Design	☑	☑	⊗	
08	Colton	54C0101	Mount Vernon Avenue	\$0	\$19,384		12/31/18	No R/W	9/30/21	95% Design 95% ROW	☑	☑	⊗	
08	Grand Terrace	54C0379	Barton Road	\$0	\$52,188				12/31/19	Waiting Award	☑	☑	⊗	
08	Indio	56C0084	Jackson Street	\$0	\$277,777				10/25/19	95% Right of Way	☑	⊗	⊗	
08	Indio	56C0292	North Bound Indio Boulevard	\$5,735	\$241,868				11/28/19	95% Right of Way	☑	⊗	⊗	
08	Lake Elsinore	56C0309	Auto Center Drive	\$0	\$379,794	1/26/18	8/1/20	No R/W	2/1/22	98% Strategy	☑	⊗	⊗	
08	Riverside County	56C0071	Mission Boulevard//Buena Vista	\$57,350	\$2,518,000	11/15/18	7/15/20	7/15/20	7/15/23	58% 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	10% 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	Waiting Award	☑	☑	⊗	
11	Imperial County	58C0094	Winterhaven Drive	\$0	\$152,780		4/21/18	No R/W	9/21/18	90% Design	☑	☑	⊗	
11	Oceanside	57C0010	Douglas Drive	\$0	\$2,090,866	6/24/19	11/11/24	No R/W	8/19/26	5% Strategy	☑	⊗	⊗	

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 Phase Complete
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 Behind schedule

Local Bridge Seismic Retrofit Program Delivery Report

DISTRICT	AGENCY	BRIDGE NO.	PROJECT DESCRIPTION	ESTIMATED BOND RIGHT OF WAY VALUE	ESTIMATED BOND CONSTRUCTION VALUE	END STRATEGY	END DESIGN	END RIGHT OF WAY	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	SCOPE	BUDGET	SCHEDULE	FINAL DELIVERY REPORT APPROVED
01	Humboldt County	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	☑	☑	☑	YES
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	☑	☑	☑	YES
03	Butte County	12C0120	Ord Ferry Road	\$3,000	\$1,525,510					Project Complete	☑	☑	☑	YES
03	Placer County	19C0060	Auburn-Forest Hill 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	☑	☑	☑	YES
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	☑	☑	☑	

☑ 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
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

✓ 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
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	✓	✓	✓	YES
05	Monterey County	44C0151	Peach Tree Road	\$12,959	\$201,816					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	Santa Barbara County	51C0039	Rincon Hill Road	\$5,735	\$71,841					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	✓	✓	✓	
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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 Known scope, budget, or schedule impact
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 Behind schedule

Estimated costs and schedule are input by local agencies into the LA-ODIS and are compared with Baseline Agreement Data. Report data entered as of 03/31/2018.

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
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	✓	✓	✓	YES
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

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 Boulevard	\$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)

Phase Complete
 Completed ahead of schedule
 Behind schedule

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
 Potential schedule impact (late, but within the same Federal Fiscal Year)
 Phase Complete
  Completed ahead of schedule
  Behind schedule

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

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	✓	✓	✓	YES
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	✓	✓	✓	YES
11	San Diego	57C0416	First Avenue	\$0	\$698,119					Project Complete	✓	✓	✓	YES
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	\$1,416,979	\$128,798,951									

✓ 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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 Behind schedule

Local Bridge Seismic Retrofit Program Delivery Report

DISTRICT	AGENCY	BRIDGE NO.	PROJECT DESCRIPTION	ESTIMATED BOND RIGHT OF WAY VALUE	ESTIMATED BOND CONSTRUCTION VALUE	END STRATEGY	END DESIGN	END RIGHT OF WAY	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	SCOPE	BUDGET	SCHEDULE	FINAL DELIVERY REPORT APPROVED
02	Lassen County	07C0070	Road306/Capezolini							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)

Phase Complete
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Local Bridge Seismic Retrofit Program Delivery Report

DISTRICT	AGENCY	BRIDGE NO.	PROJECT DESCRIPTION	ESTIMATED BOND RIGHT OF WAY VALUE	ESTIMATED BOND CONSTRUCTION VALUE	END STRATEGY	END DESIGN	END RIGHT OF WAY	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	SCOPE	BUDGET	SCHEDULE	FINAL DELIVERY REPORT APPROVED
05	Monterey 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)
 Phase Complete
 Completed ahead of schedule
 Behind schedule



**FY 2017-18
Third Quarter Report
State-Local Partnership
Program**

**Quarterly Report to the
California Transportation
Commission**



State-Local Partnership Program Progress Report
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SUMMARY:

This report covers the third 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 in SLPP funds that were approved by the California Transportation Commission (Commission) for this program. All \$981 million has been allocated. Three of the allocated projects have been removed by the respective agencies; the remaining 276 allocations total \$980 million 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, total construction cost of \$9.4 billion and a total SLPP amount of \$972 million. Currently there are 17 projects still in construction and 205 projects are completed with approved final delivery reports.

The SLPP was set at \$200 million 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:

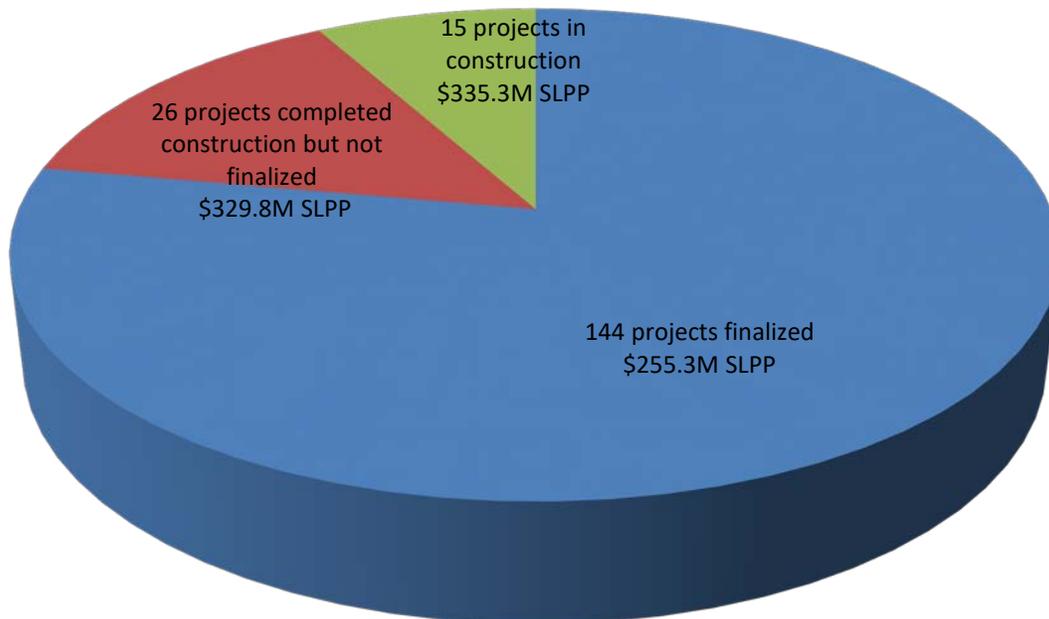
Each year the Commission reviewed projects that were nominated for the formula program. The Commission adopted those projects that met the requirements of Proposition 1B, the Highway Safety, Traffic Reduction and Port Security Bond Act of 2006, and had a commitment of the required match and any required 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 \$72.6 million 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 \$126.4 million 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 \$100.3 million 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 \$119.2 million 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 \$511.2 million in SLPP funding and 137 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 \$1million.

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

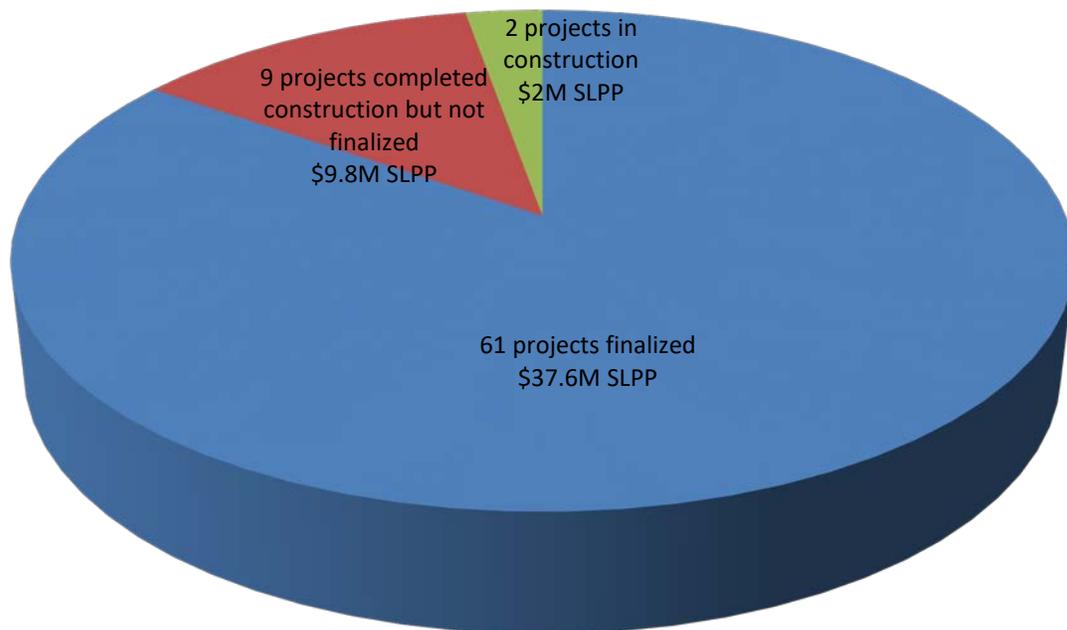
The following is the status of the competitive program projects. See the attached lists for specific project information.

- Cycle 1: In FY 2008-09, 11 projects were programmed for competitive share funding totaling \$8.6 million in programmed SLPP bond funds. That amount was reduced to \$7.6 million 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 \$9 million in SLPP bond funds. That amount was reduced to \$7.8 million 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 \$8.4 million in SLPP bond funds. That amount was reduced to \$8.3 million 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 \$8.2 million 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 \$18 million in SLPP bond funds. 26 of these projects are complete with construction.

COMPETITIVE PROGRAM PROJECT SUMMARY:

72 Competitive Projects*



*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	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		●	●	●
2	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		●	●	●
3	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		●	●	●
4	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		◆	◆	◆
5	4	SF	Caltrans	7698	Doyle Drive (5) P3 project	\$849,169	\$605,799	\$19,366	1/2011	6/2013	93%		X		●	●	●
6	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	47%		X		●	●	●
7	4	Vari	Peninsula Cnty Jnt Pwrs Brd	7671	Signal System Rehab (5)	\$2,600	\$2,600	\$233	3/2013	3/2013	98%		X		●	●	●
8	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	11%		X		●	●	●
9	4	SON	Caltrans		101 – Petaluma River Bridge (4)	\$127,347	\$77,000	\$1,865	10/2012	5/2012	100%	6/2017	X		●	●	●
10	6	TUL	Dinuba	7511	Avenue 416 Widening -Rd 56 to Rd 80 (5)	\$22,730	\$22,730	\$7,551	11/2013	6/2013	95%		X		●	●	●
11	7	LA	LACMTA	7555	Transit Bus Acquisition (5)	\$297,070	\$297,070	\$36,250	1/2013	8/2012	100%	6/2017	X		●	●	●
12	7	LA	LACMTA	7695	Crenshaw LAX Transit Corridor (5)	\$1,762,725	\$1,571,975	\$49,529	7/2013	5/2013	29%		X		●	●	●
13	7	LA	SCRRA	7495	Positive Train Control (3,4)	\$231,112	\$209,282	\$20,000	1/2011	1/2011 8/2011	99%		X		●	●	●
14	7	LA	Caltrans	7484	I-5 Carmenita Interchange (2)	\$395,167	\$171,930	\$14,925	7/2011	6/2010	98%		X		●	●	●
15	7	LA	Caltrans		I-5 HOV Empire Ave I/C (4)	\$341,859	\$195,787	\$13,061	10/2012	5/2012	65%		X		●	●	●
16	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		●	●	●
17	8	RIV	Riverside Cnty	7653	Rte 91 Corridor Improvement (5)	\$1,344,829	\$942,109	\$37,173	5/2013	3/2013	100%	3/2018	X		●	●	●
18	8	SBD	SANBAG	7681	Downtown Passenger Rail Project (5)	\$92,757	\$66,347	\$10,921	12/2013	6/2013	100%	8/2017	X		◆	◆	◆
19	8	SBD	City of Ontario	7688	South Milliken Avenue RR Grade Sep (5)	\$82,016	\$71,300	\$7,210	12/2013	6/2013	100%	11/2017	X		●	●	●
20	10	SJ	Caltrans		Rte 99 South Stockton 6 Lane (5)	\$214,458	\$113,958	\$16,065	10/2012	6/2012 1/2013	100%	9/2017	X		●	●	●
21	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	98%		X		●	●	●
22	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		●	●	●

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
23	11	SD	Caltrans		-805 HOV Managed Lanes – North (4)	\$163,000	\$127,305	\$1,358	4/2012	10/2011	100%	3/2018	X		●	●	●
24	11	SD	Caltrans	7699	-5 Genessee Avenue Interchange (5)	\$83,944	\$64,857	\$8,000	12/2014	5/2013	90%		X		●	●	●
25	12	ORA	Orange County	7543	La Pata Avenue (5)	\$57,220	\$45,220	\$5,110	12/2013	6/2013	100%	1/2017	X		●	●	●
26	12	ORA	Caltrans	7700	-5 HOV Pac Coast Hwy-San Juan Clark (5)	\$63,093	\$49,272	\$20,789	12/2013	6/2013	97%		X		●	●	●
Totals						\$8.2B	\$6.4B	\$475M									

● 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.

Formula Projects – FINAL DELIVERY REPORT IS PAST DUE																	
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
27	3	SAC	Sacramento Cnty	7536	Hwy 50 / Watt Ave (5)	\$38,750	\$30,448	\$8,586	9/2012	4/2012	100%	7/2016	X		●	●	▶
28	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		●	●	▶
29	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		●	●	▶
30	4	SM	Sam Trans	7655	Replacement Gillig Buses (5)	\$35,630	\$34,279	\$5,505	1/2013	12/2012	100%	9/2016	X		●	●	▶
31	4	SM	Sam Trans	7694	Communications System Upgrade (5)	\$13,400	\$13,400	\$101	8/2013	5/2013	100%	8/2016	X		●	●	▶
32	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		●	●	▶
33	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		●	●	▶
34	6	FRE	Caltrans	7696	Kings Canyon Expressway Seg 2 (5)	\$43,600	\$23,000	\$11,500	6/2013	1/2013	100%	10/2014	X		●	●	▶
35	7	LA	LACMTA	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		●	●	▶
36	7	LA	LACMTA	7664	Exposition Light Rail (5)	\$110,315	\$101,930	\$28,259	6/2013	3/2013	100%	5/2016	X		●	●	▶
37	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		●	●	▶
38	8	SBD	SANBAG	7538	I-15 / Rancho Rd Interchange (4)	\$57,622	\$44,221	\$4,550	11/2012	5/2012	100%	12/2015	X		●	●	▶
39	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		●	●	▶
40	12	ORA	City of Cypress	7568	Cerritos Avenue Widening (5)	\$439	\$378	\$168	5/2013	3/2013	100%	11/2016	X		●	●	▶
41	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						\$1.5B	\$1.2B	\$190M									

● 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 12 months or longer.

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
42	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
43	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
44	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
45	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
46	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
47	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
48	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
49	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
50	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
51	3	SAC	City of Sacramento	Cosumnes Blvd I-5 IC (5) 7558	\$95,307	\$93,266	\$82,446	\$67,223	\$7,691	\$7,691			12/2012	1/08/13	7/18/16
52	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
53	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
54	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
55	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
56	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
57	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
58	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
59	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
60	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
61	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
62	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
63	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
64	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
65	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
66	4	SM	City of San Mateo	Street Rehab (5) 7637	\$1,287	\$1,497.5	\$1,247	\$1,471	\$431	\$431			5/2013	7/2013	7/08/14
67	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
68	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

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
69	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
70	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
71	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
72	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
73	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
74	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
75	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
76	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
77	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
78	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
79	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
80	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
81	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
82	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
83	6	MAD	City of Chowchilla	Presidential Street Resurfacing (5) 7613	\$527	\$510.9	\$480	\$494.6	\$240	\$240			6/2013	12/10/13	12/07/14
84	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
85	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
86	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
87	6	FRE	City of Fresno	Willow Ave Widen Barstow to Escalon (5) 7667	\$2,367	\$2,368	\$1,930	\$1,962.3	\$965	\$955		\$10	3/2013	9/26/13	2/26/16
88	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
89	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
90	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
91	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
92	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
93	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
94	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
95	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
96	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

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
97	6	MAD	City of Madera	4 th 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
98	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
99	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
100	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
101	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
102	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
103	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
104	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
105	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]
106	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
107	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
108	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
109	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
110	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
111	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
112	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
113	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
114	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
115	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
116	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
117	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
118	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
119	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
120	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
121	11	IMP	City of Calexico	5 th Street Repaving (5) 7563	\$1,030	\$599.5	\$1,030	\$599.5	\$515	\$300		\$215	3/2013	3/28/14	1/20/15

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
122	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
123	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
124	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
125	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
126	11	IMP	City of Westmorland	6 th Street and G Street Improvements (5) 7554	\$136	\$149.5	\$136	\$149.5	\$68	\$68			3/2013	8/7/13	3/27/14
127	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
128	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
129	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
130	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
131	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
132	12	ORA	Orange County	Dale Street Reconstruction (5) 7610	\$261	\$257	\$214	218.2	\$107	\$107			3/2013	5/21/13	10/10/13
133	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
134	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
135	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
136	12	ORA	Orange County	Cow Camp Rd (5) 7504	\$31,434	\$46,178	\$29,434	\$44,178	\$4,160	\$3,915		\$245	5/2013	6/19/13	9/8/16
137	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
138	12	ORA	City of Anaheim	Brookhurst St Improvements (5) 7505	\$8,961	\$9,809	\$8,961	\$9,809	\$3,393	\$2,964		\$429	5/2013	6/11/13	3/21/16
139	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
140	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
141	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
142	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
143	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
144	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
145	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
146	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
147	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
148	12	ORA	City of Costa Mesa	Harbor Blvd & Adams Ave (5) 7507	\$4,779	\$4,503	\$3,914	\$3,670	\$1,482	\$1,388		\$94	5/2013	11/5/13	10/6/15
149	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

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150	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
151	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
152	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
153	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
154	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
155	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
156	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
157	12	ORA	City of Irvine	Campus Dr Rehab (5) 7604	\$2,774	\$2,695.8	\$2,500	\$2,461.6	\$1,138	\$1,138			1/2013 6/2013	6/11/13	8/11/14
158	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
159	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
160	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
161	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
162	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
163	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
164	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
165	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
166	12	ORA	City of Los Alamitos	Business Area Street Improvement (5) 7617	\$636	\$627.5	\$636	\$627.5	\$318	\$314		\$4	3/2013	5/21/13	9/06/13
167	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
168	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
169	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
170	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
171	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
172	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
173	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

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
174	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
175	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
176	12	ORA	City of Santa Ana	Bristol St Widening (4) 7506	\$9,600	\$7,992	\$9,600	\$7,992	\$3,120	\$1,874		\$1,246	8/2012	1/22/13	2/20/15
177	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
178	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
179	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
180	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
181	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
182	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
183	12	ORA	City of Villa Park	Street Rehab (5) 7594	\$676	\$859	\$619	\$859	\$125	\$125			6/2013	10/2013	9/2014
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		\$122	1/2013	6/22/13	8/27/13
Total Completed Formula SLPP					\$1.33B	\$1.34B	\$1.24B	\$1.24B	\$264.6M	\$255.3M	\$22K	\$9.3M			

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	Reduce traffic congestion, improve mobility and promote economic development.	Reduced traffic congestion. Added access to new Delta Shores development. New bike lanes and sidewalks.
	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 that 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	Improve 12,500' at various locations in the City. Extend pavement life by 15+ years.	Rehabbed 12,500' of roadway. Installed ADA ramps, replaced curb/gutter, Adjust utility covers to grade, striping. Extended life by 15+ years.
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.

Benefits of Completed Formula Projects

SLPP PROJECT	DISTRICT	COUNTY	PROJECT	PROJECT BENEFIT on PPR	PROJECT BENEFIT on FDR
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.
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 Pkwy 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.

Benefits of Completed Formula Projects

SLPP PROJECT	DISTRICT	COUNTY	PROJECT	PROJECT BENEFIT on PPR	PROJECT BENEFIT on FDR
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.
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

Benefits of Completed Formula Projects

SLPP PROJECT	DISTRICT	COUNTY	PROJECT	PROJECT BENEFIT on PPR	PROJECT BENEFIT on FDR
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.
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	Widened Fred Waring Dr to provide 3 lanes each direction. Raised median for safety. Drainage improvements added. Sound wall constructed reducing noise. Traffic signals modified to accommodate new widened roadway. ADA ramps.
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	Construct curbs/gutter for drainage improvement. Sidewalks bike path provide access to visitor center. Pavement rehab.
7660	8	SBD	Rt 62 Imp. Apache Trail to Palm Ave	Increase ped safety, reduce vehicle conflicts, upgrade non-standard ADA.	Provided geometric traffic control and infrastructure improvements for increased circulation and safety for car, bike and ped.
7661	8	SBD	Rt 62 Imp. La Honda Wy to Dumosa Ave	Increase ped safety, reduce vehicle conflicts, upgrade non-standard ADA.	Provided geometric traffic control and infrastructure improvements for increased circulation and safety for car, bike and ped.
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.	Improved traffic at French Camp I-5. Aux lanes between French Camp and Sperry Rd. Added alt route for freight mvmt.

Benefits of Completed Formula Projects

SLPP PROJECT	DISTRICT	COUNTY	PROJECT	PROJECT BENEFIT on PPR	PROJECT BENEFIT on FDR
	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 CI1 bike lane, Benefit school children with safety.	Reduce hazards to car and ped. Added new CI1 bike lane. Safety for school children. Smoother driving surface.
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.
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	Add capacity and relieve traffic congestion. LOS to improve from F to A VC ratio to improve from 1 to .71	Once the segment 2 project is complete the LOS will improve from F to A and VC ratio will improve from 1 to .71
7505	12	ORA	Brookhurst St Widening	Add capacity and relieve traffic congestion. LOS to improve from D to B VC ratio to improve from .80 to .64	LOS improved to A. VC ratio improved to .52
7506	12	ORA	Bristol St Widening	Add capacity and improve LOS from E to B. VC ratio to improve from .93 to .62	LOS improved to B. VC ratio improved to .69
7507	12	ORA	Harbor Blvd & Adams Ave	LOS to improve from E to B. VC ratio to improve from .96 to .67	LOS improved to B. VC ratio improved to .67

Benefits of Completed Formula Projects

SLPP PROJECT	DISTRICT	COUNTY	PROJECT	PROJECT BENEFIT on PPR	PROJECT BENEFIT on FDR
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.
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.

Benefits of Completed Formula Projects

SLPP PROJECT	DISTRICT	COUNTY	PROJECT	PROJECT BENEFIT on PPR	PROJECT BENEFIT on FDR
7586	12	ORA	Irvine 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.
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	Pavement rehab. Improve drainage. Increase life by at least 15 years.	Removed and repaved surface of various streets with rubberized asphalt. Extend life by at least 15 years. Curb ramps installed to meet ADA requirements.
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.

Benefits of Completed Formula Projects

SLPP PROJECT	DISTRICT	COUNTY	PROJECT	PROJECT BENEFIT on PPR	PROJECT BENEFIT on FDR
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.
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: Sonoma Marin Area Rail Transit

Agency did not report status update for the quarter ending March 31, 2018.

Project 18: Downtown Passenger Rail

Agency did not report status update for the quarter ending March 31, 2018.

SLPP Corrective Actions – Formula Projects

There are no SLPP Formula project Corrective Actions this quarter.

SLPP Updates – Formula Projects

Project 6: Positive Train Control

Agency previously reported 100% complete with construction, project has been changed to 47% complete with construction to reflect the entire project progress.

Project 10: Avenue 416 Widening

Agency previously reported 100% complete with construction, project has been changed to 95% complete with construction with an estimated completion date of May 2018.

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	7526	Silva Valley Parkway / US 50 IC (4)	\$52,323	\$38,200	\$1,000	9/2013	1/2013	75%	X		●	●	●	
187	3	SAC	Sac RT	7674	Cosumnes River College Transit Station (5)	\$89,822	\$89,822	\$1,000	7/2013	5/2013	100%	X		●	●	●	
188	8	RIV	City of Moreno Valley	7518	SR 60 / Nason St OC (4)	\$17,130	\$15,030	\$1,000	9/2012	5/2012	100%	X		●	●	●	
189	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%	X		◆	◆	◆	
190	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						\$242M	\$205.5M	\$5.9M									

● 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 12 months or longer.

Competitive Projects - FINAL DELIVERY REPORT IS PAST DUE

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
191	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		●	●	▶
192	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		◆	◆	▶
193	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		●	●	▶
194	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		●	●	▶
195	8	SBD	City of Highland	7631	5 th Street Corridor Improvements (5)	\$3,795	\$3,795	\$1,000	11/2013	6/2013	100%	1/2017	X		●	●	▶
196	8	SBD	City of Highland	7690	Baseline Greenspot Traffic Safety (5)	\$974	\$974	\$393	11/2013	6/2013	100%	10/2015	X		●	●	▶
Totals						\$65.6M	\$54.3M	\$5.9M									

● 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 12 months or longer.

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
197	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
198	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
2199	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
200	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
201	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
202	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
203	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
204	3	PLA	Placer County	Auburn Folsom Rd Widening (5) 7619	\$7,720	\$9,249	\$6,670	\$7,946.7	\$1,000	\$1,000			6/2013	9/10/13	1/24/17
205	3	PLA	Placer County	Kings Beach Commercial Imp (5) 7621	\$45,875	\$29,406	\$33,025	\$22,325	\$1,000	\$1,000			6/2013	12/31/13	11/22/16
206	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
207	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
208	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
209	3	PLA	City of Roseville	Fiddymont 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
210	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
211	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
212	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
213	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
214	5	SLO	San Luis Obispo County	Willow Road Extension Mitigation (5) 7623	\$750	\$1,029.7	\$750	\$1,029.7	\$375	\$375			3/2013	3/19/13	4/7/17
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

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
216	5	SB	City of Goleta	Fairview/Berkeley Traffic Signal (2) 7417	\$315	\$223.1	\$300	\$203.3	\$150	\$102	\$48		4/2010	2/07/11	4/14/11
217	5	SB	City of Goleta	Los Carneros/Calle Roundabout (3) 7478	\$2,218	\$1,631.6	\$1,285	\$1,319.4	\$335	\$335			10/2011	3/01/12	11/15/13
218	5	SB	County of Santa Barbara	Union Valley Parkway / Bradley Road Intersection (2) 7412	\$1,278	\$572.76	\$1,100	\$530.69	\$550	\$266	\$284		4/2010	6/28/10	11/01/10
219	6	FRE	City of Clovis	Shaw Avenue Improvement (3) 7468	\$569	\$493.7	\$485	\$410	\$243	\$205	\$38		10/2011	04/09/12	8/07/12
220	6	FRE	City of Clovis	DeWolf / Nees Street Improvement (3) 7469	\$1,374	\$1,490.6	\$759	\$575.4	\$379	\$282	\$97		10/2011	4/09/12	10/08/12
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	12 th 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	11 th 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	12 th 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	10 th 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	25 th 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 3 rd 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

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
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
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 County 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					\$284M	\$265M	\$232.2M	\$223M	\$40.3M	\$37.6M	\$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	Fiddymnt Road Widening	Widen Fiddymnt 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	Will complete the 4 lane road widening and eliminate bottleneck. Also add pedestrian path and bike lane.	Improved traffic capacities. Lessened the constraint on the alternate routes. Increased safety with left turn pockets. ADA standards now met with ramps and sidewalks. Ped path added.
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	Improve safety w/ Cl2 bike lanes, 10' sidewalks, roundabouts, improve parking, drainage improvements.	1.1 miles of SR 28 improved safety and alt modes of transportation. Bike lanes, roundabouts, ADA sidewalks, new parking lots. Water quality improvements to Lake Tahoe.
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	Mitigate impacts to sensitive habitats and special status plants.	Installed irrigation lines, planted environmental required trees.

Benefits of Completed Competitive Projects

SLPP PROJECT	DISTRICT	COUNTY	PROJECT	PROJECT BENEFIT on PPR	PROJECT BENEFIT on FDR
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.
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, CI2 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 In undivided to 3 In 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

Benefits of Completed Competitive Projects

SLPP PROJECT	DISTRICT	COUNTY	PROJECT	PROJECT BENEFIT on PPR	PROJECT BENEFIT on FDR
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.
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 cls.	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 safety. 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.

Benefits of Completed Competitive Projects

SLPP PROJECT	DISTRICT	COUNTY	PROJECT	PROJECT BENEFIT on PPR	PROJECT BENEFIT on FDR
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.
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 C11 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.	Increased pavement life of 20 years and increased roadway capacity.

SLPP Closeout Corrective Actions – Competitive Projects

Project 189: I-15 Duncan Canyon Interchange

Agency did not report status update for the quarter ending March 31, 2018.

Project 192: I-680 Auxiliary Lane Project

Agency did not report status update for the quarter ending March 31, 2018.

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.



**FY 2017-18
Third Quarter Report
Traffic Light Synchronization
Program**

**Quarterly Report to the
California Transportation
Commission**



TRAFFIC LIGHT SYNCHRONIZATION PROGRAM PROGRESS REPORT

BACKGROUND

The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B) was passed by California voters on November 7, 2006 and created the Traffic Light Synchronization Program (TLSP). Proposition 1B provides \$250 million, upon appropriation by the Legislature, for TLSP projects approved by the California Transportation Commission (CTC). The California Department of Transportation is required to provide quarterly reports to the CTC on the status of progress by the local agencies on completing TLSP work funded by the Proposition 1B bond funds.

The guidelines for the TLSP were adopted on February 13, 2008. The CTC has approved 22 TLSP projects totaling \$147,000,000 for the City of Los Angeles, and 59 additional TLSP projects totaling \$96,845,933 for agencies other than the City of Los Angeles.

Program Summary

TLSP Third Quarter Progress Report for fiscal year 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, 76 have completed construction. The City of Los Angeles has completed construction on 19 projects with a total allocation of \$121,692,500, while agencies other than the City of Los Angeles have completed construction on 58 projects with a total allocation of \$75,606,017.

The TLSP program has been fully allocated.

Project savings to date - \$1,542,068 (non-Los Angeles)

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	May-17	Jun-18	60	●	●	■		See pg 9
7	LA	Los Angeles	6761	ATCS - Central City East	\$0	\$4,885,000	\$0	Oct -16	Aug-16	Aug-19	90	●	●	●		100% Local Funds
7	LA	Los Angeles	6763	ATCS - Los Angeles	\$11,528,500	\$15,344,800	\$3,254,755	Oct-16	Aug-17	Dec-18	70	●	●	■		See pg 9

Los Angeles Prog Total	\$12,276,500	\$29,444,800	\$3,254,755
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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	\$18,357,177	Jan-11	Apr-11	Dec-19	97	●	●	■		See pg 9

Agencies other than City of Los Angeles Prog Total	\$18,718,405	\$25,618,405	\$18,357,177
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***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	●	●	●	●	
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	●	●	●	●	
7	LA	Los Angeles	6766	ATCS - West Adams	\$4,250,800	\$4,870,120	\$2,191,093	Jun-14	May-15	May-18	●	●	●		See pg 9
7	LA	Los Angeles	6826	ATCS - Echo Park / Silver Lake Phase 2	\$4,076,500	\$3,186,471	\$3,028,059	Mar-15	Nov -15	Dec-18	●	●	●	☒	See pg 9
7	LA	Los Angeles	6768	ATCS - Wilshire East	\$4,877,900	\$4,784,736	\$4,349,179	Feb-14	Jan-15	Feb-18	●	●	●	☒	See pg 9
7	LA	Los Angeles	6767	ATCS - Westwood / West Los Angeles	\$3,484,200	\$4,009,200	\$2,628,800	Jun-12	Jan-12	Mar-16	●	●	●	●	
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	Sep-14	●	●	●	■	See pg 9
7	LA	Los Angeles	6780	ATSAC - Coliseum / Florence Phase 2	\$10,441,800	\$11,342,300	\$8,702,743	Oct-11	Jul-11	Jun-14	●	●	●	■	See pg 9

Los Angeles Prog Total	\$134,723,500	\$146,793,027	\$116,097,526
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***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	Jan-10	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	Mrr	Marin County	6781	Sir Francis Drake Boulevard	\$208,000	\$260,000	\$199,639	Sep-08	May-09	Dec-09	●	●	●	●	
4	SCI	San Jose**	6801	TLSP	\$15,000,000	\$20,000,000	\$15,000,000	Jan-10	Jan-09	Jun-13	●	●	●	●	
4	SCI	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	\$952,333	\$747,772	Jan-12	Jul-12	Mar-13	●	●	●	●	
7	LA	Glendale	6755	Colorado Street / San Fernando Road	\$613,000	\$885,982	\$452,244	Jan-12	Jul-12	Mar-13	●	●	●	●	
7	LA	Glendale	6756	Glendale Avenue / Verdugo Road	\$1,798,000	\$1,642,199	\$1,291,918	Jan-12	Jul-12	Mar-13	●	●	●	●	
7	LA	Pasadena	6785	Del Mar Boulevard	\$138,000	\$172,000	\$138,000	Jan-12	Apr-12	Aug-14	●	●	●	■	See pg 9
7	LA	Pasadena	6787	Hill Avenue	\$66,000	\$83,000	\$66,000	Jan-12	Apr-12	Aug-14	●	●	●	■	See pg 9
7	LA	Pasadena	6789	Orange Grove Boulevard	\$188,000	\$235,000	\$188,000	Jan-12	Apr-12	Aug-14	●	●	●	■	See pg 9
7	LA	Pasadena	6784	California Boulevard	\$68,000	\$76,000	\$51,909	Jan-12	Apr-12	Mar-16	●	●	●	■	See pg 9
7	LA	Pasadena	6788	Los Robles Avenue	\$107,000	\$134,000	\$100,000	Jan-12	Apr-12	Mar-16	●	●	●	■	See pg 9
7	LA	Pasadena	6791	Sierra Madre Boulevard	\$110,000	\$138,000	\$104,000	Jan-12	Apr-12	Mar-16	●	●	●	■	See pg 9
7	LA	Compton	6747	Rosecrans Avenue	\$682,734	\$944,176	\$611,361	Apr-10	Feb-11	Jun-16	●	●	●	■	See pg 9
7	LA	Inglewood	6758	La Brea Avenue	\$426,000	\$606,000	\$388,228	Aug-13	Aug-13	Jan-14	●	●	●	●	
7	LA	Santa Clarita	6815	Advanced System Detection Expansion	\$345,079	\$414,111	\$345,079	Dec-08	Oct-09	Jan-10	●	●	●	●	
8	Riv	Murrieta	6782	Murrieta Hot Springs Road	\$335,387	\$470,125	\$335,387	Oct-08	Aug-09	Dec-10	●	●	●	●	
8	Riv	Corona	6748	TLSP ATMS Phase II	\$4,488,000	\$5,511,000	\$4,487,493	Oct-08	Jun-09	Sep-11	●	●	●	●	
8	Riv	Temecula	6819	Citywide Traffic Signal Synchronization	\$515,000	\$618,000	\$515,000	Apr-10	Sep-10	Mar-11	●	●	●	●	
8	SBd	SANBAG	6808	TLSP Tier 3 & 4	\$1,537,041	\$6,256,105	\$1,537,041	Jan-11	Dec-10	Jun-12	●	●	●	●	

DIST.	CO.	AGENCY	PROJ. ID	PROJECT NAME	TLSP PROG. COST	TOTAL CONST. COST	CURRENT TLSP EXPENDITURE	ALLOCATION DATE	BEGIN CONST. DATE	END CONST. DATE	SCOPE	BUDGET	SCHEDULE	CLOSEOUT REPORT	COMMENTS
8	SBd	Rancho Cucamonga	6793	Foothill Boulevard	\$225,000	\$712,250	\$225,000	Aug-08	Mar-09	Dec-09	●	●	●	●	
10	SJ	Tracy	6820	Grant Line Road	\$162,830	\$217,107	\$162,830	May-09	Jan-10	Oct-10	●	●	●	●	
10	SJ	Tracy	6821	Tracy Boulevard	\$111,211	\$148,281	\$111,211	May-09	Jan-10	Oct-10	●	●	●	●	
11	SD	El Cajon	6750	Main Street	\$38,956	\$38,956	\$38,956	May-09	Nov-09	Feb-10	●	●	●	●	
11	SD	San Diego County	6798	Bonita Road, Sweetwater Road, Briarwood Road	\$632,494	\$1,319,620	\$632,494	Aug-08	Sep-09	Oct-10	●	●	●	●	
11	SD	San Diego County	6799	South Mission Road	\$78,000	\$115,000	\$78,000	Aug-08	Sep-09	Oct-10	●	●	●	●	
11	SD	San Marcos	6803	Rancho Santa Fe Road	\$265,024	\$359,696	\$263,298	Aug-08	Apr-10	Aug-10	●	●	●	●	
11	SD	San Marcos	6804	San Marcos Boulevard Smart Corridor	\$549,000	\$686,000	\$539,597	Aug-08	Dec-08	Jun-11	●	●	●	●	
11	SD	SANDAG	6809	At-grade Crossing Traffic Synchronization	\$820,000	\$1,100,000	\$820,000	Oct-08	Oct-08	Dec-12	●	●	●	●	
11	SD	SANDAG	6810	East-West Metro Corridor	\$1,267,000	\$1,417,000	\$1,267,000	Oct-08	Jun-10	Jun-11	●	●	●	●	
11	SD	SANDAG	6811	I-15 Corridor	\$2,162,000	\$2,412,000	\$2,153,685	Oct-08	Jun-10	Jun-11	●	●	●	●	
11	SD	SANDAG	6812	I-805 Corridor	\$273,739	\$337,908	\$273,739	Oct-08	Oct-08	Aug-09	●	●	●	●	
11	SD	SANDAG	6813	Transit Signal Priority	\$951,000	\$2,947,000	\$941,775	Oct-08	Nov-08	Nov-12	●	●	●	●	
11	SD	Santee	6817	Magnolia Avenue	\$93,030	\$116,288	\$93,030	May-09	Mar-10	May-10	●	●	●	●	
11	SD	Santee	6818	Mission Gorge Road	\$322,483	\$403,104	\$322,483	May-09	Feb-10	May-10	●	●	●	●	
11	SD	Vista	6822	North Santa Fe Avenue	\$155,574	\$210,662	\$155,574	Aug-08	Oct-08	Jan-09	●	●	●	●	
11	SD	Vista	6823	South Melrose Drive	\$183,182	\$230,534	\$183,182	Aug-08	Oct-08	Jan-09	●	●	●	●	
12	Ora	Garden Grove	6753	TMC Upgrade	\$1,859,000	\$4,758,000	\$1,859,000	Oct-08	Jun-10	Nov-11	●	●	●	●	
12	Ora	OCTA**	6783	Countywide TLSP	\$4,000,000	\$8,000,000	\$3,845,510	Jan-11	Jul-10	Sep-12	●	●	●	●	
7	LA	Long Beach	6759	Long Beach Area TLSP											withdrawn
7	LA	Pasadena	6786	Fair Oaks Avenue											withdrawn
7	LA	Pasadena	6790	San Gabriel Boulevard											withdrawn

Agencies other than City of Los Angeles Prog Total	\$60,857,528	\$97,757,864	\$59,141,515
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**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 ime, on budget, or within scope.
■	Issue has been identified.
☒	Closeout report is being reviewed.

Project Benefits

The project benefits shown below indicate the amount of travel time saved as a result of each project. The “Baseline” columns represent the anticipated decrease in travel time included in each project’s baseline agreement. The “Actual” columns represent the post project’s travel time saved. The “Rating” column indicates the project’s level of success towards meeting its goal. The ratings are self explanatory with the exception of projects rated with a “PA” for partial or “P” for Pending. Projects with a partial rating may have met its goal in one direction only for varying reasons such as new construction or some other type of impediment. Projects with a pending rating are still processing Final Delivery Reports.

DIST.	CO.	AGENCY	PROJ. ID	PROJECT NAME	PROJECT BENEFITS	PROJECT BENEFITS	PROJECT BENEFITS	PROJECT BENEFITS	RATING E=Exceeded M=Met N=No Change PA=Partial P=Pending
					Peak Delay Time Savings (Minutes) Baseline	Daily Travel Time Savings (Hours) Baseline	Peak Delay Time Savings (Minutes) Actual	Daily Travel Time Savings (Hours) Actual	
7	LA	Los Angeles	6762	ATCS - Echo Park / Silver Lake	49,980	833	53,229	887	E
7	LA	Los Angeles	6826	ATCS - Echo Park / Silver Lake II	49,980	833	53,479	891	E
7	LA	Los Angeles	6760	ATCS - Central Business District	67,620	1,127			P
7	LA	Los Angeles	6764	ATCS - Santa Monica Fwy Corridor Phase 1	54,978	916	58,276	970	E
7	LA	Los Angeles	6763	ATCS - Los Angeles	49,072	818			P
7	LA	Los Angeles	6765	ATCS - Santa Monica Fwy Corridor Phase 2	54,978	916	58,276	970	E
7	LA	Los Angeles	6767	ATCS - Westwood / West Los Angeles	29,400	490	31,164	519	E
7	LA	Los Angeles	6766	ATCS - West Adams	35,868	598			P
7	LA	Los Angeles	6769	ATSAC - Canoga Park	59,904	998	63,798	1,063	E
7	LA	Los Angeles	6770	ATSAC - Canoga Park Phase 2	59,904	998	67,692	1,128	E
7	LA	Los Angeles	6768	ATCS - Wilshire East	41,160	686	44,041	734	E
7	LA	Los Angeles	6771	ATSAC - Foothill	40,320	672	45,562	759	E
7	LA	Los Angeles	6772	ATSAC - Harbor - Gateway 2	73,728	1,229	78,520	1,309	E
7	LA	Los Angeles	6773	ATSAC - Pacific Palisades / Canyons	42,624	710	45,485	758	E
7	LA	Los Angeles	6774	ATSAC - Platt Ranch	33,408	557	35,747	596	M
7	LA	Los Angeles	6775	ATSAC - Reseda	80,640	1,344	90,559	1,509	E
7	LA	Los Angeles	6776	ATSAC - Reseda Phase 2	64,512	1,075	75,479	1,258	E
7	LA	Los Angeles	6777	ATSAC - San Pedro	65,664	1,094	70,260	1,171	E
7	LA	Los Angeles	6778	ATSAC - Wilmington	80,640	1,344	85,881	1,431	E

DIST.	CO.	AGENCY	PROJ. ID	PROJECT NAME	PROJECT BENEFITS	PROJECT BENEFITS	PROJECT BENEFITS	PROJECT BENEFITS	RATING
					Peak Delay Time Savings (Minutes) Baseline	Daily Travel Time Savings (Hours) Baseline	Peak Delay Time Savings (Minutes) Actual	Daily Travel Time Savings (Hours) Actual	E=Exceeded M=Met N=No Change PA=Partial P=Pending
7	LA	Los Angeles	6779	ATSAC - Coliseum / Florence	77,184	1,286	82,201	1,370	E
7	LA	Los Angeles	6780	ATSAC - Coliseum / Florence Phase 2	77,184	1,286	82,607	1,377	E
3	Pla	Roseville	6794	East ITS Coordination	4,214	70	5,227	87	E
3	Sac	Citrus Heights	6745	TLSP Phase II Greenback Lane	3,912	65	4,993	83	E
3	Sac	Citrus Heights	6746	TLSP Phase III Antelope Road	1,600	27	1,872	31	E
3	Sac	Rancho Cordova	6792	Folsom Boulevard	4,650	78	4,627	77	PA
3	Sac	Sacramento	6795	TLSP	20,327	339	23,244	387	E
3	Sac	Sacramento County	6796	Florin Road	18,586	310	22,489	375	E
3	Sac	Sacramento County	6797	Madison Avenue	13,010	217	16,262	271	E
4	SF	SFMTA	6800	Franklin, Gough & Polk Streets	25,901	432	25,901	432	N
4	Ala	Alameda County	6743	Redwood Road	0	0	1.0	.01	E
4	Ala	San Leandro	6802	ATMS Expansion	11,177	1,962	12,358	2,060	E
4	Ala	ACCMA		San Pablo Corridor	30,940	516	516	9	N
4	CC	San Ramon	6806	Bollinger Canyon	4,620	77	6,237	104	E
4	CC	San Ramon	6807	Crow Canyon	6,510	109	9,309	156	E
4	CC	Walnut Creek	6824	Ygnacio Valley Road Corridor	15,552	259	17,107	285	E
4	Mrn	Marin County	6781	Sir Francis Drake Boulevard	3,390	57	4,068	68	E
4	SCI	San Jose**	6801	TLSP	11,056	184	22,112	368	E
4	SCI	Santa Clara County	6814	County Expressway TDCS for TLSP	103,382	1,723	110,802	1,844	E
4	Son	Santa Rosa	6816	Steele Lane / Guerneville	11,779	196	14,723	245	E
4	SM	San Mateo C/CAG**	6805	SMART Corridor Projects	53,318	889			P
5	SCr	Watsonville	6825	Signal Corridor Upgrade	2,595	43	3,306	55	E
6	Fre	Fresno	6751	Clovis Avenue	33,448	557	42,713	712	E
6	Fre	Fresno	6752	Shaw Avenue	77,215	1,287	87,760	1,441	E
6	Kin	Hanford	6757	12th Avenue	2,760	46	3,588	60	E
7	LA	Culver City	6749	Citywide TLSP	25,604	3,928	34,821	5,343	E
7	LA	Glendale	6754	Brand Boulevard	7,207	120	8,403	140	E
7	LA	Glendale	6755	Colorado Street/ San Fernando Road	18,744	312	25,904	431	E
7	LA	Glendale	6756	Glendale Avenue/Verdugo Road	8,778	146	10,665	177	E
7	LA	Pasadena	6785	Del Mar Boulevard	3,658	61	4,060	68	E

DIST.	CO.	AGENCY	PROJ. ID	PROJECT NAME	PROJECT BENEFITS	PROJECT BENEFITS	PROJECT BENEFITS	PROJECT BENEFITS	RATING
					Peak Delay Time Savings (Minutes)	Daily Travel Time Savings (Hours)	Peak Delay Time Savings (Minutes)	Daily Travel Time Savings (Hours)	E=Exceeded M=Met N=No Change PA=Partial P=Pending
					Baseline	Baseline	Actual	Actual	
7	LA	Pasadena	6787	Hill Avenue	1,497	25	1,662	28	E
7	LA	Pasadena	6789	Orange Grove Boulevard	2,827	47	3,138	52	E
7	LA	Pasadena	6784	California Boulevard	1,127	19	1,251	21	E
7	LA	Pasadena		Fair Oaks	2,379	40	2,641	44	E
7	LA	Pasadena	6788	Los Robles Avenue	1,322	22	1,467	24	E
7	LA	Pasadena	6791	Sierra Madre Boulevard	1,320	22	1,465	24	E
7	LA	Pasadena		San Gabriel	440	7	488	8	E
7	LA	Compton	6747	Rosecrans Avenue	16,605	277			P
7	LA	Inglewood	6758	La Brea Avenue	5,400	90	5,400	90	N
7	LA	Santa Clarita	6815	Advanced System Detection Expansion	29,149	486	35,416	590	E
7	LA	Long Beach		Long Beach Area TLSP	361,139	6,019	361,139	6,019	N
8	Riv	Murrieta	6782	Murrieta Hot Springs Road	6,519	109	7,758	129	E
8	Riv	Corona	6748	TLSP ATMS Phase II	40,316	672	58,055	968	E
8	Riv	Temecula	6819	Citywide Traffic Signal Synchronization	37,725	629	43,006	717	E
8	SBd	SANBAG	6808	TLSP Tier 3 & 4	121,742	2,029	140,003	2,333	E
8	SBd	Rancho Cucamonga	6793	Foothill Boulevard	18,240	304	23,712	395	E
10	SJ	Tracy	6820	Grant Line Road	5,460	91	6,224	104	E
10	SJ	Tracy	6821	Tracy Boulevard	2,730	46	3,140	52	E
11	SD	El Cajon	6750	Main Street	2,185	36	2,480	41	E
11	SD	San Diego County	6798	Bonita Road, Sweetwater Road, Briarwood Road	6,422	107	7,706	128	E
11	SD	San Diego County	6799	South Mission Road	1,075	18	1,312	22	E
11	SD	San Marcos	6803	Rancho Santa Fe Road	5,250	88	7,600	110	E
11	SD	San Marcos	6804	San Marcos Boulevard Smart Corridor	17,893	298	25,498	425	E
11	SD	SANDAG	6809	At-grade Crossing Traffic Synchronization	11,086	185	12,860	214	E
11	SD	SANDAG	6810	East-West Metro Corridor	5,252	88	5,856	98	E
11	SD	SANDAG	6811	I-15 Corridor	28,817	480	31,411	524	E
11	SD	SANDAG	6812	I-805 Corridor	6,689	111	7,625	127	E
11	SD	SANDAG	6813	Transit Signal Priority	12,137	202	12,380	206	E
11	SD	Santee	6817	Magnolia Avenue	1,824	30	2,353	39	PA
11	SD	Santee	6818	Mission Gorge Road	6,986	116	8,837	147	E
11	SD	Vista	6822	North Santa Fe Avenue	3,150	53	9,750	68	E
11	SD	Vista	6823	South Melrose Drive	3,409	57	9,500	73	E
12	Ora	Garden Grove	6753	TMC Upgrade	18,975	316	18,975	316	N
12	Ora	OCTA**	6783	Countywide TLSP	174,830	2,914	197,558	3,293	E

Corrective Actions

The City of Los Angeles recently submitted a status update on five of their projects. Two projects have submitted close-out reports, two projects will complete construction in June of 2018 and one will complete construction in December 2018. The memo providing status has been attached for reference.

City of Los Angeles – ATCS - Wilshire East (Project ID 6768)

Construction was completed in February 2018. The FDR was submitted in March 2018.

City of Los Angeles – ATCS – Echo Park/Silver Lake Phase 2 (Project ID 6826)

Construction was completed in February 2018 with the FDR submitted in March 2018.

City of Los Angeles – ATCS – West Adams (Project ID 6766)

The agency has completed construction as of May 2018. The Closeout Report is scheduled for submission in June 2018.

City of Los Angeles – ATCS – Central Business District (Project ID 6760)

Project allocation was delayed. Construction should be completed in June 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 began construction in August 2017 and anticipates completing construction by December 2018.

City of Los Angeles – ATSAC- Coliseum / Florence Phase 1 and 2 (Project IDs 6779,6780)

Final delivery reports were submitted in Feb. 2017. Discrepancies in close-out information has been reported. The agency has been notified and will correct the problems.

City of Pasadena – Total of three projects (Project IDs 6785, 6787 & 6789)

The projects completed construction in August 2014. The agency stated the projects were behind schedule due to delays in design engineering. The supplemental FDR is scheduled for delivery in April. 2018.

City of Pasadena – Total of three projects (Project IDs 6784, 6788, 6791)

The projects completed construction in March 2016. The agency stated the projects were behind schedule due to delays in design engineering. The agency is currently working on the supplemental FDR which is scheduled for delivery in April. 2018.

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 supplemental FDR which is scheduled for delivery in April. 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. The agency received CTC approval to split the project into 2 projects and 5 segments. The agency stated that delays were due to conflicts in construction schedules between multiple projects. The project is behind schedule by 42 months from the currently approved schedule. The agency desires to apply for surplus funds from savings derived from other TLSP projects. The agency anticipates completing construction by Dec. 2019.



**FY 2017-18
Third Quarter Report
Highway Railroad Crossing
Safety Account**

**Quarterly Report to the
California Transportation
Commission**



PROGRAM SUMMARY:

This report is for the Highway Railroad Crossing Safety Account (HRCSA) for the third quarter of the 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 \$221,592,000 has been expended, and \$243,788,000 has been allocated to 37 projects. Included are the administrative costs of \$5 million. Thirty-five of the allocated projects have completed construction. Four projects are pending the final project delivery report.

Current estimated savings available is approximately \$2.5 million. The plan for the savings is to use the funds in the winter of 2018.

FUNDING SUMMARY:

- 2008** Sixteen projects have been allocated in the amount of \$116,682,000. The total expenditure is \$116,484,000. Sixteen projects have completed construction.
- 2010** Eight projects have been allocated in the amount of \$66,035,000. The total expenditure is \$61,133,000. Seven projects have completed construction.
- 2012** Twelve projects have been allocated in the amount of \$42,765,000. The total expenditure is \$40,302,000. 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 \$3,673,000.
- 2016** The Durfee Avenue Grade Separation project has been programmed in the amount of \$2,706,000. Agency has requested an allocation for HRCSA funds for the June 2018 Commission meeting.

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	Actual 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	10	1	7	LA	City of Los Angeles	North Spring Street GS	\$48,766	\$5,001	\$5,001	\$3,749	5/23/12	6/2012	5/2013	12/2014	95%	●	●	■	
2	14	1	7	LA	ACE	Fullerton Road GS	\$153,184	\$18,306	\$18,306	\$3,673	12/10/16	3/2016	7/2016	9/2019	22%	●	●	●	
3	16	1-2	7	LA	ACE	Durfee Avenue GS	\$91,143	\$2,706	\$0	\$0	-	4/2018	-	10/2020	0%	●	●	●	
TOTALS FOR OPEN PROJECTS:							\$293,093	\$26,013	\$23,307	\$7,422									

● 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 <i>(numbers in thousands)</i>													
PN	PY	PT	D	C	Applicant	Project Name	Actual Total Project	Approved HRCSA Allocation	Date Allocated	Date CON Started	Actual Date CON Completed	FDR/Close Out Report	HRCSA Final Expenditures
4	08	1	6	KER	County of Kern	BNSF GS 7 th Standard Road/Santa Fe Way	\$18,924	\$7,044	1/13/10	2/2010	6/2013	8/2013	\$7,044
5	08	1	4	SM	PCJPB	San Mateo Bridges GS	\$10,774	\$955	5/19/10	11/2010	5/2013	12/2013	\$955
6	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
7	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
8	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
9	08	1	4	SM	PCJPB	San Bruno GS	\$160,169	\$26,727	6/30/10	9/2010	7/2014	12/2014	\$26,727
10	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
11	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
12	08	2	3	SAC	City of Sacramento	6 th Street Overcrossing - Bridge	\$9,361	\$4,837	12/9/09	2/2010	6/2013	12/2013	\$4,837
13	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
14	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
15	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
16	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
17	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
18	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	Actual Total Project	Approved HRCSA Allocation	Date Allocated	Date CON Started	Actual Date CON Completed	FDR/Close Out Report	HRCSA Final Expenditures
19	8	1	7	LA	City of Los Angeles	Riverside Drive GS Replacement	\$60,964	\$5,000	6/30/10	6/20/11	10/2017	*FDR Pending	**\$4,802
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	6 th 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	Actual Total Project	Approved HRCSA Allocation	Date Allocated	Date CON Started	Actual 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 Past Due	\$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	\$41,223	\$9,000	5/21/14	5/2014	9/2016	12/2017	\$8,864
38	12	2	7	LA	SCRRA	Moorpark Avenue GS Safety	\$5,041	\$4,841	6/25/14	12/2014	2/2017	*FDR Past Due	**\$4,718
TOTALS FOR COMPLETED PROJECTS PROGRAMMED IN 2008, 2010 AND 2012:							\$925,055	\$220,481					\$214,170

*Final Delivery Report (FDR) Pending or Past Due

**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, 35 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	10	7	LA	City of Los Angeles	North Spring Street Grade Separation	Yes	Yes	Yes	Yes
2	14	7	LA	ACE	Fullerton Road Grade Separation	Yes	Yes	Yes	Yes
3	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
4	08	6	KER	County of Kern	BNSF GS 7 th Standard Road/Santa Fe Way	Yes	Yes	Yes	Yes		
5	08	4	SM	PCJPB	San Mateo Bridges GS	Yes	Yes	Yes	Yes		
6	08	4	SF	PCJPB	Jerrold Avenue & Quint Street Bridges GS	Yes	Yes	Yes	Yes		
7	08	10	MER	City of Merced	G Street Undercrossing	Yes	Yes	Yes	Yes		1,369 lbs. criteria pollutants
8	08	6	KER	County of Kern	Hageman Road/BNSF Railroad	Yes	Yes	Yes	Yes		
9	08	4	SM	PCJPB	San Bruno GS	Yes	Yes	Yes	Yes	1.5 hours DVHD	
10	08	10	SJ	City of Stockton	Lower Sacramento Road	Yes	Yes	Yes	Yes	27.5 hours DVHD	2,500 kilograms
11	08	11	SD	City of San Diego	Park Blvd. at Harbor Drive/Pedestrian Bridge	Yes	Yes	Yes	Yes		
12	08	3	SAC	City of Sacramento	6 th Street Overcrossing - Bridge	Yes	Yes	Yes	Yes		
13	08	6	TUL	City of Tulare	Cartmill Avenue GS	Yes	Yes	Yes	Yes		
14	08	6	TUL	County of Tulare	Betty Drive GS	Yes	Yes	Yes	Yes		
15	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
16	08	10	SJ	City of Stockton	Eight Mile Road/UPRR (East) GS	Yes	Yes	Yes	Yes	18 hours DVHD	1,700 kilograms criteria pollutants
17	08	10	SJ	City of Stockton	Eight Mile Road/UPRR (West) GS	Yes	Yes	Yes	Yes	33 hours DVHD	3,200 kilograms criteria pollutants
18	08	12	ORA	OCTA	Sand Canyon GS	Yes	Yes	Yes	Yes	50 hours DVHD	
19	08	7	LA	City of Los Angeles	Riverside Drive Grade Separation Replacement	Yes	Yes	Yes	Yes	Pending	Pending
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	6 th 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) Reported	Emissions Reductions Yearly Reported	
						Yes/No	Yes/No	Yes/No	Yes/No			
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	Yes	Yes	Yes	Yes			
38	12	7	LA	SCRRA	Moorpark Avenue GS Safety	Pending	Pending	Pending	Pending	Pending	Pending	

REASON FOR DELAY:**PROJECT 1: 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. Currently, sidewalk curb and gutter work at the East approach is on-going. Anticipate final closeout summer 2018.

PROJECT 3: Alameda Corridor East Construction Authority – Durfee Avenue

The agency has requested an allocation for the HRCSA funds for the June 2018 Commission meeting. The project was behind schedule due to right of way issues and delays in Union Pacific Railroad reviews of project plans.

PROJECT 19: CLOSED PROJECT – FINAL DELIVERY REPORT PENDING: City of Los Angeles – Riverside Drive Grade Separation Replacement

The project was completed and accepted by the City as of October 1, 2017. City of Los Angeles, Bureau of Contract Administration, performing labor compliance final review. Anticipate final closeout by summer 2018.

PROJECT 25: CLOSED PROJECT – FINAL DELIVERY REPORT PENDING: Alameda Corridor East Construction Authority – Nogales Street Grade Separation

Project was completed and open to traffic. The landscaping irrigation controller issue with the City of Industry, pump station issue with Rowland Water District and additional work requested by Caltrans and County of Los Angeles had all been completed. Anticipate final closeout by June 2018.

PROJECT 34: CLOSED PROJECT - FINAL DELIVERY REPORT PENDING: City of Richmond – Officer Bradley A. Moody/Marina Bay

All required drainage improvements have now been installed. The punch list work for the pump station telemetry and landscaping is 100 percent complete. No other construction activities are required. The full and final project closeout phase is now initiated. Anticipate final closeout by summer 2018.

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. Final change order payment was approved by the Board and was paid to the contractor. Anticipate final closeout by May 2018.



**FY 2017-18
Third Quarter Report**

**Intercity Rail
Improvement Program**

**Quarterly Report to the
California Transportation
Commission**



SUMMARY

This report is for the third quarter of Fiscal Year (FY) 2017-18 for the Proposition 1B Intercity Rail Improvement Program (IRI), which consists of 28 projects. To date, the California Transportation Commission (CTC) has allocated a total of \$335,111,993 in funding to 24 projects; 7 projects totaling \$180,426,000 are currently in construction, 17 projects totaling \$162,099,000 are completed with \$154,579,993 in expenditures and a potential for approximately \$6,000,000 in savings and \$8,000,000 for administration, and 4 projects totaling \$50,756,000 remain unallocated.

BACKGROUND

Proposition 1B was passed by California voters on November 7, 2006, and provides \$400 million, upon appropriation by the Legislature, to the California Department of Transportation 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.

**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	9/1/2020	3/1/2021	2/29/2024	12/31/2024	\$12,980	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
9.2	PS	Caltrans, UPRR	Seacliff Siding	CON	10/01/2020	01/01/2021	12/31/2023	09/01/2024	\$20,526	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
11	CC,PS,SJ	Capitol Corridor, LOSSAN, San Joaquin	Capitalized Maintenance	CON	VAR	VAR	VAR	VAR	\$1,025	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
21.2	CC	CCJPA	Sacramento to Roseville 3 rd Track	CON	03/01/2019	10/01/2019	09/01/2022	03/01/2023	\$16,225	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

CC Capitol Corridor
PS Pacific Surfliner
SJ San Joaquin

TOTAL \$50,756

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	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
1.2	CC, PS, SJ	Caltrans	Option Locomotives	CON	12/2014	10/2015	09/2019	14%	03/2020	\$103,000	\$103,000	\$10,666	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
5.2	PS	SCRRA	Van Nuys North Platform	CON	01/2016	04/2017	04/2019	22%	01/2020	\$30,500	\$30,500	\$2,635	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
8	CC	CCJPA	Wayside Power and Storage	CON	05/2016	05/2016	05/2019	82%	11/2019	\$900	\$900	\$690	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
9.1	PS	Caltrans, UPRR	Seacliff Siding	PA&ED	10/2016	11/2013	06/2019	30%	12/2019	\$1,000	\$1,000	\$7	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
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	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
21.1	CC	CCJPA	Sacramento to Roseville third track phase 1	PS&E ROW	06/2017	01/2018	06/2019	0%	06/2019	\$2,026	\$2,026	\$0	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
TOTALS										\$180,426	\$180,426	\$25,939			

CC Capitol Corridor
PS Pacific Surfliner
SJ San Joaquin

California Department of Transportation

FY 2017-18 Third Quarter Report

January – March 2018

**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
1.3	CC, PS, SJ	Caltrans	On-Board Information System (OBIS)	CON	12/2014	04/2012	06/2017	06/2017	\$5,000,000	\$5,000,000	\$5,000,000	<input checked="" type="checkbox"/>
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	<input checked="" type="checkbox"/>
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	<input checked="" type="checkbox"/>
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	\$25,284,000	<input checked="" type="checkbox"/>
3	SJ	Caltrans	Oakley-Port Chicago Double Track Segment 3	CON	10/2011	12/2012	02/2017	08/2017	\$25,450,000	\$25,450,000	\$23,150,000	<input checked="" type="checkbox"/>
5.1	PS	SCRRA	Van Nuys North Platform	PS&E	12/2013	06/2014	02/2017	08/2017	\$4,000,000	\$4,000,000	\$3,532,185	<input checked="" type="checkbox"/>
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	<input checked="" type="checkbox"/>
12	PS	Caltrans	Commerce/Fullerton Triple Track	CON	08/2008	02/2009	06/2012	05/2013	\$31,992,000	\$31,992,000	\$31,992,000	<input checked="" type="checkbox"/>
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	<input checked="" type="checkbox"/>
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	<input checked="" type="checkbox"/>
15	CC, SJ	Caltrans	Wireless Network for Northern California IPR Fleet	CON	01/2011	04/2011	06/2015	06/2015	\$3,750,000	\$3,750,000	\$2,927,000	<input checked="" type="checkbox"/>
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	<input checked="" type="checkbox"/>
17	CC, SJ	Caltrans	Emeryville Station and Track Improvements	CON	05/2008	09/2008	07/2012	07/2012	\$6,151,000	\$6,151,000	\$6,151,000	<input checked="" type="checkbox"/>
18	CC	Caltrans	Bahia Benicia Crossover	CON	04/2008	09/2008	07/2012	03/2014	\$3,445,000	\$3,445,000	\$3,445,000	<input checked="" type="checkbox"/>
19	PS	Caltrans	SCRRA Sealed Corridor	CON	04/2008	11/2011	07/2012	03/2014	\$2,782,000	\$2,782,000	\$2,782,000	<input checked="" type="checkbox"/>
6	CC	CCJPA	Capital Corridor Track, Bridge and Signal Upgrade	CON	05/2014	06/2014	05/2017	11/2017	\$1,305,000	\$1,305,000	\$1,305,000	<input checked="" type="checkbox"/>
7	PS	SCRRA	Ventura County Sealed Corridor Crossing Improvement	CON	08/2014	12/2014	03/2018	04/2017	\$218,000	\$218,000	\$112,000	<input checked="" type="checkbox"/>

CC Capitol Corridor
PS Pacific Surfliner
SJ San Joaquin

TOTALS \$162,099,000 \$162,099,000 \$154,579,993

Proposition 1B

Intercity Rail Improvement Program

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, testing issues and the sub-contractor no longer able to perform. A new sub-contractor has been secured and will produce single level railcars. There will be 22 locomotives and 49 railcars constructed.

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.

Completed project benefits:

Yes = Project benefit

No = No project benefit

<u>Project Name</u>	<u>New Track</u>	<u>Capacity</u>	<u>Increased Speed</u>	<u>Reliability</u>	<u>Safety</u>	<u>Other</u>
Emeryville Station & Track	<u>Yes</u>	<u>No</u>	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>	<u>No</u>
Kings Park Track & Signal	<u>Yes</u>	<u>No</u>	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>	<u>No</u>
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
On-Board Information Systems 1.3	No	No	No	No	No	Yes
<u>Totals</u>	9	7	9	9	7	4

Out of 11 projects nine were new track, seven were capacity, nine were increased speed, nine were reliable, seven were safety and four were other.

Active and unallocated project benefits:

Yes = Project benefit

No = No project benefit

<u>Project Name</u>	<u>New Track</u>	<u>Capacity</u>	<u>Increased Speed</u>	<u>Reliability</u>	<u>Safety</u>	<u>Other</u>
Locomotives & Railcars 1.1	No	Yes	Yes	Yes	Yes	No
Option Locomotives 1.2	No	Yes	Yes	Yes	Yes	No
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
<u>Totals</u>	<u>4</u>	<u>9</u>	<u>9</u>	<u>11</u>	<u>9</u>	<u>2</u>

Out of 11 projects four were new track, nine were capacity, nine were increased speed, eleven were reliable, nine were safety and one was other.



**FY 2017-18
Third Quarter Report
Trade Corridors
Improvement Fund Program**

**Quarterly Report to the
California Transportation
Commission**



Trade Corridors Improvement Fund Progress Report

SUMMARY

This report covers the third quarter of Fiscal Year (FY) 2017-18 (January through March) for the Trade Corridors Improvement Fund (TCIF) program. At the close of the third quarter, there were a total of 100 projects with a TCIF programmed value of \$2,445,665,000 and a total project value of \$9,431,767,000. The California Transportation Commission (Commission) has approved all baseline agreements. The 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, 97 projects have received bond allocations totaling \$2,426,416,960. Sixty-six of the allocated projects have been completed. The available unallocated TCIF funds from savings, total \$23,583,040, of which \$12,152,215 is available for programming.

	Target Available per AB 268	Programmed	Allocated	Available Funds Unallocated
SCCG Total	\$1,500,000,000	\$1,496,358,000	\$1,484,935,000	\$15,065,000
Bond	\$1,200,205,000	\$1,196,563,000	\$1,185,140,000	\$15,065,000
SHOPP	\$299,795,000	\$299,795,000	\$299,795,000	\$0
NCTCC Total	\$640,000,000	\$639,307,000	\$639,307,000	\$693,000
Bond	\$449,795,000	\$449,111,000	\$449,111,000	\$684,000
SHOPP	\$190,205,000	\$190,196,000	\$190,196,000	\$9,000
SDBR - Bond	\$250,000,000	\$249,999,960	\$242,174,960	\$7,825,040
OTHER - Bond	\$60,000,000	\$60,000,000	\$60,000,000	\$0
TOTAL	\$2,450,000,000	\$2,445,664,960	\$2,426,416,960	\$23,583,040

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 pages 9-14 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, and 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
127	3	SAC		State Route 99 Auxiliary lanes Project, <i>Resolution TCIF-A-1718-03, Approved 1/31/18</i>	\$900	\$7,095	Allocation

Programming Actions							
ID	D	Co.	Rte.	Project Title/Amendment Resolution	Bond \$ x1000	Total \$ x1000	Action
127	3	SAC		State Route 99 Auxiliary lanes Project, <i>Resolution TCIF-P-1718-07, Approved 1/31/18</i>	\$900	\$7,095	Program project into TCIF

Baseline Agreement Approvals							
ID	D	Co.	Rte.	Project Title/Amendment Resolution	Bond \$ x1000	Total \$ x1000	Action
127	3	SAC		State Route 99 Auxiliary lanes Project, <i>Resolution TCIF-P-1718-08B, Approved 1/31/18</i>	\$900	\$7,095	Approve Baseline

Baseline Agreement Amendments							
ID	D	Co.	Rte.	Project Title/Amendment Resolution	Bond \$ x1000	Total \$ x1000	Action
68.2A	11	SD		SR 11/Otay Mesa East Port of Entry [Segment 2A: SR 11-Construct 4-lane highway project] <i>Resolution TCIF-P-1718-09, Approved 1/31/18</i>	\$7,825	\$60,453	Program TCIF savings to new project: Segment 2A

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
68.2A	11	SD	San Diego Association of Governments	11	SR 11/Otay Mesa East Port of Entry [Segment 2A - SR 11 - Construct 4-lane highway project]	DPM	04/30/12	04/22/18	04/01/18	07/30/18	07/20/20	Env 100% Des 0% Const	\$60,453	\$7,825	\$0	\$0	\$0	\$60,453			
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 0% RW 0% 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	Env 0% Des 0% RW 0% Const	\$34,200	\$3,094	\$0	\$0	\$0	\$34,200			
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	Env 100% Des 0% RW 0% Const	\$91,143	\$2,620	\$0	\$9,046	\$32,624	\$49,473			
													\$ 224,876	\$ 19,248							

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 (X1,000)	ENVIRO COST (PAED) (X1,000)	DESIGN COST (PSE)(X1,000)	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	\$261,241	✔	✘	✔
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			12/31/19	Const 22%	06/30/20	\$99,400	\$0	\$0	\$3,500	\$0	\$95,900	\$26,187	✔	✔	✔
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 72%	08/31/18	\$97,912	\$73,000	\$4,200	\$7,387	\$6,325	\$80,000	\$61,270	✔	✔	✘
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 98%	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 93%	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 94%	10/31/18	\$302,758	\$233,778	\$0	\$34,021	\$33,034	\$235,703	\$323,548	✔	✔	✘
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	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	Design-Build	06/27/16	Const 83%	09/26/16	\$1,336,061	\$299,795	\$11,862	\$38,239	\$324,700	\$961,260	\$733,131	✔	✘	✘
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	\$2,572	✔	✔	✘
53	8	RIV	Riverside County		Grade Separation at Magnolia Avenue Railroad Grade Crossing - BNSF	06/11/13	12/10/13		06/01/16	Const 97%	11/30/16	\$51,609	\$17,673	\$563	\$3,700	\$1,923	\$45,423	\$43,230	✔	✔	◆
54	8	RIV	City of Riverside	215	March Island 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	✔	✔	✘
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 45% 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 40% Const %	04/30/18	\$336,900	\$0	\$0	\$10,000	\$41,900	\$285,000	\$0	✔	✔	✘
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	\$38,350	✔	◆	✘
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	Const 0%	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	Const 0%	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 92%	03/31/18	\$99,019	\$48,000	\$300	\$9,090	\$32,868	\$56,761	\$41,240	✔	✔	✘
96	7	LA	Alameda Corridor East Construction Authority		ACE Fairway Drive Grade Separation	06/25/14	10/27/14		06/30/18	Const 44%	12/31/18	\$142,213	\$71,000	\$300	\$8,456	\$38,655	\$94,802	\$37,887	✔	✔	✔
99	12	ORA	Orange County Transportation Authority		Raymond Avenue Grade Separation	01/29/14	02/04/14		07/15/18	Const 99%	07/15/21	\$112,190	\$11,890	\$0	\$5,370	\$34,901	\$71,919	\$63,383	✔	✔	✔
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	\$4,341	✔	✔	✘

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					
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	\$8,381	✔	✔	✘					
110	8	SBD	Southern California Regional Rail Authority		Hellman Avenue Crossing Improvements	06/30/16	11/02/16		12/31/16	Const 70%	12/31/17	\$3,580	\$1,790		\$200		\$3,380	\$1,177	✔	✔	✘					
111	7	LA	Southern California Regional Rail Authority		Citrus Avenue Crossing Improvements	06/30/16	12/09/16		04/30/18	Const 85%	04/30/19	\$3,485	\$1,455	\$250	\$325		\$2,910	\$2,073	✔	✔	✘					
112	7	LA	Southern California Regional Rail Authority		Ramona Boulevard Crossing Improvements	06/30/16	12/09/16		04/30/18	Const 85%	4/30/19	\$3,485	\$1,455	\$250	\$325		\$2,910	\$2,338	✔	✔	✘					
114	7	LA	Alameda Corridor East Construction Authority		Fullerton Road Grade Separation Project	12/09/15	03/28/16		9/30/2019	Const 21%	03/30/20	\$145,184	\$35,060	\$0	\$11,107	\$32,123	\$101,954	\$18,124	✔	✔	✔					
115.1	4	ALA	Port of Oakland		Cool Port Oakland Project	06/30/16	09/28/17		06/30/17	Const 40%	10/01/17	\$8,605	\$5,000	\$105	\$300	\$0	\$8,200	\$12,750	✔	✔	✘					
115.2	4	ALA	Port of Oakland		Cool Port Oakland Project	06/30/16	09/28/17		10/01/17	Const 50%	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		10/01/17	Const 65%	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		05/01/19	Const 27%	03/05/20	\$24,138	\$1,019	\$0	\$0	\$0	\$24,138	\$3,189	✔	✔	✔					
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%	11/30/20	\$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	Design-Build	08/31/26	RW 46% Const 16%	08/31/27	\$1,506,136	\$7,771	\$84,622	\$269,052	\$298,651	\$853,771	\$367	✔	✔	✔					
124	4	SON	Northern California Trade Corridors Coalition/Sonoma County Transportation Authority		US-101 Marin Sonoma Narrows HOV Lane Project Phase 2	10/18/17		03/06/18	12/31/19	Env 100% Des % RW % Const %	12/30/20	\$37,662	\$3,000	\$0	\$2,642	\$20	\$35,000		✔	✔	✔					
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	02/14/18	11/14/17	11/01/20	Const 0%	12/02/23	\$11,900	\$3,600	\$0	\$0	\$0	\$11,900		✔	✔	✔					
127	3	SAC	Northern California Trade Corridors Coalition/Sacramento Area Council of Governments'		SR99 Auxiliary Lanes Project	01/31/18		08/20/18	12/01/19	Const 0%	12/01/23	\$7,095	\$900	\$170	\$600	\$25	\$6,300		✔	✔	✔					
												\$ 5,575,713	\$ 1,072,623													\$ 4,415,657

Trade Corridors Improvement Fund Delivery Report
Schedule and Cost
Completed Projects

Phase Complete
Behind Schedule

No Known Scope, Budget, or Schedule Impact
Known Scope, Budget, or Schedule Impact
Potential Impact

PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	ACTUAL END CONSTR	APPROVED END CLOSEOUT	FORECAST END CLOSEOUT	FDR DUE DATE (Six months after Actual End Closeout)	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)	SCOPE	BUDGET	SCHEDULE	FDR/SFDR STATUS	COMMENTS - CTC ACTIONS DURING QUARTER
2	4	CC	Caltrans / BNSF		Richmond Rail Connector						\$22,650	\$10,880	\$300	\$550	\$4,590	\$17,210	\$15,883	✓	✓	✓	✓	FDR/SFDR Approved
3.2	4	ALA	Port of Oakland/City of Oakland		Outer Harbor Intermodal Terminals (OHIT) [Segment 2 - Rail Access Improvements and Manifest Yard]						\$74,600	\$65,800	\$100	\$8,700	\$0	\$65,800	\$74,600	✓	✓	✓	✓	FDR/SFDR Approved
3.6	4	ALA	Port of Oakland/City of Oakland		Outer Harbor Intermodal Terminals (OHIT) [Segment 6 - Unit Train Support Rail Yard]						\$20,000	\$0	\$0	\$5,000	\$0	\$15,000	\$19,428	✓	✓	✓	✓	FDR/SFDR Approved
5	4	ALA	Metropolitan Transportation Commission	580	I-580 Eastbound Truck Climbing Lane [SHOPP/TCIF]	12/31/16	12/01/15	07/29/17	06/30/17		\$44,903	\$44,903	\$2,490	\$5,140	\$105	\$37,168	\$54,911	✓	✓	✓	✗	
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
10	10	SJ	San Joaquin Council of Governments	4	State Route 4 West Crosstown Freeway Extension Stage 1	12/1/2017	12/01/17	12/07/17	06/30/18		\$165,678	\$69,458	\$4,000	\$10,400	\$44,600	\$106,678	\$79,019	✓	✓	✓	✗	
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	\$63,056	✓	✗	✓	✗	
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. Agency working on SFDR.
18	7	LA	Southern California Regional Rail Authority		New Siding on the Antelope Valley Line (MP44 to MP61) For Freight Trains	05/18/12	06/30/11	12/14/14	12/15/12		\$14,700	\$7,200	\$0	\$1,500	\$0	\$13,200	\$9,742	✓	✓	✓	✗	
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	\$29,568	✓	✓	✓	✗	
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. Agency working on SFDR.
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. Agency is working on SFDR.
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. Agency is working on SFDR.
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. Agency is working on SFDR.
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		\$23,141	\$9,423	\$0	\$1,000	\$0	\$22,141	\$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	✓	✓	✓	✗	
35	12	ORA	Orange County Transportation Authority		State College Boulevard Grade Separation	06/30/18	08/01/19	07/31/20	09/30/18		\$74,644	\$35,890	\$305	\$3,595	\$19,092	\$51,652	\$49,831	✓	✓	✓		
36	12	ORA	Orange County Transportation Authority		Placentia Avenue Undercrossing						\$56,794	\$9,548	\$21	\$3,401	\$15,371	\$38,001	\$34,558	✓	✓	✓	✓	FDR/SFDR Approved
37	12	ORA	Orange County Transportation Authority		Orangethorpe Avenue Grade Separation					09/30/18	\$104,182	\$41,632	\$631	\$8,292	\$24,863	\$70,396	\$56,956	✓	✓	✓	✓	FDR approved. Agency working on SFDR.
38	12	ORA	Orange County Transportation Authority		Kraemer Boulevard Undercrossing						\$53,185	\$15,513	\$631	\$5,043	\$9,382	\$38,129	\$40,099	✓	✓	✓	✓	FDR/SFDR Approved
40	12	ORA	Orange County Transportation Authority		Lakeview Avenue Overcrossing					09/30/18	\$87,873	\$27,629	\$631	\$7,867	\$39,688	\$39,687	\$36,142	✓	✓	✓	✓	FDR approved. Agency working on SFDR.

Trade Corridors Improvement Fund Delivery Report Schedule and Cost Completed Projects

Phase Complete
Behind Schedule

No Known Scope, Budget, or Schedule Impact
 Known Scope, Budget, or Schedule Impact
 Potential Impact

PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	ACTUAL END CONSTR	APPROVED END CLOSEOUT	FORECAST END CLOSEOUT	FDR DUE DATE (Six months after Actual End Closeout)	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)	SCOPE	BUDGET	SCHEDULE	FDR/SFDR STATUS	COMMENTS - CTC ACTIONS DURING QUARTER
41	12	ORA	Orange County Transportation Authority		Tustin Avenue / Rose Drive Overcrossing					09/30/18	\$86,381	\$30,862	\$601	\$7,085	\$32,245	\$46,450	\$38,947	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	FDR approved. Agency working on SFDR.
42	8	RIV	City of Riverside		Columbia Avenue Grade Separation						\$33,003	\$4,953	\$143	\$1,657	\$6,800	\$24,403	\$21,594	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	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	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
44	8	RIV	City of Riverside		Magnolia Avenue Grade Separation - UPRR						\$50,248	\$17,288	\$160	\$2,500	\$23,500	\$24,088	\$24,322	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	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	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	FDR approved. Agency working on SFDR.
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	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	FDR approved. Agency working on SFDR.
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	\$25,544	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
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	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
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	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	FDR approved. Agency working on SFDR.
56	8	SBD	San Bernardino Associated Governments	10	Route 10 Cherry Avenue Interchange Reconstruction						\$77,806	\$30,773	\$935	\$5,822	\$9,503	\$61,546	\$63,027	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	FDR/SFDR Approved
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	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	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	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	FDR approved. Agency working on SFDR.
61	8	SBD	San Bernardino Associated Governments		ACE South Milliken Avenue Grade Separation	12/31/17	02/01/17	12/01/17	06/30/18		\$75,649	\$21,846	\$750	\$4,745	\$5,221	\$64,933	\$46,562	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
63	8	SBD	San Bernardino Associated Governments		Palm Avenue Grade Separation					09/30/18	\$23,738	\$1,900	\$774	\$2,024	\$8,320	\$12,620	\$11,245	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	FDR/SFDR Approved
64	8	SBD	San Bernardino Associated Governments		Lenwood Road Grade Separation					09/30/18	\$31,154	\$8,276	\$0	\$4,409	\$4,792	\$21,953	\$20,102	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	FDR/SFDR Approved
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	\$45,056	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	FDR Approved. Agency is working on SFDR.
67	11	SD	San Diego Association of Governments	905	State Route 905					02/11/18	\$82,953	\$66,804	\$0	\$499	\$0	\$82,454	\$81,154	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	FDR Approved. Agency is working on SFDR.
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	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	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	\$107,330	\$66,330	\$0	\$7,300	\$33,700	\$66,330	\$64,978	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	FDR Approved
69	11	SD	Port of San Diego	5/15	Bay Marina Drive at I-5 At-Grade Improvements					06/03/15	\$2,603	\$792	\$440	\$345	\$20	\$1,798	\$2,276	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	FDR Approved. Agency is working on SFDR.
70	11	SD	Port of San Diego		10th Avenue/Harbor Drive At-Grade Improvements					03/30/15	\$3,953	\$598	\$1,163	\$1,031	\$0	\$1,760	\$1,759	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
72	11	SD	Port of San Diego	5	Civic Center Drive at Harbor Drive and I-5 At-Grade Improvements					06/03/15	\$1,731	\$361	\$531	\$300	\$37	\$863	\$1,956	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	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	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
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	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	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	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	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	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	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	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Segmented project. Requested FDR/SFDR to conform with updated policy.
76	11	SD	San Diego Association of Governments		LOSSAN N Rail Corridor at Sorrento						\$44,000	\$10,800	\$2,024	\$3,774	\$2,553	\$35,649	\$35,649	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	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	\$42,600	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	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	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	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	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
83	8	SBD	Caltrans / BNSF / UP		Colton Crossing Project						\$83,477	\$27,847	\$3,689	\$5,570	\$433	\$73,785	\$73,784	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	FDR/SFDR Approved

Trade Corridors Improvement Fund Delivery Report Schedule and Cost Completed Projects

Phase Complete
Behind Schedule

No Known Scope, Budget, or Schedule Impact
 Known Scope, Budget, or Schedule Impact
 Potential Impact

PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	ACTUAL END CONSTR	APPROVED END CLOSEOUT	FORECAST END CLOSEOUT	FDR DUE DATE (Six months after Actual End Closeout)	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)	SCOPE	BUDGET	SCHEDULE	FDR/SFDR STATUS	COMMENTS - CTC ACTIONS DURING QUARTER		
84	8	SBD	San Bernardino Associated Governments		Laurel Street/BNSF Grade Separation						\$58,725	\$23,583	\$0	\$4,657	\$11,053	\$43,016	\$41,900	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	FDR/SFDR Approved		
85	8	RIV	Riverside County		Avenue 52 Grade Separation	06/30/16	09/01/15	09/30/16	12/30/16		\$29,866	\$10,000	\$2,668	\$0	\$3,000	\$24,198	\$27,848	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			
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	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			
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	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	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	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	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	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	FDR/SFDR Approved		
89	4	SOL	Northern California Trade Corridors Coalition	80/ 680/ 12	Solano I-80/680/12 Connector [SHOPP/TCIF]	12/31/17	01/31/17	12/31/19	06/30/18		\$101,580	\$22,847	\$3,500	\$8,880	\$23,160	\$66,040	\$63,128	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			
90	7	VEN	Ventura County Transportation Commission / Alameda Corridor Transportation Authority		Hueneme Road Widening				03/31/17		\$2,924	\$1,462	\$0	\$0	\$0	\$2,924	\$2,618	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	FDR Approved. Agency is working on SFDR.		
92.1	3	YOL	Port of West Sacramento		West Sacramento/Port of West Sacramento Rail Plan [Phase 1 - UPRR Track Improvements]		06/30/12		09/30/12		\$7,500	\$0	\$0	\$0	\$0	\$7,500		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	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		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	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	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	FDR Approved. Agency is working on SFDR.		
93	11	SD	San Diego Association of Governments		Sorrento Valley Double Track	06/30/16	11/01/20	11/01/20	12/30/16		\$34,810	\$12,994	\$3,352	\$1,653	\$345	\$29,460	\$27,083	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	FDR Approved. Agency is working on SFDR.		
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	\$16,316	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			
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	\$16,500	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			
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	\$6,592	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			
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	\$20,425	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			
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	\$2,728	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			
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	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			
104	11	SD	San Diego Association of Governments	905/ 125	State Route 905/State Route 125 Northbound Connectors				03/30/18		\$18,628	\$13,719	\$0	\$2,621	\$521	\$15,486	\$15,112	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	FDR Approved. Agency is working on SFDR.		
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	12/30/17		\$17,400	\$8,200	\$350	\$650	\$0	\$16,400	\$16,851	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			
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	\$6,091	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			
108.1	7	LA	Port of Los Angeles		YTI Terminal Enhancement & Truck Trip Reduction Program [Phase 1 - Berth/Wharf Improvements]	06/29/17	05/31/18		06/30/18		\$45,115	\$8,401	\$2,600	\$2,549		\$39,966	\$42,373	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			
108.2	7	LA	Port of Los Angeles		YTI Terminal Enhancement & Truck Trip Reduction Program [Phase 2 - On-Dock Railyard]	12/31/2017	12/31/17	12/31/18	09/30/18		\$6,083	\$1,132	\$0	\$357		\$5,726	\$2,019	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			
113	7	LA	Southern California Regional Rail Authority		Control Point Soledad Speed Increase Project	6/30/2018	04/30/19	06/30/19	09/30/18		\$6,648	\$2,708	\$616	\$616		\$5,416	\$4,852	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			
											\$ 3,631,178	\$ 1,353,794												\$ 4,371,265

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	
11	10	SJ	Port of Stockton / Contra Costa County		San Francisco Bay to Stockton Ship Channel Deepening Project	I		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	
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 Island Cargo Port Airport - I-215 Van Buren Boulevard - Ground Access Improvements	I		I		I		I		I		I	
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	
68.2A	11	SD	San Diego Association of Governments	11	SR 11/Otay Mesa East Port of Entry [Segment 2A - SR 11 - Construct 4-lane highway project]	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	
91	7	VEN	Ventura County Transportation Commission	101	Route 101 Improvements	I		I		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		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		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	

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
103	4	SOL	City of Fairfield		Fairfield/Vacaville Intermodal Station - New track and Grade Separation												
105	5	MON	City of Salinas	101	Sanborn Rd/US 101 Interchange Improvements & Elvee Drive Extension												
109	8	SBD	San Bernardino Associated Governments	10	I-10 Pepper Avenue Interchange												
110	8	SBD	Southern California Regional Rail Authority		Hellman Avenue Crossing Improvements												
111	7	LA	Southern California Regional Rail Authority		Citrus Avenue Crossing Improvements												
112	7	LA	Southern California Regional Rail Authority		Ramona Boulevard Crossing Improvements												
114	7	LA	Alameda Corridor East Construction Authority		Fullerton Road Grade Separation Project												
115.1	4	ALA	Port of Oakland		Cool Port Oakland Project												
115.2	4	ALA	Port of Oakland		Cool Port Oakland Project												
117	8	RIV	Riverside County		ACE: Avenue 66/UP Railroad Grade Separation Bypass												
118	11	SD	San Diego Association of Governments		San Elijo Lagoon Double Track												
119	10	SJ	Port of Stockton		Navy Drive Widening												
120	8	SBD	SBCAG		Monte Vista Ave Grade Separation												
121	7	LA	Port of Long Beach		Middle Harbor Terminal Redevelopment Project Phase 2												
122	12	ORA	Orange County Transportation Authority		I-405 HOV Lane [Design-Build]												
123	12	ORA	Orange County Transportation Authority		San Juan Creek Bridge Replacement												
124	4	SON	Northern California Trade Corridors Coalition/Sonoma County Transportation Authority		US-101 Marin Sonoma Narrows HOV Lane Project Phase 2												
125	7	LA	Alameda Corridor East Construction Authority		Durfee Avenue Grade Separation Project												
126	3	PLA	Northern California Trade Corridors Coalition/Placer County Transportation Planning Agency		I-80/SR-65 Interchange Phase 1 - Third Lane Project												
127	3	SAC	Northern California Trade Corridors Coalition/Sacramento Area Council of Governments'		SR99 Auxiliary Lanes Project												

Trade Corridors Improvement Fund Delivery Report Benefits for Completed Projects

 No benefit was reported in baseline and/or actual
 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	COMMENTS - CTC ACTIONS DURING QUARTER	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		FDR/SFDR Approved	Y	Y							Y	Y	Y	Y
3.2	4	ALA	Port of Oakland/City of Oakland		Outer Harbor Intermodal Terminals (OHIT) [Segment 2 - Rail Access Improvements and Manifest Yard]		FDR/SFDR Approved	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
3.6	4	ALA	Port of Oakland/City of Oakland		Outer Harbor Intermodal Terminals (OHIT) [Segment 6 - Unit Train Support Rail Yard]		FDR/SFDR Approved	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
5	4	ALA	Metropolitan Transportation Commission	580	I-580 Eastbound Truck Climbing Lane [SHOPP/TCIF]			Y		Y		Y		Y		Y		Y	
6	6	KER	Caltrans / BNSF		Tehachapi Trade Corridor Rail Improvement			Y		Y		Y		Y		Y		Y	
9.1	3	SAC	City of Sacramento		Sacramento Intermodal Track Relocation [Phase 1 - Initial Project]		FDR/SFDR Approved	Y	Y	Y	Y			Y	Y			Y	Y
9.2	3	SAC	City of Sacramento		Sacramento Intermodal Track Relocation [Phase 2 - West Ped-Bicycle Tunnel Ramps]		FDR/SFDR Approved	Y	Y	Y	Y			Y	Y			Y	Y
10	10	SJ	San Joaquin Council of Governments	4	State Route 4 West Crosstown Freeway Extension Stage 1			Y		Y		Y		Y		Y		Y	
12	4	SOL	Metropolitan Transportation Commission	80	I-80 Eastbound Cordelia Truck Scales Relocation [SHOPP/TCIF]			Y		Y		Y		Y		Y		Y	
15.3	7	LA	Alameda Corridor East Construction Authority		San Gabriel Valley Grade Separation Program [Brea Canyon Grade Separation - Match]		Segmented project. Requested FDR/SFDR to conform with updated policy.	Y		Y		Y		Y		Y		Y	
15.6	7	LA	Alameda Corridor East Construction Authority		San Gabriel Valley Grade Separation Program [Ramona Boulevard Grade Separation - Match]		Segmented project. Requested FDR/SFDR to conform with updated policy.	Y		Y		Y		Y		Y		Y	
15.7	7	LA	Alameda Corridor East Construction Authority		San Gabriel Valley Grade Separation Program [Reservoir Street Grade Separation - Match]		Segmented project. Requested FDR/SFDR to conform with updated policy.	Y		Y		Y		Y		Y		Y	
15.8	7	LA	Alameda Corridor East Construction Authority		San Gabriel Valley Grade Separation Program [Sunset Avenue Grade Separation - Match]		Segmented project. Requested FDR/SFDR to conform with updated policy.	Y		Y		Y		Y		Y		Y	
15.9	7	LA	Alameda Corridor East Construction Authority		San Gabriel Valley Grade Separation Program [Temple Avenue Train Diversion - Match]		Segmented project. Requested FDR/SFDR to conform with updated policy.	Y		Y		Y		Y		Y		Y	
17	7	LA	City of Santa Fe Springs		ACE: Gateway-Valley View Grade Separation Project		FDR approved. Agency working on SFDR.	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
18	7	LA	Southern California Regional Rail Authority		New Siding on the Antelope Valley Line (MP44 to MP61) For Freight Trains			Y		Y		Y		Y		Y		Y	
19	7	LA	Port of Los Angeles	47/110	I-110 Fwy Access Ramp Improvement SR 47/I-110 NB Connector Widening			Y		Y		Y		Y		Y		Y	
20	7	LA	Port of Los Angeles	110	I-110 Freeway & C Street Interchange Improvements			Y		Y		Y		Y		Y		Y	
22	7	LA	Port of Los Angeles		South Wilmington Grade Separation		FDR approved. Agency working on SFDR.	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	TBD by 2030.
24	7	LA	Port of Long Beach		Ports Rail System - Tier 1 (Pier F Support Yard)		FDR approved. Agency is working on SFDR.	Y	P	Y	P	Y	Y	Y	P	Y	P	Y	P
25	7	LA	Port of Long Beach		Ports Rail System - Tier 1 (Track Realignment at Ocean Boulevard)		FDR approved. Agency is working on SFDR.	Y	Y	Y	P	Y	Y	Y	P	Y	P	Y	P
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]		FDR approved. Agency is working on SFDR.	Y		Y		Y		Y		Y		Y	
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]			Y		Y		Y		Y		Y		Y	
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			Y		Y		Y		Y		Y		Y	
35	12	ORA	Orange County Transportation Authority		State College Boulevard Grade Separation		Agency is working on FDR.	Y		Y		Y		Y		Y		Y	
36	12	ORA	Orange County Transportation Authority		Placentia Avenue Undercrossing		FDR/SFDR Approved	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
37	12	ORA	Orange County Transportation Authority		Orangethorpe Avenue Grade Separation		FDR approved. Agency working on SFDR.	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y

Trade Corridors Improvement Fund Delivery Report Benefits for Completed Projects

No benefit was reported in baseline and/or actual
 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	COMMENTS - CTC ACTIONS DURING QUARTER	Safety		Velocity		Throughput		Reliability		Congestion Reduction		Emissions Reduction	
								Baseline	Actual	Baseline	Actual	Baseline	Actual	Baseline	Actual	Baseline	Actual	Baseline	Actual
38	12	ORA	Orange County Transportation Authority		Kraemer Boulevard Undercrossing	✔	FDR/SFDR Approved	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
40	12	ORA	Orange County Transportation Authority		Lakeview Avenue Overcrossing	✔	FDR approved. Agency working on SFDR.	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
41	12	ORA	Orange County Transportation Authority		Tustin Avenue / Rose Drive Overcrossing	✔	FDR approved. Agency working on SFDR.	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
42	8	RIV	City of Riverside		Columbia Avenue Grade Separation	✔	FDR/SFDR Approved	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
43	8	RIV	City of Corona		Auto Center Drive Grade Separation	✘		Y		Y		Y		Y		Y		Y	
44	8	RIV	City of Riverside		Magnolia Avenue Grade Separation - UPRR	✔	FDR/SFDR Approved	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
45	8	RIV	City of Riverside		Iowa Avenue Grade Separation	✔	FDR approved. Agency working on SFDR.	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
47	8	RIV	City of Riverside		Streeter Avenue Grade Separation	✔	FDR approved. Agency working on SFDR.	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
48	8	RIV	Riverside County		Avenue 56 Grade Separation	✘		Y		Y		Y		Y		Y		Y	
50	8	RIV	Riverside County		Grade Separation at Clay Street Railroad Grade Crossing	✘		Y		Y		Y		Y		Y		Y	
51	8	RIV	City of Riverside		Riverside Avenue Grade Separation	✔	FDR approved. Agency working on SFDR.	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
56	8	SBD	San Bernardino Associated Governments	10	Route 10 Cherry Avenue Interchange Reconstruction	✔	FDR/SFDR Approved	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
58	8	SBD	San Bernardino Associated Governments	10	Route 10 Riverside Ave Interchange Reconstruction	✔	FDR/SFDR Approved	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
59	8	SBD	San Bernardino Associated Governments		ACE Glen Helen Parkway Grade Separation	✔	FDR approved. Agency working on SFDR.	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
61	8	SBD	San Bernardino Associated Governments		ACE South Milliken Avenue Grade Separation			Y		Y		Y		Y		Y		Y	
63	8	SBD	San Bernardino Associated Governments		Palm Avenue Grade Separation	✔	FDR/SFDR Approved	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
64	8	SBD	San Bernardino Associated Governments		Lenwood Road Grade Separation	✔	FDR/SFDR Approved	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
66	7	VEN	City of Oxnard	101	Route 101 Rice Avenue Interchange Reconstruction	✔	FDR Approved. Agency is working on SFDR.	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
67	11	SD	San Diego Association of Governments	905	State Route 905	✔	FDR Approved. Agency is working on SFDR.	Y	P	Y	P	Y	P	Y	P	Y	P	Y	P
68	11	SD	San Diego Association of Governments	11	SR 11/Otay Mesa East Port of Entry [Parent - Environmental Programming for Entire Corridor]	✔	Segmented project. Requested FDR/SFDR to conform with updated policy.	Y		Y		Y		Y		Y		Y	
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]	✔	FDR Approved	Y	Y	Y	P	Y	P	Y	P	Y	P	Y	P
69	11	SD	Port of San Diego	5/15	Bay Marina Drive at I-5 At-Grade Improvements	✔	FDR Approved. Agency is working on SFDR.	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	P
70	11	SD	Port of San Diego		10th Avenue/Harbor Drive At-Grade Improvements	✘		Y	P	Y	P	Y	P	Y	P	Y	P	Y	P
72	11	SD	Port of San Diego	5	Civic Center Drive at Harbor Drive and I-5 At-Grade Improvements	✔	FDR Approved. Agency is working on SFDR.	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	P
74	11	SD	San Diego Association of Governments		Southline Rail Improvements - San Ysidro Yard Expansion	✘		Y		Y		Y		Y		Y		Y	
75.1	11	SD	San Diego Association of Governments		Southline Rail Improvements - Mainline Improvements [Phase 1 - Aerial Cabling]	✘	Segmented project. Requested FDR/SFDR to conform with updated policy.	Y		Y		Y		Y		Y		Y	
75.2	11	SD	San Diego Association of Governments		Southline Rail Improvements - Mainline Improvements [Phase 2 - Signaling for Reverse Running and Initial Track Improvements]	✘	Segmented project. Requested FDR/SFDR to conform with updated policy.	Y		Y		Y		Y		Y		Y	
75.3	11	SD	San Diego Association of Governments		Southline Rail Improvements - Mainline Improvements [Phase 3 - Palomar Siding and Mainline Track Improvements]	✘	Segmented project. Requested FDR/SFDR to conform with updated policy.	Y		Y		Y		Y		Y		Y	
75.4	11	SD	San Diego Association of Governments		Southline Rail Improvements - Mainline Improvements [Phase 4 - Final Palomar Siding and System Upgrades]	✘	Segmented project. Requested FDR/SFDR to conform with updated policy.	Y		Y		Y		Y		Y		Y	
76	11	SD	San Diego Association of Governments		LOSSAN N Rail Corridor at Sorrento	✔	FDR/SFDR Approved	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y

Trade Corridors Improvement Fund Delivery Report Benefits for Completed Projects

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 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	COMMENTS - CTC ACTIONS DURING QUARTER	Safety		Velocity		Throughput		Reliability		Congestion Reduction		Emissions Reduction	
								Baseline	Actual	Baseline	Actual	Baseline	Actual	Baseline	Actual	Baseline	Actual	Baseline	Actual
77	11	IMP	Imperial Valley Association of Governments	78/111	Brawley Bypass State Route 78/111		FDR Approved. Agency is working on SFDR.	Y	P	Y	Y	Y	P	Y	P	Y	P	Y	P
81	10	SJ	Northern California Trade Corridors Coalition		Sperry Road Extension		FDR Approved. Agency is working on SFDR.	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
82	4	CC	Northern California Trade Corridors Coalition		Marina Bay Parkway Grade Separation			Y								Y		Y	
83	8	SBD	Caltrans / BNSF / UP		Colton Crossing Project		FDR/SFDR Approved	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
84	8	SBD	San Bernardino Associated Governments		Laurel Street/BNSF Grade Separation		FDR/SFDR Approved	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
85	8	RIV	Riverside County		Avenue 52 Grade Separation			Y		Y		Y		Y		Y		Y	
86	7	LA	Port of Los Angeles		Alameda Corridor West Terminus Intermodal Railyard - West Basin Railyard Extension			Y		Y		Y		Y		Y		Y	
87.1	7	LA	Port of Los Angeles		Cargo Transportation Improvement Emission Reduction Program - Phase 1		Segmented project. Requested FDR/SFDR to conform with updated policy.	Y		Y		Y		Y		Y		Y	
87.2	7	LA	Port of Los Angeles		Cargo Transportation Improvement Emission Reduction Program - Phase 2		Segmented project. Requested FDR/SFDR to conform with updated policy.	Y		Y		Y		Y		Y		Y	
88	7	LA	Alameda Corridor East Construction Authority		Baldwin Avenue Grade Separation		FDR/SFDR Approved	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
89	4	SOL	Northern California Trade Corridors Coalition	80/ 680/ 12	Solano I-80/680/12 Connector [SHOPP/TCIF]														
90	7	VEN	Ventura County Transportation Commission / Alameda Corridor Transportation Authority		Hueneme Road Widening		FDR Approved. Agency is working on SFDR.	Y	Y		Y	Y	Y	Y	Y	Y	Y	Y	Y
92.1	3	YOL	Port of West Sacramento		West Sacramento/Port of West Sacramento Rail Plan [Phase 1 - UPRR Track Improvements]		Segmented project. Requested FDR/SFDR to conform with updated policy.	Y			Y					Y		Y	
92.2	3	YOL	Port of West Sacramento		West Sacramento/Port of West Sacramento Rail Plan [Phase 2 - Cemex Track/Unit Track 2]		Segmented project. Requested FDR/SFDR to conform with updated policy.	Y			Y					Y		Y	
92.5	3	YOL	Port of West Sacramento		West Sacramento/Port of West Sacramento Rail Plan [Phase 5 - Pioneer Bluff Bridge]		FDR Approved. Agency is working on SFDR.	Y	P			Y	P			Y	P	Y	P
93	11	SD	San Diego Association of Governments		Sorrento Valley Double Track		FDR Approved. Agency is working on SFDR.	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
94	4	SCL	Metropolitan Transportation Commission	101	US-101 Freeway Performance Initiative (FPI) [SHOPP/TCIF]							Y				Y			
97	3	YUB	Yuba County	70	SR 70 / Feather River Boulevard Interchange			Y				Y							
98	3	SAC	Northern California Trade Corridors Coalition	50	Natoma Overhead Widening and Onramp Improvements [SHOPP/TCIF]			Y		Y		Y		Y		Y		Y	
100	8	SBD	San Bernardino Associated Governments	10	Tippecanoe Interchange Improvements, Phase II			Y		Y		Y		Y		Y		Y	
101	10	SJ	San Joaquin Council of Governments /Caltrans	99	State Route 99 Ramp Improvements [SHOPP/TCIF]			Y		Y		Y		Y		Y		Y	
102	7	LA	Port of Los Angeles		TraPac Terminal Automation-Automated Shuttle Carrier Maintenance & Repair			Y		Y		Y		Y		Y		Y	
104	11	SD	San Diego Association of Governments	905/ 125	State Route 905/State Route 125 Northbound Connectors		FDR Approved. Agency is working on SFDR.	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
106	7	LA	Southern California Regional Rail Authority		Vincent Siding at CP Quartz and 2nd Platform at Vincent Grade/Acton			Y		Y		Y		Y		Y		Y	
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]			Y		Y		Y		Y		Y		Y	

Trade Corridors Improvement Fund Delivery Report Benefits for Completed Projects

No benefit was reported in baseline and/or actual
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✔ 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	COMMENTS - CTC ACTIONS DURING QUARTER	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 <i>[Phase 1 - Berth/Wharf Improvements]</i>		Agency is working on FDR.	Y		Y		Y		Y		Y		Y	
108.2	7	LA	Port of Los Angeles		YTI Terminal Enhancement & Truck Trip Reduction Program <i>[Phase 2 - On-Dock Railyard]</i>	✘		Y		Y		Y		Y		Y		Y	
113	7	LA	Southern California Regional Rail Authority		Control Point Soledad Speed Increase Project		Agency is working on FDR.	Y		Y		Y		Y		Y		Y	

**TCIF Project Action Plan Report
Third 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	<u>City of Oakland</u> Outer Harbor Intermodal Terminals (OHIT) Segment 3 – City Site Prep Work and Backbone Infrastructure	\$176,341	\$247,241	Budget
3.4	4	ALA	N/A	<u>City of Oakland</u> Outer Harbor Intermodal Terminal (OHIT) Segment 4 – Recycling Facilities	\$0	\$46,600	Schedule
3.5	4	ALA	N/A	<u>City of Oakland</u> 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 2017 and 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, 29 th & 23 rd Avenues, Oakland	\$97,912	\$73,000	Schedule

Project Action Plan: Construction has been delayed approximately two years due to Buy America issues. Project was awarded 4/30/14, construction is 4 year duration plus 1 year plant establishment. Project is scheduled to complete construction 11/01/19.

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 11/01/18.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
15.01	7	LA	N/A	San Gabriel Valley Grade Separation Program (Phase I – Archaeological Services)	\$4,000	\$4,000	Schedule
15.02	7	LA	N/A	San Gabriel Valley Grade Separation Program (Phase II – Trench and Fiber Optic relocation)	\$233,778	\$302,758	Schedule

Project Action Plan:

#15.01 & 15.02: The project was delayed due to unprecedented rainstorms resulting in official declarations of emergencies throughout the state due to flooding in winter of 2017. Union Pacific Railroad work crews and material had to be diverted from the project to make emergency repairs to flood-damaged UPRR track, primarily in Northern California. As a result, ACE Construction Authority worked with the contractor to extend the contract by 257 calendar days.

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 April 11, 2018.

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 March 22, 2019.

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 currently waiting 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. Project is scheduled to complete construction 04/01/18.

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: 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. This segment was split into two phases, 68.2 and 68.2A. Segment 68.2A will construct a four-lane highway, including the Siempre Viva Interchange. Construction completion is scheduled for June 20, 2020.

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: 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. Project schedule has been impacted by segment 68.2 being split into two segments 68.2 and 68.2A. Construction completion is scheduled for June 20, 2020.

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 July 2018.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
95	7	LA		ACE Puente Avenue Grade Separation	\$48,000	\$99,019	Schedule

Project Action Plan:

#95: Project schedule delays resulted from delays in relocating utilities. The project was also delayed due to unprecedented rainstorms resulting in official declarations of emergencies throughout the state due to flooding in winter of 2017. Union Pacific Railroad work crews and material had to be diverted from the project to make emergency repairs to flood-damaged UPRR track.

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

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, which the estimated end of construction date is May 1, 2018.

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. Project is scheduled to complete construction 01/01/19.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
109	8	SBD	10	I-10 Pepper Avenue Interchange	\$1,158	\$10,111	Schedule

Project Action Plan:

#109: The End Construction date was delayed due to punch list items including and adding detectable warning strips at the curb ramps. The estimated end of construction date is May 1, 2018.

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
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. Projects are currently in construction and scheduled to complete construction 11/01/18.

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 federal matching funds caused a delay in awarding the project, however the project was awarded in July 11, 2017. Projects are currently in construction and scheduled to complete construction 09/15/18.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
121	7	LA		Middle Harbor Terminal Redevelopment Project Phase 2	\$15,436	\$156,355	Schedule

Project Action Plan:

#121: The project is currently behind schedule. The project received allocation June 28, 2016 and the agency awarded the project November 21, 2017.

FRAN INMAN, Chair
JAMES EARP, Vice Chair
BOB ALVARADO
YVONNE B. BURKE
LUCETTA DUNN
JAMES C. GHIELMETTI
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JAMES MADAFFER
JOSEPH TAVAGLIONE
PAUL VAN KONYNENBURG

STATE OF CALIFORNIA

EDMUND G. BROWN Jr., Governor

ATTACHMENT C
Reference 4.19
August 15-16, 2018

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

SUSAN BRANSEN, Executive Director



CALIFORNIA TRANSPORTATION COMMISSION

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August 16, 2018

Ms. Jennifer Whitaker
Audit Manager
Department of Finance
915 L Street, 6th Floor
Sacramento, CA 95814

Dear Ms. Whitaker,

Senate Bill 88 (Chapter 181, Statutes of 2007) designates the California Transportation Commission (Commission) as the administrative agency for the Corridor Mobility Improvement Account, State Route 99 Corridor Account, Trade Corridor Improvement Fund, State & Local Partnership Program, Traffic Light Synchronization Program, Local Bridge Seismic Retrofit Account, Highway Railroad Crossing Safety Account, State Transportation Improvement Augmentation and State Highway Operation & Protection Program funded by Proposition 1B (collectively Proposition 1B Programs). As the administrative agency, the Commission is required to report on a semi-annual basis to the Department of Finance on the progress of the projects in these Proposition 1B Programs. The purpose of the report is to convey whether the projects are executed in a timely manner and within the approved scope and budget.

In accordance with Senate Bill 88, the Commission has prepared the attached Proposition 1B Semi-Annual Status Report (Report). The Report provides an overview of the status of the Proposition 1B Programs for which the Commission is the administrative agency, as well as an analysis of the key issues impacting the programs at this time.

J. Whitaker
RE: Proposition 1B Semi-Annual Status Report
August 16, 2018
Page 2

As the administrative agency, the Commission also requires recipient agencies to report on the activities and progress made toward the implementation of the bond funded projects on a quarterly basis. The most recent quarterly report is attached for your information.

If you have any questions, please contact the Commission's Assistant Deputy Director Teri Anderson at (916) 653-0218.

Sincerely,

SUSAN BRANSEN
Executive Director

Attachments:

- Attachment A: Proposition 1B Semi-Annual Status Report
- Attachment B: Proposition 1B Quarterly Reports

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: August 15-16, 2018

Reference No.: 4.20
Action

Published Date: August 3, 2018

From: SUSAN BRANSEN
Executive Director

Prepared By: Matthew Yosgott
Associate Deputy Director

Subject: **TECHNICAL ADJUSTMENTS TO THE 2018 LOCAL PARTNERSHIP
COMPETITIVE PROGRAM
RESOLUTION LPP-P-1718-02, AMENDING RESOLUTION LPP-P-1718-01**

ISSUE:

With the adoption of the 2018 Local Partnership Competitive Program, the California Transportation Commission (Commission) authorized staff, in consultation with Caltrans and regional agencies, to make minor technical changes as needed to the 2018 Local Partnership Competitive Program to reflect the most current information, or to clarify the Commission's programming commitments and report any substantive changes back to the Commission for approval.

RECOMMENDATION:

Commission staff recommends that the Commission approve the technical changes and clarifications to the 2018 Local Partnership Competitive Program as set forth in Resolution LPP-P-1718-02 (Attachment A).

BACKGROUND:

The technical adjustments are necessary to ensure that the most accurate and current project information is included in the 2018 Local Partnership Competitive Program. These adjustments are:

- Orange County Signal Synchronization Project in Orange County – Clarifies the delivery as four separate segments and clarifies project description.
- Capital SouthEast Connector Expressway Project in Sacramento County – Clarifies the delivery as three separate segments and clarifies project description.
- Glenwood Active Transportation Project in Santa Cruz County – Clarifies the delivery as three separate segments.

Attachments:

Attachment A: Resolution LPP-P-1718-02

Attachment B: Updated Program of Projects

CALIFORNIA TRANSPORTATION COMMISSION
Technical Adjustments to the 2018 Local Partnership Competitive Program

RESOLUTION LPP-P-1718-02
Amending Resolution LPP-P-1718-01

- 1.1 **WHEREAS**, the California Transportation Commission adopted the 2018 Local Partnership Competitive Program, Resolution LPP-P-1718-01 on May 16, 2018, and
- 1.2 **WHEREAS**, section 2.4 of Resolution LPP-P-1718-01 authorized Commission staff, in consultation with Caltrans and project sponsors, to make minor technical changes as needed to the 2018 Local Partnership Competitive Program 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; and
- 1.3 **WHEREAS**, Commission staff, in consultation with staff from Caltrans and project sponsors, has identified the technical corrections and adjustments reflected in the updated program of projects.
- 2.1 **NOW, THEREFORE BE IT RESOLVED**, that the California Transportation Commission approves the technical corrections and adjustments as reflected in the updated program of projects, and
- 2.2 **BE IT FURTHER RESOLVED**, that all provisions stipulated in LPP-P-1718-01 remain in effect, and
- 2.3 **BE IT FURTHER RESOLVED**, that Resolution LPP-P-1718-01 is hereby amended.

County	Applicant Agency	Project Title	Project Description	Consensus Rating	Total Project Cost	Total Requested Funding	Total Recommended Funding	Construction Fiscal Year	Agency Priority	Voter-Approved (V) or Imposed (I) Fee?	Population Category
Alameda/Contra Costa	Alameda-Contra Costa Transit District	Purchase Hybrid Buses	Purchase of 59 new 40-foot hybrid diesel-electric buses to replace existing diesel buses to retire from fleet.	MED/HIGH	\$47,200	\$15,000	\$15,000	2018-19	1	V	1
Contra Costa	Contra Costa Transportation Authority	Rt 680/4 Interchange, Phase 3	Construct 9.8 miles of both mixed flow lanes and HOV/HOT lanes; Widen median of Rt 4 in both directions from east of Milano Way/Glacier Drive to east of Rt 680 and from east of Grayson Creek to east of Rt 242; Outside widening along Rt 4 in both directions at Pacheco Blvd and Rt 680; Retrofit bridges to meet seismic standards; Replace Grayson Creek Bridge; and Raise profile of Rt 4 from east of Rt 680 to east of Grayson Creek.	MED/HIGH	\$135,099	\$33,600	\$33,600	2018-19	1	V	2
Contra Costa	San Pablo	Rumrill Boulevard Complete Streets	In the City of San Pablo. Complete Streets improvements and road diet, including: Widen sidewalks; Construct Class IV cycle tracks; Traffic signal improvements; Improvement of transit stops; Pavement striping; Flashing beacons.	MED/HIGH	\$15,267	\$3,200	\$3,200	2019-20	1	I	5
El Dorado	Placerville	Western Placerville Interchanges Phase 2	In the City of Placerville. Upgrade interchange at Ray Lawyer Drive and Rt 50; Construct Eastbound Rt 50 off-ramp; Construct park and ride lot; Improvements to Forni Road and Ray Lawyer Drive.	MED/HIGH	\$12,725	\$1,070	\$1,070	2018-19	1	I	5
Los Angeles	Claremont	Foothill Blvd Master Plan Green Streets Improvements	In the City of Claremont. Streets Improvements to a 2.5-mile, four-lane divided corridor along Foothill Boulevard to include: Closing a 2,300 ft sidewalk gap; Installation of 2.35 miles of Class II bicycle lanes and 1.5 miles of cycle track; Curb extensions; Pedestrian enhancements; Improvements to lighting and signage; and Bus stop improvements.	HIGH	\$16,000	\$7,000	\$7,000	2018-19	1	I	5
Los Angeles	Los Angeles County Metropolitan Transportation Authority	Metro Orange Line Bus Rapid Transit Improvements	Bus Rapid Transit improvements along the Metro Orange Line route between North Hollywood Station and Chatsworth Station. Construct one aerial grade-separated structure over five intersections; Railroad-type four-quadrant gating systems at 34 intersections along a 17-mile segment; and Elevate existing bike path.	MED/HIGH	\$320,300	\$80,000	\$75,000	2019-20	2	V	1
Los Angeles	Los Angeles County Metropolitan Transportation Authority	La Cañada Flintridge Soundwalls	In the City of La Cañada Flintridge. Construction of four soundwalls totaling 5,806 ft along Rt 210, from Hampton-Foothill undercrossing to Berkshire Place undercrossing.	N/A	\$10,720	\$5,000	\$5,000	2019-20	4	V	1
Los Angeles	Santa Clarita	Vista Canyon Metrolink Station	In the City of Santa Clarita. Construct a Metrolink Station: new railroad track; signal improvements; drainage improvements; 25,000 square foot center platform; grade-separated pedestrian access; construct new parallel rail track and rail bridge; install new rail signal.	MED/HIGH	\$28,210	\$8,908	\$8,908	2019-20	1	I	4
Madera	Madera County Transportation Authority	Oakhurst Midtown Connector	In the unincorporated area of Oakhurst, Madera County. Construction of new two-lane road, bridge, intersection, and pedestrian/bicycle facilities; Widening of Rt 41; Intersection improvements.	MED/HIGH	\$12,807	\$5,000	\$5,000	2018-19	1	V	4
Monterey	Transportation Agency for Monterey County	Marina Salinas Multimodal Corridor: Imjin Parkway	In the City of Marina. Widen Imjin Parkway to 4 lanes between Reservation Road and Imjin Road; Construct corridor roundabout; Transit improvements.	MED/HIGH	\$42,300	\$19,000	\$19,000	2019-20	1	V	3
Orange	Orange County Transportation Authority	Orange County Signal Synchronization	Synchronize signals at multiple intersections along 4 county-wide corridors over 46.6 miles of road.	MED/HIGH	\$13,691	\$6,845	\$6,845	2018-19	1	V	1
		Main Street from Taft Avenue to Culver Drive	Improvement, enhancement, and signal synchronization at multiple intersections.				\$1,926				
		Los Alisos Boulevard from Aliso Viejo Parkway/Columbia to Melinda Road/Santa Margarita Parkway	Improvement, enhancement, and signal synchronization at multiple intersections.				\$1,117				
		Katella Avenue / Villa Park Road / Santiago Canyon Road from I-605 to Lemon Street	Improvement, enhancement, and signal synchronization at multiple intersections.				\$2,449				
		Garden Grove Boulevard from Valley View Street to Bristol	Improvement, enhancement, and signal synchronization at multiple intersections.				\$1,353				
Riverside	Riverside County Transportation Commission	Rt 15 Railroad Canyon Road Interchange	In the City of Lake Elsinore. Widen Railroad Canyon Road to 8 lanes; Reconstruct northbound diamond ramps to Railroad Canyon Road; Widen Railroad Canyon Road southbound entrance ramp to 3 lanes; Construct acceleration lane; Reconstruct Railroad Canyon Road southbound exit ramp to 2 lanes.	MED/HIGH	\$35,000	\$15,000	\$15,000	2019-20	1	V	1
Riverside/San Bernardino	Calimesa and Yucaipa	County Line Road Transportation Corridor	In the cities of Calimesa and Yucaipa. Construct 4 single-lane and 1 multi-lane roundabouts; and improvements to street, pedestrian facilities, and bicycle facilities.	MED/HIGH	\$10,050	\$3,747	\$3,747	2018-19	1	I	5
Sacramento	Sacramento Transportation Authority	Capital SouthEast Connector Expressway	In the City Cities of Elk Grove and Folsom. Construct, widen, and reconstruct 4 lanes between Rt 99 and Bruceville Road along Kammerer Road, Grant Line Road, and White Rock Road.	MED/HIGH	\$40,000	\$20,000	\$20,000	2019-20	1	V	1
		City of Elk Grove - Capital SouthEast Connector A2	Construct 1 mile of 4-lane road and enhance 3 intersections.				\$3,000				
		City of Elk Grove - Capital SouthEast Connector B2	Widen 0.25 miles of road from 2 to 4 lanes, and enhance 2 intersections.				\$7,000				
		City of Folsom - Capital SouthEast Connector D3	Construct 1 mile of 4-lane road and enhance 2 intersections.				\$10,000				
Sacramento	Sacramento	Downtown Sacramento Grid 3.0 Mobility: Network Improvements on the Grid	In the City of Sacramento. Reconfigure roadways; Two-way street conversions; Construct Class IV parking-protected bikeways; and Upgrade pedestrian ramps.	MED/HIGH	\$11,870	\$5,000	\$5,000	2019-20	1	I	3
San Bernardino	Hesperia	Ranchero Road Widening	In the City of Hesperia. Widen 5 miles of Ranchero Road to 4 lanes, including constructing a bridge over the California Aqueduct; Widen an at-grade crossing; and Signalization of three intersections.	HIGH	\$37,000	\$3,900	\$3,900	2018-19	1	I	5
San Bernardino	Highland	3rd Street/5th Street Corridor Improvements	In the City of Highland. Reconstruct and rehabilitate pavement; Widen pavement; Realign intersection; Construct a new intersection; Install new street lights; and Construct new sidewalks and bike lanes.	HIGH	\$7,057	\$1,700	\$1,700	2019-20	2	I	5

2018 Local Partnership Competitive Program
LPP-P-1718-02
(\$1,000s)
Updated Program of Projects

August 15-16, 2018
Attachment B

County	Applicant Agency	Project Title	Project Description	Consensus Rating	Total Project Cost	Total Requested Funding	Total Recommended Funding	Construction Fiscal Year	Agency Priority	Voter-Approved (V) or Imposed (I) Fee?	Population Category
San Bernardino	Rialto	Alder Avenue/Randall Avenue Road Way Improvements	In the City of Rialto. Roadway improvements to N Alder Avenue between W Baseline Road and W Renaissance Parkway, and to W Randall Avenue between S Cactus Avenue and S Riverside Avenue. Add bike lanes; Close sidewalk gaps; Add vehicle turn lanes; Widen mid-block travel lanes; Construct roadway medians; Modify signal timings; Widen Alder Avenue to 4 lanes; Add new curbside parking; and ADA-compliant facility upgrades on Randal Avenue.	MED/HIGH	\$4,582	\$2,291	\$2,291	2018-19	1	I	4
San Bernardino	Apple Valley	Rt 18 West End Widening/Ph1 - Apple Valley Rd Realignment	In the City of Apple Valley. Widen Rt 18 to 6 lanes; Realign and widen Apple Valley Road; Replace traffic signal; Construct retaining wall; and Curb and sidewalk improvements.	MED/HIGH	\$8,910	\$4,450	\$4,450	2019-20	1	I	5
San Bernardino	San Bernardino County Transportation Authority	Redlands Passenger Rail ⁽¹⁾	Construct 9 miles of passenger rail line between Downtown San Bernardino and Redlands. Construction of 5 new transit stations: San Bernardino Transit Center, Tippecanoe Avenue Station, New York Street Station, Downtown Redlands Station; and University Station at the University of Redlands.	MED/HIGH	\$282,277	\$17,000	\$10,831	2018-19	1	V	1
San Diego	Escondido	Citracado Parkway Transportation Connections	In the City of Escondido. Construct 4 through lanes; Install sidewalk; Install street lighting; Construct buffered bike lanes; Signalize major intersections; Construct a 250-foot long bridge; Link existing and proposed bike lanes; and Transit improvements.	MED/HIGH	\$34,193	\$12,500	\$12,500	2019-20	1	I	4
San Francisco	San Francisco County Transportation Authority	Jefferson Street Improvements, Phase II	In the City of San Francisco. Install narrowed geometrically-patterned streets; Widen sidewalks; Install pedestrian-scale lighting; and Construct bike parking.	MED/HIGH	\$14,883	\$6,782	\$6,782	2018-19	2	V	2
San Mateo	San Mateo County Transportation Authority	Rt 101 San Mateo and Santa Clara Managed Lanes	Construct a 22-mile long managed lane (HOV/HOT) in both the north and south directions from the terminus of the Santa Clara County managed lane at Matadero Creek to north of I-380; Construct managed lane infrastructure including signs, and electrical and communication systems.	MED/HIGH	\$534,000	\$20,000	\$20,000	2019-20	1	V	2
Santa Clara	Santa Clara Valley Transportation Authority	Mathilda Avenue Improvements at Rt 237 and Rt 101	In the City of Sunnyvale. Construct on/off ramp improvements at Rt 237 and Rt 101; and Construct new and enhanced pedestrian and bicycle facilities.	MED/HIGH	\$42,000	\$17,000	\$17,000	2018-19	1	V	1
Santa Cruz	Santa Cruz County Regional Transportation Commission	Glenwood Active Transportation	In the City of Scotts Valley. Complete roadway rehabilitation; Install Class II bike lanes; Complete accessibility improvements; and Construct 5 miles of trail.	MED/HIGH	\$2,000	\$1,000	\$1,000	2018-19	2	V	4
		Glenwood Drive	0.5 miles of widened roadway to construct bicycle lanes and sidewalks, and 0.5 miles of road rehabilitation.				\$680				
		SRTS Improvements	Grading of existing pathway and reconstruction of curb ramps over 0.1 miles of a Safe Routes to Schools pathway.				\$155				
		Glenwood Preserve Trails	Construction of 5 miles of pedestrian and bicycle trail.				\$165				
Stanislaus	Stanislaus Council of Governments	Rt 99/Fulkerth Road Interchange Improvement	In the City of Turlock. Widen Fulkerth Road; Construct retaining walls under Rt 99; Widen northbound off-ramp; Reconstruct northbound on-ramp to provide two mixed-flow lanes and one HOV preferential lane; Realign southbound off-ramp for two mixed flow lanes and one HOV preferential lane; and Intersection improvements.	MED/HIGH	\$11,020	\$3,009	\$3,009	2018-19	1	V	3
Yolo	Woodland	West Main Street Bicycle/Pedestrian Mobility and Safety	In the City of Woodland. Construct new bicycle lanes; Sidewalk improvements; Transit access improvements; Narrow travel lanes; and Pavement rehabilitation.	MED/HIGH	\$10,744	\$2,000	\$2,000	2018-19	1	I	5
					\$1,739,905	\$320,002	\$308,833				

Shaded area reflects the change

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: August 15-16, 2018

Reference No.: 4.16
Action

Published Date: August 3, 2018

From: SUSAN BRANSEN
Executive Director

Prepared By: Dawn Cheser
Associate Deputy Director

Subject: **TECHNICAL ADJUSTMENTS TO THE 2018 TRADE CORRIDOR ENHANCEMENT PROGRAM**
RESOLUTION TCEP-P-1819-01, AMENDING RESOLUTION TCEP-P-1718-02

ISSUE:

With the adoption of the 2018 Trade Corridor Enhancement Program, the California Transportation Commission (Commission) authorized staff, in consultation with Caltrans and regional agencies, to make minor technical changes as needed to the 2018 Trade Corridor Enhancement Program to reflect the most current information, or to clarify the Commission's programming commitments and report any substantive changes back to the Commission for approval.

RECOMMENDATION:

Commission staff recommends that the Commission approve the technical changes and clarifications to the 2018 Trade Corridor Enhancement Program as set forth in Resolution TCEP-P-1819-01 (Attachment A).

BACKGROUND:

The technical adjustments are necessary to ensure that the most accurate and current project information is included in the 2018 Trade Corridor Enhancement Program. These adjustments are:

- California-Mexico Border System Network Improvements in San Diego County: 2. Route 11/Siempre Via Interchange and Commercial Vehicle Enforcement Facility Segment 2B – Corrects the Plans, Specification, and Estimate cost.
- California-Mexico Border System Network Improvements in San Diego County: 6. Otay Mesa East Port of Entry Segment 3A – Corrects the fiscal year from 2018-19 to 2019-20.

Attachment A: Resolution TCEP-P-1819-01

CALIFORNIA TRANSPORTATION COMMISSION
Technical Adjustments to the 2018 Trade Corridor Enhancement Program

RESOLUTION TCEP-P-1819-01
Amending Resolution TCEP-P-1718-02

- 1.1 **WHEREAS**, the California Transportation Commission (Commission) adopted the 2018 Trade Corridor Enhancement Program Resolution TCEP-P-1718-01 on May 16, 2018; and
- 1.2 **WHEREAS**, the Commission amended the 2018 Trade Corridor Enhancement Program Resolution TCEP-P-1718-02 on June 2, 2018; and
- 1.3 **WHEREAS**, section 2.5 of Resolution TCEP-P-1718-01 authorized Commission staff, in consultation with Caltrans and project sponsors, to make minor technical changes as needed to the 2018 Trade Corridor Enhancement Program 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; and
- 1.4 **WHEREAS**, Commission staff, in consultation with staff from Caltrans and project sponsors, has identified the technical corrections and adjustments reflected in the updated program of projects.
- 2.1 **NOW, THEREFORE BE IT RESOLVED**, that the California Transportation Commission approves the technical corrections and adjustments as reflected in the updated program of projects; and
- 2.2 **BE IT FURTHER RESOLVED**, that all provisions stipulated in TCEP-P-1718-01 and TCEP-P-1718-02 remain in effect; and
- 2.3 **BE IT FURTHER RESOLVED**, that Resolution TCEP-P-1718-02 is hereby amended.

2018 Trade Corridor Enhancement Program
TCEP-P-1819-01
Updated Program of Projects
(1,000's)

Region	CO	Applicant Agency	Project Title	Project Description	Priority	Consensus Rating	Total Project Cost	Total Requested Amount	Recommended Regional Funding	Recommended State Funding	Federal State Funding	2017-18	2018-19	2019-20	CON	R/W	PS&E	PA&ED	
North	ALA	Caltrans, MTC, ACTC	7th Street Grade Separation (East)	Reconstruct existing four lane underpass at the UPRR mainline tracks to meet current geometric standards.	ACTC 1 of 3 Caltrans 7 of 12	High	\$ 252,000	\$ 175,000	\$ 105,000	\$ 70,000				\$ 175,000	\$ 175,000				
North	ALA	MTC, ACTC	Freight Intelligent Transportation System (FITS)	Install and implement ITS elements and other technologies, which include changeable message signs, closed circuit TV, fiber optic and Wi-Fi communications, traffic signal enhancements, vehicle and queue detection, train queue detection, weight-in-motion, information application, and smart parking system.	ACTC 2 of 3	High	\$ 30,600	\$ 12,456	\$ 12,456	\$ -			\$ 12,456		\$ 12,456				
North	ALA	City of Emeryville	Quiet Zone Safety Engineering Measures	Install four quadrant gates, raised median, and sidewalks at three at-grade railroad crossings.	1 of 1	Medium	\$ 6,480	\$ 4,200	\$ 4,200	\$ -			\$ 4,200		\$ 4,200				
North	KER	KCOG	Rt 58 / 99 Bakersfield Freeway Connector	Grade separate exit and entry ramps, construct southbound auxiliary lane, two lane collector-distributor road, retaining walls, and widen bridge.	1 of 1	Medium High	\$ 50,000	\$ 25,000	\$ 25,000	\$ -	F		\$ 25,000		\$ 25,000				
North	MER	Caltrans, MCAG	Rt 99 Livingston Widening, North Bound	Widen 7.65 miles to 3 lanes, northbound direction only	Caltrans 12 of 12	Medium	\$ 37,420	\$ 29,050	\$ 14,050	\$ 15,000	F		\$ 29,050		\$ 29,050				
North	SJ	Port of Stockton	Fyffe Avenue Grade Separation	Replace an at-grade crossing with a new grade separated overcrossing.	1 of 1	High	\$ 13,000	\$ 9,000	\$ 9,000	\$ -			\$ 1,000	\$ 8,000	\$ 8,000		\$ 1,000		
North	SJ	City of Tracy	Central Valley Gateway (2 projects):		1 of 1	Medium													
		City of Tracy	1. Rt 205 / International Parkway Interchange Improvements	Widen ramps, construct turn pockets, install bike/pedestrian improvements, and signal modification.			\$ 15,690	\$ 7,600	\$ 7,600	\$ -				\$ 7,600	\$ 7,150	\$ 450			
		City of Tracy	2. Rt 580 / International Parkway Interchange Improvements	Widen ramps, construct turn pockets, install bike/pedestrian improvements, and signal modification.			\$ 8,970	\$ 5,180	\$ 5,180	\$ -				\$ 5,180	\$ 5,180				
North	SCL	Santa Clara VTA	Rt 101 / 25 Interchange Improvements Phase 1	Construct/relocate interchange north of the existing location by replacing a two-lane bridge with four-lane bridge/interchange, construct auxiliary lane, modify/construct frontage roadway, install bike lanes, sidewalks, and traffic signals.	1 of 1	Medium	\$ 65,000	\$ 4,200	\$ 4,200	\$ -			\$ 4,200				\$ 4,200		
North	SOL	STA	Rt 80/680/12 Interchange, Package 2A	Construct a new two lane highway alignment and bridge, an off-ramp, install ramp metering and changeable message signs, and braided ramp connection.	1 of 1	Medium +	\$ 76,000	\$ 53,200	\$ 53,200	\$ -				\$ 53,200	\$ 53,200				
North	STA	StanCOG	Rt 132 West Freeway / Expressway Phase 1	Construct new two lane expressway with full access control and grade separation divided highway.	1 of 1	Medium	\$ 149,400	\$ 30,000	\$ 21,000	\$ -			\$ 21,000		\$ 21,000				
TOTAL - NORTH REGION							\$ 704,560	\$ 354,886	\$ 260,886	\$ 85,000									
North Target							\$ 217,000												

South	LA	LA Metro	Southern California Rail Projects (6 of 8 projects):		LA Metro 2 of 4	High													
		LA Metro	1. Southern Terminus Gap Closure	Add 5000 feet of main line track.			\$ 9,529	\$ 5,992	\$ 5,992	\$ -	F			\$ 5,992	\$ 5,992				
		LA Metro	2. Terminal Island Railyard Enhancements	Add 31,000 feet of on-dock staging/storage tracks.			\$ 34,015	\$ 21,645	\$ 21,645	\$ -	F			\$ 21,645	\$ 21,645				
		LA Metro	4. Pier G & J Double Track	Add 9,000 feet of double track.			\$ 25,000	\$ 14,000	\$ 14,000	\$ -	F		\$ 14,000		\$ 14,000				
		LA Metro	6. Montebello Boulevard Grade Separation	Replace an at-grade crossing with a new grade separated undercrossing.			\$ 128,611	\$ 49,000	\$ 49,000	\$ -				\$ 49,000	\$ 49,000				
		LA Metro	7. Turnbull Canyon Road Grade Separation	Replace an at-grade crossing with a new grade separated overcrossing. Add sidewalks/bike lanes.			\$ 86,246	\$ 29,000	\$ 29,000	\$ -				\$ 29,000	\$ 29,000				
		LA Metro	8. Rosecrans/Marquardt Grade Crossing	Replace an at-grade crossing with a new grade separated crossing.			\$ 155,300	\$ 9,000	\$ 9,000	\$ -				\$ 9,000	\$ 9,000				
South	LA	LA Metro	Rt 605 / 91 Interchange Improvement: Gateway Cities Freight Crossroads Project	Add new general purpose and/or auxiliary lanes and modify on and off ramps.	LA Metro 3 of 4	Medium High	\$ 187,800	\$ 90,000	\$ 32,000		F		\$ 32,000			\$ 29,000	\$ 3,000		
South	LA	Caltrans, LA Metro	Rt 5 Golden State Chokepoint Relief	Add truck lanes, HOV lanes, auxiliary lanes, soundwalls, and an ITS hub station. Widen seven bridges and improve access to weigh station.	LA Metro 1 of 4 Caltrans 1 of 12	High	\$ 539,200	\$ 247,000	\$ 167,000	\$ 80,000	F			\$ 247,000	\$ 247,000				
South	LA	LA Metro	Rt 71 Freeway Conversion	Add one HOV and one mixed flow lane in each direction, close three at-grade crossings, install sound walls and pedestrian bridge.	LA Metro 4 of 4	Medium High	\$ 175,519	\$ 44,000	\$ 44,000	\$ -				\$ 44,000	\$ 44,000				
South	LA	Caltrans, LA Metro	Rt 57 / 60 Confluence: Chokepoint Relief Program	East bound improvements include interchange modifications, auxiliary lanes and three new bridges.	LA Metro - Caltrans 10 of 12	Medium High	\$ 288,600	\$ 180,000	\$ 2,000	\$ 20,000			\$ 22,000			\$ 5,000	\$ 17,000		
South	ORA	Caltrans, City of Brea	Rt 57 / Lambert Road Interchange Improvement	Install auxiliary lanes, modify ramps and widen Lambert Road to accommodate future truck climbing lane.	Caltrans 5 of 12	Medium	\$ 100,000	\$ 65,705	\$ 27,055	\$ 38,650	F		\$ 65,705		\$ 65,705				
South	RIV	City of Moreno Valley	Rt 60 Truck Safety and Efficiency, Phase 1A	Replace 50 year old with new six lane bridge, reconfigure the north side of the Route 60/Moreno Beach Drive Interchange, and construct auxiliary lanes.	1 of 1	Medium	\$ 24,000	\$ 16,800	\$ 16,800	\$ -				\$ 16,800	\$ 16,800				
South	SBD	SBCTA, Caltrans	Rt 395 Widening from SR 18 to Chamberlaine Way	Widen route 395 from two to four lanes, construct turn lanes, and install signals.	SBCTA 2 of 2 Caltrans 11 of 12	Medium High	\$ 52,321	\$ 24,292	\$ 23,292	\$ 1,000			\$ 24,292		\$ 24,292				
South	SBD	Caltrans, SBCTA	Rt 10 Corridor, Contract 1 (Express Lanes)	Add two express lanes and auxiliary lanes.	SBCTA 1 of 2 Caltrans 8 of 12	Medium High	\$ 625,400	\$ 64,000	\$ 53,831	\$ 64,000	F	\$ 117,831			\$ 117,831				
South	SBD	Caltrans, City of Rancho Cucamonga	Etiwanda Avenue Grade Separation	Replace an at-grade crossing with a new grade separated overcrossing. Add 1,700 feet of sidewalks/bike lanes.	Caltrans 4 of 12	Medium	\$ 60,000	\$ 60,000	\$ -	\$ 60,000			\$ 7,850	\$ 52,150	\$ 52,150	\$ 5,000	\$ 2,000	\$ 850	
South	VEN	Caltrans	Rt 34 (Fifth St) / Rice Avenue Grade Separation	Grade separate existing overcrossing and widen from four lanes to six lanes, install connector roads, signals, and sidewalks.	Caltrans 3 of 12	High	\$ 79,192	\$ 68,606	\$ -	\$ 68,606			\$ 12,406	\$ 56,200	\$ 56,200	\$ 8,000	\$ 4,406		
TOTAL - SOUTH REGION							\$ 2,570,733	\$ 989,040	\$ 494,615	\$ 332,256									
South Target							\$ 467,000												

2018 Trade Corridor Enhancement Program
TCEP-P-1819-01
Updated Program of Projects
(1,000's)

Region	CO	Applicant Agency	Project Title	Project Description	Priority	Consensus Rating	Total Project Cost	Total Requested Amount	Recommended Regional Funding	Recommended State Funding	Federal State Funding	2017-18	2018-19	2019-20	CON	R/W	PS&E	PA&ED	
Border	SD	Caltrans, SANDAG, ICTC, SCAG	California-Mexico Border System Network Improvements (6 projects):		Caltrans 2 of 12	Medium High													
	SD	Caltrans, SANDAG, ICTC, SCAG	1. Rt 125/905 Connector	Construct freeway to freeway South-West Connector.			\$ 36,255	\$ 21,980	\$ 21,980	\$ -				\$ 21,980	\$ 21,980				
	SD	Caltrans, SANDAG, ICTC, SCAG	2. Rt 11/Siempre Viva Interchange and Commercial Vehicle Enforcement Facility, Segment 2B	Construct new interchange and begin site prep for the Commercial Vehicle Enforcement Facility, which includes drainage and utilities.			\$ 45,400	\$ 45,400	\$ -	\$ 37,118			\$ 4,810	\$ 32,308	\$ 32,308	\$ -300	\$ 4,810		
	SD	Caltrans, SANDAG, ICTC, SCAG	3. Otay Mesa East Port of Entry Segment 3A	Begin site preparations which include drainage and utilities.			\$ 40,350	\$ 29,770	\$ -	\$ 5,050			\$ 3,900	\$ 1,150		\$ 1,150	\$ 3,900		
	SD/IMP	Caltrans, SANDAG, ICTC, SCAG	4. Advanced Technology Corridors at Border POEs	Implement a fiber optic cable network to facilitate an advanced traveler information and border wait time system.			\$ 39,175	\$ 11,969	\$ -	\$ 11,969			\$ 2,317	\$ 9,652	\$ 9,652		\$ 2,317		
	IMP	Caltrans, SANDAG, ICTC, SCAG	5. Rt 98 Improvements	Widen Route 98 from four to six lanes, install associated sidewalks, Class II bike lanes, and curb ramps.			\$ 11,650	\$ 3,370	\$ -	\$ 3,370				\$ 3,370	\$ 3,370				
IMP	Caltrans, SANDAG, ICTC, SCAG	6. Calexico East POE Truck Crossing Improvement	Widen bridge to add truck lanes and passenger lanes along with eight foot shoulders.			\$ 29,844	\$ 3,000	\$ -	\$ 3,000			\$ 3,000						\$ 3,000	
Border	SD	SANDAG	Sorrento to Miramar, Ph2 Intermodal Improvements	Add 1.9 miles of double track in slowest area, install signal improvements and retaining walls.	1 of 1	Medium High	\$ 129,037	\$ 10,500	\$ 10,500	\$ -				\$ 10,500		\$ 10,500			
Border	SD	City of San Diego	Otay Mesa Truck Route, Phase 4A	Widen and pave existing service road, redirect laden/unladen trucks on dedicated route.	1 of 1	Medium +	\$ 19,530	\$ 6,000	\$ 6,000	\$ -			\$ 6,000		\$ 6,000				
Border	SD	SD Unified Port District	National City Marine Terminal Rail Track Extension	Construct connector track and realign Marina Way.	Port 2 of 2	Medium	\$ 13,120	\$ 9,184	\$ 585	\$ -	F		\$ 585				\$ 585		
Border	SD	SD Unified Port District	Tenth Avenue Marine Terminal Beyond Compliance Environmental Enhancements	Expand shore power and purchase "Bonnet" system.	Port 1 of 2	Medium	\$ 8,100	\$ 5,670	\$ 5,600	\$ -	F			\$ 5,600	\$ 5,600				
TOTAL - BORDER REGION							\$ 372,461	\$ 146,843	\$ 44,665	\$ 60,507									
Border Target							\$ 89,000												
Central	SB	SBCAG	Rt 101 Multimodal Corridor	Construct HOV lanes between Carpinteria and Santa Barbara, reconstruct or replace bridges and overcrossing, install sound walls and ITS elements.	Caltrans 6 of 12	Medium													
	SB	Caltrans	South Coast 101 HOV-Carpinteria - Segment 4A	Construct 5.8 lane miles of HOV and other Improvements (CMGC)			\$ 135,845	\$ 16,000	\$ 16,000	\$ 35,000				\$ 51,000	\$ 51,000				
	SB	Caltrans	South Coast 101 HOV-Padaro - Segment 4B	Construct 5.8 lane miles of HOV and other Improvements (CMGC)			\$ 202,380	\$ -	\$ -	\$ -									
	SB	Caltrans	South Coast 101 HOV-Summerland - Segment 4C	Construct 3.4 lane miles of HOV and other Improvements (CMGC)			\$ 135,845	\$ -	\$ -	\$ -									
TOTAL - CENTRAL REGION							\$ 474,070	\$ 16,000	\$ 16,000	\$ 35,000									
Central Target							\$ 16,000												
Other	SHA	Caltrans, SRTA	Rt 5, Redding to Anderson Widening, Phase 2	Widen road and structures from four to six lanes, replace two bridges, and install closed circuit TV and fiber optic cable.	Caltrans 9 of 12	Medium+	\$ 126,258	\$ 65,700	\$ 24,000	\$ 41,700	F	\$ 65,700			\$ 65,700				
Other Target							\$ 16,000												
GRAND TOTAL							\$ 4,248,082	\$ 1,572,469	\$ 840,166	\$ 554,463									

Shaded area reflects the changes

SUMMARY	REGIONAL	STATE	TOTAL
TARGETS	\$ 805,000	\$ 536,000	\$ 1,341,000
RECOMMENDATION	\$ 840,166	\$ 554,463	\$ 1,394,629
DIFFERENCE	\$ 35,166	\$ 18,463	\$ 53,629

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: August 15-16, 2018

Reference No.: 4.21
Action

Published Date: August 3, 2018

From: SUSAN BRANSEN
Executive Director

Prepared By: Anja Aulenbacher
Assistant Deputy Director

Subject: **TECHNICAL ADJUSTMENTS TO THE 2017 ACTIVE TRANSPORTATION PROGRAM**
RESOLUTION G-18-42, AMENDING RESOLUTIONS G-16-32, G-17-04, G-17-29, G-17-38, and G-18-02

ISSUE:

With the adoption of the 2017 Active Transportation Program, the California Transportation Commission (Commission) authorized staff, in consultation with Caltrans and regional agencies, to make minor technical changes as needed to the 2017 Active Transportation Program to reflect the most current information, or to clarify the Commission's programming commitments and report any substantive changes back to the Commission for approval.

RECOMMENDATION:

Commission staff recommends that the Commission approve the technical changes and clarifications to the 2017 Active Transportation Program as set forth in Resolution G-18-42 (Attachment A).

BACKGROUND:

The technical adjustments are necessary to ensure that the most accurate and current project information is included in the 2017 Active Transportation Program. These adjustments are outlined in Attachment C.

Attachments:

Attachment A: Resolution G-18-42

Attachment B: Letter from Rihui Zhang, Chief, Division of Local Assistance, Caltrans

Attachment C: 2017 Active Transportation Program Technical Corrections

**CALIFORNIA TRANSPORTATION COMMISSION
Technical Adjustments to the 2017 Active Transportation Program**

**RESOLUTION G-18-42
Amending Resolutions G-16-32, G-17-04, G-17-29, G-17-38, G-18-02**

- 1.1 **WHEREAS**, the California Transportation Commission adopted the 2017 Active Transportation Program Statewide and Small Urban and Rural Components, Resolution G-16-32 on December 7, 2016; and
- 1.2 **WHEREAS**, the California Transportation Commission adopted the 2017 Active Transportation Program Metropolitan Planning Organization Component, Resolution G-17-04 on March 15, 2017; and
- 1.3 **WHEREAS**, the California Transportation Commission adopted the 2017 Active Transportation Program Augmentation Statewide and Small Urban and Rural Components, Resolution G-17-29 on October 18, 2017; and
- 1.4 **WHEREAS**, the California Transportation Commission adopted the 2017 Active Transportation Program Augmentation Metropolitan Planning Organization Component (7 of 10 Large MPO's), Resolution G-17-38 on December 6, 2017; and
- 1.5 **WHEREAS**, the California Transportation Commission adopted the 2017 Active Transportation Program Augmentation Metropolitan Planning Organization Component (3 of 10 Large MPO's), Resolution G-18-02 on January 31, 2018; and
- 1.6 **WHEREAS**, section 2.5 of Resolution G-16-32, section 2.15 of Resolution G-17-04, section 2.4 of Resolutions G-17-29, G-17-38 and G-18-02 authorized Commission staff, in consultation with Caltrans and project sponsors, to make minor technical changes as needed to the Active Transportation Program 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; and
- 1.7 **WHEREAS**, Commission staff, in consultation with staff from Caltrans and project sponsors, has identified the technical corrections and adjustments reflected in the updated program of projects.
- 2.1 **NOW, THEREFORE, BE IT RESOLVED**, that the California Transportation Commission approves the technical corrections and clarifications as reflected in the updated program of projects; and
- 2.2 **BE IT FURTHER RESOLVED**, that all provisions stipulated in Resolutions G-16-32, G-17-04, G-17-29, G-17-38, and G-18-02 remain in effect; and
- 2.3 **BE IT FURTHER RESOLVED**, that Resolutions G-16-32, G-17-04, G-17-29, G-17-38, and G-18-02 are hereby amended.

DEPARTMENT OF TRANSPORTATION

DIVISION OF LOCAL ASSISTANCE

P.O. BOX 942873, MS-1

SACRAMENTO, CA 94273-0001

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*Making Conservation
a California Way of Life.*

July 13, 2018

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

Dear Ms. Bransen:

Please find the attached spreadsheet detailing the California Department of Transportation's (Caltrans) recommendations for technical corrections to the **Adopted 2017 Active Transportation Program (ATP) Original and Augmentation** (Cycle 3 and 3A) program of projects:

Attachment - Active Transportation Program Cycle 3 and 3A Technical Corrections

Local agencies, Caltrans and Metropolitan Planning Organizations have identified needed corrections to the original ATP programming.

It is Caltrans recommendation that these technical corrections be adopted by the California Transportation Commission at the August 2018 meeting.

If you have any questions regarding this information please contact April Nitsos at (916) 653-8450.

Sincerely,

A handwritten signature in black ink, appearing to read "Rihui Zhang".

RIHUI ZHANG, Chief
Division of Local Assistance

Attachment

- c: Coco Briseño, Deputy Director, Planning and Modal Programs, Caltrans
Robert Nelson, Deputy Director, California Transportation Commission
April Nitsos, Office Chief, Office of State Programs, Division of Local Assistance
Laurie Waters, Associate Deputy Director, California Transportation Commission

Active Transportation Program Cycle 3 Technical Corrections

2017 Active Transportation Program - Statewide (SW) Original Component (Technical Corrections Highlighted)

\$1000's

MPO	Co	Application ID	Project Title	Total Project Cost	Total Fund Request	Funding Reco	17-18 GGRF	17-18 SB1	18-19 SB1	19-20 FED/SHA	20-21 FED/SHA	CON	CON NI	PA&E D	PS&E	ROW	Project Type	SHA	Comments
-	Var	53-Caltrans-1	Active Transportation Resource Center	0 5058	5,058	5,058	-	-	-	3,833	1,225	5058 0	0 5058	0	0	0	NI	X	This is an NI only project- Technical correction & SOF
-	TEH	02-Corning-1 Cancelled by the Agency	First Street Class 2 Bike Lanes	73 0	73 0	73 0	-	-	-	73 0	0	67 0	0	4 0	5 0	0	I	0	Agency cancelled project after award
-	SAC	03-Sacramento County-4	47th Ave Pedestrian and Bicycle Improvements	4235 3427	3,009	3,009	-	-	-	3,009	0	3,009	0	0	0	0	I	0	Total project costs updated with current estimate from the agency
-	FRE	06-Fresno-2	Midtown Fresno Trail: McKinley Avenue Gap Closure	3519 3491	1,556	1,556	-	-	-	1,556	0	1,556	0	0	0	0	I	0	Total project costs updated with a new PPR from the agency

Red text with Black strike through= Caltrans Coordination per CTC Resolution- represented in an e-mail or written agreement with the project sponsor

Red text with Yellow highlight= Technical correction

Active Transportation Program Cycle 3 Technical Corrections

2017 Active Transportation Program - Statewide (SW) Augmentation Advances (Technical Corrections Highlighted)

\$1000's

MPO	Co	Application ID	Project Title	Total Project Cost	Total Fund Request	Funding Reco	17-18 GGRF	17-18 SB1	18-19 SB1	19-20 FED/SHA	20-21 FED/SHA	CON	CON NI	PA&E D	PS&E	ROW	Project Type	SHA	Comments
-	ALA	04-Oakland-1	Fruitvale Alive Gap Closure	8241 8541	5,850	5,850		850	5,000	0	0	5,000	0	0	800	50	I		Total project costs updated with new estimate and PPR from the agency

2017 Active Transportation Program - Statewide (SW) Augmentation New (Technical Corrections Highlighted)

\$1000's

MPO	Co	Application ID	Project Title	Total Project Cost	Total Fund Request	Funding Reco	17-18 GGRF	17-18 SB1	18-19 SB1	19-20 FED/SHA	20-21 FED/SHA	CON	CON NI	PA&E D	PS&E	ROW	Project Type	SHA	Comments
-	MO NO	09-Mono County-1 Cancelled by the Agency	Mono County-1 Complete Streets- Bridgeport Main Street Revitalization	434 0	434 0	434 0		23 0	43 0	368 0	0	368 0	0	23 0	43 0	0	I		Agency cancelled after award

Red text with Black strike through= Caltrans Coordination per CTC Resolution- represented in an e-mail or written agreement with the project sponsor

Red text with Yellow highlight= Technical correction

-Typos

Active Transportation Program Cycle 3 Technical Corrections

2017 ATP - Small Urban and Rural (SU&R) Original Component (Technical Corrections Highlighted)

\$1000's

MPO	Co	Application ID	Project Title	Total Project Cost	Total Fund Request	Funding Reco	17-18 GGRF	17-18 SB1	18-19 SB1	19-20 FED/SHA	20-21 FED/SHA	CON	CON NI	PA&ED	PS&E	ROW	Project Type	SHA	Comments
	ME N	01-Fort Bragg-1	Fort Bragg Coastal Trail Phase II	1514 1009	766	766	-	0	0	766	0	766	0	0	0	0	I	766	Total project costs updated with new Engineer's estimate and PPR from the agency.
	SBO SBT	05-Hollister-1	Safe Connections and Complete Streets for West Side of Hollister	5315	1078	1078	-	0	0	0	1078	1078	0	0	0	0	I	0	Incorrect county abbreviation was programmed

2017 ATP - Small Urban and Rural (SU&R) Augmentation Component (Technical Corrections Highlighted)

\$1000's

MPO	Co	Application ID	Project Title	Total Project Cost	Total Fund Request	Funding Reco	17-18 GGRF	17-18 SB1	18-19 SB1	19-20 FED/SHA	20-21 FED/SHA	CON	CON NI	PA&ED	PS&E	ROW	Project Type	SHA	Comments
-	HU M	01-Blue Lake-3	Blue Lake Annie & Mary Trail, Phase 1	983	976	976	-	120	856	0	0	777	6	120	63	10	INI	0	This project was programmed as 01-Blue Lake-1. It is #3
-	SB	05-Santa Barbara-1	Las Positas and Modoc Roads Class I Construction	17106	500	500	-	500	0 15556	0	0	0	0	0	0	500	I	0	Programming change, voted at the May CTC meeting

Red text with Black strike through= Caltrans Coordination per CTC Resolution- represented in an e-mail or written agreement with the project sponsor

Red text with Yellow highlight= Technical correction

-Typos

Active Transportation Program Cycle 3 Technical Corrections

2017 Active Transportation Program - MPO Original Component (Technical Corrections Highlighted)
\$1000's

MPO	Co	Application ID	Project Title	Total Project Cost	Total Fund Request	Funding Reco	17-18 GGRF	17-18 SB1	18-19 SB1	19-20 FED/SHA	20-21 FED/SHA	CON	CON NI	PA&ED	PS&E	ROW	Project Type	SHA	Comments
MTC	NAP	04-City of Napa-1 04-Napa-1	SR 29 Bike/Ped Undercrossing	742	531	531	-	-	-	531	0	531	0	0	-	0	I	531	Agency entered the incorrect name
SCAG	IMP	11-Imperial-1 (wrong agency name) 11-Imperial Office of Education-1	Project Ride, Walk, Learn	224	224	224	0	0	0	224	0	224	0	0	0	0	NI	0	Agency entered the incorrect name. This project is NI
SCAG	LA	07-Los Angeles DPW (BOE)-2	DTLA Arts District Pedestrians & Cyclist Safety Project	15,000	14,850	14,850	-	-	-	2550	12300	12300	0	0	2550	0	I	0	Incomplete agency name was programmed
SCAG	LA	07-LA County-MTA-3	Reconnecting Union Station to the Historic Cultural Communities of DTLA	5326 0	3157 0	3157 0	-	-	-	3157 0	0	3157 0	0	0	0	0	I	0	Moved to 3A. The MPO included it in their Augmentation list as a "New" project.
SCAG	SBD	08-Redlands-1	East Valley Corridor Bike Route Interconnect Project	2640 0	2063 0	2063 0	-	-	-	1863 0	200 0	2063 0	0	0	0	0	I	2063 0	Moved to 3A. The MPO included it in their Augmentation list as a "New" project.

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-Typos

Active Transportation Program Cycle 3 Technical Corrections

2017 Active Transportation Program - MPO Original Component (Technical Corrections Highlighted)
\$1000's

MPO	Co	Application ID	Project Title	Total Project Cost	Total Fund Request	Funding Reco	17-18 GGRF	17-18 SB1	18-19 SB1	19-20 FED/SHA	20-21 FED/SHA	CON	CON NI	PA&ED	PS&E	ROW	Project Type	SHA	Comments
SCAG	VAR	07-SCAG-5	SCAG 2017 Active Transportation Safety & Encouragement Campaign	2,690	1,784	1,784	-	-	1784 0	1,784	0	0	1784	0	0	0	NI	0	No 17-18 Funding in Cycle 3. This project needs to be programmed with SHA/Fed in 19/20 OR move to 3A-advanced

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Red text with Yellow highlight= Technical corection

-Typos

Active Transportation Program Cycle 3 Technical Corrections

2017 Active Transportation Program - MPO Augmentation Advances (Technical Corrections Highlighted)
\$1000's

MPO	Co	Application ID	Project Title	Total Project Cost	Total Fund Request	Funding Reco	17-18 GGRF	17-18 SB1	18-19 SB1	19-20 FED/SHA	20-21 FED/SHA	CON	CON NI	PA&ED	PS&E	ROW	Project Type	SHA	Comments
FCOG	FRE	06-Fresno PARCS-1	Fresno Pedestrian and Bike Safety Education Program	265	250	250		0	250	0	0	0	250	0	75 0	0	NI	0	The 75 is an error, the project total is 250
MTC	ALA	04-Alameda Co. PWA-8	Active Oakland: Comprehensive SRTS Program (NI)	977	977	977	0	0	977	0	0	977 0	0 977	0	0	0	NI	0	NI only project
MTC	ALA	04-Alameda Co. PWA-5	Fairview Elementary School SRTS D Street Improvements	3,306	542	542	0	0	542	0	0	0	0	0	542	0	I	0	Agency decided to change the project name
MTC	ALA	04-Alameda Co. PWA-6	Somerset Avenue SRTS Corridor	3652 4207	330	330	0	0	330	0	0	0	0	0	330	0	I	0	The project costs increased
StanCOG	STA	10-Turlock-1	SRTS ADA Pedestrian Improvements, Various Locations	1,760	1,521	1,521		249	1,272	0	0	1272	0	125	124	0	NI I	0	No NI funds on the project
TCAG	TUL	06-Farmersville-1	Farmersville SRTS East Walnut Avenue	827	520	520		88	432	0	0	426	0	25	63	6	NI I	0	No NI funds on the project

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-Typos

Active Transportation Program Cycle 3 Technical Corrections

2017 Active Transportation Program - MPO Augmentation Advances (Technical Corrections Highlighted)
\$1000's

MPO	Co	Application ID	Project Title	Total Project Cost	Total Fund Request	Funding Reco	17-18 GGRF	17-18 SB1	18-19 SB1	19-20 FED/SHA	20-21 FED/SHA	CON	CON NI	PA&ED	PS&E	ROW	Project Type	SHA	Comments
TCAG	TUL	06-Tulare County-5	Woodville Sidewalk Improvements along Road 168	837	832	832		75	757	0	0	757	0	0	75	0	INI I	0	No NI funds on the project
SCAG	LA	07-Pasadena-2	Pasadena - PUSD SRTS Education and Encouragement Program	832	462 780	462 780		0	462 780	0	0	462 0	0 780	0	0	0	NI	0	This was a Cycle 3 MPO, the funds were advanced in augmentation and more funds were added in augmentation

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Red text with Yellow highlight= Technical corections

-Typos

Active Transportation Program Cycle 3 Technical Corrections

2017 Active Transportation Program - MPO Augmentation New (Technical Corrections Highlighted)
\$1000's

MPO	Co	Application ID	Project Title	Total Project Cost	Total Fund Request	Funding Reco	17-18 GGRF	17-18 SB1	18-19 SB1	19-20 FED/SHA	20-21 FED/SHA	CON	CON NI	PA&ED	PS&E	ROW	Project Type	SHA	Comments	
SANDAG	SDG	11-Chula Vista Elementary School District-1	Chula Vista Rides to School!	202	202	202	0	2	200	0	0	0	200	1	1	0	INI	0	This project is an NI with bike racks. Bike racks have to be Infrastructure, so funds were moved to CON-I	
SANDAG	SDG	11-San Diego County-5	Rock Springs Road SRTS Sidewalks and Bike Lanes	1717	1160	1160	0	280	880	0	0	1312	755	0	100	180	125	I	0	The ATP fund total is 1160, the CON amount was over the ATP fund amount
SCAG	LA	07-LA County MTA-3	Reconnecting Union Station to the Historic Cultural Communities of DTLA	6,276	2169 5326	2169 5326		0	0	2169 5326	0	2169 5326	0	0	0	0	I	0	This was a Cycle 3 original, then Augmentation funds were added to it	
SCAG	LA	07-Pasadena-2	Pasadena - PUSD Safe Routes to School Education and Encouragement Program	832	318	318		0	318	0	0	0	318	0	0	0	NI	0	This was a Cycle 3 MPO, the funds were advanced in augmentation and more funds were added in augmentation	

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-Typos

Active Transportation Program Cycle 3 Technical Corrections

2017 Active Transportation Program - MPO Augmentation New (Technical Corrections Highlighted)
\$1000's

MPO	Co	Application ID	Project Title	Total Project Cost	Total Fund Request	Funding Recommendation	17-18 GGRF	17-18 SB1	18-19 SB1	19-20 FED/SHA	20-21 FED/SHA	CON	CON NI	PA&ED	PS&E	ROW	Project Type	SHA	Comments
SCAG	SBD	08-Redlands-1	East Valley Corridor Bike Route Interconnect Project	49 2640	49 2112	49 2112	0	0	0	0	49 2112	49 2112	0	0	0	0	I	49 2112	This was a Cycle 3 MPO, the funds were advanced in augmentation and more funds were added in augmentation
SCAG	SBD	08-San Bernardino County-3	Sunburst Avenue Class II Bike Lanes, Joshua Tree	1118	1118	1118		20 15	1098 1103	0	0	942	0	15	161	0	I	0	The \$20 in 17-18 is an error, it should equal the PA&ED amount (\$15), which increases the 18-19 amount by \$5.

Red text with Black strike through= Caltrans Coordination per CTC Resolution- represented in an e-mail or written agreement with the project sponsor
 Red text with Yellow highlight= Technical correction
 -Typos

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: August 15-16, 2018

Reference No.: 2.2c.(8)
Action

Published Date: August 3, 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, INCLUDING ADDENDUM 6 FOR THE REDLANDS PASSENGER RAIL PROJECT (RESOLUTION E-18-111)**

ISSUE:

Should the California Transportation Commission (Commission), as a Responsible Agency, accept the Final Environmental Impact Report, including Addendum 6 for the Redlands Passenger Rail Project (Project) in San Bernardino County and approve the Project for future consideration of funding?

RECOMMENDATION:

Staff recommends the Commission accept the Final Environmental Impact Report and Statement of Overriding Considerations, including Addendum 6, and approve the Project for future consideration of funding.

BACKGROUND:

The San Bernardino County Transportation Authority is the California Environmental Quality Act lead agency for the Project. The Project will construct new railroad infrastructure along an approximate nine-mile section of rail corridor from the San Bernardino Transit Center to the University of the Redlands, including new stations, boarding platforms, signal improvements, bridge structure retrofits, and parking amenities.

On March 4, 2015, the San Bernardino County Transportation Commission adopted the Final Environmental Impact Report, including the Statement of Overriding Considerations. The Final Environmental Impact Report determined that impacts related to noise and flooding would be significant and unavoidable.

The San Bernardino County Transportation Commission found there were several benefits that outweigh the unavoidable adverse impacts of the project. These overriding benefits include economic, legal, social, and technological considerations that outweigh the identified significant effects on the environment. The San Bernardino County Transportation Commission determined that the Project would accomplish the following objectives:

- Implement new local transit service consistent with the Measure I Strategic Plan and the Regional Transportation Plan to reduce travel times between residential areas, employment centers, and major activity areas.
- Develop the necessary rail infrastructure to facilitate passenger service between the cities of San Bernardino and Redlands, maximizing opportunities to accommodate track building out in the future.
- Implement a transit project capable of helping to achieve regional and state goals to reduce greenhouse gases.
- Maximize opportunities for revitalization of the Redlands Corridor by linking transit service along the railroad corridor to intermodal hubs, such as the San Bernardino Transit Center in the City of San Bernardino and Transit Villages planned by the City of Redlands and University of Redlands.
- Implement safety improvements that will benefit both existing freight and proposed passenger operations.
- Utilize the existing railroad corridor and right of way to the extent feasible, thereby minimizing potential impacts to sensitive resources.

Since adoption of the Final Environmental Impact Report, the San Bernardino County Transportation Authority issued minor, non-substantial design changes and documented those modifications through multiple addendums: Addendums one through three received approval on September 6, 2017, a fourth addendum received approval on October 4, 2017, and the fifth addendum received approval on January 4, 2018.

On June 6, 2018, the San Bernardino County Transportation Authority synthesized the previous changes and approved Addendum 6, incorporating two additional design refinements that include:

- Downtown Station Diesel Multiple Unit Relocation: Split the boarding platforms into two (2) separate Metrolink and Diesel Multiple Unit platforms as reflected in the design for the Downtown Redlands station.
- Refinements to Eureka Street At-Grade Crossing: Added pedestrian and related safety improvements, including the relocation of a signal house and antenna.

On July 23, 2018, the San Bernardino County Transportation Authority confirmed that the Final Environmental Impact Report, including Addendum 6, remains valid and that there are no new identified impacts requiring mitigation. The San Bernardino County Transportation Authority also confirmed that the preferred alternative set forth in the final environmental document is consistent with the Project scope of work programmed by the Commission.

The Project is estimated to cost \$282,200,000 and is fully funded through construction with Measure I Sales Tax Funds (\$69,600,000), State Transit Account Funds (\$24,900,000), Public Transportation Modernization Improvement and Service Enhancement Account Funds (\$19,100,000), California Transit Security Grant Program Funds (\$5,200,000), Congestion Mitigation and Air Quality Funds (\$34,800,000), Federal Transit Administration 5307 Funds

(\$8,000,000), Transportation Investment Generating Economic Recovery Funds (\$8,700,000), Transit and Intercity Rail Capital Program Funds (\$9,200,000), City Funds (\$3,200,000), Private Funds (\$4,700,000), State Transportation Improvement Program Funds (\$12,800,000), Local Partnership Program Funds (\$17,000,000), and Solutions for Congested Corridor Program Funds (\$65,000,000).

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

Attachments:

- A. Resolution E-18-111
- B. Statement of Overriding Considerations
- C. Project Location Map
- D. Notice of Determination

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
8 – San Bernardino County
Resolution E-18-111

- 1.1** **WHEREAS**, the San Bernardino County Transportation Authority has completed a Final Environmental Impact Report and Statement of Overriding Considerations pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the Redlands Passenger Rail Project (Project); and
- 1.2** **WHEREAS**, the San Bernardino County Transportation Authority has certified that the Final Environmental Impact Report for the Redlands Passenger Rail Project has been completed pursuant to CEQA and the CEQA Guidelines; and
- 1.3** **WHEREAS**, the Project is located on the rail corridor between the San Bernardino Transit Center and the University of Redlands; and
- 1.4** **WHEREAS**, the San Bernardino County Transportation Authority will construct new railroad infrastructure along an approximate nine-mile section of rail corridor from the San Bernardino Transit Center to the University of the Redlands, including new stations, boarding platforms, signal improvements, bridge structure retrofits, and parking amenities; and
- 1.5** **WHEREAS**, the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Final Environmental Impact Report and Addendum 6; and
- 1.6** **WHEREAS**, on March 4, 2015, the San Bernardino County Transportation Commission adopted the Final Environmental Impact Report; and
- 1.7** **WHEREAS**, on June 6, 2018, the San Bernardino County Transportation Authority adopted Addendum 6; and
- 1.8** **WHEREAS**, on July 23, 2018, the San Bernardino County Transportation Authority confirmed that the Final Environmental Impact Report remains valid with no new identified impacts; and
- 1.9** **WHEREAS**, on July 23, 2018, the San Bernardino County Transportation Authority confirmed that Addendum 6 remains valid with no new identified impacts; and
- 1.10** **WHEREAS**, the San Bernardino County Transportation Authority determined that impacts related to noise and flooding would be significant and unavoidable; and

- 1.11 WHEREAS**, the San Bernardino County Transportation Authority adopted a Statement of Overriding Considerations for the Project finding that the Project benefits outweigh the unavoidable adverse environmental impacts; and
- 1.12 WHEREAS**, the above-referenced significant effects are acceptable when balanced against the facts set forth in the Statement of Overriding Considerations.
- 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 6 for the above-referenced Project to allow for future consideration of funding.

options were also considered including two locomotive types (MP-36 and F-59) for conventional Metrolink style locomotive hauled coaches (LHC) and a diesel multiple unit (DMU). After consideration of comments received on the Draft EIS/EIR, SANBAG staff is recommending the Board Adopt Resolution 14-034 certifying the Final EIR for the Redlands Passenger Rail Project and approve the Preferred Project Alternative, as described in the Final EIS/EIR, with the integration of Design Option 2 (Use of Existing Layover Facilities), Design Option 3 (Waterman Avenue Station), and the use of DMUs as SANBAG's Locally Preferred Alternative (LPA).

SANBAG completed public outreach meetings in 2010 and 2011 as part of an initial Alternatives analysis to solicit public and agency comments on RPRP. On April 10, 2012 SANBAG initiated the environmental review process for the Project by filing a Notice of Preparation ("NOP") of a Draft EIR, per CEQA requirements. The NOP was circulated for public comments from April 10, 2012 to May 12, 2012. Notices for the NOP were mailed to other agencies (local and federal) and to property owners adjacent to the nine-mile long project. Two public scoping meetings were held during the NOP review period on April 24, 2012, at the esri Café in Redlands and on May 2, 2012, at the San Bernardino Hilton in San Bernardino. Comments received on the NOP were subsequently incorporated into the Draft EIR/EIS. Per federal requirements, a Notice of Intent (NOI) to prepare a Draft EIS was published in the *Federal Register* on July 31, 2012, allowing public review and comments to be submitted until October 11, 2012. Two public scoping meetings were held on September 25, 2012 in San Bernardino and September 27, 2012 in Redlands.

On August 6, 2014 a Notice of Completion ("NOC") and copies of the Draft EIR/EIS were distributed to the State Clearinghouse as well as local and state responsible and trustee agencies. The comments of such persons and agencies were sought, including by direct communication to agency staff. The federally required Notice of Availability (NOA) of the Draft EIR/EIS was published on August 15, 2014 in the *Federal Register*. The Draft EIR/EIS was circulated for public review and comment over a 45-day period that concluded on September 29, 2014. During that time, two public meetings were held on September 4, 2014, at the esri Café and on September 9, 2014, at The Hotel in San Bernardino. The Final EIR/EIS incorporated 67 comment letters that were received during the comment period and the associated written responses to each of these comment letters along with some minor clarifications and corrections. On February 20, 2015 the Final EIR/EIS was made available to the public and was directly distributed to individuals and agencies that provided comments on the Draft EIR/EIS.

On February 17, 2015 the FTA completed its review of the Final EIR/EIS, which includes the public and agency comments on the Draft EIR/EIS, response to comments, and the LPA. In compliance with NEPA, FTA has issued a Record of Decision (ROD) for the RPRP LPA, requiring the project incorporate all the mitigation measures of adverse effects presented in the Final EIR/EIS.

Findings and Statement of Overriding Considerations

Proposed Resolution 14-034 contains the findings required by CEQA in order to certify the Final EIR/EIS and approve the project under California law. The Final EIR/EIS concludes that implementation of the proposed mitigation measures will mitigate all significant adverse environmental impacts to a level of less than significant, except with respect to certain noise and flooding impacts. CEQA requires that where significant adverse environmental impacts cannot

be avoided or reduced to a level of less than significant after implementation of all mitigation measures, the certifying agency must adopt a statement of overriding considerations before it may legally approve the project. The statement of overriding consideration must set forth the basis on which the agency finds that the benefits of the project outweigh, or override, the remaining adverse environmental impacts. The proposed resolution contains the statement of overriding considerations for the Redlands Passenger Rail Project as recommended by staff.

Planning for the Project

In 1989, San Bernardino County voters approved Measure I to ensure that needed transportation projects were implemented county-wide through 2010. This ordinance included several specific transportation improvement projects, one of them being RPRP. In 1992, SANBAG purchased freight rail corridors from Atchison Topeka & Santa Fe Railroad with a vision to implement future passenger rail service. One of these corridors now serves as the Metrolink San Bernardino Line. In 2001, the Southern California Association of Governments (SCAG) initiated a visioning process, known as the Compass Blueprint Program, resulting in a regional strategy to accommodate projected growth in Southern California. As part of this visioning process, SANBAG prepared various planning studies and reports to explore transportation alternatives, station locations, and multi-modal transit development opportunities along the Redlands Rail Corridor.

Following the reauthorization of Measure I in 2004 by San Bernardino County voters, where RPRP was once again specifically identified, SANBAG prepared multiple planning documents, including the Measure I 2010-2040 Strategic Plan (2009) and Long Range Transit Plan, Interim Project Report (2009). These planning documents led to the identification of RPRP as a key project in the Measure I 2010-2040 Strategic Plan and inclusion in SCAG's 2012-2035 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS). SCAG's RTP/SCS specifically identifies RPRP as a means to address regional travel patterns within a delineated High Quality Transit Area.

Financial Impact:

There is no financial impact associated with approval of this resolution.

Reviewed By:

This item has not received prior policy committee or technical advisory committee review. SANBAG legal counsel has reviewed and approved this item.

Responsible Staff:

Mitch Alderman, Director of Transit and Rail Programs

Minute Summary:

Staff presented summary information contained within the agenda item. Following the staff presentation, President Michael opened the public hearing. The following individuals provided public comment:

Don Berry, ESRI, stated their strong support of the project.

Cory Nomura University of Redlands, stated their strong support for the project.

Tressy Capps suggested the Board delay taking any action today.

Stephen Rogers expressed concerns with due process.

Carole Beswick, Inland Action, expressed their strong support of the project.

Former Mayor of San Bernardino Pat Morris, expressed support for the project.

Commission chooses to integrate Design Option 3 into the Preferred Project in place of the Tippecanoe Avenue Rail Station.

- (f) Vehicle Options considered in the FEIR included two types of locomotives (MP-83 or F-59) or a DMU. With Tier 4 emission technology, both vehicle options would be capable of meeting air quality requirements as provided in Section 3.5.3 of the FEIS. However, in relation to operational noise, even with the implementation of quiet zones, the locomotive vehicle type would continue to result in severe noise impacts to noise sensitive land uses. In contrast, with the implementation of quiet zones, the DMU vehicle type would be capable of eliminating severe noise impacts to noise sensitive land uses. For these reasons, the Commission chooses to integrate the DMU vehicle option into the Preferred Project,
- (g) Additional alternatives to the Project were considered by the Commission, including Light Rail Transit (LRT), Battery Powered Locomotives, Bus Rapid Transit (BRT), and New Rail Alignment Alternatives. However, as described in Section 2.5 of the FEIR, these alternatives were unable to either accomplish project objectives or avoid significant environmental effects of the Project and were rejected from further consideration in the FEIR.

SECTION 6. The preceding Findings, although based primarily on conclusions in the FEIR, have not attempted to describe the full analysis of each environmental impact contained in the FEIR. Instead, the Findings incorporate by reference the discussions and analyses in the FEIR and supporting reference documents for the FEIR's determinations regarding the nature and severity of the impacts of the Project and mitigation measures designed to address those impacts. In making these Findings, the Commission, ratifies, adopts, and incorporates into these Findings the analysis and explanation in the FEIR and ratifies, adopts, and incorporates in these Findings the determinations and conclusions of the FEIR.

SECTION 7. The FEIR found that the Project would result in significant unavoidable adverse impacts in the areas of noise and flooding. Consistent with Section 15093 of the State CEQA Guidelines, the Commission, hereby makes a Statement of Overriding Considerations and finds that the benefits of the Project, as outlined below, outweigh its unavoidable environmental impacts and thus render those impacts acceptable. Any one of these reasons 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 Commission would stand by its determination that each individual reason is sufficient in and of itself. 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. The Commission also finds that the Project is consistent with the statement of purpose and need as detailed in the FEIR in Chapter 1.0, incorporated herein by reference. The benefits of the Project outweigh its unavoidable environmental impacts because the Project would meet the following objectives:

- (a) Implement new local transit service consistent with the Measure I Strategic Plan and the RTP to reduce travel time between residential areas, employment centers, and major activity centers.
- (b) Develop necessary rail infrastructure to facilitate passenger service between the cities of San Bernardino and Redlands and maximize opportunities to accommodate track build-out in the future.
- (c) Implement a transit project capable of helping to achieve regional and state goals to reduce greenhouse gases while supporting opportunities for future compact development as required under AB 32 and SB 375.
- (d) Maximize opportunities for revitalization of the Redlands Corridor by linking transit service along the railroad corridor to intermodal hubs, such as the San Bernardino Transit Center in the City of San Bernardino and Transit Villages planned by the City of Redlands and University of Redlands.
- (e) Implement safety improvements that will benefit both existing freight and proposed passenger operations per Federal Railroad Administration (FRA) safety guidelines and SANBAG's purchase agreement with BNSF.
- (f) Utilize the existing railroad corridor and right of way to the extent feasible, thereby minimizing potential impacts to sensitive resources, as well as minimizing potential adverse effects to the surrounding communities.

SECTION 8. Consistent with CEQA Section 15088.5, the Commission has determined that no significant new information requiring recirculation of the EIR has occurred. Specifically, the Commission has determined, based on the substantial evidence presented to it, that (1) no new significant environmental impact would result from the Project or from a new mitigation measure proposed to be implemented; (2) no substantial increase in the severity of an environmental impact would result from the Project; (3) no feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the Project; and (4) the DEIR is not so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded. Specifically, the Commission finds that the changes in response to comments and revisions and/or minor corrections do not constitute significant new information under Section 15088.5(a).

SECTION 9. Consistent with CEQA Section 21081.6(a), the documents that constitute the record of proceedings for approving this Project are located in the SANBAG office, 1170 West 3rd Street, 2nd Floor, San Bernardino, California. The custodian of these documents is Mr. Mitchell A. Alderman, P.E., Director of Transit and Rail Programs.

SECTION 10. Consistent with Public Resources Code Section 21081.6, the Commission approves the FEIR and adopts the Mitigation Monitoring and Reporting Program to mitigate or avoid significant effects of the Project on the environment, as detailed in Section 3 of this Resolution, and to ensure compliance during Project implementation.

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.

Redlands Passenger Rail Project

Project Title

2012041012	Carrie Schindler	(909) 884-8276
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): The project is located on the rail corridor between the San Bernardino Transit Center and the University of Redlands in San Bernardino County.

Project Description: The project will construct new railroad infrastructure along an approximate nine-mile section of rail corridor from the San Bernardino Transit Center to the University of the Redlands, including new stations, boarding platforms, signal improvements, bridge structure retrofits, and parking amenities.

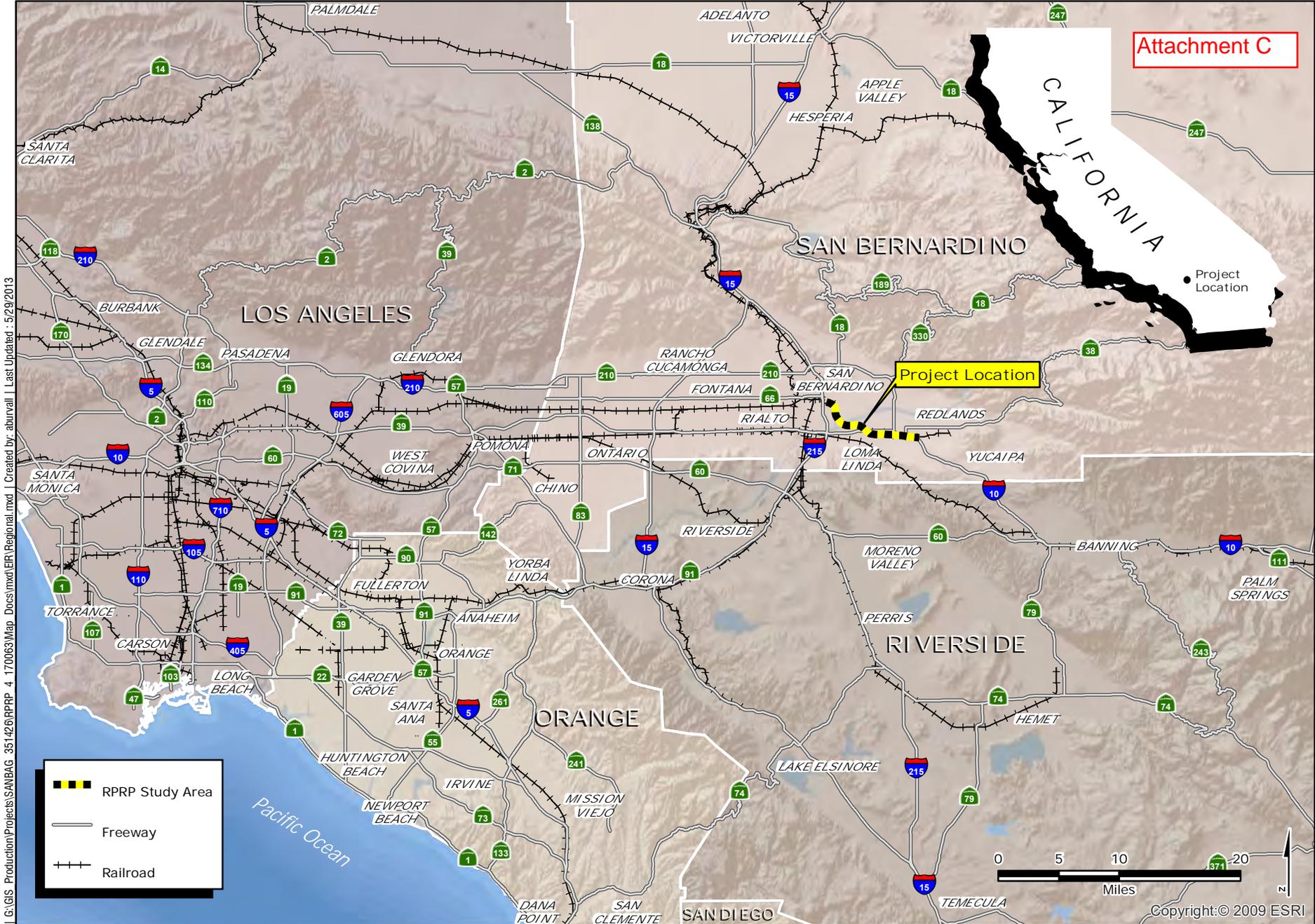
This is to advise that the California Transportation Commission has approved the above described project on August 15-16, 2018, and has made the following determinations regarding the above described project:

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

The above identified document with comments and responses and record of project approval is available to the General Public at: 1170 West 3rd Street, 2nd Floor, San Bernardino, CA 92410

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

Date received for filing at OPR:



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M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: August 15-16, 2018

Reference No.: 2.2c.(9)
Action

Published Date: August 3, 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 METRO GOLD LINE FOOTHILL EXTENSION PROJECT (RESOLUTION E-18-112)**

ISSUE:

Should the California Transportation Commission (Commission), as a Responsible Agency, accept the Final Environmental Impact Report for the Metro Gold Line Foothill Project (Project) in Los Angeles County and approve the Project for future consideration of funding?

RECOMMENDATION:

Staff recommends the Commission accept the Final Environmental Impact Report and Statement of Overriding Considerations, and approve the Project for future consideration of funding.

BACKGROUND:

The Los Angeles County Metropolitan Transportation Authority is the California Environmental Quality Act lead agency for the Project. The Project will construct and extend 12.3-miles of light rail from Glendora to Montclair, including 26 at-grade crossings, eight grade separated crossings, and six new stations with parking.

On March 6, 2013, the Metro Gold Line Foothill Extension Construction Authority adopted the Final Environmental Impact Report, including the Statement of Overriding Considerations. The Final Environmental Impact Report determined that short-term air quality and noise impacts, and long-term traffic, vibration, and visual impacts, would be significant and unavoidable.

The Metro Gold Line Foothill Extension Construction Authority found there were several benefits that outweigh the unavoidable adverse impacts of the project. These overriding benefits include economic, legal, social, and technological considerations that outweigh the identified significant effects on the environment. The Metro Gold Line Foothill Extension Construction Authority cited the following benefits:

- Enhance city-to-city mobility by providing high frequency, reliable and direct transit connections to downtown areas within the Azusa to Montclair corridor area.

- Improve transportation capacity in underserved areas with no major transportation infrastructure to comply with forecast projections that estimate a 20 percent growth rate by 2035.
- Provide transportation improvements that provide direct connections to the regional transit system.
- Encourage new transit trip activity by providing a new transportation option for residents and employees within the corridor area.
- Generate long-term benefits in the areas of air quality, greenhouse gases, and energy by reducing air pollutant emissions, including reducing greenhouse gases by approximately 544 metric tons per day, which is the equivalent of approximately 60,000 gallons of gasoline consumed per day.

Since adoption of the Final Environmental Impact Report, the Metro Gold Line Foothill Extension Construction Authority issued Project refinements and documented those modifications through multiple addendums: Addendum 1 received approval on May 28, 2014, and a second addendum, received approval on December 17, 2014.

On March 23, 2016, the Metro Gold Line Foothill Extension Construction Authority adopted Addendum 3 to incorporate the following eight additional refinements:

- Modify access along Ada Avenue in Glendora.
- Modify the layout of the La Verne parking structure, without affecting the total number of available parking spaces. Pedestrian access from the parking structure to the La Verne Light Rail Transit station would be via a pedestrian underpass instead of at grade over the Light Rail Transit tracks.
- Modify access for Los Angeles Department of Water and Power to existing electrical transmission lines that run east-west on the south side of Interstate-210 north of the San Dimas Wash.
- Modify the alignment in various locations to maximize the desired 30-foot track separation between Light Rail Transit and freight.
- Relocate eight crossover locations, and the addition of a maintenance-of-way siding between White Avenue and Fulton Road in La Verne.
- Modify the Claremont Light Rail Transit station by shifting it approximately 300 feet to the east, converting it to a center platform station, and modify the existing Metrolink station platform from its current location west of College Avenue on the north side of the right-of-way. Move the Metrolink station platform to a center station platform located on the south side of the right-of-way, approximately 600 feet east of College Avenue.
- Modify the previous at-grade crossing at Foothill Boulevard and Grand Avenue in Glendora to a grade separated crossing with the Light Rail Transit being on a bridge structure over the intersection and the freight tracks relocated to the south and remaining at grade.
- Modify the previous at-grade crossing at South Indian Hill Boulevard in Claremont to a grade separated crossing.

On July 25, 2018, the Los Angeles County Metropolitan Transportation Authority confirmed that the Final Environmental Impact Report remains valid and that there are no new identified impacts requiring mitigation. The Los Angeles County Metropolitan Transportation Authority also confirmed that the preferred alternative set forth in the final environmental document is consistent with the Project scope of work programmed by the Commission.

The Project is estimated to cost \$1,448,900,000 and is fully funded through construction with Measure M Funds (\$1,019,000,000), Measure R Funds (\$58,500,000), Corridor Cities Funds (\$42,200,000), Transit and Intercity Rail Capital Program [Los Angeles/San Bernardino] Funds (\$290,200,000), and San Bernardino County Transportation Authority Funds (\$39,000,000).

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

Attachments:

- A. Resolution E-18-112
- B. Statement of Overriding Considerations
- C. Project Location Map
- D. Notice of Determination

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
7 – Los Angeles County
Resolution E-18-112

- 1.1 WHEREAS**, the Los Angeles County Metropolitan Transportation Authority has completed a Final Environmental Impact Report and Statement of Overriding Considerations pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the Metro Gold Line Foothill Project (Project); and
- 1.2 WHEREAS**, the Los Angeles County Metropolitan Transportation Authority has certified that the Final Environmental Impact Report for the Metro Gold Line Foothill Project has been completed pursuant to CEQA and the CEQA Guidelines; and
- 1.3 WHEREAS**, the Project is located on the light rail corridor between Glendora and Montclair; and
- 1.4 WHEREAS**, the Los Angeles County Metropolitan Transportation Authority will construct and extend 12.3-miles of light rail from Glendora to Montclair, including 26 at-grade crossings, eight grade separated crossings, and six new stations with parking; and
- 1.5 WHEREAS**, the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Final Environmental Impact Report and Addendum 3; and
- 1.6 WHEREAS**, on March 6, 2013, the Metro Gold Line Foothill Extension Construction Authority adopted the Final Environmental Impact Report; and
- 1.7 WHEREAS**, on March 23, 2016, the Metro Gold Line Foothill Extension Construction Authority adopted Addendum 3; and
- 1.8 WHEREAS**, on July 25, 2018, the Los Angeles County Metropolitan Transportation Authority confirmed that the Final Environmental Impact Report remains valid with no new identified impacts; and
- 1.9 WHEREAS**, on July 25, 2018, the Los Angeles County Metropolitan Transportation Authority confirmed that Addendum 3 remains valid with no new identified impacts; and
- 1.10 WHEREAS**, the Metro Gold Line Foothill Extension Construction Authority determined that short-term air quality and noise impacts, and long-term traffic, vibration, and visual impacts, would be significant and unavoidable; and

- 1.11 WHEREAS**, the Metro Gold Line Foothill Extension Construction Authority adopted a Statement of Overriding Considerations for the Project finding that the Project benefits outweigh the unavoidable adverse environmental impacts; and
- 1.12 WHEREAS**, the above-referenced significant effects are acceptable when balanced against the facts set forth in the Statement of Overriding Considerations.
- 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 for the above-referenced Project to allow for future consideration of funding.

EXHIBIT C

STATEMENT OF OVERRIDING CONSIDERATIONS
METRO GOLD LINE FOOTHILL EXTENSION - AZUSA TO MONTCLAIR
PROJECT**Unavoidable Significant Impacts**

The Metro Gold Line Foothill Extension - Azusa to Montclair Project would have short-term significant unavoidable adverse air quality and noise impacts during construction, and long-term traffic impacts at three locations (one in the City of San Dimas and two in the City of La Verne), vibration impacts at two locations (one in the City of Glendora and one in the City of San Dimas), and visual impacts at two locations (one in the City of Pomona related to the flyover element of the Project and one in the City of Laverne related to removals of the deodar cedar trees adjacent to the right-of-way).

The Authority Board has adopted all reasonable and practical mitigation measures to reduce these impacts. Implementation of these mitigation measures will substantially lessen these significant impacts; however, even with the implementation of these measures, during construction the peak day emissions of some pollutants may exceed the South Coast Air Quality Management District's daily threshold amounts and localized thresholds, and the short-term noise could remain a significant impact at some locations closest to the alignment. In the long term, there is no feasible mitigation that could be implemented within the existing right-of-way of the three intersections (San Dimas Canyon Road/Arrow Highway in San Dimas, and Wheeler Avenue/Arrow Highway and D Street/Arrow Highway in La Verne); however, even without mitigation these three intersections would continue to operate at acceptable levels of service (LOS) C and D. The implementation of the identified mitigation measures also would reduce the long-term vibration impacts to a less than significant level at the identified impacted locations, with two exceptions: one single family cluster in Glendora and the Red Roof Inn in San Dimas where the vibration impact could exceed 72 VdB threshold even with the combined mitigation that includes both the installation of floating slabs and reduced train speeds. In addition, although the identified mitigation measures and other efforts to address the long-term project impacts, including conformance with City of Pomona design policies, could reduce impacts on visual resources, the impact on visual resources from the Towne Avenue flyover would remain significant and unavoidable. Also, due to space constraints it would not be possible to replant or plant replacement trees within the existing right-of-way in the City of La Verne.

None of the alternatives considered in the Final EIR are considered acceptable for the reasons set forth in the Findings.

Project Benefits

The benefits of the Project include, but are not limited to, the following:

1. Enhancing city-to-city mobility by providing high frequency, reliable, and direct transit connections to downtown areas within the Azusa to Montclair corridor area.
2. Improving transportation capacity in the area that is underserved by existing transit options and with no major transportation infrastructure improvements planned in the future while being forecast to grow by 20 percent from 384,800 to 460,900 residents by 2035.
3. Providing transportation improvements that connect to the regional transit system.
4. Encouraging auto trip diversions and new transit trip activity by providing a new transportation option for residents and employees within the corridor area.
5. Producing overall long-term benefits in the areas of air quality, greenhouse gases and energy by reducing air pollutant emissions, including reducing greenhouse gases by approximately 544 metric tons per day, which is the equivalent of approximately 60,000 gallons of gasoline consumed each day.

The Authority further finds that Project as proposed would serve the interest of the public and achieve the project goals and objectives.

Conclusion

Pursuant to Section 15093 of the State CEQA Guidelines, the Authority Board hereby finds that the above public benefits of the Project, each individually, and all collectively, outweigh the significant and unavoidable short-term air quality and noise impacts, and long-term traffic, vibration, and visual impacts. Therefore, the Authority Board finds that approval and implementation of the proposed Project is considered appropriate and acceptable.

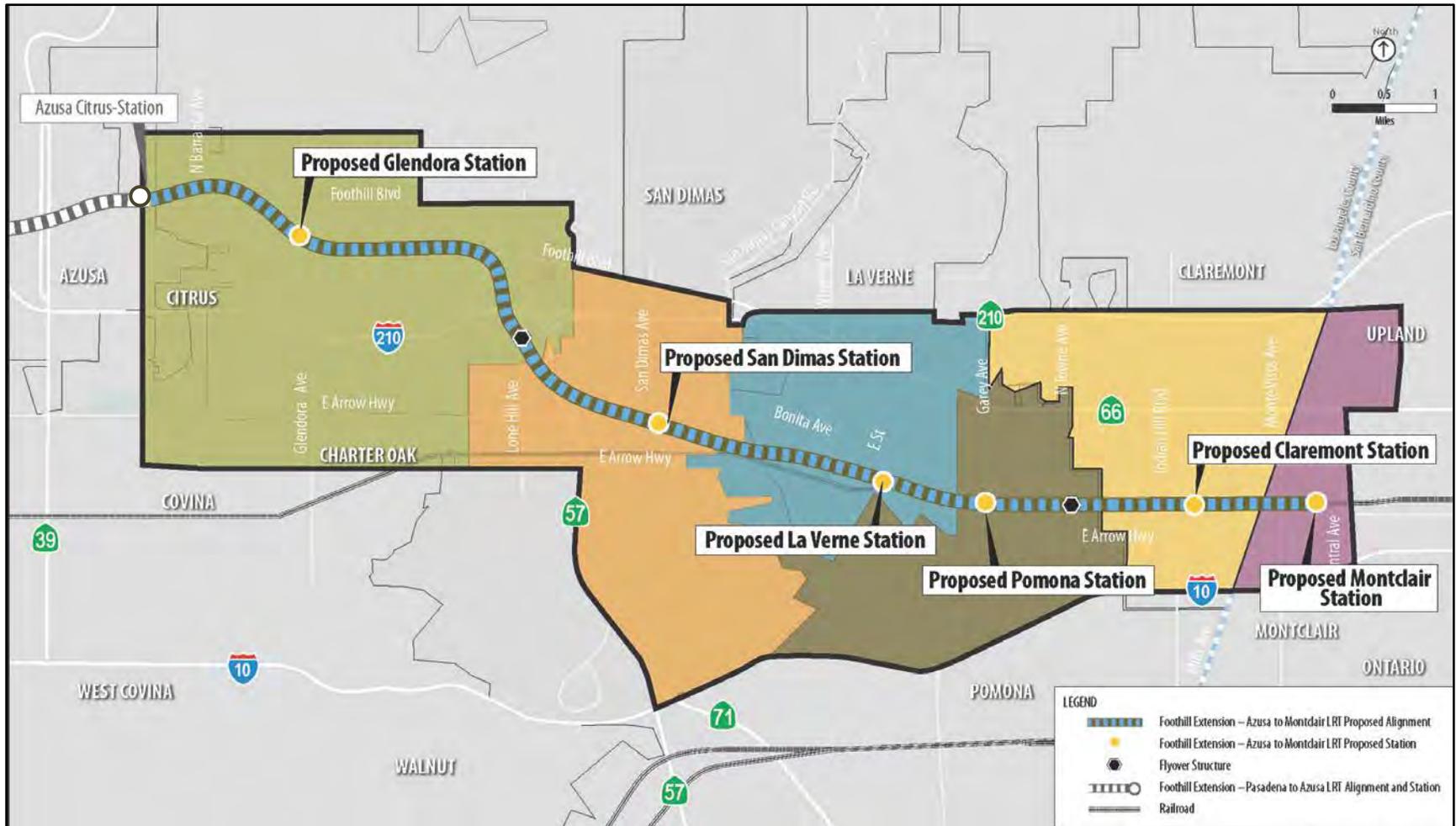


Figure S-1. Metro Gold Line Foothill Extension—Azusa to Montclair

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.

Metro Gold Line Foothill Project

Project Title

2010121069

John Skoury

(626) 305-7053

State Clearinghouse Number**Lead Agency Contact Person****Area Code/Telephone**

Project Location (include county): The project is located on the light rail corridor between Glendora and Montclair.

Project Description: The project will construct and extend 12.3-miles of light rail from Glendora to Montclair, including 26 at-grade crossings, eight grade separated crossings, and six new stations with parking.

This is to advise that the California Transportation Commission has approved the above described project on August 15-16, 2018, and has made the following determinations regarding the above described project:

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

The above identified document with comments and responses and record of project approval is available to the General Public at: 406 E. Huntington, Suite 202, Monrovia, CA 91016

SUSAN BRANSEN

*Signature (Public Agency)**Date*

Executive Director

California Transportation Commission

Title

Date received for filing at OPR:

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 15-16, 2018

Reference No.: 2.2c.(10)
Action Item

From: STEVEN KECK
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-18-113?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission, as a responsible agency, approve the attached Resolution E-18-113.

BACKGROUND:

04-Ala-84, PM 17.9/22.9, 04-Ala-680, PM 10.3/15.3 **RESOLUTION E-18-113**

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) and Interstate 680 (I-680) in Alameda County. Construct roadway improvements including widening to a portion of SR 84 near the cities of Livermore and Pleasanton. (EA 29763)

This project proposes to widen and conform SR 84 to expressway standards between Ruby Hill Drive and the I-680 interchange, in the vicinity of Sunol and Pleasanton cities. The project proposes to improve interchange ramps and extend the existing southbound I-680 High Occupancy Vehicle express lane. A complete statutory designation as an expressway is expected for this segment of SR 84. The proposed project is estimated to cost in total approximately \$220 million. The project is not fully funded, funding sources are anticipated to be from local tax measures, Regional Transportation Improvement Program funds and Alameda County. The project is estimated to begin construction in 2021.

A copy of the FEIR has been provided to Commission staff. Resources that may be impacted by the project include community character and cohesion, visual/aesthetics, cultural resources, hazardous waste, noise, water quality, transportation/traffic, and biological resources.

Potential impacts associated with the project can all be mitigated to below significance. As a result, an FEIR was prepared for the project.

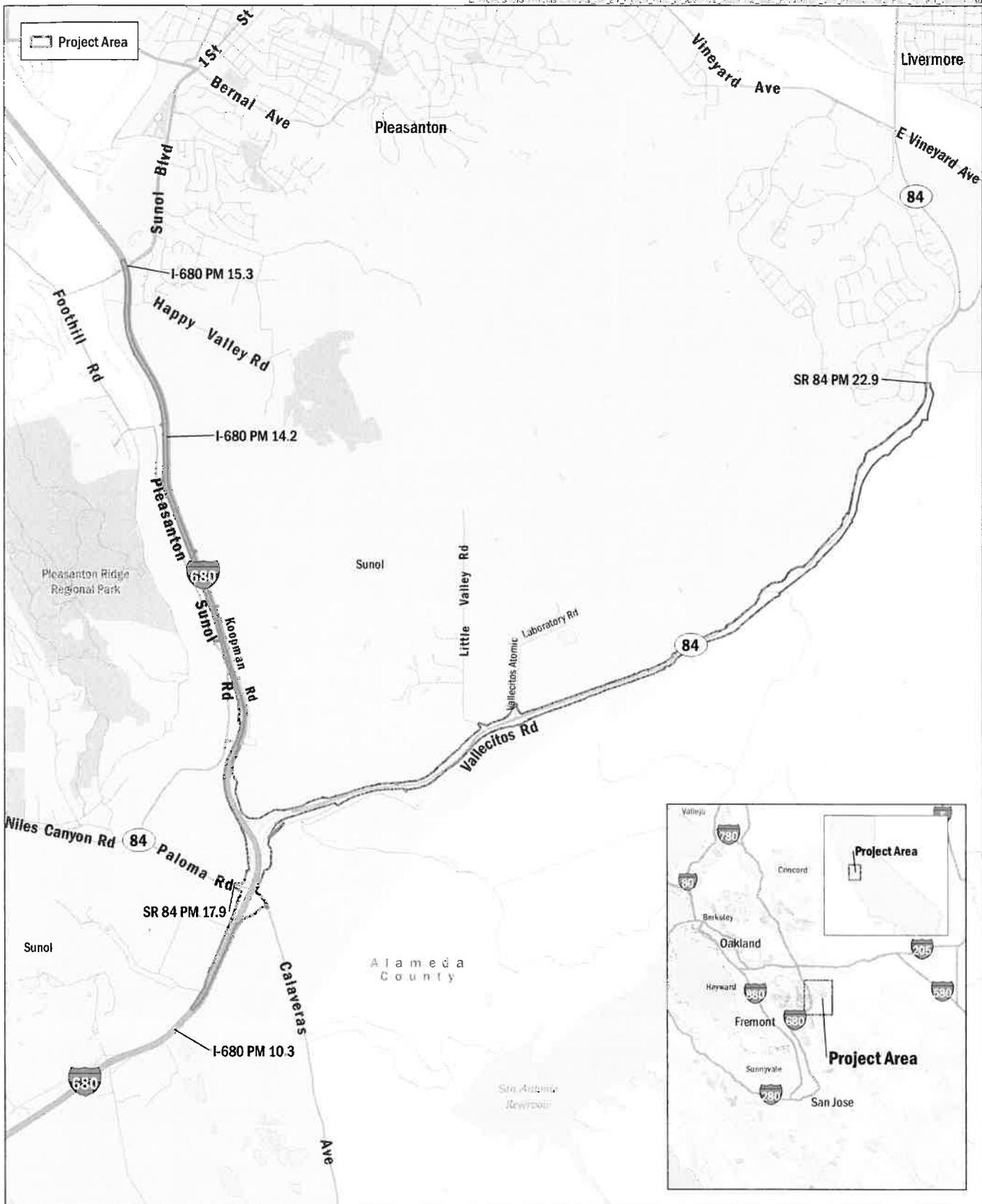
Attachment

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding 04-Ala-84, PM 17.9/22.9, 04-Ala-680, PM 10.3/15.3 Resolution E-18-113

- 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) and Interstate 680 (I-680) in Alameda County. Construct roadway improvements including widening to a portion of SR 84 near the cities of Livermore and Pleasanton. (PPNO 0080D)
- 1.2** **WHEREAS**, the Department has certified that a Final Environmental Impact Report has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and
- 1.3** **WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Final Environmental Impact Report.
- 1.4** **WHEREAS**, the project will not have a significant effect on the environment.
- 1.5** **WHEREAS**, Findings were made pursuant to the State CEQA Guidelines.
- 2.1** **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby support approval of the above referenced project to allow for consideration of funding.



SOURCE: ESRI, 2016; US Department of Agriculture (USDA), 2016
 SOURCE: AECOM Otto Alvarez, 3/4/2017
 SOURCE: NAD 1983 HARN StatePlane California III FIPS 0403 Feet

SR 84 Expressway Widening and SR 84/I-680 Interchange Improvements Project
 Alameda County

FIGURE 1
 Project Vicinity

Project Name: **SR 84 Expressway Widening and SR 84/I-680 Interchange Improvements Project**
District/County/Route/Postmiles: **4/ALA/84(17.9/22.9); 680(10.3/15.3)**
EA: **04-29763**
EFIS ID: **0415000040**

FINDINGS

CALIFORNIA DEPARTMENT OF TRANSPORTATION FINDINGS FOR WIDENING SR 84 AND IMPROVING THE SR 84/I-680 INTERCHANGE IN ALAMEDA COUNTY

The following information is presented to comply with State CEQA Guidelines (Title 14 California Code of Regulations, Division 6, Chapter 3, Section 15091) and the Department of Transportation and California Transportation Commission Environmental Regulations (Title 21, California Code of Regulations, Division 2, Chapter 11, Section 1501 et seq.). Reference is made to the Final Environmental Impact Report (FEIR) for the project, which is the basic source for the information.

The following effects have been identified in the EIR as resulting from the project. Effects found not to be significant have not been included.

No significant and unavoidable impacts have been identified for the Build Alternative. References to sections, measures, and tables below are to the FEIR.

Aesthetics

Adverse Environmental Effects:

Implementation of the Build Alternative would have a significant effect on Interstate 680 (I-680), an Officially Designated State Scenic Highway.

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 Build Alternative would not compromise any of the elements required to maintain the Officially Designated State Scenic Highway status of I-680, as described in Section 2.1.10.3. Impacts from project-related lighting and signs would be low to moderate; however, lighting and signs currently exist in the I-680 corridors, and the visual character of the Build Alternative would be compatible with the existing visual character of the corridors (Section 2.1.10.3). While these impacts are considered less than significant, Measures VIS-1 through VIS-5 (Section 2.1.10.4) will further reduce visual effects.

Tree removal on I-680 will be mitigated through planting at a 3:1 ratio on-site, to the maximum extent possible given space available, for all native species within riparian areas, and for coast live oaks and valley oaks in oak woodlands (including uplands). For other tree species removed in upland areas, Caltrans will provide tree replacement on-site at a minimum 1:1 ratio in the space available (Measure BIO-4, Section 2.3.1.3).

Adverse Environmental Effects:

Implementation of the Build Alternative would have a significant effect on the existing visual character and quality of the site and its surroundings.

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 Build Alternative features would result in moderate to low visual impacts to highway users and highway neighbors, with the exception of the residence on SR 84 on the western end of the proposed southern frontage road. That residence would experience moderate to high visual impacts due to the construction of project features closer to the residence than existing highway features (Section 2.1.10.3).

Implementation of Measures VIS-1, VIS-2, and VIS-5 (listed in Section 2.1.10.4) and BIO-3 and BIO-4 (Section 2.3.1.3) will preserve existing vegetative screening, provide for tree replanting for additional screening, and incorporate aesthetic features that will reduce impacts at this property to less than significant.

Adverse Environmental Effects:

Implementation of the Build Alternative would have a significant effect on light or glare.

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 Build Alternative would add lighting, variable toll message signs, and other illuminated signs as described in Section 2.1.10.3. Impacts would range from low to moderate.

Implementation of Measure VIS-3 (Section 2.1.10.4) will reduce impacts by providing for adding trees within the Caltrans right-of-way to screen residential views of proposed express lane signs and lights.

Biological Resources

Adverse Environmental Effects:

Implementation of the Build Alternative would have a significant effect on species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS), as described further below.

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:

Plants

The Build Alternative would result in the permanent loss of grassland habitat that could support big tarplant, round-leaved filaree, Congdon's tarplant, and California alkali grass, as described in Section 2.3.3.3.

Implementation of Measures BIO-1 (Section 2.3.1.3) and BIO-6 (Section 2.3.2.4) will avoid potential indirect effects to special-status plants such as dust, spread of invasive species, or downstream changes in hydrology or sedimentation.

Measure BIO-8 (2.3.3.4) requires preconstruction surveys for big tarplant, round-leaved filaree, Congdon's tarplant, and California alkali grass to correspond with the species' blooming periods and establishes protective measures if plants are found. These protective measures will include setting a temporary protective buffer around the plant and conducting appropriate agency coordination, which may result in moving the species to another location within Caltrans right-of-way and then replanting the species during the restoration phase of the project.

Animals

The Build Alternative has the potential to affect habitat for western pond turtle, grasshopper sparrow, loggerhead shrike, California yellow warbler, western burrowing owl, San Francisco dusky-footed woodrat, American badger, nesting raptors, migratory birds, and "high priority" bats, as described in Section 2.3.4.3.

Western Pond Turtle

In addition to Measures BIO-1 (Section 2.3.1.3) and BIO-6 (Section 2.3.2.4), Measure BIO-9 (Section 2.3.4.2) will be implemented to avoid impacts to western pond turtle. With Measure BIO-9, before any construction activities begin, an approved biologist(s) shall conduct a training session for all construction personnel. In addition, an approved biologist(s) shall survey the work site no more than 48 hours before the onset of activities for signs of western pond turtles. If western pond turtles or their nesting sites are found, the biologist shall

contact CDFW to determine whether relocation and/or exclusion buffers and nest enclosures are appropriate.

Special-Status Bird Species, Migratory Birds, and Nesting Raptors

Measure BIO-1 (Section 2.3.1.3) will minimize potential impacts to birds that have the potential to nest and forage within the Biological Study Area (BSA). Migratory Bird Special Contract Provisions will be adhered to in order to avoid potential effects to special-status bird species. Caltrans will employ the use of a qualified biologist to implement avoidance and minimization measures. The measures below will be implemented for construction work during the nesting season (February 15 through August 31).

Nesting Raptors

Measure BIO-10 (Section 2.3.4.4) requires preconstruction surveys for migratory birds, raptors, other special-status bird species, and appropriate nesting habitat to be conducted within 50 feet of the construction area no more than three days prior to ground disturbing activities. If preconstruction surveys indicate the presence of any migratory bird nests where activities will directly result in bird injury or death, a buffer zone of 50 feet will be placed around the nest. In the event that an active nest is found after the completion of preconstruction surveys and after construction begins, all construction activities within a 50-foot radius will be stopped until an approved biologist(s) has evaluated the nest and erected the appropriate buffer around it. If an active raptor or special-status species nest is found, CDFW will be consulted to determine the appropriate buffer area to be established around the nesting site and the type of buffer to be used, which typically is Environmentally Sensitive Area (ESA) fencing. An approved biologist(s) will delineate the buffer using ESA fencing, pin flags, and/or yellow caution tape. The buffer zone will be maintained around all active nest sites until the young have fledged and are foraging independently. If establishment of a buffer is not feasible, CDFW will be contacted for further avoidance and minimization guidelines. A biological monitor will be present during the raptor nesting season.

Western Burrowing Owl

Measure BIO-1 (Section 2.3.1.3) will minimize potential impacts to western burrowing owls. Migratory Bird Special Contract Provisions will be adhered to in order to avoid potential effects to special-status bird species. In addition, Measure BIO-11 (Section 2.3.4.4) states that appropriate avoidance, minimization, or protection measures shall be determined in consultation with the CDFW in the event an active burrow is located in an area subject to disturbance, or within the typical setback (i.e., occupied burrows or nests within 150 feet of an area subject to disturbance during the non-breeding season, or within 250 feet of an area subject to disturbance during the breeding season).

Tule Elk

In addition to Measures BIO-1 (Section 2.3.1.3) and BIO-6 (Section 2.3.2.4), Measure BIO-12 (Section 2.3.4.4) will be implemented to avoid potential impacts to migrant tule elk. Measure BIO-12 states that focused species surveys will be

conducted to determine the presence of tule elk in the project area, prior to the start of construction. If tule elk are observed within or immediately adjacent to the project area during construction, a stop work order may be issued until the individual, or herd, has moved away from the site.

San Francisco Dusky-Footed Woodrat

Measure BIO-13 (Section 2.3.4.4) states that to avoid or minimize potential impacts on San Francisco dusky-footed woodrat, preconstruction surveys will be conducted and a woodrat trapping and relocation plan will be developed and implemented prior to project construction for any nest site that will be directly affected by the proposed project. If suitable habitat is not available for relocation of the woodrats in the project vicinity, offsite locations will be identified. Trapping of the woodrats will be conducted by an approved biologist(s) with a current CDFW collection permit to trap and relocate the species. Ideally, the trapping will occur outside of the breeding period, between September and December.

American Badger

Measure BIO-14 (Section 2.3.4.4) will be implemented to avoid and minimize potential impacts to the American badger. Preconstruction surveys will be conducted within the project footprint in areas of suitable habitat to identify dens or signs of American badger. These surveys will be conducted no more than 30 days before the start of ground-disturbing activities and will be phased with project build-out. If an American badger is detected on site at any time during these surveys, CDFW will be contacted to discuss ways to proceed with the project and to avoid take to the maximum extent practicable.

Special-Status and "High Priority" Bats

Implementing Measure BIO-15 (Section 2.3.4.4), in conjunction with Measure BIO-5 (Section 2.3.1.3) relating to nighttime work and construction noise and vibration impacts, will avoid or minimize potential effects to bats. Measure BIO-15 states that focused preconstruction surveys will be conducted for all areas that provide suitable bat roosting habitat, including human-made structures, snags, rotten stumps, mature trees with broken limbs, exfoliating bark, and dense foliage. Sensitive habitat areas and roost sites will be avoided to the maximum extent practicable. To avoid mortality and reproductive loss, Caltrans may limit tree removal between September 1 and April 14, outside the breeding season, so as not to disturb maternal colonies or roosts. If potential roost sites (e.g., trees, snags) are to be removed or trimmed, limbs smaller than 3 inches in diameter will be cut and the tree will be left overnight to allow any bats using the tree/snag for roosting time to leave and find another roost. A biological monitor will be present during the trimming or removal of trees/snags. If occupied sites are observed in the BSA, Caltrans will contact CDFW to report occurrences for the agency's database. Caltrans will provide an appropriate buffer between any occupied roost and construction activities. In addition, nighttime construction will be limited. Measures relating to nighttime work include those outlined in Measure BIO-5, as well as the following:

- **Bat Day and Night Roost Avoidance.** If deemed necessary, specific day and night bat roost avoidance and minimization measure will be developed through technical assistance with CDFW and bat specialists.

Threatened and Endangered Species

As described in Section 2.3.5.3, the Build Alternative “may affect, and is likely to adversely affect” California tiger salamander, California red-legged frog, and Alameda whipsnake, and “may affect, but is not likely to adversely affect” vernal pool fairy shrimp and San Joaquin kit fox.

Vernal Pool Fairy Shrimp

Potential indirect effects on the vernal pool fairy shrimp or its habitat that could result from erosion, sedimentation, or pollution will be avoided or minimized through Measures BIO-1 (Section 2.3.1.3) and BIO-6 (Section 2.3.2.4). No compensatory mitigation is proposed, because implementation of the project is not expected to directly or indirectly affect individual vernal pool fairy shrimp or their associated habitat.

California Tiger Salamander and California Red-Legged Frog

In addition to Measures BIO-1 (Section 2.3.1.3), BIO-6 (Section 2.3.2.4), and the terms and conditions outlined in the USFWS Biological Opinion (Appendix C), Measure BIO-16 (Section 2.3.5.4) will be implemented to avoid and minimize impacts to California tiger salamander and California red-legged frog. Measure BIO-17 (Section 2.3.5.4) provides for on-site restoration of all temporarily impacted areas and off-site compensation for permanent impact areas at a 3:1 ratio. If it becomes evident after construction that it is not physically possible or appropriate to restore all temporary impacts on-site, Caltrans will investigate other options such as enhancing existing habitat or purchasing additional off-site mitigation.

Alameda Whipsnake

The project would only permanently impact roadside ruderal and grassland habitats, thus limiting the loss of potential movement habitat for the species. The project does not include the disturbance of any core habitat (i.e., scrub/chaparral habitat) and would not create a barrier to movement by the species. The measures discussed in Measures BIO-16 and BIO-17 (Section 2.3.5.4) for the California tiger salamander and California red-legged frog, respectively, in addition to Measures BIO-1 (Section 2.3.1.3) and BIO-6 (Section 2.3.2.4), are applicable to the Alameda whipsnake.

Nine wildlife crossing culverts along SR 84 are proposed to be upgraded or installed within the project footprint. Although there is limited information on use of culverts by Alameda whipsnake, these structures could provide a safe method of crossing the widened roadway.

Impacts to low-quality Alameda whipsnake habitat are considered negligible. However, in order to mitigate for permanent direct effects to Alameda whipsnake,

Measure BIO-18 (Section 2.3.5.4) will be implemented to provide for purchase of compensatory mitigation at a ratio of 3:1.

San Joaquin Kit Fox

Direct effects to individual San Joaquin kit fox will be avoided or minimized through the proposed installation of wildlife crossing structures as well as the standard construction BMPs discussed in Measure BIO-1 (Section 2.3.1.3). Additional measures, specific to kit fox, will be implemented if one or more signs of the species is observed during preconstruction surveys or during construction. If active dens are identified, the approved biologist will adhere to the measures set forth by the USFWS, which includes establishing exclusion zones around dens to prohibit ground disturbance from impacting the kit foxes. If the situation is otherwise unique, the USFWS-approved biologist will discuss the situation with a Caltrans biologist, who will contact the USFWS to determine how to avoid or relocate the resident animal(s).

With implementation of the avoidance and minimization measures, the project would not impact San Joaquin kit fox, and compensatory mitigation would not be required.

Adverse Environmental Effects:

Implementation of the Build Alternative would have a significant effect on riparian habitat and sensitive 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 Build Alternative would result in temporary and permanent impacts to riparian scrub and forest, valley oak woodland, red willow thickets, Baltic and Mexican rush marshes, hardstem bulrush marshes, cattail marshes, pale spike rush marshes, and forested/shrub wetland communities (Section 2.3.1.2).

Implementation of Measure BIO-1 will avoid or minimize construction discharges and erosion and provide for restoration of temporarily disturbed areas, and Measure BIO-2 will provide compensatory mitigation for impacts to sensitive natural communities (Section 2.3.1.3).

Adverse Environmental Effects:

Implementation of the Build Alternative would have a significant effect on federally protected wetlands as defined by Section 404 of the Clean Water Act.

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 Build Alternative has been refined to minimize impacts to jurisdictional wetlands and potentially jurisdictional other waters of the U.S., as described in Section 1.4.8.2 (under "Vallecitos Creek Avoidance Options"); however, permanent and temporary impacts to wetlands and other waters of the U.S. are anticipated (Section 2.3.2.3).

Measures to avoid or minimize storm water impacts and construct-related discharges (Measure BIO-6 in Section 2.3.2.4) and provide mitigation for permanent impacts at a minimum 3:1 ratio and for temporary impacts at a minimum 1:1 ratio (Measure BIO-7 in 2.3.2.5) will reduce impacts to less than significant.

Adverse Environmental Effects:

Implementation of the Build Alternative would conflict with local policies or ordinances protecting trees.

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:

A total of 343 trees may be permanently removed, and 786 trees may be temporarily affected by project activities. Trees are protected under the Alameda County Tree Ordinance (Title 12, Chapter 12.11) and California Senate Resolution No. 17, as discussed in Section 2.3.1.2.

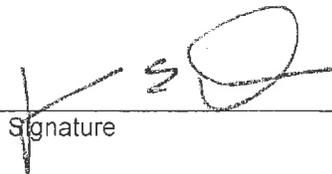
Although local ordinances do not apply to the State right-of-way, Measures BIO-3 and BIO-4 (Section 2.3.1.3), which propose to protect or replant oaks and other trees, are consistent with the goal of tree preservation. As noted in Measure BIO-4, details for tree planting/replacement will be determined during the project permitting process with the CDFW (1602 Streambed Alteration Agreement) and the Regional Water Quality Control Board (401 Certification).

District
Director:
(or designee)

James E. Davis

Print name

Signature



Date

5/30/18

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: SR 84 Expressway Widening and SR 84/I-680 Interchange Project

<u>2016052033</u>	<u>Brian Gassner</u>	<u>(510) 266-6025</u>
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): State Route (SR) 84 and Interstate 680 (I-680) in Alameda County.

Project Description: Construct roadway and intersection improvements on portions of SR 84 and I-680 in Alameda County.

This is to advise that the California Transportation Commission has approved the above described project (Lead Agency / X Responsible Agency) on August 15-16, 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. 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 (was / X was not) adopted for this project.
6. Findings (X were / were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: Caltrans Dist. 4, 111 Grand Ave., Oakland, CA 94612

<u>Susan Bransen</u>		<u>Executive Director</u>
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
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 15-16, 2018

Reference No.: 2.2c.(11)
Action Item

From: STEVEN KECK
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-18-114?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission, as a responsible agency, approve the attached Resolution E-18-114.

BACKGROUND:**04-SCI-237, PM 2.7/3.3, 04-SCI-101, PM 45.2/45.8
RESOLUTION E-18-114**

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 237 (SR 237) and United States Route 101 (U.S. 101) in Santa Clara County. Construct roadway improvements on a portion of SR 237 and U.S. 101 in the city of Sunnyvale. (PPNO 0462H)

This project proposes to improve Mathilda Avenue in the city of Sunnyvale in Santa Clara County, from the Almanor Avenue/Ahwanee Avenue Interchange to Innovation Way. The project proposes to improve the on and off ramps at the SR 237/Mathilda Avenue and U.S. 101/Mathilda Avenue Interchanges. Also proposed in the project are new retaining walls, reconstruction of sound walls, signalization of intersections, new left-turn lanes, modifications to bicycle and pedestrian facilities, storm water treatment facilities, street lighting, ramp metering, signage and light rail crossing facilities. The proposed project is estimated to cost in total approximately \$42 million. Funding sources are anticipated to be from various local funds. The project is estimated to begin construction in 2018.

A copy of the FEIR has been provided to Commission staff. Resources that may be impacted by the project include visual/aesthetics, hazardous waste, water quality, transportation/traffic, and biological resources.

Potential impacts associated with the project can all be mitigated to below significance. As a result, an FEIR was prepared for the project.

Attachment

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding 04-SCI-237, PM 2.7/3.3, 04-SCI-101, PM 45.2/45.8 Resolution E-18-114

- 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 237 (SR 237) and United States Route 101 (U.S. 101) in Santa Clara County. Construct roadway improvements on a portion of SR 237 and U.S. 101 in the city of Sunnyvale. (PPNO 0462H)
- 1.2** **WHEREAS**, the Department has certified that a Final Environmental Impact Report has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and
- 1.3** **WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Final Environmental Impact Report.
- 1.4** **WHEREAS**, the project will not have a significant effect on the environment.
- 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.

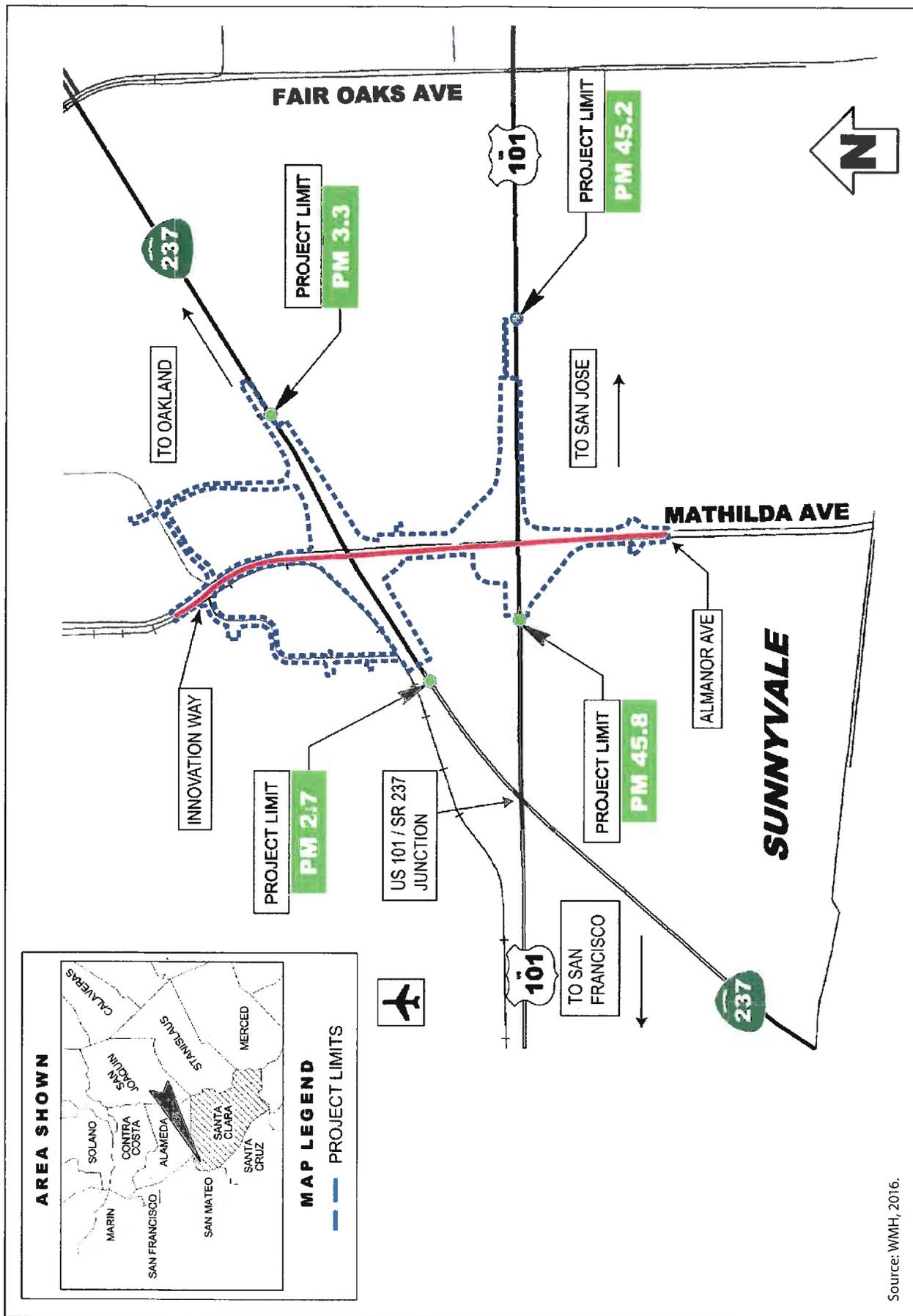


Figure 1-1
Project Location
Mathilda Avenue Improvements at SR 237 and US 101 Project

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: Mathilda Avenue Improvements at SR 237 and U.S. 101 Project

<u>2015082030</u>	<u>Brian Gassner</u>	<u>(510) 266-6025</u>
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): State Route (SR) 237 and U.S. 101 in Santa Clara County.

Project Description: Construct roadway and intersection improvements on portions of SR 237 and U.S. 101 in Santa Clara County.

This is to advise that the California Transportation Commission has approved the above described project (Lead Agency / X Responsible Agency) on August 15-16, 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. 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 (was / X was not) adopted for this project.
6. Findings (were / X were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: Caltrans Dist. 4, 111 Grand Ave., Oakland, CA 94612

<u>Susan Bransen</u>		<u>Executive Director</u>
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: August 15-16, 2018

Reference No.: 2.2c.(12)
Action

Published Date: August 3, 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 U.S. 101 IMPROVEMENTS PROJECT (RESOLUTION E-18-115)**

ISSUE:

Should the California Transportation Commission (Commission), as a Responsible Agency, accept the Final Environmental Impact Report and Statement of Overriding Considerations for the U.S. 101 Improvements Project (Project) in Santa Clara County and approve the Project for future consideration of funding?

RECOMMENDATION:

Staff recommends the Commission accept the Final Environmental Impact Report and Statement of Overriding Considerations, and approve the Project for future consideration of funding.

BACKGROUND:

The Santa Clara Valley Transportation Authority is the California Environmental Quality Act lead agency for the Project. The Project will reconstruct the existing U.S. 101/State Route 25 interchange; widen U.S. 101 to a 6-lane freeway between Monterey Street and State Route 129; add auxiliary lanes in each direction on U.S. 101 between Monterey Street and State Route 25; extend Santa Teresa Boulevard from Castro Valley Road to the U.S. 101/State Route 25 interchange; improve the southbound U.S. 101 off-ramp at State Route 129; construct frontage roads; grade-separate the Union Pacific Railroad crossing on State Route 25 just west of Bloomfield Avenue; and will construct bicycle facilities.

On June 6, 2013 the Santa Clara Valley Transportation Authority Congestion Management and Planning Committee adopted the Final Environmental Impact Report, including the Statement of Overriding Considerations. The Final Environmental Impact Report determined that impacts related to growth, farmland, and visual/aesthetics would be significant and unavoidable.

The Santa Clara Valley Transportation Authority Congestion Management and Planning Committee found that there were several benefits that outweigh the unavoidable adverse impacts of the project. These overriding benefits include economic, legal, social, and technological

considerations that outweigh the identified significant effects on the environment. The Santa Clara Valley Transportation Authority Congestion Management and Planning Committee cited the following substantial public benefits:

- Complete the upgrade of U.S. 101 to a freeway standard in Santa Clara County, thereby ensuring consistency with the *Santa Clara Valley Transportation Authority's Valley Transportation Plan for 2035*, the *2010 San Benito Regional Transportation Plan*, the *Gilroy General Plan*, and the *Santa Clara Valley Transportation Authority's Southern Gateway Transportation and Land Use Study*.
- Help accommodate projected traffic demand along U.S. 101, including growth anticipated under adopted land use plans.
- Improve safety along the applicable segment of U.S. 101, including the reduction of conflicts with agricultural traffic.
- Increase safety by grade-separating traffic on State Route 25 from trains on the Union Pacific Railroad line, which is located just east of the U.S. 101/State Route 25 interchange.
- Improve traffic operations on the applicable segment of U.S. 101, including those associated with connections between U.S. 101 and State Route 25, local roads, and adjacent land uses.
- Enhance the movement of goods along the U.S. 101 transportation corridor.
- Improve east-west and north-south bicycle access in the project area by constructing new facilities consisting of a combination of bike paths, bike lanes, bike routes, and bike bridges.
- Facilitate planned trails in the area, including the Bay Area Ridge Trail, the Monterey-Yosemite Trail, and the Juan Bautista de Anza National Historic Trail.
- Reduce the frequency of flooding (and occasional closure of) U.S. 101 in the area during major storms.

On July 17, 2018, the Santa Clara Valley Transportation Authority confirmed that the Final Environmental Impact Report remains valid and that there are no new identified impacts requiring mitigation. The Santa Clara Valley Transportation Authority also confirmed that the preferred alternative set forth in the final environmental document is consistent with the Project scope of work programmed by the Commission.

The Project will be constructed in phases, with the first phase encompassing the reconstruction of U.S. 101/State Route 25 Interchange, which is estimated to cost \$65,000,000, and will be funded with with Trade Corridor Enhancement Funds (\$4,200,000) and Local Funds (\$60,800,000).

Construction is estimated to begin in Fiscal Year 2020-21.

Attachments:

- A. Resolution E-18-115
- B. Statement of Overriding Considerations
- C. Project Location Map
- D. Notice of Determination

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
4 – Santa Clara County
Resolution E-18-115

- 1.1 WHEREAS**, the Santa Clara Valley Transportation Authority has completed a Final Environmental Impact Report and Statement of Overriding Considerations pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the U.S. 101 Improvements Project (Project); and
- 1.2 WHEREAS**, the Santa Clara Valley Transportation Authority has certified that the Final Environmental Impact Report for the U.S. 101 Improvements Project has been completed pursuant to CEQA and the CEQA Guidelines; and
- 1.3 WHEREAS**, the Project is located on U.S. 101, from Monterey Road to State Route 129 and from Santa Teresa Boulevard to South of Bloomfield Avenue; and
- 1.4 WHEREAS**, the Santa Clara Valley Transportation Authority will reconstruct the existing U.S. 101/State Route 25 interchange; widen U.S. 101 to a 6-lane freeway between Monterey Street and State Route 129; add auxiliary lanes in each direction on U.S. 101 between Monterey Street and State Route 25; extend Santa Teresa Boulevard from Castro Valley Road to the U.S. 101/State Route 25 interchange; improve the southbound U.S. 101 off-ramp at State Route 129; construct frontage roads; grade-separate the Union Pacific Railroad crossing on State Route 25 just west of Bloomfield Avenue; and will construct bicycle facilities; and
- 1.5 WHEREAS**, the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Final Environmental Impact Report; and
- 1.6 WHEREAS**, on June 6, 2013, the Santa Clara Valley Transportation Authority Congestion Management and Planning Committee adopted the Final Environmental Impact Report; and
- 1.7 WHEREAS**, on June 6, 2013, the Santa Clara Valley Transportation Authority Congestion Management and Planning Committee determined that impacts related to growth, farmland, and visual/aesthetics would be significant and unavoidable; and
- 1.8 WHEREAS**, on July 17, 2018, the Santa Clara Valley Transportation Authority confirmed that the Final Environmental Impact Report remains valid and that there are no new identified impacts requiring mitigation; and
- 1.9 WHEREAS**, on July 17, 2018, the Santa Clara Valley Transportation Authority also confirmed that the preferred alternative set forth in the final environmental document is consistent with the Project scope of work programmed by the Commission; and

- 1.10** WHEREAS, the Santa Clara Valley Transportation Authority Congestion Management and Planning Committee 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-referenced significant effects are acceptable when balanced against the facts set forth in the Statement of Overriding Considerations.
- 2.1** NOW, THEREFORE, BE IT RESOLVED that the California Transportation Commission does hereby accept the Final Environmental Impact Report and Statement of Overriding Considerations for the above-referenced Project to allow for future consideration of funding.

VI. STATEMENT OF OVERRIDING CONSIDERATIONS

Pursuant to California Public Resources Code § 21081 and CEQA Guidelines § 15093, the VTA Board of Directors adopts and makes the following Statement of Overriding Considerations regarding the remaining significant and unavoidable impacts of the Project and the anticipated economic, social, and other benefits of the Project.

1. SIGNIFICANT UNAVOIDABLE IMPACTS

With respect to the foregoing findings and in recognition of those facts that are included in the administrative record, VTA has determined that the Project would cause significant and unavoidable impacts, as set forth above, consisting of the following:

- The Project would result in a direct and significant growth-inducing impact if and when the application for the El Rancho San Benito (ERSB) project is resubmitted and the approval of ERSB is conditioned upon the widening of U.S. 101.
- The Project will convert 122 acres of prime farmland to highway uses. Included in this conversion are farmlands that are under Williamson Act contracts.

These impacts cannot be mitigated to a less than significant level by feasible changes or alterations to the Project.

2. OVERRIDING CONSIDERATIONS

Despite the existence of significant adverse impacts that have not been mitigated to below the level of significance, the VTA Board of Directors has balanced the benefits of the Project against these significant and unavoidable environmental effects. Pursuant to this balancing, the Board of Directors specifically adopts and makes this Statement of Overriding Considerations that this Project has eliminated or substantially lessened all significant effects on the environment where feasible, and finds that the remaining significant and unavoidable impacts of the Project are acceptable in light of the economic, legal, environmental, social, technological, or other considerations set forth herein because the benefits of the Project outweigh the significant and adverse impacts of the Project.

The VTA Board of Directors hereby finds that each of the economic, legal, social, technological, or other benefits listed below constitutes a separate and independent basis of justification for the Statement of Overriding Considerations, and each is able to independently support the Statement of Overriding Considerations and override the significant and unavoidable environmental effects of the Project. In addition, each benefit is independently supported by substantial evidence contained in the administrative record.

3. BENEFITS OF THE PROJECT

The Board of Directors has considered the EIR, the public record of proceedings on the Project and other written materials presented to VTA, as well as oral and written testimony at all hearings related to the Project, and does hereby determine that implementation of the Project as specifically provided in the Project documents would result in the following substantial public benefits:

- The Project will complete the upgrade of U.S. 101 to freeway standard in Santa Clara County, thereby improving system connectivity to SR 25 and SR 129. Such improvements are consistent with, and identified in, VTA's *Valley Transportation Plan 2035*, the *2010 San Benito County Regional Transportation Plan*, the *Gilroy General Plan*, and VTA's *Southern Gateway Transportation and Land Use Study*.
- The Project will help accommodate projected traffic demand along U.S. 101, including growth anticipated under adopted land use plans, thereby reducing future congestion and delay, especially during peak travel periods.
- The Project will improve safety along the applicable segment of U.S. 101, including the reduction of conflicts with agricultural traffic.
- The Project will improve safety by grade-separating traffic on SR 25 from trains on the UPRR line, which is located just east of the U.S. 101/SR 25 interchange.
- The Project will improve traffic operations on the applicable segment of U.S. 101, including those associated with connections between U.S. 101 and SR 25, SR 129, local roads, and adjacent land uses.
- The Project will enhance the movement of goods along the U.S. 101 transportation corridor.
- The Project will enhance east-west and north-south bicycle access in the Project area by constructing new facilities consisting of a combination of bike paths, bike lanes, bike routes, and bike bridges.
- The new bike facilities to be constructed by the Project, as well as new highway features (e.g., bridges with greater clearance underneath), will facilitate planned trails in the area, including the Bay Area Ridge Trail, the Monterey-Yosemite Trail, and the Juan Bautista de Anza National Historic Trail.
- The improvements included in the Project will reduce the frequency of flooding (and occasional closure of) U.S. 101 in the area during major storms.

4. CONCLUSION

The VTA Board of Directors has weighed the above benefits of the Project against the significant and unavoidable environmental effects identified in the Final EIR and hereby determines that each of the benefits outweighs those adverse environmental effects and, therefore, further determines that these significant and unavoidable environmental effects of the Project are acceptable.

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.

U.S. 101 Improvements Project

Project Title

2007102141

Ann Calnan

(408) 321-5976

State Clearinghouse Number**Lead Agency Contact Person****Area Code/Telephone**

Project Location (include county): The project is located on U.S. 101, from Monterey Road to State Route 129 and from Santa Teresa Boulevard to South of Bloomfield Avenue in Santa Clara County.

Project Description: The project will reconstruct the existing U.S. 101/State Route 25 interchange; widen U.S. 101 to a 6-lane freeway between Monterey Street and State Route 129; add auxiliary lanes in each direction on U.S. 101 between Monterey Street and State Route 25; extend Santa Teresa Boulevard from Castro Valley Road to the U.S. 101/State Route 25 interchange; improve the southbound U.S. 101 off-ramp at State Route 129; construct frontage roads; grade-separate the Union Pacific Railroad crossing on State Route 25 just west of Bloomfield Avenue; and will construct bicycle facilities.

This is to advise that the California Transportation Commission has approved the above described project on August 15-16, 2018, and has made the following determinations regarding the above described project:

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

The above identified document with comments and responses and record of project approval is available to the General Public at: 3331 North First Street, San Jose, CA 95134

SUSAN BRANSEN

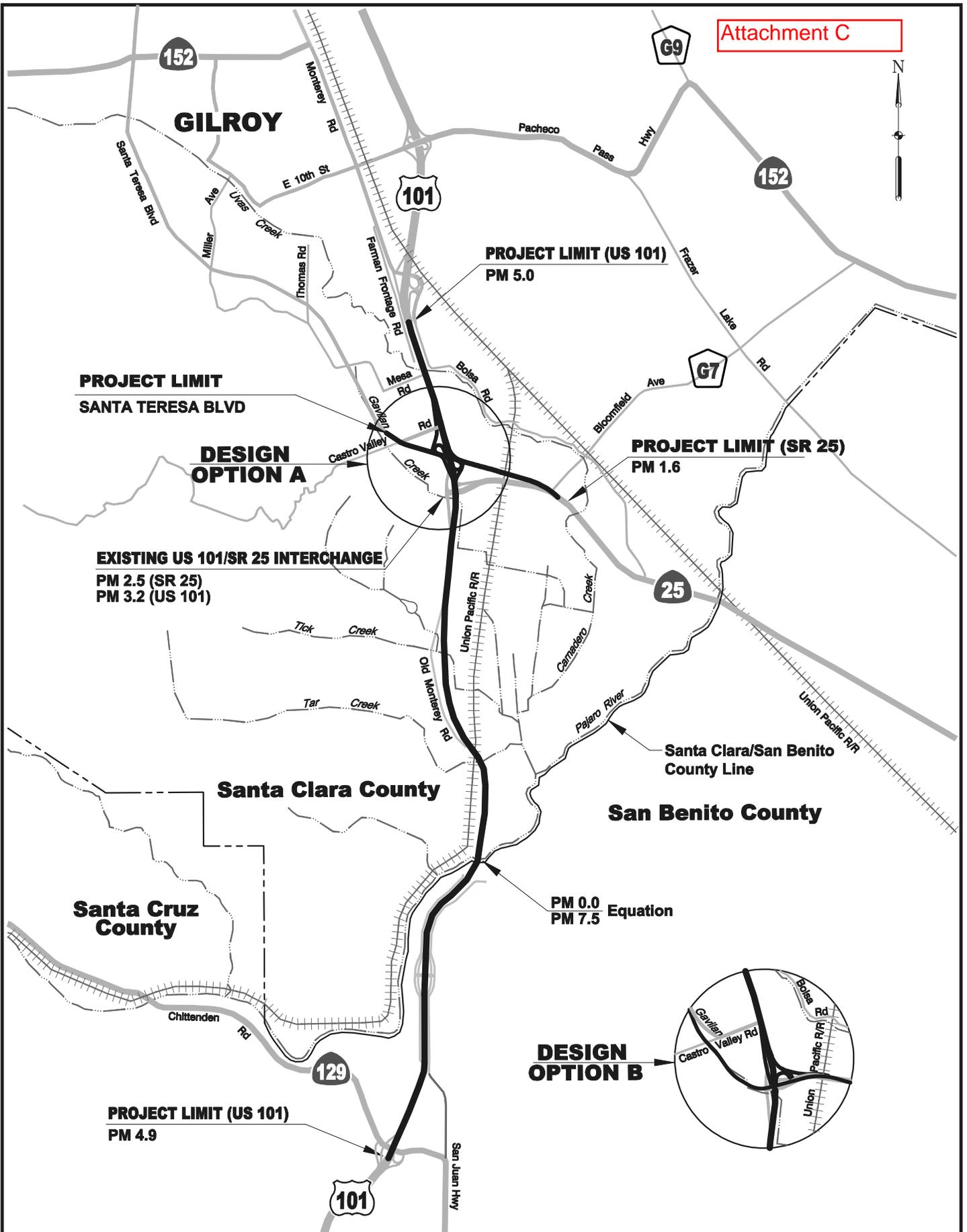
*Signature (Public Agency)**Date*

Executive Director

California Transportation Commission

Title

Date received for filing at OPR:



Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 15-16, 2018

Reference No.: 2.2c.(13)
Action Item

From: STEVEN KECK
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-18-116?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission), as a responsible agency, approve the attached Resolution E-18-116.

BACKGROUND:

04-Mrn-1, PM 28.4/28.6 **RESOLUTION E-18-116**

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 1 (SR 1) in Marin County. Replace existing bridge on SR 1 near Point Reyes in Marin County. (PPNO 0756K)

This project is located on SR 1, south of Point Reyes, in Marin County. The project proposes to replace the Lagunitas Creek Bridge (No. 27-0023), that crosses the Lagunitas Creek, north of the intersection of SR 1 and Sir Francis Drake Boulevard. The project proposes to meet current safety and seismic design standards while providing a safe and stable seismic crossing over Lagunitas Creek. The proposed project is estimated to cost \$28.3 million. The project is currently programmed in the 2016 State Highway Operation and Protection Program (SHOPP) for approximately \$28.3 million which includes Construction (capital and support) and Right-of-Way (capital and support). The project is estimated to

begin construction in 2021. 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 land use, parks and recreation, visual/aesthetics, noise, and biological resources.

Potential impacts associated with the project can all be mitigated to below significance. As a result, an FEIR was prepared for the project.

Attachment

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding

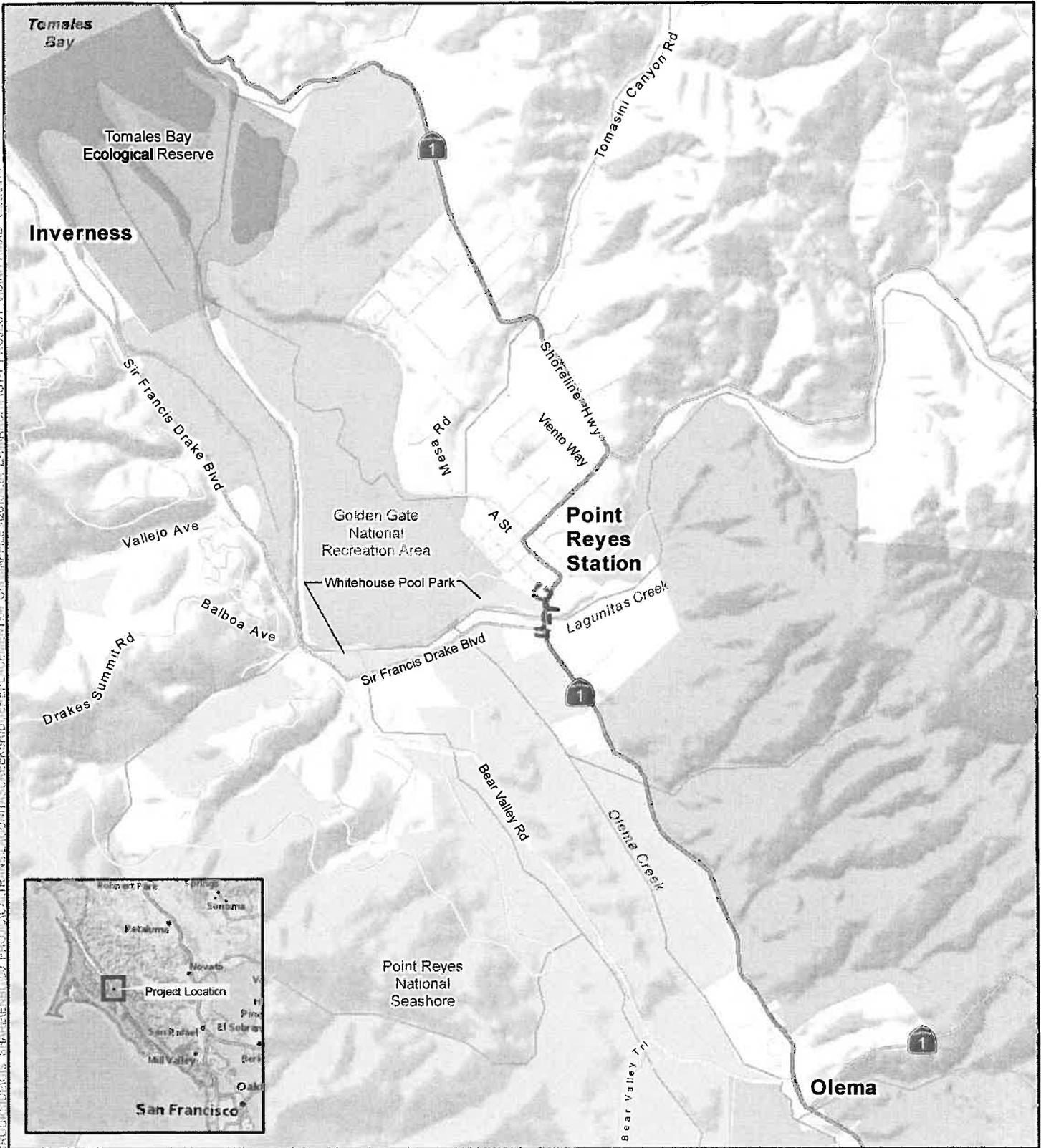
04-Mrn-1, PM 28.4/28.6

Resolution E-18-116

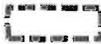
- 1.1** **WHEREAS**, the California Department of Transportation (Department) has completed a Final Environmental Impact Report pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:

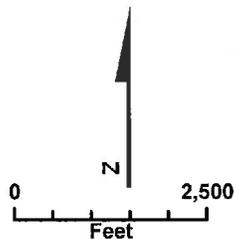
 - State Route 1 (SR 1) in Marin County. Replace existing bridge on SR 1 near Point Reyes in Marin County. (PPNO 0756K)
- 1.2** **WHEREAS**, the Department has certified that a Final Environmental Impact Report has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and
- 1.3** **WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Final Environmental Impact Report.
- 1.4** **WHEREAS**, the project will not have a significant effect on the environment.
- 1.5** **WHEREAS**, Findings were made pursuant to the State CEQA Guidelines.
- 2.1** **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby support approval of the above referenced project to allow for consideration of funding.

PROJECT LOCATION MAP FOR STATE ROUTE 1 LAGUNITAS CREEK BRIDGE PROJECT, MARIN COUNTY, CALIFORNIA



LEGEND

-  Project Area
-  Golden Gate National Recreation Area
-  Point Reyes National Seashore
-  Whitehouse Pool Park
-  Tomales Bay Ecological Reserve



**FIGURE 1-1
Project Vicinity**

State Route 1 Lagunitas Creek Bridge Project
EA 0G642, MRN-1 Post Mile 28.4 – 28.6
ID: 04-13000350
Marin County, California



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 1 Lagunitas Creek Bridge Project

<u>2015032036</u>	<u>Eric DeNardo</u>	<u>(510) 266-5645</u>
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): SR 1 in Marin County.

Project Description: Replace existing bridge on SR 1 near Point Reyes in Marin County.

This is to advise that the California Transportation Commission has approved the above described project
(Lead Agency / X Responsible Agency)
on August 15-16, 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. 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 (was / X was not) adopted for this project.
6. Findings (X were / were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: Caltrans Dist. 4, 111 Grand Ave., Oakland, CA 94612

<u>Susan Bransen</u>		<u>Executive Director</u>
Signature (Public Agency)	Date	Title
CALIFORNIA TRANSPORTATION COMMISSION		

Date received for filing at OPR:

Project Name: State Route 1 Lagunitas Creek Bridge Project
District/County/Route/Post Miles: Caltrans District 4, Marin County, State Route 1, PM 28.4 to 28.6
EA: 04-0G642
EFIS ID: 04-13000350

FINDINGS

CALIFORNIA DEPARTMENT OF TRANSPORTATION FINDINGS FOR THE STATE ROUTE 1 LAGUNITAS CREEK BRIDGE PROJECT THAT WOULD REPLACE THE LAGUNITAS CREEK BRIDGE WITH A THREE-SPAN CONCRETE BRIDGE IN MARIN COUNTY, CA

The following information is presented to comply with State California Environmental Quality Action (CEQA) Guidelines (Title 14 California Code of Regulations, Chapter 3, Section 15901) and the Department of Transportation and California Transportation Commission Environmental Regulations (Title 21, California Code of Regulations, Chapter 11, Section 1501). Reference is made to the Final Environmental Impact Report (EIR) for the project, which is the basic source for the information.

The following effects have been identified in the Final EIR as resulting from the project. Effects found not to be significant have not been included.

The Build Alternative 3a, Three-span, Concrete Bridge, ABC, Longitudinal Move-in analyzed in the Final EIR/Environmental Assessment (EA) was selected as the Preferred Alternative.

Biological Resources

Significant Impact BIO-1: Wetlands and Waters of the U.S.

Adverse Environmental Effects:

Implementation of the Preferred Alternative would result in significant permanent, direct impacts to protected jurisdictional wetlands resulting from road widening and extension of the culvert north of the bridge, as well as permanent, direct impacts to other waters of the U.S. and State due to construction of new bridge piers and removal of existing piers.

Findings:

Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Statement of Facts:

The Preferred Alternative would significantly impact jurisdictional wetlands and waters of the U.S. This impact would be minimized through implementation of Project Features BIO-1, Re-vegetation; Project Feature BIO-2, Environmentally sensitive area fencing; Project Feature BIO-

3, Worker environmental awareness training; Avoidance and Minimization Measures (AMMs) BIO-1, Tree replacement; and BIO-2, Wetland restoration, as well as Mitigation Measure BIO-A, Mitigation for jurisdictional water features to minimize and mitigate impacts to jurisdictional wetlands. Project Features and AMMs will include the reseeding and restoration of all disturbed areas of wetlands and other waters of the U.S. and State within the project footprint. Additionally, habitat enhancements, such as large in-stream woody debris, are planned during stream bank reconstruction within other waters of the U.S. and State. Offsite restoration efforts to offset project impacts to wetlands and other waters of the U.S., if needed, will be coordinated with the relevant agencies during the design phase of this project.

- **Mitigation Measure BIO-A: Mitigation for jurisdictional water features.** Caltrans will implement onsite mitigation prior to project completion. Restoration of instream habitat would be a requirement of the construction contract, to be performed when bridge construction is complete. Instream restoration work would be consistent with the California Salmonid Stream Habitat Restoration Manual, Fourth Edition (or as updated). The Manual describes the process for analyzing site-specific hydraulic conditions, choosing sites and materials, and selecting appropriate anchoring techniques (e.g., using rebar to pin logs in place). The Manual also includes a project evaluation and monitoring system to ensure documentation of project performance – important for the developing science of stream restoration. This will require the Caltrans Biologist to develop the detailed instream habitat enhancement in coordination with CDFW, to restore Tomales roach and western pond turtle habitat (see Section 2.3.4.4, Table 2.3.4-3). The USFWS Biological Assessment (see Appendix P) includes a conceptual planting plan. Finalization of the planting plan will occur in coordination with regulatory agencies during the permitting phase. Offsite enhancement efforts to offset project impacts to wetlands and other waters of the U.S., if needed, may consist of funding to mitigation banks and will be coordinated during the design phase of this project.

Significant Impact BIO-2: Aquatic Habitat and Federally Endangered California Freshwater Shrimp, Federally and State Endangered CCC Coho Salmon, Federally Threatened CCC Steelhead, Federally Endangered Tidewater Goby, Federally Threatened Green Sturgeon and Federally Threatened California Red-legged Frog

Adverse Environmental Effects:

The biological study area includes aquatic habitat that supports the state and federally endangered California freshwater shrimp (*Syncaris pacifica*, CFS), the federally and state endangered Central California Coast (CCC) coho salmon (*Oncorhynchus kisutch*), federally threatened CCC steelhead (*Oncorhynchus mykiss*), federally endangered tidewater goby (*Eucyclogobius newberryi*), federally threatened North American green sturgeon (*Acipenser medirostris*) and federally threatened California red-legged frog (*Rana draytonii*, CRLF). Pursuant to Section 7 of the Federal Endangered Species Act, implementation of the Preferred

Alternative would result in significant direct and indirect impacts to these species from the proposed bridge replacement construction.

Findings:

Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Statement of Facts:

The Preferred Alternative would significantly impact aquatic habitat that supports the state and federally endangered species. The bridge would cast additional shading on the creek and stream bank, which could alter the existing vegetation composition but may also provide more cooling to aquatic habitat during summer months, when stream water temperatures can be inhospitable for tidewater goby fish. Therefore, Caltrans has determined that the Preferred Alternative would have permanent direct effects to, and could adversely modify, CRLF, tidewater goby, green sturgeon and steelhead species, as well as to coho salmon critical habitat.

Caltrans will implement AMMs and mitigation measures for biological resources, as identified in the Final EIR, to compensate for impacts to affected species and their habitats. Specifically, impacts on tidewater goby fish will be avoided and minimized through Project Feature BIO-3, Worker environmental awareness training and AMM BIO-10, Protections for in-water work. Mitigation measures BIO- B, C, and D would be implemented to compensate for impacts to affected species and their habitats.

- **Mitigation Measure BIO-B: CCC coho mitigation.** After construction, Caltrans will enhance the streambed within the BSA by placing large woody debris along the banks of Lagunitas Creek within the BSA. A conception planting plan has been developed and included in the USFWS Biological Assessment for the project (see Appendix P); this conceptual plan will be the basis of the Habitat Mitigation Planting Plan. The Habitat Mitigation Planting Plan will be developed in coordination with the regulatory agencies during the permitting phase, after approval of this Final EIR/EA. The Habitat Mitigation Planting Plan will be designed to mitigate permanent impacts consistent with the California Salmonid Stream Habitat Restoration Manual, Fourth Edition (or as updated) (also, see Mitigation Measure BIO-A in Section 2.3.2, Wetlands and Waters of the U.S.) and will mitigate permanent impacts at a 3:1 ratio. The Habitat Mitigation Planting Plan will be implemented within 1 year of completion of construction within the BSA. Plantings will be monitored for a minimum of 1 year, with replanting as necessary within that year. The Habitat Mitigation Planting Plan will include measures such as use of locally appropriate native plants, success criteria for the survival and percent cover of plantings, weeding to eliminate non-native and invasive plants, and photo documentation of the

mitigation area. Caltrans will work closely with regulatory agencies such as CDFW and the California Coastal Commission during the permitting phase of the project to determine appropriate onsite and, if needed, offsite mitigation to confirm that all impacts from the final product designs are fully mitigated.

- **Mitigation Measure BIO-C: Potential California Red-legged Frog compensatory measure.** The final determinations of habitat impacts and required compensatory mitigation will be coordinated with regulatory agencies. Caltrans will mitigate, as needed, for permanent impacts to CRLF through onsite habitat enhancements. Funding will be provided before the completion of construction.
- **Mitigation Measure BIO-D: Habitat enhancement for California freshwater shrimp.** Caltrans or its contractor will incorporate the preferred habitat substrate vegetation for CFS, California blackberry (*Rubus ursinus*), into the onsite Habitat Mitigation Planting Plan to recreate beneficial habitat for this species and compensate for temporary habitat impacts. A conceptual planting plan identifying proposed habitat enhancements was submitted as part of the USFWS Biological Assessment (see Appendix P); this conceptual plan will be the basis of the Habitat Mitigation Planting Plan. The Habitat Mitigation Planting Plan will be developed after this Final EIR/EA, during the permitting phase, in coordination with the regulatory agencies and in accordance with Caltrans standard specifications. The specifications include requirements for native and non-invasive and noxious plants, quality assurance, installation methods, and documentation. (The planting plan will include the planting implications as noted in Project Features BIO-1, BIO-10, and VISUAL-1; AMMs BIO-1, BIO-2, BIO-9, BIO-10, and PARKS-3; and Mitigation Measures BIO-B and BIO-C.)

Significant Impact BIO-3: Environmentally Sensitive Habitat Areas

Adverse Environmental Effects:

Environmentally sensitive habitat areas (ESHAs), as defined in the California Coastal Act, include wetlands, waters, and riparian vegetation communities, and other habitats that support special-status or rare species. Within the BSA, ESHAs include wetlands, waters, riparian vegetation, and uplands that support special-status or rare species. There are 30.9 acres of

California Coastal Act ESHAs in the BSA. The Preferred Alternative would result in 0.02 acre of permanent direct impacts to ESHAs.

Findings:

Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Statement of Facts:

The Preferred Alternative would result in 0.02 acre of permanent direct impacts to ESHAs. These significant impacts would be minimized with the implementation of Caltrans' Project Feature BIO-1, Re-vegetation; Project Feature BIO-2, Environmentally sensitive area fencing; Project Feature BIO-3, Worker environmental awareness training; AMM BIO-2, Wetland restoration; and Mitigation Measure BIO-A, Mitigation for jurisdictional water features. Habitats for threatened and endangered species are also considered ESHAs by the California Coastal Act, and coordination will occur with the Coastal Commission and the Marin County Local Coastal Program on these habitats.

Significant Impact BIO-4: Species of Special Concern – Tomales Roach and Western Pond Turtle

Adverse Environmental Effects:

Species of Special Concern under CDFW jurisdiction that inhabit Lagunitas Creek include the Tomales roach and the western pond turtle (*Actinemys marmorata*). The Preferred Alternative would result in significant direct and indirect impacts on the Tomales roach and the western pond turtle and their respective habitats within the project footprint and may result in the disturbance of individuals during construction activities.

Findings:

Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Statement of Facts:

The Preferred Alternative would result in significant direct and indirect impacts on the Tomales roach and the western pond turtle. Impacts would be minimized through implementation of AMMs and Mitigation Measures for California freshwater shrimp (see Mitigation Measure BIO-D), and threatened and endangered fish species, including screens on intake pumps and a

dewatering and species rescue plan. These measures would contribute to minimizing construction impacts to Tomales roach.

Impacts would also be minimized through in-stream and bank restoration following construction that would recreate affected habitat during the final phase of the project, up to and including replacement of basking log habitat (large in-stream wood debris) (see Mitigation Measure BIO-A). This measure would also require the Caltrans Biologist to develop the detailed in-stream habitat enhancement in coordination with CDFW, to restore Tomales roach and western pond turtle habitat.

Noise

Significant Impact Noise-1: Increase in Noise Level during Construction

Adverse Environmental Effects:

The Preferred Alternative would increase noise levels in the project area during construction. Construction phases of the project include clearing and grubbing, earthwork, demolition, excavation, vibratory pile driving or augering piles, grading, concrete work, utility installation, structure work, and paving. Operation of heavy construction equipment and arrival and departure of heavy-duty trucks would also cause construction noise in the study area. The noise model results indicate that demolition of the existing bridge structure and vibratory pile driving associated with the installation of the new bridge structure would generate the highest noise levels during construction. These construction activities would result in noise levels that are substantially higher than the existing ambient noise levels in the project area and would affect nearby sensitive receptors.

Findings:

Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Statement of Facts:

Implementation of the Preferred Alternative would result in noise levels during construction that are substantially higher than the existing ambient noise levels in the project area. With the implementation of Mitigation Measure NOISE-A, construction noise from augering or vibratory pile driving temporary impacts from construction noise would be reduced.

- **Mitigation Measure NOISE-A: Reduce construction noise from augering or vibratory pile driving with temporary barriers.** During construction, Caltrans or its

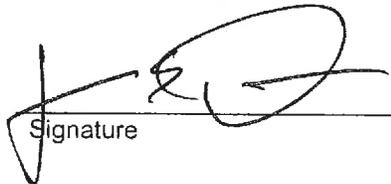
contractor will implement a measure or measures such as the ones described below to reduce construction noise to less than 86 dBA during nighttime activities.

Options to abate construction noise in the source-to-receiver noise path include using temporary enclosures such as curtains around stationary equipment. Sound curtains are installed on structures such as chain-link fences and are used for highway and bridge constructions. The sound curtains can reduce noise by up to 20 dBA. Other strategies include effectively using temporary earth mounds as barriers, creating buffer zones between equipment and residences, or using existing structures as barriers. The effectiveness of the temporary barrier can vary depending on its material and placement. The barrier is usually most effective if positioned either close to the noise source or close to the receptor.

Noise monitors will be on the site throughout construction to ensure noise levels are not exceeded and to manage duration and frequency to the maximum extent feasible, without causing schedule delays. Caltrans or its contractor will periodically check in with the adjacent property owners to discuss planned construction activities for the week.

District
Director:
(or designee)

James E. Davis
Print name


Signature

6/29/18
Date

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: August 15-16, 2018

Reference No.: 4.11
Action

Published Date: August 3, 2018

From: SUSAN BRANSEN
Executive Director

Prepared By: Matthew Yosgott
Associate Deputy Director

Subject: **APPROVAL OF PROJECT BASELINE AGREEMENTS FOR SENATE BILL 1 PROJECTS**

ISSUE:

Should the California Transportation Commission (Commission) approve the Senate Bill (SB) 1 Project Baseline Agreements submitted in accordance with the Commission’s SB 1 Accountability and Transparency Guidelines and establish these baseline agreements as the basis for project delivery and monitoring?

RECOMMENDATION:

Commission staff recommends that the Commission approve the following SB 1 Project Baseline Agreements and establish these agreements as the basis for project delivery and monitoring:

<u>Ref. No.</u>	<u>Program</u>	<u>Resolution</u>	<u>County</u>	<u>Project Name</u>
4.11a	Trade Corridor Enhancement Program (TCEP)	TCEP-P-1819-02B	San Bernardino	Route 395 Widening from SR 18 to Chamberlaine Way
			San Bernardino	Etiwanda Avenue Grade Separation
			San Joaquin	Fyffe Avenue Grade Separation
			Santa Clara	Route 101/25 Interchange Improvements Phase 1
			Ventura	Rice Avenue and Fifth Street Grade Separation
4.11b	Local Partnership Competitive Program (LPCP)	LPP-P-1819-02B	Santa Clara	Mathilda Avenue Improvements at SR 237 and US 101

4.11c	State Highway Operation and Protection Program (SHOPP)	SHOPP-P-1819-01B	Alameda	Ala-680 Ramp Metering and Traffic Operations Systems
			Riverside	SR-60 Truck Climbing/Descending Lanes
4.11d	Multi-Funded (Solution for Congested Corridors Program (SCCP)/LPCP)	SCCP-P-1819-03B LPP-P-1819-03B	San Mateo Santa Clara	San Mateo and Santa Clara US 101 Managed Lanes
4.11e	Multi-Funded (TCEP/SHOPP)	TCEP-P-1819-03B SHOPP-P-1819-02B	San Diego Imperial	California-Mexico Border System Network Improvement Projects
4.11f	Multi-Funded (SCCP/SHOPP)	SCCP-P-1819-02B SHOPP-P-1819-03B	San Diego	I-5 North Coast Corridor HOV Extension Phase 1-Encinitas HOV

BACKGROUND:

Per the SB 1 Accountability and Transparency Guidelines adopted March 21, 2018, executed Baseline Agreements are required for the following projects:

- All Trade Corridor Enhancement Program projects;
- All Solutions for Congested Corridors Program projects;
- Local Partnership Competitive Program projects with a total project cost of \$25 million or greater or a total programmed amount of \$10 million or greater; and
- State Highway Operation and Protection Program 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.

The Baseline Agreement will set forth the agreed upon project scope, expected benefits, delivery schedule, and project cost and funding plan. It will provide the benchmark for comparison to the current status of a project for subsequent reporting purposes. The Baseline Agreement must be signed by a duly authorized officer of the Applicant and Implementing agency, the District Director and Director of the Department of Transportation, and the Commission's Executive Director.

Attachment A: Project Baseline Agreements. For baseline agreement supporting documentation see <http://catc.ca.gov/programs/sb1/reforms/>

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT
Rt 395 Widening from SR 18 to Chamberlaine Way

Resolution _____

(will be completed by CTC)

1. FUNDING PROGRAM

- Active Transportation Program
- Local Partnership Program (Competitive)
- Solutions for Congested Corridors Program
- State Highway Operation and Protection Program
- Trade Corridor Enhancement Program

2. PARTIES AND DATE

- 2.1 This Project Baseline Agreement (Agreement) for the *Rt 395 Widening from SR 18 to Chamberlaine Way*, effective on, _____ (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, *San Bernardino County Transportation Authority (SBCTA)*, and the Implementing Agency, *San Bernardino County Transportation Authority (SBCTA)*, sometimes collectively referred to as the "Parties".

3. RECITAL

- 3.2 Whereas at its May 16, 2018 meeting the Commission approved the Trade Corridor Enhancement Program, and included in this program of projects the *Rt 395 Widening from SR 18 to Chamberlaine Way*, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A and the Project Report attached hereto as Exhibit B, as the baseline for project monitoring by the Commission.
- 3.3 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

- 4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.
- 4.2 To adhere, as applicable, to the provisions of the Commission:
- Resolution *Insert Number*, "Adoption of Program of Projects for the Active Transportation Program", dated _____
- Resolution *Insert Number*, "Adoption of Program of Projects for the Local Partnership Program", dated _____
- Resolution *Insert Number*, "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated _____
- Resolution *Insert Number*, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated _____
- Resolution TCEP-P-1718-01, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated May 16, 2018

- 4.3 All signatories agree to adhere to the Commission's Trade Corridor Enhancement Program, Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.
- 4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.
- 4.5 The San Bernardino County Transportation Authority (SBCTA) agrees to secure funds for any additional costs of the project.
- 4.6 The San Bernardino County Transportation Authority (SBCTA) agrees to report to Caltrans on a quarterly basis; after July 2019, reports will be on a semi-annual basis on the progress made toward the implementation of the project, including scope, cost, schedule, outcomes, and anticipated benefits.
- 4.7 Caltrans agrees to prepare program progress reports on a quarterly basis; after July 2019, reports will be on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.
- 4.8 The San Bernardino County Transportation Authority (SBCTA) agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.9 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits during the course of the project, and retain those records for four years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 4.10 The Transportation Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for four years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

5.1 Project Schedule and Cost

See Project Programming Request Form, attached as Exhibit A.

5.2 Project Scope

See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.

5.3 Other Project Specific Provisions and Conditions

Attachments:

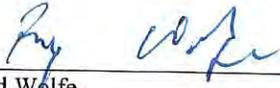
Exhibit A: Project Programming Request Form

Exhibit B: Project Report

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

Rt 395 Widening from SR 18 to Chamberlaine Way

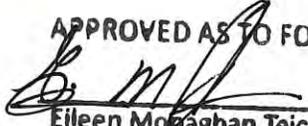
Resolution _____

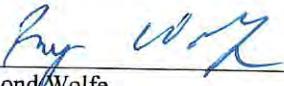


Raymond Wolfe Date 7/9/18

Executive Director

Project Applicant **SBCTA**

APPROVED AS TO FORM:

Eileen Moranaghan Teichert
SBCTA General Counsel
Date: 7/9/18



Raymond Wolfe Date 7/9/18

Executive Director

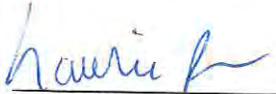
Implementing Agency **SBCTA**



for John Bulinski Date 7/9/18

District Director

California Department of Transportation



Laurie Berman Date 7-18-18

Director

California Department of Transportation

Susan Bransen Date _____

Executive Director

California Transportation Commission

Amendment (Existing Project) Y/N				Date:	06/25/18
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID / prg.
08	0F631	0813000220	0260J	200451	
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency	
SBD	395	11.2	16.6	San Bernardino County Transportation Authority (SBCTA)	
				MPO	Element
				SCAG	CO
Project Manager/Contact		Phone		E-mail Address	
Andrea Nieto		(909)884-8276		anieto@gosbcta.com	
Project Title					
Route 395 Widening from SR 18 to Chamberlaine Way					
Location (Project Limits), Description (Scope of Work)					
<p>Location: This project is located on US 395 between SR 18 and Chamberlaine Way in the City of Adelanto.</p> <p>Description: The project will widen this section of US 395 from two to four lanes. Proposed improvements also include operational improvements such as adding turn lanes and signal improvements at intersections. The project will provide two 12-foot lanes with 8-foot outside shoulders in each direction, and a 14-foot median with rumble strips. The existing single span California Aqueduct Bridge No. 54-0829 and the Joshua Wash Bridge No. 54-0524 will be widened to accommodate the proposed roadway improvements. In addition, the following five intersections (all located within the limits of the portion of US-395 being widened) will be improved: Holly Road/Hopland Street, Seneca Road, Air Expressway, Auburn Avenue and El Mirage Road.</p>					
Component	Implementing Agency				
PA&ED	Caltrans				
PS&E	Caltrans				
Right of Way	San Bernardino County Transportation Authority (SBCTA)				
Construction	San Bernardino County Transportation Authority (SBCTA)				
Legislative Districts					
Assembly:	33	Senate:	21	Congressional:	8
Project Benefits					
Provide congestion relief and improve safety and operations along this segment of US 395. See page 2 for details					
Purpose and Need					
The purpose of this project is to relieve congestion and enhance the operational efficiency of the corridor by constructing a continuous four-lane highway. The existing US-395 has two and four-lane portions within the project limits. The two-lane portions consist of a twelve-foot travel lane and a shoulder that varies from five to eight feet for both the north and southbound lanes. The two-lane segments also carry a large volume of traffic with a high percentage of trucks, which restricts passing opportunities. See page 2 for additional details.					
Category	Outputs/Outcomes			Unit	Total
State Highway Road Construction	Mixed flow lane-miles constructed			Miles	10.8
State Highway Road Construction	Modified/Reconstructed bridges			each	2
State Highway Road Construction	Turn pockets constructed			each	22
State Highway Road Construction	Sound wall miles constructed			Miles	0.55
State Highway Road Construction	Intersections modified			each	5
ADA Improvements Y	Bike/Ped Improvements N		Reversible Lane analysis N		
Inc. Sustainable Communities Strategy Goals Y		Reduces Greenhouse Gas Emissions Y			
Project Milestone					
				Existing	Proposed
Project Study Report Approved					
Begin Environmental (PA&ED) Phase				11/01/2006	
Circulate Draft Environmental Document		Document Type	ND	10/01/2009	
Draft Project Report				11/01/2009	
End Environmental Phase (PA&ED Milestone)				12/31/2009	
Begin Design (PS&E) Phase				03/01/2014	
End Design Phase (Ready to List for Advertisement Milestone)				07/15/2018	07/30/18
Begin Right of Way Phase				10/01/2014	
End Right of Way Phase (Right of Way Certification Milestone)				04/30/2018	07/27/18
Begin Construction Phase (Contract Award Milestone)				01/01/2019	02/06/19
End Construction Phase (Construction Contract Acceptance Milestone)				06/30/2021	09/15/21
Begin Closeout Phase				07/01/2021	09/16/21
End Closeout Phase (Closeout Report)				07/01/2022	06/16/23

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 06/25/18

Additional Information

Project Need: US-395 is a major interregional highway moving goods and people along a north-south corridor in eastern California. Much of US-395 is a four-lane divided highway with a high percentage of trucks. The portion of US-395 between SR-58 and I-15 is two-lane, and generally higher volume for both passenger vehicles and trucks than segments to the north of SR-58. Average Annual Daily Traffic (AADT) volume on this segment is approximately 18,500 vehicles per day, 17% of which (over 3,000 per day) is trucks (Ref. updated Transportation Concept Report, June 2017 – Adelanto Rd. to Air Expressway segment). US-395 in this area is in need of improvement because of:

- Heavy existing traffic volume for a two-lane highway.
- Heavy truck volume, particularly accommodating truck flows between SR-58 and I-15. US-395 is a critical connector between these facilities.
- Limited passing opportunities, combined with differential speeds between passenger cars and trucks.
- Future growth in the Victor Valley and surrounding areas. Traffic projections for US-395 for this segment show upwards of 47,000 vehicles per day by 2040, with over 5,000 of these being trucks (ref. 2017 Caltrans Transportation Concept Report). This is well beyond the capacity of a two-lane facility with this volume and percentage of trucks.
- The need to better service the industrial development in and around Southern California Logistics Airport (SCLA).

Project Benefits:

- The benefit/cost ratio for the improvement over the 20-year analysis period is 3.1.
- The net present value (NPV) of benefits is \$110.6 million over that period.
- 20% of the benefits are attributable to trucks.
- Accident cost savings represent 9.5% of the total savings.
- Some 90,000 tons of CO2 emissions will be saved over the 20-year analysis period. This is primarily attributable to the relief of congestion, which will become more severe if this segment is not improved. About 4% of the economic benefits can be attributed to emission cost savings.
- Without improvement, the peak period average speed in this portion of US-395 would gradually deteriorate from about 54 mph in Year 1 to less than 20 mph in Year 20.

Life-Cycle Costs (mil. \$)		ITEMIZED BENEFITS (mil. \$)				
Life-Cycle Costs (mil. \$)	\$52.0	Travel Time Savings	\$102.6	\$25.3	\$127.9	\$6.4
Life-Cycle Benefits (mil. \$)	\$162.6	Veh. Op. Cost Savings	\$10.9	\$1.3	\$12.2	\$0.6
Net Present Value (mil. \$)	\$110.6	Accident Cost Savings	\$13.7	\$1.7	\$15.4	\$0.8
		Emission Cost Savings	\$2.2	\$4.9	\$7.1	\$0.4
		TOTAL BENEFITS	\$129.3	\$33.3	\$162.6	\$8.1
Benefit / Cost Ratio:	3.1	Person-Hours of Time Saved		18,384,331	919,217	
Rate of Return on Investment:	11.4%					
Payback Period:	12 years					

Should benefit-cost results include:		EMISSIONS REDUCTION			
1) Induced Travel? (y/n)	<input checked="" type="checkbox"/> Y Default = Y	Total Over 20 Years	Average Annual	Total Over 20 Years	Average Annual
2) Vehicle Operating Costs? (y/n)	<input checked="" type="checkbox"/> Y Default = Y	CO Emissions Saved	193	10	\$0.0
3) Accident Costs? (y/n)	<input checked="" type="checkbox"/> Y Default = Y	CO ₂ Emissions Saved	90,698	4,535	\$2.3
4) Vehicle Emissions? (y/n)	<input checked="" type="checkbox"/> Y Default = Y	NO _x Emissions Saved	184	8	\$4.6
Includes value for CO ₂ e		PM ₁₀ Emissions Saved	1	0	\$0.1
		PM _{2.5} Emissions Saved	1	0	\$0.1
		SO _x Emissions Saved	1	0	\$0.0
		VOC Emissions Saved	20	1	\$0.0

ADA Notice

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Fund No. 3:		Local Funds - SBD Co Measure I (XSBD)							Program Code	
Existing Funding (\$1,000s)									20.10.400.100	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)									San Bernardino Associated Govern	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W	582							582		
CON										
TOTAL	582							582		
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W	582							582		
CON										
TOTAL	582							582		

Fund No. 4:		Demo - Demonstration-State TEA21 (DEMOS21)							Program Code	
Existing Funding (\$1,000s)									20.30.010.680	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W	360							360		
CON										
TOTAL	360							360		
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W	360							360		
CON										
TOTAL	360							360		

Fund No. 5:		Other State - National Hwy System (NH)							Program Code	
Existing Funding (\$1,000s)									SHOPP	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON		214						214		
TOTAL		214						214		
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)									SHOPP	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON		214						214		
TOTAL		214						214		

Fund No. 6:		Federal Disc. - Exploratory Advanced Research (EAR) (EAR)							Program Code	
Existing Funding (\$1,000s)									20.XX.400.300	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON		2,558						2,558		
TOTAL		2,558						2,558		
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)									2016 Repurpose Earmark	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON		2,558						2,558		
TOTAL		2,558						2,558		

Fund No. 7:		State SB1 TCEP - Trade Corridors Enhancement Account (TCEA)							Program Code	
Existing Funding (\$1,000s)									20.XX.723.200	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON		23,292						23,292		
TOTAL		23,292						23,292		
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)									Regional	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON		23,292						23,292		
TOTAL		23,292						23,292		

Fund No. 8:		State SB1 TCEP - Trade Corridors Enhancement Account (TCEA)							Program Code	
Existing Funding (\$1,000s)									20.XX.723.100	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON		1,000						1,000		
TOTAL		1,000						1,000		
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)									State	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON		1,000						1,000		
TOTAL		1,000						1,000		

Fund No. 9:		Local Measure I							Program Code	
Existing Funding (\$1,000s)									Funding Agency	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total		
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON		200						200		
TOTAL		200						200		

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT
Etiwanda Avenue Grade Separation

Resolution _____

(will be completed by CTC)

1. FUNDING PROGRAM

- Active Transportation Program
- Local Partnership Program (Competitive)
- Solutions for Congested Corridors Program
- State Highway Operation and Protection Program
- Trade Corridor Enhancement Program

2. PARTIES AND DATE

- 2.1 This Project Baseline Agreement (Agreement) for the *Etiwanda Avenue Grade Separation*, effective on, _____ (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, *City of Rancho Cucamonga*, and the Implementing Agency, *City of Rancho Cucamonga*, sometimes collectively referred to as the "Parties".

3. RECITAL

- 3.2 Whereas at its May 16, 2018 meeting the Commission approved the Trade Corridor Enhancement Program, and included in this program of projects the *Etiwanda Avenue Grade Separation*, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A and the Project Report attached hereto as Exhibit B, as the baseline for project monitoring by the Commission.
- 3.3 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

- 4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.
- 4.2 To adhere, as applicable, to the provisions of the Commission:
- Resolution *Insert Number*, "Adoption of Program of Projects for the Active Transportation Program", dated _____
 - Resolution *Insert Number*, "Adoption of Program of Projects for the Local Partnership Program", dated _____
 - Resolution *Insert Number*, "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated _____
 - Resolution *Insert Number*, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated _____
 - Resolution TCEP-P-1718-01, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated May 16, 2018

- 4.3 All signatories agree to adhere to the Commission's Trade Corridor Enhancement Program, Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.
- 4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.
- 4.5 The City of Rancho Cucamonga agrees to secure funds for any additional costs of the project.
- 4.6 The City of Rancho Cucamonga agrees to report to Caltrans on a quarterly basis; after July 2019, reports will be on a semi-annual basis on the progress made toward the implementation of the project, including scope, cost, schedule, outcomes, and anticipated benefits.
- 4.7 Caltrans agrees to prepare program progress reports on a quarterly basis; after July 2019, reports will be on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.
- 4.8 The City of Rancho Cucamonga agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.9 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits during the course of the project, and retain those records for four years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 4.10 The Transportation Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for four years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

5.1 Project Schedule and Cost

See Project Programming Request Form, attached as Exhibit A.

5.2 Project Scope

See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.

5.3 Other Project Specific Provisions and Conditions

Attachments:

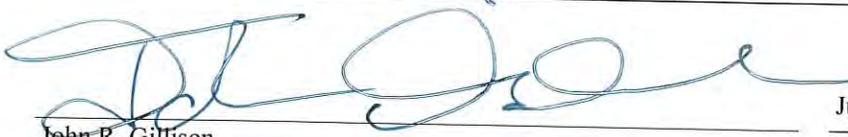
Exhibit A: Project Programming Request Form

Exhibit B: Project Report

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

Etiwanda Avenue Grade Separation Project

Resolution _____



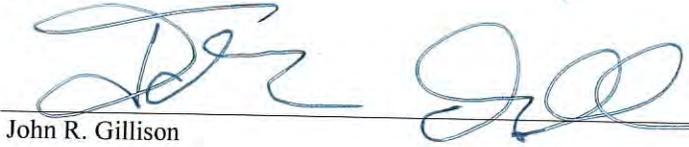
John R. Gillison

June 7, 2018

_____ Date

City of Rancho Cucamonga, City Manager

Project Applicant



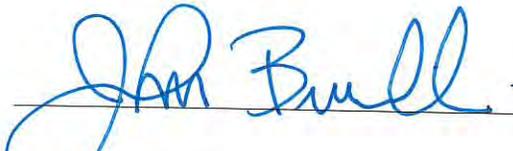
John R. Gillison

June 7, 2018

_____ Date

City of Rancho Cucamonga, City Manager

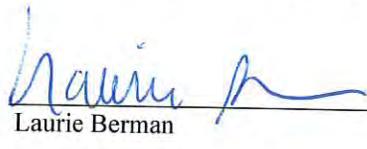
Implementing Agency



District Director

6/14/18
_____ Date

California Department of Transportation



Laurie Berman

7-18-18

_____ Date

Director

California Department of Transportation

Susan Bransen

_____ Date

Executive Director

California Transportation Commission

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

General Instructions

Amendment (Existing Project) No					Date:	7/13/18	
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID / prg.		
75	TC0011	0018000305	T0011		TCEP		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
SBD	San Gabriel Rail Line	44.1	44.1	Caltrans			
				MPO	Element		
				SCAG	Rail		
Project Manager/Contact		Phone		E-mail Address			
Curt Billings		(909) 774-4069		Curt.Billings@CityofRC.us			
Project Title							
Etiwanda Avenue Grade Separation at SCRRA and BNSF San Gabriel Subdivision, between Whittram Avenue and Napa Street							
Location (Project Limits), Description (Scope of Work)							
The proposed Etiwanda Avenue Grade Separation at SCRRA and BNSF San Gabriel Rail Line, between Whittram Avenue and Napa Street, is located in the south east portion of the City of Rancho Cucamonga, borderd by the cities of Fontana to the east and Ontario is nearby to the south.							
The project will construct an overhead concrete girder bridge with a raised roadway profile and road widening, along Etiwanda Avenue and over the SCRRA San Gabriel Subdivision at mile post 44.1 (CPUC Corssing No. 18.3-36-101SG-44.1 Etiwanda; DOT Crossing No. 026151P SCRRA). An existing at grade crossing will be eliminated and access to local businesses will be maintained below the bridge superstructure.							
Component	Implementing Agency						
PA&ED	City of Rancho Cucamonga						
PS&E	City of Rancho Cucamonga						
Right of Way	City of Rancho Cucamonga						
Construction	City of Rancho Cucamonga						
Legislative Districts							
Assembly:	40	Senate:	23	Congressional:	31		
Project Benefits							
Eliminates an At-Grade Crossing, improves vehicle and rail safety, mobility and surface transportation. (cont. pg 2)							
Purpose and Need							
To establish a grade separation at the Etiwanda Avenue/SCRRA grade crossing. A grade separation will reduce vehicular delays and queing along Etiwanda Avenue leading to improved mobility and LOS in compliance with CMP policy. The grade separation will provide for the safe operation of vehicles, trucks and trains whose volume is projected to increase within the project limits. It will also provide for improved emergency vehicle response times for the area. The existing Etiwanda Avenue grade crossing has experienced 7 train/vehicular accidents resulting in 2 fatalities and injuries. A new grade separation is needed to address the increase in forecasted regional traffic demand, to eliminate vehicle/train accidents and maintain satisfactory CMP designated LOS thresholds.							
Category		Outputs/Outcomes			Unit	Total	
Local streets and roads		At-grade crossings eliminated			each	1	
Local streets and roads		Local road operational improvements			Feet	6800	
Local streets and roads		New local road bridge structures			each	1	
Local streets and roads		Bicycle lane-feet			Feet	3400	
ADA Improvements	Yes	Bike/Ped Improvements	Yes	Reversible Lane analysis	No		
Inc. Sustainable Communities Strategy Goals		Yes	Reduces Greenhouse Gas Emissions				Yes
Project Milestone					Existing	Proposed	
Project Study Report Approved					06/06/18		
Begin Environmental (PA&ED) Phase						01/16/18	
Circulate Draft Environmental Document			Document Type	CE		06/04/18	
Draft Project Report						N/A See Notes	
End Environmental Phase (PA&ED Milestone)						06/06/18	
Begin Design (PS&E) Phase						09/05/18	
End Design Phase (Ready to List for Advertisement Milestone)						01/31/20	
Begin Right of Way Phase						09/05/18	
End Right of Way Phase (Right of Way Certification Milestone)						01/31/20	
Begin Construction Phase (Contract Award Milestone)						06/01/20	
End Construction Phase (Construction Contract Acceptance Milestone)						12/30/21	
Begin Closeout Phase						01/02/22	
End Closeout Phase (Closeout Report)						12/30/22	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

Date: 7/17/18

Additional Information

Project Benefits (Continued from pg 1):

A new grade separation at the Etiwanda Avenue grade crossing is needed to address mobility related to the increase in forecasted regional traffic demand, eliminate vehicle/train accidents and maintain satisfactory CMP designated LOS thresholds. Safety and community access for all modes of transportation will be improved with the elimination of an at grade railroad crossing. In addition, the quality of life for residents will be improved since the railroad will no longer be required to routinely sound the train horn per Federal Rail Administration rules. Eliminate approximately 12,180 minutes of vehicle delays per day based on 2020 estimated ADT. Fiber interconnect conduit will be installed to expand the City's existing intelligent transportation system from Whittram Avenue to the City limits bordering the City of Fontana at Napa Street. Traffic congestion will be reduced with the construction of an overhead highway bridge. Currently Etiwanda Avenue has a level of service (F) and an ADT of 21,000 vehicles. The 3,400 total linear feet of sidewalks and 5 feet wide bike lanes on Etiwanda Avenue. Reduce the annual vehicle emission by nearly 1,166 tons of CO, CO2, & NOx combined.

The Etiwanda Avenue Grade Separation project between Napa Street and Whittram Avenue Project will construct a four-lane roadway overcrossing for 6,800 total linear feet of road at the Metrolink San Gabriel subdivision rail line (MP 44.1) which runs from Pasadena to San Bernardino.

Following the Metrolink San Gabriel subdivision rail line East of the I-15 freeway towards Etiwanda Avenue, there are two main tracks from CP Nolan (MP 44.5) to CP Beech (MP 47.6), track 1 on the north side and track 2 to its south. There is another spur to the sidetrack along the north side of the track at Etiwanda Avenue, site of the existing at grade road crossing. East of Etiwanda Avenue, where a Kaiser steel mill used to be, the California Auto Club Speedway now occupies the south side of the tracks. Calabash Avenue crosses the tracks (at a non-public grade crossing) at this location. There is an occasional-use Metrolink station here (CP Speedway, MP 45.3), an island platform in between the two main tracks, along with some storage tracks. Immediately east of this location is the BNSF Kaiser yard (CP Kaiser, MP 45.4), nominal destination of two daily switching turns out of San Bernardino, through which there is a third track, the "South Kaiser". East of Speedway the line and yard passes under the Cherry Avenue bridge in Fontana.

Separating surface transportation from the commuter and freight rail traffic railroad line will improve safety and operational efficiency to the mainline and several industry rail spurs nearby. It will reduce congestion and mitigate future growth impacts. Etiwanda Avenue provides surface transportation connections from local industries to several nearby freeways. It connects to the I-10 freeway 1.7 miles to the south and the I-60 freeway 3.5 miles further south. Also, 1.2 miles to the north it connects to the I-15 freeway via Foothill Blvd (Old Route 66).

The project links these existing corridors, which serve statewide needs, with an alternate capacity-enhancing local through route and thereby improving transportation resilience.

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

Date: 7/13/18

Additional Information

Purpose and Need (Continued from pg 1):

Etiwanda Avenue is experiencing excessive delays and vehicular queues due to more than 52 daily train movements on the Metrolink San Bernardino Line. These delays and queuing are expected to worsen with continued growth and development adjacent to the project site. The most recent data shows that the existing Etiwanda Avenue at grade crossing has experienced 7 train/vehicular accidents resulting in 2 fatalities and injuries. The current roadway speed limit is 55 mph combined with increasing train trips are a concern with ongoing future growth in one of the fastest growing regions in the country.

Project Milestone (Continued from pg 1) Draft Project Report is not required for Statutory Exempt Projects.

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Additional Information

①

INVESTMENT ANALYSIS

SUMMARY RESULTS

Life-Cycle Costs (mil. \$)	\$36.23
Life-Cycle Benefits (mil. \$)	\$40.2
Net Present Value (mil. \$)	\$3.99
Benefit / Cost Ratio:	1.11
Rate of Return on Investment:	4.5%
Payback Period:	17 years

ITEMIZED BENEFITS (mil. \$)	Total Over	
	20 Years	Average Annual
Travel Time Savings	\$33.8	\$1.7
Veh. Op. Cost Savings	\$3.3	\$0.2
Accident Cost Savings	\$0.5	\$0.0
Emission Cost Savings	\$2.8	\$0.1
TOTAL BENEFITS	\$40.2	\$2.0
Person-Hours of Time Saved	3,819,389	190,983

Should benefit-cost results include:

1) Induced Travel? (y/n)	<input type="checkbox"/> N Default = Y
2) Vehicle Operating Costs? (y/n)	<input type="checkbox"/> Y Default = Y
3) Accident Costs? (y/n)	<input type="checkbox"/> Y Default = Y
4) Vehicle Emissions? (y/n) includes value for CO ₂ e	<input type="checkbox"/> Y Default = Y

EMISSIONS REDUCTION	Tons		Value (mil. \$)	
	Total Over 20 Years	Average Annual	Total Over 20 Years	Average Annual
CO Emissions Saved	45	2	\$0.0	\$0.0
CO ₂ Emissions Saved	23,227	1,161	\$0.7	\$0.0
NO _x Emissions Saved	54	3	\$1.8	\$0.1
PM ₁₀ Emissions Saved	0	0	\$0.1	\$0.0
PM _{2.5} Emissions Saved	0	0	\$0.0	\$0.0
SO _x Emissions Saved	0	0	\$0.0	\$0.0
VOC Emissions Saved	7	0	\$0.0	\$0.0

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT
FYFFE AVENUE GRADE SEPARATION

Resolution _____

(will be completed by CTC)

1. FUNDING PROGRAM

- Active Transportation Program
- Local Partnership Program (Competitive)
- Solutions for Congested Corridors Program
- State Highway Operation and Protection Program
- Trade Corridor Enhancement Program

2. PARTIES AND DATE

- 2.1 This Project Baseline Agreement (Agreement) for the *FYFFE AVENUE GRADE SEPARATION*, effective on, _____ (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, *Port of Stockton*, and the Implementing Agency, *Port of Stockton*, sometimes collectively referred to as the "Parties".

3. RECITAL

- 3.2 Whereas at its May 16, 2018 meeting the Commission approved the Trade Corridor Enhancement Program, and included in this program of projects the *FYFFE AVENUE GRADE SEPARATION*, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A and the Project Report attached hereto as Exhibit B, as the baseline for project monitoring by the Commission.
- 3.3 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

- 4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.
- 4.2 To adhere, as applicable, to the provisions of the Commission:
- Resolution *Insert Number*, "Adoption of Program of Projects for the Active Transportation Program", dated _____
 - Resolution *Insert Number*, "Adoption of Program of Projects for the Local Partnership Program", dated _____
 - Resolution *Insert Number*, "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated _____
 - Resolution *Insert Number*, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated _____
 - Resolution TCEP-P-1718-01, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated May 16, 2018

- 4.3 All signatories agree to adhere to the Commission's Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.
- 4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.
- 4.5 The Port of Stockton agrees to secure funds for any additional costs of the project.
- 4.6 The Port of Stockton agrees to report to Caltrans on a quarterly basis; after July 2019, reports will be on a semi-annual basis on the progress made toward the implementation of the project, including scope, cost, schedule, outcomes, and anticipated benefits.
- 4.7 Caltrans agrees to prepare program progress reports on a quarterly basis; after July 2019, reports will be on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.
- 4.8 The Port of Stockton agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.9 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits during the course of the project, and retain those records for four years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 4.10 The Transportation Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for four years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

5.1 Project Schedule and Cost

See Project Programming Request Form, attached as Exhibit A.

5.2 Project Scope

See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.

5.3 Other Project Specific Provisions and Conditions

Attachments:

- Exhibit A: Transmittal Letter
- Exhibit B: Project Programming Request Form
- Exhibit C: Project Report
- Exhibit D: Environmental Documentation
- Exhibit E: Original Project Application

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT
FYFFE AVENUE GRADE SEPARATION

Resolution _____



Richard Aschieris

June 12, 2018

Date

Port Director, Port of Stockton

Project Applicant



Richard Aschieris

June 12, 2018

Date

Port Director, Port of Stockton

Implementing Agency



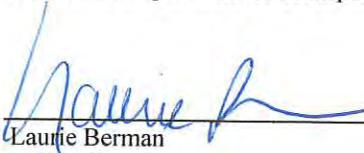
Dennis T. Agar

6/29/18

Date

District Director

California Department of Transportation



Laurie Berman

7-18-18

Date

Director

California Department of Transportation

Susan Bransen

Date

Executive Director

California Transportation Commission

Exhibit A

PORT OF STOCKTON

Phone: (209) 946-0246



Fax: (209) 465-7244

July 13, 2018

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

Chair and Commissioners:

On behalf of the Port of Stockton, please accept this transmittal letter as the formal submittal of the Baseline Agreement and its Exhibits for the Fyffe Avenue Grade Separation Project, located at the Port of Stockton in Stockton, California. The Project Baseline Agreement has been signed by Richard Aschieris, Port Director, and is consistent with the approved Project Application submitted on January 24, 2018; the adopted 2018 Trade Corridor Enhancement Program Resolution TCEP-P-1718-01 approved by the California Transportation Commission on May 16, 2018; the Project Report approved on July 12, 2018; and the California Environmental Quality Act, Notice of Exemption, approved on May 18, 2018.

Please contact me at (209)946-0246 or jvillanueva@stocktonport.com with any questions that you may have.

Thank you,

A handwritten signature in blue ink, appearing to read "Juan G. Villanueva".

JUAN G. VILLANUEVA
Development & Planning Manager

Enclosures

PORT OF STOCKTON

Phone: (209) 946-0246



Fax: (209) 465-7244

STOCKTON PORT DISTRICT

Certification

I, Yvonne R. Ishimoto, Secretary of the Stockton Port District, do hereby certify that the following is a full, true, and correct copy of Resolution #7442 of the Board of Port Commissioners of the Stockton Port District, as passed at a regular meeting thereof held on the 19th day of March 2007, and that said resolution is in full force and effect:

WHEREAS, the Stockton Port District, a special district of the State of California is eligible to receive Federal and/or State funding for certain transportation projects through the California Department of Transportation (CalTrans); and

WHEREAS, Master Agreements, Program Supplemental Agreements, Fund Exchange Agreements and/or Fund Transfer Agreements need to be executed with the California Department of Transportation before such funds could be claimed; and

WHEREAS, the Board of Commissioners of the Stockton Port District wishes to delegate authorization of these agreements to Port staff; it is therefore

RESOLVED, by the Board of Commissioners of the Stockton Port District that the Port Director or the Special Projects Manager are hereby authorized to execute all Master Agreements, Program Supplemental Agreements, Fund Exchange Agreements, Fund Transfer Agreements and/or any amendments thereto with the California Department of Transportation; and

RESOLVED FURTHER, that the Port Director is hereby authorized, empowered and directed to ensure that the provisions of this resolution are appropriately effected.

Dated this 22nd day of March 2007.

A handwritten signature in cursive script, appearing to read "Yvonne R. Ishimoto", is written over a horizontal line.

Yvonne R. Ishimoto
Secretary



Exhibit B

General Instructions

Amendment (Existing Project) No				Date:	7/17/18
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID / prg.
75	T1C0002	0018000293	T0002		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency	
SJ	San Joaquin			Port of Stockton	
				MPO	Element
					Rail
Project Manager/Contact		Phone		E-mail Address	
Juan G. Villanueva		209 946-0246		jvillanueva@stocktonport.com	
Project Title					
Fyffe Avenue Grade Separation					
Location (Project Limits), Description (Scope of Work)					
The Fyffe Avenue Grade Separation Project is located in the City of Stockton, California, in San Joaquin County from the northern limits of the Navy Drive Bridge at the San Joaquin River to the Port of Stockton West Complex entrance. The Project will replace an existing at grade rail crossing entrance to the Port's West Complex with a new grade-separated crossing approximately 900-1000 ft east of the current grade crossing location. A four lane overcrossing will be constructed just north of Navy Drive Bridge and over the Fyffe Avenue rail line, realigning McCloy Avenue south of its current location to form a stop-controlled intersection.					
Component		Implementing Agency			
PA&ED		Port of Stockton			
PS&E		Port of Stockton			
Right of Way		Port of Stockton			
Construction		Port of Stockton			
Legislative Districts					
Assembly:	District 13	Senate:	District 5	Congressional:	Districts 9 & 10
Project Benefits					
This Project increases safety for the public, reduces hours of delay, solves a transportation bottleneck, promotes multimodal strategies at the Port, and improves interregional corridors that serve Statewide trade corridor needs. Project will reduce Particulate Matter (PM) 10, and PM 2.5, and greenhouse gasses by eliminating traffic idling delays caused by six train units a day entering the port. Project will promote efficient goods movements by increasing volume of freight traffic, speed of freight traffic, (Continued on page 2)					
Purpose and Need					
The primary purpose of the Project is to improve local, regional and interregional access to the Ports West Complex. The Project is one of a series of improvements to facilitate the flow of goods and services to and from the Port via the State Route 4 Crosstown Freeway and interregional road and rail network. Port of Stockton is an inland port facility whose strategic location adjacent to water, rail and highway access supports agricultural, industrial, construction and bulk materials activities. (Continued on page 2)					
Category		Outputs/Outcomes		Unit	Total
Intercity Rail/Mass Trans		Grade separations/ rail crossing improvements		each	1
Local streets and roads		At-grade crossings eliminated		each	1
Local streets and roads		Local road operational improvements		each	1
ADA Improvements No		Bike/Ped Improvements No		Reversible Lane analysis No	
Inc. Sustainable Communities Strategy Goals No			Reduces Greenhouse Gas Emissions Yes		
Project Milestone				Existing	Proposed
Project Study Report Approved				09/27/13	
Begin Environmental (PA&ED) Phase					01/01/18
Circulate Draft Environmental Document			Document Type	CE	N/A
Draft Project Report					06/27/18
End Environmental Phase (PA&ED Milestone)					05/18/18
Begin Design (PS&E) Phase					06/27/18
End Design Phase (Ready to List for Advertisement Milestone)					06/27/20
Begin Right of Way Phase					06/27/18
End Right of Way Phase (Right of Way Certification Milestone)					06/27/19
Begin Construction Phase (Contract Award Milestone)					06/27/20
End Construction Phase (Construction Contract Acceptance Milestone)					06/27/23
Begin Closeout Phase					06/27/23
End Closeout Phase (Closeout Report)					12/31/23

ADA Notice

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

Date: 7/17/18

Additional Information

Continued from page 1 Benefits - reliability and travel time is increased due to elimination of rail delays. The Project will enhance inter-Port circulation to support Short Sea Shipping efforts. Removing the at-grade intersection will provide vehicle and rail safety improvements and enable critical emergency evacuation route for employees, tenants, visitors, and emergency responders. The Project will strengthen the region's transportation systems and provide last mile link to the highway and trade corridors.

Continued from page 1 Purpose and Need - Port's transportation connections and available work force have made it a popular location for warehousing, distribution and logistics with the West Complex hosting a high number of heavy trucks as a goods movement terminal. Recent Crosstown Freeway Extension complements this project by facilitating efficient goods movement.

Changes to Project Milestone Dates - Application Delivery Plan vs. PPR:

The circulation of draft environmental document was not applicable as the project has a Notice of Exemption and circulation was not required.

'Begin Environmental Phase' was originally submitted as 07/2018; Port initiated environmental 01/2018 and filed the Notice of Exemption 05/18/2018.

Port was able to move forward with design sooner than anticipated due to reduced environmental phase so PS&E (originally submitted as 09/2019) can begin earlier. Port requested design funds to be advanced to FY 17/18 - PPR reflects date of CTC action on 6/27/2018.

'End ROW Phase' originally submitted as 02/2019; changed to 6/27/19 to reflect allocation.

'Begin / End Construction' dates changed to reflect allocation and follows 'timely use of funds' rule.

ADA Notice

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

Date: 7/17/18

District	County	Route	EA	Project ID	PPNO	Alt. ID
75	SJ	San Joaquin, ,	700002	0018000293	T0002	
Project Title: Fyffe Avenue Grade Separation						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	
E&P (PA&ED)									Port of Stockton
PS&E									Port of Stockton
R/W SUP (CT)									Port of Stockton
CON SUP (CT)									Port of Stockton
R/W									Port of Stockton
CON									Port of Stockton
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes PA&ED was completed in FY 17/18 with Port funds
E&P (PA&ED)	200							200	
PS&E		1,400						1,400	
R/W SUP (CT)									
CON SUP (CT)									
R/W		400						400	
CON			11,000					11,000	
TOTAL	200	1,800	11,000					13,000	

Fund No. 1:	SB 1 TRADE CORRIDOR ENHANCEMENT PROGRAM								Program Code	
Existing Funding (\$1,000s)									30.10.723.100	
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency	
E&P (PA&ED)									CALTRANS - <i>regional share</i>	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)									PS&E funding was advanced, allocated FY 17/18	
PS&E		1,000						1,000		
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON			8,000					8,000		
TOTAL		1,000	8,000					9,000		

Fund No. 2:	PORT FUNDS (local funds)								Program Code	
Existing Funding (\$1,000s)										
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency	
E&P (PA&ED)									PORT OF STOCKTON (local funds)	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)	200							200	PA&ED was completed in FY 17/18 with Port funds	
PS&E		400						400		
R/W SUP (CT)										
CON SUP (CT)										
R/W		400						400		
CON			3,000					3,000		
TOTAL	200	800	3,000					4,000		

Fund No. 6:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Funding Agency

Notes

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT
US 101/SR 25 Interchange Improvements - Phase 1

Resolution _____
(will be completed by CTC)

1. FUNDING PROGRAM

- Active Transportation Program
- Local Partnership Program (Competitive)
- Solutions for Congested Corridors Program
- State Highway Operation and Protection Program
- Trade Corridor Enhancement Program

2. PARTIES AND DATE

2.1 This Project Baseline Agreement (Agreement) for the *US 101/SR 25 Interchange Improvements - Phase 1*, effective on, _____ (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, *Santa Clara Valley Transportation Authority (VTA)*, and the Implementing Agency, *Santa Clara Valley Transportation Authority (VTA)*, sometimes collectively referred to as the "Parties".

3. RECITAL

- 3.2 Whereas at its May 16, 2018 meeting the Commission approved the Trade Corridor Enhancement Program, and included in this program of projects the *US 101/SR 25 Interchange Improvements - Phase 1*, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A and the Project Report attached hereto as Exhibit B, as the baseline for project monitoring by the Commission.
- 3.3 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

- 4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.
- 4.2 To adhere, as applicable, to the provisions of the Commission:
- Resolution *Insert Number*, "Adoption of Program of Projects for the Active Transportation Program", dated _____
 - Resolution *Insert Number*, "Adoption of Program of Projects for the Local Partnership Program", dated _____
 - Resolution *Insert Number*, "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated _____
 - Resolution *Insert Number*, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated _____
 - Resolution TCEP-P-1718-01, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated May 16, 2018

- 4.3 All signatories agree to adhere to the Commission's Trade Corridor Enhancement Program, Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.
- 4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.
- 4.5 The Santa Clara Valley Transportation Authority (VTA) agrees to secure funds for any additional costs of the project.
- 4.6 The Santa Clara Valley Transportation Authority (VTA) agrees to report to Caltrans on a quarterly basis; after July 2019, reports will be on a semi-annual basis on the progress made toward the implementation of the project, including scope, cost, schedule, outcomes, and anticipated benefits.
- 4.7 Caltrans agrees to prepare program progress reports on a quarterly basis; after July 2019, reports will be on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.
- 4.8 The Santa Clara Valley Transportation Authority (VTA) agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.9 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits during the course of the project, and retain those records for four years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 4.10 The Transportation Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for four years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

5.1 Project Schedule and Cost

See Project Programming Request Form, attached as Exhibit A.

5.2 Project Scope

See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.

5.3 Other Project Specific Provisions and Conditions

This application focused on Phase 1 of the reconstruction of the US 101/SR 25 interchange within the overall project defined in the approved Project Report.

Link to electronic copy of (Exhibit B) Project Report - https://www.dropbox.com/s/p3p5p2z91837vh4/Project_Report_US101_Widening.pdf?dl=0

Attachments:

Exhibit A: Project Programming Request Form

Exhibit B: Project Report

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

US 101/SR 25 Interchange Improvements - Phase I

Resolution _____



Nuria I. Fernandez Date 6-13-18

General Manager, Santa Clara Valley Transportation Authority

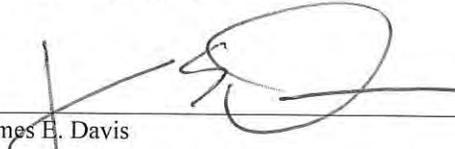
Project Applicant



Nuria I. Fernandez Date 6-13-18

General Manager, Santa Clara Valley Transportation Authority

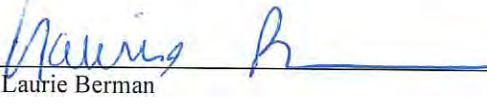
Implementing Agency



James E. Davis Date 6/27/18

District Director

California Department of Transportation



Laurie Berman Date 7-18-18

Director

California Department of Transportation

Susan Bransen Date _____

Executive Director

California Transportation Commission

Amendment (Existing Project) No		Date: 7/16/18	
District	EA	Project ID	PPNO
04			
County		Route/Corridor	PM Bk
SCL		101	2.8
		PM Ahd	3.7
Project Sponsor/Lead Agency			
VTA			
MPO		Element	
MTC		Capital Outlay	
Project Manager/Contact		Phone	E-mail Address
Gene Gonzalo		408-952-4236	gene.gonzalo@vta.org

Project Title
 US 101/SR 25 Interchange - Phase 1

Location (Project Limits), Description (Scope of Work)
 In southern Santa Clara County and Northern San Benito County, at the interchange of US 101 and SR 25, reconstruct the interchange at a location just north of the existing interchange. The improvements would include a new, widened bridge to convey SR 25 over US 101. It would also improve ramps for all traffic movements between US 101 and SR 25. The proposed phase 1 work at the reconstructed US 101/SR 25 interchange would include a minor realignment of SR 25 to a location just north of the existing SR 25, connecting to the current alignment of SR 25 at and east of the Union Pacific Railroad (UPRR) crossing, which is the limit of work on SR 25. New traffic signals would be installed at the northbound and southbound ramp termini with SR 25.

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

Legislative Districts

Assembly:	30	Senate:	12	Congressional:	20
------------------	----	----------------	----	-----------------------	----

Project Benefits
 Improvements in operational safety along the US 101 Corridor through eliminating merge conflicts at uncontrolled access points, eliminating traffic delay and backup, resolving partially controlled intersections with fully controlled and synchronized intersections, and improving future peak hour commute. The project will also accommodate bicycles across the interchange as part of the ultimate interchange configuration and connection to Santa Teresa Boulevard to the west.

Purpose and Need
 The design of the existing US 101/SR 25 interchange is inadequate to accommodate existing demand resulting in backup of traffic onto the mainlines of US 101 and SR 25. The purpose of the project is to improve mobility, enhance safety, increase capacity, and facilitate future freeway to freeway direct connectors. The result will be improved movement of vehicular traffic, including trucks moving agricultural products through the region.

Category	Outputs/Outcomes	Unit	Total
State Highway Road Construction	Operational Improvements		
State Highway Road Construction	Modified / Improved Interchanges	each	1
State Highway Road Construction	Bicycle lane/ sidewalk miles	each	1
		Miles	0.34

ADA Improvements No Bike/Ped Improvements Yes Reversible Lane analysis No

Includes Sustainable Communities Strategy Goals No Reduces Greenhouse Gas Emissions Yes

Project Milestone

	Existing	Proposed
Project Study Report Approved	04/05/01	
Begin Environmental (PA&ED) Phase		
Circulate Draft Environmental Document		10/01/06
Draft Project Report		
End Environmental Phase (PA&ED Milestone)		
Begin Design (PS&E) Phase		09/30/13
End Design Phase (Ready to List for Advertisement Milestone)		01/01/19
Begin Right of Way Phase		12/30/20
End Right of Way Phase (Right of Way Certification Milestone)		07/01/19
Begin Construction Phase (Contract Award Milestone)		12/30/20
End Construction Phase (Construction Contract Acceptance Milestone)		05/01/21
Begin Closeout Phase		05/01/23
End Closeout Phase (Closeout Report)		06/01/23

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 7/16/18

Additional Information

The purpose of US 101/SR 25 interchange project is to improve traffic operations at the US 101/SR 25 interchange; enhance safety; and improve bicycle and pedestrian access. The Project would improve the movement of agricultural goods, freight mobility and person throughput at the interchange. As defined, the project would: Improve system connectivity of US 101 to SR 25. Enhance safety along the project segment of US 101, including the reduction of conflicts with agricultural traffic. Improve traffic operations on the project segment of US 101, including those associated with connections between US 101 and SR 25, local roadways, adjacent land uses, and added ramp storage from southbound US 101 to SR 25. This would be accomplished in part by reducing or eliminating local roadway intersections with US 101 in the vicinity of the Project. Enhance the movement of goods along the US 101 transportation corridor. Maintain and enhance bicycle access along and across the project segment of the US 101 corridor. Compliment the future US 101/SR 25 Interchange Improvements Project and the SR 152 Trade Corridor that is under development.

The Project would provide the following benefits:

- Improvement of operational safety along the US 101 corridor by eliminating potential merge conflicts at uncontrolled access points
- Improvement of operational safety along the US 101 corridor by eliminating backup of southbound off ramp traffic onto the southbound 101 mainline
- Improvement of operational safety by eliminating partially controlled intersections and replacing with increased capacity, signalized, synchronized intersections.
- Improvement of future peak period commute times by providing operational improvements to better accommodate higher person throughput through the interchange to better meet the projected higher future traffic demand between US 101 and points east of the interchange

The benefits would be improved safety and efficiency for the growing southern Santa Clara and northern San Benito counties as it relates to truck/ freight goods movement, traffic operations, provision of services and safety at a key confluence of facilities in the region.

Table 2: Cal B/C Summary Results

3		INVESTMENT ANALYSIS SUMMARY RESULTS			
Life-Cycle Costs (mil. \$)	\$50.8				
Life-Cycle Benefits (mil. \$)	\$580.7				
Net Present Value (mil. \$)	\$520.0				
Benefit / Cost Ratio:	9.0				
Rate of Return on Investment:	43.5%				
Payback Period:	2 years				
		ITEMIZED BENEFITS (mil. \$)			
		Passenger Benefits	Freight Benefits	Total Over 20 Years	Average Annual
		\$10.3	\$1.9	\$12.2	\$0.6
		\$0.5	-\$0.0	\$0.5	\$0.0
		\$516.8	\$51.1	\$567.9	\$28.4
		\$0.1	\$0.1	\$0.2	\$0.0
		\$527.7	\$53.1	\$580.7	\$29.0
		Person-Hours of Time Saved		1,632,698	81,635
Should benefit-cost results include:		EMISSIONS REDUCTION			
1) Induced Travel? (y/n)	Y	Tons Material H			
2) Vehicle Operating Costs? (y/n)	Y	Total Over 20 Years	Average Annual	Total Over 20 Years	Average Annual
3) Accident Costs? (y/n)	Y	CO Emissions Saved	19	1	\$0.0
4) Vehicle Emissions? (y/n)	Y	CO ₂ Emissions Saved	4,529	226	\$0.1
		NO _x Emissions Saved	6	0	\$0.1
		PM ₁₀ Emissions Saved	0	0	\$0.0
		PM _{2.5} Emissions Saved	0	0	\$0.0
		SO ₂ Emissions Saved	0	0	\$0.0
		VOC Emissions Saved	1	0	\$0.0

Source: Cal B/C

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 7/16/18

District	County	Route	EA	Project ID	PPNO	Alt Proj. ID
04	SCL	101				
Project Title: US 101/SR 25 Interchange - Phase 1						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									VTA
PS&E									VTA
R/W SUP (CT)									VTA
CON SUP (CT)									VTA
R/W									VTA
CON									VTA
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	1,000							1,000	E&P for reevaluation.
PS&E		6,000						6,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W			6,000					6,000	
CON				52,000				52,000	
TOTAL	1,000	6,000	6,000	52,000				65,000	

Fund No. 1:	SB-1 Trade Corridors Enhancement Program								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									State
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E		4,200						4,200	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		4,200						4,200	

Fund No. 2:	VTA Local (Meas.B-2016)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									VTA
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	1,000							1,000	
PS&E		1,800						1,800	
R/W SUP (CT)									
CON SUP (CT)									
R/W			1,800					1,800	
CON				15,600				15,600	
TOTAL	1,000	1,800	1,800	15,600				20,200	

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT
Rice Avenue & Fifth Street Grade Separation Project

Resolution _____
(will be completed by CTC)

1. **FUNDING PROGRAM**

- Active Transportation Program
- Local Partnership Program (Competitive)
- Solutions for Congested Corridors Program
- State Highway Operation and Protection Program
- Trade Corridor Enhancement Program

2. **PARTIES AND DATE**

2.1 This Project Baseline Agreement (Agreement) for the *Rice Avenue & Fifth Street Grade Separation Project*, effective on, _____ (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, *Caltrans, District 7*, and the Implementing Agency, *City of Oxnard*, sometimes collectively referred to as the "Parties".

3. **RECITAL**

- 3.2 Whereas at its May 16, 2018 meeting the Commission approved the Trade Corridor Enhancement Program, and included in this program of projects the *Rice Avenue & Fifth Street Grade Separation Project*, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit B and the Project Report attached hereto as Exhibit C, as the baseline for project monitoring by the Commission.
- 3.3 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. **GENERAL PROVISIONS**

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

- 4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.
- 4.2 To adhere, as applicable, to the provisions of the Commission:
 - Resolution *Insert Number*, "Adoption of Program of Projects for the Active Transportation Program", dated _____
 - Resolution *Insert Number*, "Adoption of Program of Projects for the Local Partnership Program", dated _____
 - Resolution *Insert Number*, "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated _____
 - Resolution *Insert Number*, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated _____
 - Resolution TCEP-P-1718-01, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated May 16, 2018

- 4.3 All signatories agree to adhere to the Commission's Trade Corridor Enhancement Program, Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.
- 4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.
- 4.5 The City of Oxnard and Caltrans agrees to secure funds for any additional costs of the project.
- 4.6 The City of Oxnard agrees to report to Caltrans on a quarterly basis; after July 2019, reports will be on a semi-annual basis on the progress made toward the implementation of the project, including scope, cost, schedule, outcomes, and anticipated benefits.
- 4.7 Caltrans agrees to prepare program progress reports on a quarterly basis; after July 2019, reports will be on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.
- 4.8 The City of Oxnard agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.9 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits during the course of the project, and retain those records for four years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 4.10 The Transportation Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for four years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

- 5.1 Project Schedule and Cost
See Project Programming Request Form, attached as Exhibit B.
- 5.2 Project Scope
See Project Report or equivalent, attached as Exhibit C. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.
- 5.3 Other Project Specific Provisions and Conditions

Attachments:

- Exhibit A: Transmittal Letter
- Exhibit B: Project Programming Request
- Exhibit C: Project Report
- Exhibit D: Environmental Document
- Exhibit E: Original Project Application

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

Rice Avenue & Fifth Street Grade Separation Project

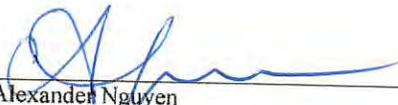
Resolution _____



Daniel E. Kopulsky Date 7-18-18

Chief, Office of Multimodal System Planning

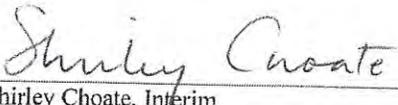
Project Applicant



Alexander Nguyen Date 7/19/2018

City Manager, City of Oxnard

Implementing Agency



Shirley Choate, Interim Date 7/18/18

District Director

California Department of Transportation

for: 

Laurie Berman Date 7/24/18

Director

California Department of Transportation

Susan Bransen Date _____

Executive Director

California Transportation Commission

Justin S. Link, PE, TE, QSD
Transportation Services Manager
City Traffic Engineer



Public Works Department

305 West Third Street, East Wing, Second Floor
Oxnard, California 93030
Tel 805.385.8308
justin.link@oxnard.org

July 18, 2018

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

Chair and Commissioners:

On behalf of the City of Oxnard, please accept this transmittal letter as the formal submittal of the Baseline Agreement and its Exhibits for the Rice Avenue & Fifth Street Grade Separation (Project), located in the City of Oxnard, California. The Project Baseline Agreement has been signed by Alexander Nguyen, City Manager, and is consistent with the approved Project Application submitted on January 30, 2018; the adopted Trade Corridor Enhancement Program Resolution TCEP-P-1718-01 approved by the California Transportation Commission on May 16, 2018; the Project Report approved on May 17, 2018; and the California Environmental Quality Act, EIR/EA approved on May 16, 2018.

Please contact me at 805-385-8038 or justin.link@oxnard.org with any questions that you may have.

Thank you.

A handwritten signature in blue ink, appearing to read "Justin Link".

JUSTIN LINK
Transportation Services Manager / City Traffic Engineer

Enclosures

Amendment (Existing Project) No		Date:	06/12/18		
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID / prg.
75	TC0001	0018000289	4961		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency	
VEN		6.3	6.8	Caltrans/City of Oxnard	
				MPO	Element
				SCAG	RAIL
Project Manager/Contact		Phone		E-mail Address	
Justin Link		(805) 385-8308		justin.link@oxnard.org	
Project Title					
Rice Avenue & Fifth Street Grade Separation Project					
Location (Project Limits), Description (Scope of Work)					
The Rice Avenue & Fifth Street Grade Separation Project is located in the City of Oxnard, Ventura County, at the Rice Avenue, Fifth Street (Route 34), and Union Pacific Railroad (UPRR) intersection. Project scope is to construct a grade separation structure to elevate Rice Avenue over Fifth Street and the UPRR track to eliminate the existing at-grade railroad crossing. The Project also includes the construction of two connector roads, one in the southeast quadrant and another in the southwest quadrant of the Rice Avenue grade separation, to provide access between Rice Avenue and Fifth Street.					
Component		Implementing Agency			
PA&ED		City of Oxnard			
PS&E		City of Oxnard			
Right of Way		Caltrans/City of Oxnard			
Construction		City of Oxnard			
Legislative Districts					
Assembly:	44	Senate:	19	Congressional:	26
Project Benefits					
The project reduces congestion and vehicle emissions, and improves safety. When completed, the project will reduce congestion caused by delays from the existing traffic signal and passing trains, and will improve safety between vehicles traveling on Rice Avenue and the at-grade railroad crossing adjacent to SR-34. Continued on page 2					
Purpose and Need					
The purpose of this project is to eliminate the conflict between vehicles, pedestrians, bicylists, and trains at the Rice Avenue rail-highway crossing, to address future traffic congestion and circulation challenges forecasted for the project area. The Project is needed to increase safety, relieve vehicle congestion, reduce vehicle emissions, and reduce goods movement delays. From 2010 to 2016, there have been sixty-one separate accidents at the Rice Avenue/SR-34 (Fifth Street) Continued on page 2					
Category		Outputs/Outcomes		Unit	Total
Intercity Rail/Mass Trans		Grade separations/ rail crossing improvements		Feet	420
Local streets and roads		Operational improvements		Each	6 lanes
Local streets and roads		Sidewalk		Feet	10,600
Local streets and roads		Bicycle lane linear feet		Feet	7,400
ADA Improvements Y		Bike/Ped Improvements Y		Reversible Lane analysis Y	
Inc. Sustainable Communities Strategy Goals		Y		Reduces Greenhouse Gas Emissions Y	
Project Milestone				Existing	Proposed
Project Study Report Approved				12/09/15	
Begin Environmental (PA&ED) Phase				12/15/2015	12/15/15
Circulate Draft Environmental Document		Document Type	EIR/FONSI	10/01/2017	10/01/17
Draft Project Report				04/01/2017	04/01/17
End Environmental Phase (PA&ED Milestone)				04/01/2018	05/16/18*
Begin Design (PS&E) Phase				06/01/2018	06/28/18*
End Design Phase (Ready to List for Advertisement Milestone)				12/01/2018	12/01/19*
Begin Right of Way Phase				05/01/2018	07/24/18*
End Right of Way Phase (Right of Way Certification Milestone)				12/01/2019	12/01/19
Begin Construction Phase (Contract Award Milestone)				06/01/2020	06/01/20
End Construction Phase (Construction Contract Acceptance Milestone)				07/01/2022	12/31/23*
Begin Closeout Phase				07/01/2022	12/31/23*
End Closeout Phase (Closeout Report)				01/01/2023	06/30/24*

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 06/12/18

Additional Information

Continued from page 1 - Project Benefits - The benefit from reduced accidents and emissions at the existing intersection is estimated at \$2.4 million annually, and an annual reduction of 1,195 tons of CO2 emissions and over 4 tons of criteria pollutants (Cal-B/C results). The Project improves congestion, air quality and safety for all residents along Oxnard Boulevard in central Oxnard.

Continued from page 1 - Purpose and Need - and Rice Avenue/UPRR tracks intersections, averaging nine accidents per year in that area during that seven-year period. Two of the sixty-one accidents occurred on June 3, 2014, and February 24, 2015, and resulted in three fatalities from a Metrolink train hitting a car and a truck at the at-grade railroad crossing. The intersection is currently operating at Level of Service (LOS) D for vehicle traffic and will continue to deteriorate without the Project build, eventually resulting in LOS F in 2020 during the late day peak.

Explanation of the distance lengths -

The distance of the bridge is 420 feet long. The distance of the road lane is 3,400 feet long along Rice Avenue. The sidewalk and bike lane are on both sides of Rice Avenue; therefore the distance on Rice Avenue is 6,800 feet long and with an additional 600 feet long of tapers which require bike lane as well for a total distance of 7,400 feet long. The sidewalk is along both sides of Rice Avenue with a distance of 7,400 feet long, and an additional 3,200 feet long of sidewalk along Fifth Street and the connector roads.

Project Milestone dates changed to actual dates for certain milestones that have begun since the original project application was submitted.

Construction end dates changed to better align with the CTC's Timely Use of Funds Rule.

Design end date has been corrected from what was listed in the original PPR with the application.

The date of 12/01/18 was listed in error; the correct date to complete design is 12/01/19. The new PPR has 2.0 miles of sidewalk, instead of 2.5 miles in the submitted application. The submitted application listed the at-grade railroad crossing elimination of 0.5 mile instead of 0.64 mile, and the original total operational improvements of 1.4 miles, instead of the 3.5 miles of total new project improvements.

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 06/12/18

District	County	Route	EA	Project ID	PPNO	Alt. ID
75	VEN.		TC0001	0018000289	4961	
Project Title: Rice Avenue & Fifth Street Grade Separation Project						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	3,132							3,132	City of Oxnard
PS&E		6,860						6,860	City of Oxnard
R/W SUP (CT)									Caltrans/City of Oxnard
CON SUP (CT)									City of Oxnard
R/W		8,000						8,000	Caltrans/City of Oxnard
CON			61,200					61,200	City of Oxnard
TOTAL	3,132	14,860	61,200					79,192	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	3,132							3,132	
PS&E	1,523	5,337						6,860	
R/W SUP (CT)									
CON SUP (CT)									
R/W		8,000						8,000	
CON			61,200					61,200	
TOTAL	4,655	13,337	61,200					79,192	

Fund No. 1:	State SB1 TCEP - Trade Corridors Enhancement Account (TCEA)								Program Code	
Existing Funding (\$1,000s)									30.20.723.100	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)									Caltrans	
PS&E		4,406						4,406		
R/W SUP (CT)										
CON SUP (CT)										
R/W		8,000						8,000		
CON			56,200					56,200		
TOTAL		12,406	56,200					68,606		

Proposed Funding (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									Adopted in May 2018, Advance Allocation June 2018 - FY2017/2018
PS&E		4,406						4,406	
R/W SUP (CT)									
CON SUP (CT)									
R/W		8,000						8,000	
CON			56,200					56,200	
TOTAL		12,406	56,200					68,606	

Fund No. 2:	RSTP - STP Local Regional (STPL-R)								Program Code	
Existing Funding (\$1,000s)									20.30.010.810	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)	2,773							2,773	City of Oxnard	
PS&E		487						487		
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL	2,773	487						3,260		

Proposed Funding (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	2,773							2,773	
PS&E		487						487	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	2,773	487						3,260	

Fund No. 3:		Federal Disc. - 2011 Federal Discretionary Grants (2011FDG)							Program Code	
									30.20.725.000	
Existing Funding (\$1,000s)									Funding Agency	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	FRA STEP	
E&P (PA&ED)										
PS&E		1,523						1,523		
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL		1,523						1,523		
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)									Allocated June 2018	
PS&E	1,523							1,523		
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL	1,523							1,523		

Fund No. 4:		Local Funds - FEE (FEE)							Program Code	
									20.10.400.100	
Existing Funding (\$1,000s)									Funding Agency	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Oxnard, City of	
E&P (PA&ED)	359							359		
PS&E		444						444		
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL	359	444						803		
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)	359							359		
PS&E		444						444		
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL	359	444						803		

Fund No. 5:		Section 190 State Funds							Program Code	
									20.30.010.400	
Existing Funding (\$1,000s)									Funding Agency	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Caltrans Sec 190	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON			5,000					5,000		
TOTAL			5,000					5,000		
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)									Proposed funding is subject to Section 190 application approval	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON			5,000					5,000		
TOTAL			5,000					5,000		

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT
Mathilda Avenue Improvements at SR 237 and US 101

Resolution _____

(will be completed by CTC)

1. **FUNDING PROGRAM**

- Active Transportation Program
- Local Partnership Program (Competitive)
- Solutions for Congested Corridors Program
- State Highway Operation and Protection Program
- Trade Corridor Enhancement Program

2. **PARTIES AND DATE**

- 2.1 This Project Baseline Agreement (Agreement) for the *Mathilda Avenue Improvements at SR 237 and US 101*, effective on, _____ (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, *Santa Clara Valley Transportation Authority (VTA)*, and the Implementing Agency, *Santa Clara Valley Transportation Authority (VTA)*, sometimes collectively referred to as the "Parties".

3. **RECITAL**

- 3.2 Whereas at its May 16, 2018 meeting the Commission approved the Local Partnership Program (Competitive), and included in this program of projects the *Mathilda Avenue Improvements at SR 237 and US 101*, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A and the Project Report attached hereto as Exhibit B, as the baseline for project monitoring by the Commission.
- 3.3 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. **GENERAL PROVISIONS**

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

- 4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.
- 4.2 To adhere, as applicable, to the provisions of the Commission:
- Resolution *Insert Number*, "Adoption of Program of Projects for the Active Transportation Program", dated _____
 - Resolution LLP-P-1718-01, "Adoption of Program of Projects for the Local Partnership Program", dated May 16, 2018
 - Resolution *Insert Number*, "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated _____
 - Resolution *Insert Number*, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated _____
 - Resolution *Insert Number*, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated _____

- 4.3 All signatories agree to adhere to the Commission's Local Partnership Program (Competitive), Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.
- 4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.
- 4.5 The Santa Clara Valley Transportation Authority (VTA) agrees to secure funds for any additional costs of the project.
- 4.6 The Santa Clara Valley Transportation Authority (VTA) agrees to report to Caltrans on a quarterly basis; after July 2019, reports will be on a semi-annual basis on the progress made toward the implementation of the project, including scope, cost, schedule, outcomes, and anticipated benefits.
- 4.7 Caltrans agrees to prepare program progress reports on a quarterly basis; after July 2019, reports will be on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.
- 4.8 The Santa Clara Valley Transportation Authority (VTA) agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.9 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits during the course of the project, and retain those records for four years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 4.10 The Transportation Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for four years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

5.1 Project Schedule and Cost

See Project Programming Request Form, attached as Exhibit A.

5.2 Project Scope

See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.

5.3 Other Project Specific Provisions and Conditions

Link to electronic copy of (Exhibit B) Project Report - https://www.dropbox.com/s/hi042awp701kwh8/Signed%20PR_Mathilda.pdf?dl=0

Attachments:

Exhibit A: Project Programming Request Form

Exhibit B: Project Report

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

Mathilda Avenue Improvements at SR 237 and US 101

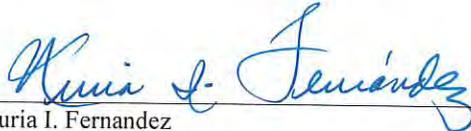
Resolution _____



Nuria I. Fernandez Date 6-13-18

General Manager, Santa Clara Valley Transportation Authority

Project Applicant



Nuria I. Fernandez Date 6-13-18

General Manager, Santa Clara Valley Transportation Authority

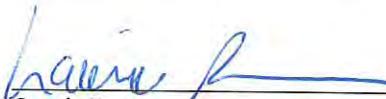
Implementing Agency



James E. Davis Date 6/27/18

District Director

California Department of Transportation



Laurie Berman Date 7-17-18

Director

California Department of Transportation

Susan Bransen Date _____

Executive Director

California Transportation Commission

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
PROJECT PROGRAMMING REQUEST
 DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) No		Date:	7/17/18		
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID
04				*	
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency	
SCL	US 101	2.7	3.3	VTA	
SCL	SR 237	45.8	45.2	MPO	Element
				MTC	Capital Outlay
Project Manager/Contact		Phone		E-mail Address	
Gene Gonzalo		408-925-4236		gene.gonzalo@vta.org	
Project Title					
Mathilda Avenue Improvements at SR 237 and US 101					
Location (Project Limits), Description (Scope of Work)					
In the City of Sunnyvale, on Mathilda Avenue from Almanor Avenue to Innovation Way, construct improvements including on and off ramp improvements at SR 237 (from the interchange to 0.3 miles in each direction) and US 101 (from the interchange to 0.3 miles in each direction). The project also proposes to improve local roadway operations and construct new complete streets improvements. The total length of the project is about one mile on Mathilda Avenue.					
Component					
		Implementing Agency			
PA&ED	VTA				
PS&E	VTA				
Right of Way	VTA				
Construction	VTA				
Legislative Districts					
Assembly:	22	Senate:	11	Congressional:	15
Project Benefits					
The Build alternative results in a significant reduction in vehicle delay during the AM peak and PM peak. The project wil result in a decrease of 15,850 daily VMT at open to traffic (2020) and a 61,133 reduction in the horizon year (2040). The project reduces GHG (nearly 5,000 metric tonnes annually in the horizon year as well as other criteria pollutants - all consistent with the RTP/SCS for the region.					
Purpose and Need					
The primary purpose of the project is to improve traffic operations and traffic flow on Mathilda Avenue, reducing congestion and improving mobility for all modes of traffic. The project wil also improve traffic safety, particularly at the freeway interchanges by eliminating weaving movements. The project will also provide new complete streets improvements in the corridor. The project's primary need is based on current congestion and safety as well as a lack of complete bicycle and pedestrian facilities.					
Category		Outputs/Outcomes		Unit	Total
Local streets and roads		Operational Improvements		Miles	1
State Highway Road Construction		Modified / Improved Interchanges		each	2
Local streets and roads		Pedestrian/Bicycle Facilities miles constructed		Miles	1
Local streets and roads		Intersections Modified		each	6
ADA Improvements	Yes	Bike/Ped Improvements	Yes	Reversible Lane analysis	No
Includes Sustainable Communities Strategy Goals			Yes	Reduces Greenhouse Gas Emissions	
				Yes	
Project Milestone					
				Existing	Proposed
Project Study Report Approved				02/13/15	
Begin Environmental (PA&ED) Phase					02/26/15
Circulate Draft Environmental Document			Document Type		08/12/16
Draft Project Report					08/11/16
End Environmental Phase (PA&ED Milestone)					01/20/17
Begin Design (PS&E) Phase					01/21/17
End Design Phase (Ready to List for Advertisement Milestone)					06/15/18
Begin Right of Way Phase					02/01/17
End Right of Way Phase (Right of Way Certification Milestone)					06/10/18
Begin Construction Phase (Contract Award Milestone)					12/01/18
End Construction Phase (Construction Contract Acceptance Milestone)					12/01/20
Begin Closeout Phase					12/01/20
End Closeout Phase (Closeout Report)					12/01/21

ADA Notice

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 7/17/18

District	County	Route	EA	Project ID	PPNO	Alt Proj. ID
04	SCL, SCL	US 101, SR 237				
Project Title: Mathilda Avenue Improvements at SR 237 and US 101						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									VTA
PS&E									VTA
R/W SUP (CT)									VTA
CON SUP (CT)									VTA
R/W									VTA
CON									VTA
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	4,000							4,000	
PS&E	3,200							3,200	
R/W SUP (CT)									
CON SUP (CT)									
R/W	800							800	
CON		34,000						34,000	
TOTAL	8,000	34,000						42,000	

Fund No. 1:	Local Funds								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	4,000							4,000	
PS&E	3,200							3,200	
R/W SUP (CT)									
CON SUP (CT)									
R/W	800							800	
CON		17,000						17,000	
TOTAL	8,000	17,000						25,000	

Fund No. 2:	SB-1 LPP Competitive								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		17,000						17,000	
TOTAL		17,000						17,000	

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT
Ala-680 Ramp Metering and Traffic Operations Systems 04-4G113

Resolution _____

(will be completed by CTC)

1. FUNDING PROGRAM

- Active Transportation Program
- Local Partnership Program (Competitive)
- Solutions for Congested Corridors Program
- State Highway Operation and Protection Program
- Trade Corridor Enhancement Program

2. PARTIES AND DATE

- 2.1 This Project Baseline Agreement (Agreement) for the *Ala-680 Ramp Metering and Traffic Operations Systems 04-4G113*, effective on, _____ (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, *Caltrans D-4*, _____, and the Implementing Agency, *Caltrans D-4*, _____, sometimes collectively referred to as the "Parties".

3. RECITAL

- 3.2 Whereas at its March 22, 2018 meeting the Commission approved the State Highway Operation and Protection Program, and included in this program of projects the *Ala-680 Ramp Metering and Traffic Operations Systems 04-4G113*, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A and the Project Report attached hereto as Exhibit B, as the baseline for project monitoring by the Commission.
- 3.3 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

- 4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.
- 4.2 To adhere, as applicable, to the provisions of the Commission:
- Resolution *Insert Number*, "Adoption of Program of Projects for the Active Transportation Program", dated _____
 - Resolution *Insert Number*, "Adoption of Program of Projects for the Local Partnership Program", dated _____
 - Resolution *Insert Number*, "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated _____
 - Resolution G-18-13, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated March 22, 2018
 - Resolution *Insert Number*, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated _____

- 4.3 All signatories agree to adhere to the Commission's State Highway Operation and Protection Program, Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.
- 4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.
- 4.5 The Caltrans D-4 agrees to secure funds for any additional costs of the project.
- 4.6 The Caltrans D-4 agrees to report to Caltrans on a quarterly basis; after July 2019, reports will be on a semi-annual basis on the progress made toward the implementation of the project, including scope, cost, schedule, outcomes, and anticipated benefits.
- 4.7 Caltrans agrees to prepare program progress reports on a quarterly basis; after July 2019, reports will be on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.
- 4.8 The Caltrans D-4 agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.9 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits during the course of the project, and retain those records for four years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 4.10 The Transportation Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for four years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

5.1 Project Schedule and Cost

See Project Programming Request Form, attached as Exhibit A.

5.2 Project Scope

See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.

5.3 Other Project Specific Provisions and Conditions

Attachments:

Exhibit A: Project Programming Request Form

Exhibit B: Project Report

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

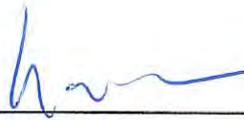
ALA-680 Ramp Metering and Traffic Operation Systems (TOS) Project 4G113

Resolution _____

For 

James E. Davis
Acting District Director
California Department of Transportation

7/6/2018
Date



Laurie Berman
Director
California Department of Transportation

7-23-18
Date

Susan Bransen
Executive Director
California Transportation Commission

Date

State Highway Operation and Protection Program

Alameda County
Document Year 2018, Version Number 4
PPNO: 1463D
(Dollars in Thousands)

DIST: 04	PPNO: EA: 1463D 4G113	CTIPS ID: 106-0000-2518	TCRP NO.:	TITLE (DESCRIPTION): (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 High Occupancy Vehicle (HOV) bypass lanes, and Traffic Operations Systems (TOS).)	ELEMENT: SHOPP Major Const.	MPO ID: LAW: 6 16
CT PROJECT ID: 0414000305					SPONSOR: Caltrans	
COUNTY: Alameda County	ROUTE: 680	PM: M R21.9	MPO: Metropolitan Transportation Commission			
			CORRIDOR:			
				PRJ MGR:		
				PHONE:		
				EMAIL:		

ASSEMBLY: 16,20,25	IMPLEMENTING AGENCIES:	PAED	RW
SENATE: 7,10			
CONGRESS: 15,17		PSE	CON

PROJECT VERSION HISTORY (Printed Version Is Shaded) (Last 9 versions displayed)

Version	Status	Date	Updated By	Change Reason	Amend No.	Vote	Cum Award	Programmed Dollars in Thousands - Total for Project					
								Prog Con	Prog RW	PA & ED	PS & E	RW Sup	Con Sup
4	Official	08/27/2018	GBAINS	Amendment - Cost/Scope/Sch. Change	18H-003	5,700		10,000	800	5,600	100	4,600	
3	Official	03/21/2018	GBAINS	Adoption - Carry Over	18H-000	5,700		28,300	800	5,600	100	5,600	
2	Official	08/16/2017	RWHITE	Allocation - CTC Vota	FP-17-02	5,700		28,300	800	5,600	100	5,600	
1	Official	08/16/2017	RWHITE	Amendment - New Project	16H-017			28,300	800	5,600	100	5,600	

Fund Source 1 of 1 SHOPP - Mobility

20.XX.201.315 - Transportation Management (TMC's & Field Equipment)

Fund Type
National Hwy System
Funding Agency

VOTE	DATE	AMOUNT
RW_SUP	08/16/2017	100
PSE	08/16/2017	5,600

	PRIOR	18-19	19-20	20-21	21-22	22-23	23-24	FUTURE	TOTAL
PA&ED									
PS&E	5,600								5,600
RW SUP	100								100
CON SUP		4,500							4,500
RW		800							800
CON		19,000							19,000
Total:	5,700	24,300							30,000

HQ Comments:

6/29/16 Made amend official. Changed Perf Measure, Const Supp and Const Cap - GB
***** Version 4 - 06/29/2018 *****
Entered amendment #18H-003 - RW
***** Version 3 - 03/21/2018 *****
Carryover project from 2016 to 2018 SHOPP.
***** Version 2 - 10/30/2017 *****
Added sequential programming for 2018 SHOPP ? RW
8/21/17 Made COS allocation(s) official. - SL
***** Version 2 - 08/20/2017 *****
Entered COS allocation (PS&E & RW Sup) ? RW
8/18/17 Made amend official. New project. - LS
***** Version 1 - 08/16/2017 *****
Entered new 2016 SHOPP project - RW

Baseline agreement information was extracted from Caltrans project data systems. Project description, funding and performance measures are from CTIPs. Project delivery milestones are from PRSM. All information is current accurate.

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

BASELINE AGREEMENT

Date:	07/05/18 08:34:01 AM
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District	EA	Project ID		PPNO	Project Manager
04	4G113	0414000305		1463D	KIAAINA, RON K
County	Route	Begin Postmile	End Postmile	Implementing Agency	
ALA	680	M 0.0	R 21.9	PA&ED	Caltrans
				PS&E	Caltrans
				Right of Way	Caltrans
				Construction	Caltrans

Project Nickname

Ala-680 Ramp Metering (Phase 2B)

Location/Description

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 High Occupancy Vehicle (HOV) bypass lanes, and Traffic Operations Systems (TOS).

Legislative Districts

Assembly:	16, 20, 25	Senate:	07, 10	Congressional:	15, 17
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PERFORMANCE MEASURES

Primary Asset	New	Fair to Good	Poor to Good	Total	Unit
2 HOV bypass lanes, 7 CCTV, 2 CMS, & 33 TMS	44			44	Field Elements

Project Milestone

	Actual	Planned
Project Approval and Environmental Document Milestone	11/16/16	
Right of Way Certification Milestone	06/25/18	
Ready to List for Advertisement Milestone	06/29/18	
Begin Construction Milestone (Approve Contract)		01/28/19

FUNDING

Component	Fiscal Year	SHOPP				Total
PA&ED						0
PS&E	17/18	5,600				5,600
RW Support	17/18	100				100
Const Support	18/19	4,500				4,500
RW Capital	18/19	800				800
Const Capital	18/19	19,000				19,000
Total		30,000				30,000

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT
SR-60 Pavement Rehabilitation Near Beaumont (EA 1C090)

Resolution _____

(will be completed by CTC)

1. FUNDING PROGRAM

- Active Transportation Program
- Local Partnership Program (Competitive)
- Solutions for Congested Corridors Program
- State Highway Operation and Protection Program
- Trade Corridor Enhancement Program

2. PARTIES AND DATE

- 2.1 This Project Baseline Agreement (Agreement) for the *SR-60 Pavement Rehabilitation Near Beaumont (EA 1C090)*, effective on, _____ (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, *Caltrans*, _____, and the Implementing Agency, *Caltrans*, _____, sometimes collectively referred to as the "Parties".

3. RECITAL

- 3.2 Whereas at its March 22, 2018 meeting the Commission approved the State Highway Operation and Protection Program, and included in this program of projects the *SR-60 Pavement Rehabilitation Near Beaumont (EA 1C090)*, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A and the Project Report attached hereto as Exhibit B, as the baseline for project monitoring by the Commission.
- 3.3 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

- 4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.
- 4.2 To adhere, as applicable, to the provisions of the Commission:
- Resolution *Insert Number*, "Adoption of Program of Projects for the Active Transportation Program", dated _____
 - Resolution *Insert Number*, "Adoption of Program of Projects for the Local Partnership Program", dated _____
 - Resolution *Insert Number*, "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated _____
 - Resolution G-18-13, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated March 22, 2018
 - Resolution *Insert Number*, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated _____

- 4.3 All signatories agree to adhere to the Commission's State Highway Operation and Protection Program, Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.
- 4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.
- 4.5 Caltrans agrees to secure funds for any additional costs of the project.
- 4.6 Caltrans agrees to report to Caltrans on a quarterly basis; after July 2019, reports will be on a semi-annual basis on the progress made toward the implementation of the project, including scope, cost, schedule, outcomes, and anticipated benefits.
- 4.7 Caltrans agrees to prepare program progress reports on a quarterly basis; after July 2019, reports will be on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.
- 4.8 Caltrans agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.9 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits during the course of the project, and retain those records for four years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 4.10 The Transportation Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for four years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

5.1 Project Schedule and Cost

See Project Programming Request Form, attached as Exhibit A.

5.2 Project Scope

See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.

5.3 Other Project Specific Provisions and Conditions

This project is a Financial Contribution Only (FCO) provided to Riverside County Transportation Commission (RCTC) and will be constructed as part of 0N69U (the truck lanes project on SR-60).

Attachments:

Exhibit A: Project Programming Request Form

Exhibit B: Project Report

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

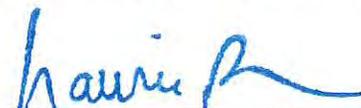
SR-60 Pavement Rehabilitation Near Beaumont (EA 1C090)

Resolution _____


John Bulinski
District Director

8/3/18
Date

California Department of Transportation
(Project Applicant/Implementing Agency)


Laurie Berman

8/3/2018
Date

Director

California Department of Transportation

Susan Bransen

Date

Executive Director

California Transportation Commission

Baseline agreement information was extracted from Caltrans™ project data systems. Project description, funding and performance measures are from CTIPS. Project delivery milestones are from PRSM. All information is current and accurate.

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

BASELINE AGREEMENT

Date:	07/31/18 03:24:48 PM
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District	EA	Project ID		PPNO	Project Manager	
08	1C090	0812000287		0033N	RADHAKRISHNAN, RAGHURAM	
County	Route	Begin Postmile	End Postmile	Implementing Agency		
RIV	60	22.1	26.6	PA&ED	Caltrans	
				PS&E	Caltrans	
				Right of Way	Caltrans	
				Construction	Riverside County Trans Commission (RCTC)	

Project Nickname
Riv 60 Rehab Pavement near Beaumont

Location/Description
Near Beaumont, from Gilman Springs Road to 1.4 miles west of Jack Rabbit Trail. Rehabilitate pavement.

Legislative Districts
Assembly: 42 **Senate:** 23 **Congressional:** 36

PERFORMANCE MEASURES

	Primary Asset	Good	Fair	Poor	New	Total	Units
Existing Condition	Pavement			17.6		17.6	Lane miles
Programmed Condition	Pavement	17.6				17.6	Lane miles

Project Milestone	Actual	Planned
Project Approval and Environmental Document Milestone	05/16/16	
Right of Way Certification Milestone	06/11/18	
Ready to List for Advertisement Milestone		08/14/18
Begin Construction Milestone (Approve Contract)		12/04/18

FUNDING

Component	Fiscal Year	SHOPP				Total
PA&ED						0
PS&E						0
RW Support						0
Const Support						0
RW Capital						0
Const Capital	18/19	15,000				15,000
Total		15,000				15,000

2018 State Highway and Operation Protection Program

Riverside County

Document Year 2018, Version Number 7

PPNO: 0033N

(Dollars in Thousands)

DIST: PPNO : EA : CTIPS ID: 08 0033N 1C090 109-0000-3512	TITLE (DESCRIPTION): (Near Beaumont, from Gilman Springs Road to 1.4 miles west of Jack Rabbit Trail. Rehabilitate pavement.)	ELEMENT: SHOPP Major Const. SPONSOR: Caltrans MPO: Southern California Association of Governments CORRIDOR: PRJ MGR: PHONE: MPO ID: 9 LAW: 12
CT PROJECT ID: 0812000287	Performance Measure: Lane mile(s) Quantity: 17.60	
COUNTY: Riverside County	ROUTE: 60 PM: 22.1/26.8	

ASSEMBLY: 42	Implementing Agencies: PAED -	RW -
SENATE: 23		
CONGRESS: 36	PSE -	CON -

PROJECT VERSION HISTORY (Printed Version is Shaded) (Last 9 versions displayed)							Programmed Dollars in Thousands - Total For Project						
Version	Status	Date	Updated By	Change Reason	Amend No.	Vote	Cum Award	Prog Con	Prog RW	PA & ED	PS & E	RW Sup	Con Sup
7	Official	3/21/2018	LSTOCKTO	Adoption - Carry Over	18H-000		15,000						
6	Official	8/28/2017	GVASQUEZ	Amendment - Cost/Scope/Sch. Change	16H-014		15,000						
5	Official	4/15/2016	DBERRY	Approved - Carry Over	16H-000		15,000						
4	Official	3/16/2016	MWEBSTER	Amendment - Cost/Scope/Sch. Change	14H-495		15,000						
3	Official	10/22/2015	MWEBSTER	Amendment - Cost/Scope/Sch. Change	14H-492		15,000						
2	Official	8/1/2014	1:LSTOCKTO	Amendment - Split/Combined - Split Into	14H-187		15,000						
1	Official	3/26/2014	DBERRY	Approved - New Project			27,155	7	734	1,787	22	2,285	

Fund Source 1 of 1	SHOPP - Roadway Preservation																		
Fund Type:	National Hwy System																		
Program Code:	20.XX.201.121																		
	Pavement Rehabilitation																		
Funding Agency:																			

HQ Comments:
 ***** Version 7 - 03/21/2018 *****
 Carryover project from 2016 to 2018 SHOPP.
 ***** Version 2 - 11/01/2017 *****
 Added sequential programming for 2018 SHOPP - SL
 7/14/17 Changed Funding \$15,000k from R/W to Con. -gv
 7/12/17 Made amendment official. Delay FY 17-18 to 18-19. - MW
 ***** Version 6 - 07/05/2017 *****
 Entered Amendment #16H-014 - RW
 ***** Version 5 - 04/15/2016 *****
 Carryover project from 2014 to 2016 SHOPP
 3/21/16 Made amendment official. Update PM/Location and delay to 17/18. - MW
 ***** Version 4 - 03/17/2016 *****
 Entered in as amendment #14H-495 but action was taken by CTC on the 4.18 BI - RW
 10/22/15 Made Amendment Official - MW
 ***** Version 3 - 10/02/2015 *****
 Entered Amendment #14H-492 - RW
 8/1/14 Made amend official. Split to child EA 1C091. Changed PM, Description, R/W, Const., FY, and support. Combine with EA 0Q180 and STIP project EA 0N690 for construction under EA 0N69U. - LS
 ***** Version 2 - 08/01/2014 *****
 Entered amendment #14H-187 - RW
 ***** Version 1 - 03/26/2014 *****
 New 2014 SHOPP project

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT
SR-60 Shoulder Widening Near Beaumont (EA 0Q180)

Resolution _____

(will be completed by CTC)

1. FUNDING PROGRAM

- Active Transportation Program
- Local Partnership Program (Competitive)
- Solutions for Congested Corridors Program
- State Highway Operation and Protection Program
- Trade Corridor Enhancement Program

2. PARTIES AND DATE

2.1 This Project Baseline Agreement (Agreement) for the *SR-60 Shoulder Widening Near Beaumont (EA 0Q180)*, effective on, _____ (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, *Caltrans*, and the Implementing Agency, *Caltrans*, sometimes collectively referred to as the "Parties".

3. RECITAL

- 3.2 Whereas at its March 22, 2018 meeting the Commission approved the State Highway Operation and Protection Program, and included in this program of projects the *SR-60 Shoulder Widening Near Beaumont (EA 0Q180)*, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A and the Project Report attached hereto as Exhibit B, as the baseline for project monitoring by the Commission.
- 3.3 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

- 4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.
- 4.2 To adhere, as applicable, to the provisions of the Commission:
- Resolution *Insert Number*, "Adoption of Program of Projects for the Active Transportation Program", dated _____
 - Resolution *Insert Number*, "Adoption of Program of Projects for the Local Partnership Program", dated _____
 - Resolution *Insert Number*, "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated _____
 - Resolution G-18-13, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated March 22, 2018
 - Resolution *Insert Number*, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated _____

- 4.3 All signatories agree to adhere to the Commission's State Highway Operation and Protection Program, Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.
- 4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.
- 4.5 Caltrans agrees to secure funds for any additional costs of the project.
- 4.6 Caltrans agrees to report to Caltrans on a quarterly basis; after July 2019, reports will be on a semi-annual basis on the progress made toward the implementation of the project, including scope, cost, schedule, outcomes, and anticipated benefits.
- 4.7 Caltrans agrees to prepare program progress reports on a quarterly basis; after July 2019, reports will be on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.
- 4.8 Caltrans agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.9 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits during the course of the project, and retain those records for four years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 4.10 The Transportation Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for four years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

5.1 Project Schedule and Cost

See Project Programming Request Form, attached as Exhibit A.

5.2 Project Scope

See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.

5.3 Other Project Specific Provisions and Conditions

This project is a Financial Contribution Only (FCO) provided to Riverside County Transportation Commission (RCTC) and will be constructed as part of 0N69U (the truck lanes project on SR-60).

Attachments:

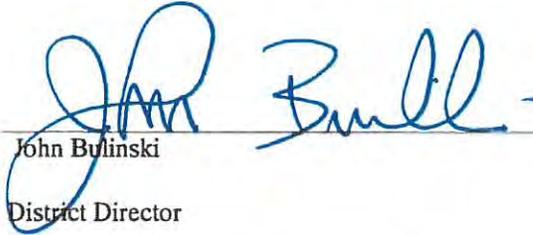
Exhibit A: Project Programming Request Form

Exhibit B: Project Report

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

SR-60 Shoulder Widening Near Beaumont (EA 0Q180)

Resolution _____

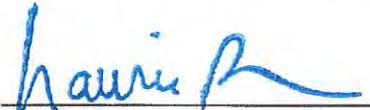


John Bulinski
District Director

8/3/18

Date

California Department of Transportation
(Project Applicant/Implementing Agency)



Laurie Berman
Director

8/3/18

Date

California Department of Transportation

Susan Bransen
Executive Director

Date

California Transportation Commission

Baseline agreement information was extracted from Caltrans™ project data systems. Project description, funding and performance measures are from CTIPS. Project delivery milestones are from PRSM. All information is current and accurate.

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

BASELINE AGREEMENT

Date:	07/31/18 03:23:07 PM
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District	EA	Project ID		PPNO	Project Manager
08	0Q180	0800020220		0045G	RADHAKRISHNAN, RAGHURAM
County	Route	Begin Postmile	End Postmile	Implementing Agency	
RIV	60	22.2	26.6	PA&ED	Caltrans
				PS&E	Caltrans
				Right of Way	Caltrans
				Construction	Riverside County Trans Commission (RCTC)

Project Nickname

RIV 60 WB Shoulder Widening

Location/Description

Near Beaumont, from Gilman Springs Road to 1.4 miles west of Jack Rabbit Trail. Construct left and right shoulders for westbound direction.

Legislative Districts

Assembly:	65	Senate:	37	Congressional:	41
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PERFORMANCE MEASURES

	Primary Asset	Good	Fair	Poor	New	Total	Units
Existing Condition						0	
Programmed Condition					382	382	Collision reduction

Project Milestone

	Actual	Planned
Project Approval and Environmental Document Milestone	05/16/16	
Right of Way Certification Milestone	06/11/18	
Ready to List for Advertisement Milestone		08/14/18
Begin Construction Milestone (Approve Contract)		12/04/18

FUNDING

Component	Fiscal Year	SHOPP				Total
PA&ED	17/18	2,000				2,000
PS&E	17/18	1,500				1,500
RW Support	17/18	200				200
Const Support	18/19	3,700				3,700
RW Capital	18/19	250				250
Const Capital	18/19	25,000				25,000
Total		32,650				32,650

2018 State Highway and Operation Protection Program

Riverside County

Document Year 2018, Version Number 8

PPNO: 0045G

(Dollars in Thousands)

DIST: PPNO : EA : CTIPS ID: 08 0045G 0Q180 109-0000-3273	TITLE (DESCRIPTION): (Near Beaumont, from Gilman Springs Road to 1.4 miles west of Jack Rabbit Trail. Construct left and right shoulders for westbound direction.)	ELEMENT: SHOPP Major Const.
CT PROJECT ID: 0800020220		SPONSOR: Caltrans
COUNTY: Riverside County	ROUTE: PM: 60 22.2/26.6	MPO: Southern California Association of Governments
	Performance Measure: Collision(s) reduced	CORRIDOR:
	Quantity: 382.00	PRJ MGR: RK
		PHONE: (909) 383-6288
		MPO ID: 9
		LAW: 12

ASSEMBLY: 65
SENATE: 37
CONGRESS: 41

Implementing Agencies: PAED - RW -
PSE - CON -

PROJECT VERSION HISTORY (Printed Version is Shaded) (Last 9 versions displayed)							Programmed Dollars in Thousands - Total For Project						
Version	Status	Date	Updated By	Change Reason	Amend No.	Vote	Cum Award	Prog Con	Prog RW	PA & ED	PS & E	RW Sup	Con Sup
8	Official	3/21/2018	LSTOCKTO	Adoption - Carry Over	18H-000	2,000		25,000	250	2,000	1,500	200	3,700
7	Official	10/18/2017	RWHITE	Allocation - CTC Vote	FP-17-13	2,000		25,000	250	2,000	1,500	200	3,700
6	Official	6/28/2017	RWHITE	Amendment - Cost/Scope/Sch. Change	16H-014			25,000	250	2,000	1,500	200	3,700
5	Official	4/15/2016	DBERRY	Approved - Carry Over	16H-000			25,000	250	2,000	1,500	200	3,700
4	Official	3/16/2016	MWEBSTER	Amendment - Cost/Scope/Sch. Change	14H-495			25,000	250	2,000	1,500	200	3,700
3	Official	10/22/2015	MWEBSTER	Amendment - Split/Combined - Combined With	14H-492			25,000	250	2,000	1,500	200	3,700
2	Official	3/26/2014	DBERRY	Approved - Carry Over				25,000	250	2,000	1,500	200	3,700
1	Official	6/15/2012	DBERRY	Amendment - New Project	12H-042			25,000	250	2,000	1,500	200	3,700

Fund Source 1 of 1 SHOPP - Collision Reduction

Fund Type:
Surface Transportation Program

Program Code: 20.XX.201.010
Safety Improvements

Funding Agency:

VOTE	DATE	AMOUNT
PAED	10/18/17	2,000

	PRIOR	18/19	19/20	20/21	21/22	22/23	23/24	FUTURE	TOTAL
PA&ED	2,000								2,000
PS&E	1,500								1,500
R/W SUP	200								200
CON SUP		3,700							3,700
R/W		250							250
CON		25,000							25,000
TOTAL	3,700	28,950							32,650

HQ Comments:

***** Version 8 - 03/21/2018 *****
 Carryover project from 2016 to 2018 SHOPP.
 ***** Version 2 - 11/01/2017 *****
 Added sequential programming for 2018 SHOPP - SL
 10/20/17 Made COS Allocation(s) official - SL
 ***** Version 7 - 10/19/2017 *****
 Entered COS allocation (PA&ED) - RW
 7/12/17 Made amendment official. Delay FY 17-18 to 18-19. - MW
 ***** Version 6 - 07/05/2017 *****
 Entered Amendment #16H-014 - RW
 ***** Version 5 - 04/15/2016 *****
 Carryover project from 2014 to 2016 SHOPP
 3/21/16 Made amendment official. Update PM/Location and delay to 17/18. - MW
 ***** Version 4 - 03/17/2016 *****
 Entered in as amendment #14H-495 but action was taken by CTC on the 4.18 BI - RW
 10/22/15 Made Amendment Official. Combine with EA 1C090 for construction. - MW
 ***** Version 3 - 10/02/2015 *****
 Entered Amendment #14H-492 - RW
 ***** Version 2 - 03/26/2014 *****
 Carryover project from 2012 to 2014 SHOPP
 2/4/13: Approved PCR to combine with local project EA 0N690 for construction under EA 0N69U - DB
 ***** Version 1 - 06/20/2012 *****
 Entered new 2012 SHOPP project - RW

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT
San Mateo and Santa Clara US 101 Managed Lanes Project

Resolution _____

(will be completed by CTC)

1. FUNDING PROGRAM

- Active Transportation Program
- Local Partnership Program (Competitive)
- Solutions for Congested Corridors Program
- State Highway Operation and Protection Program
- Trade Corridor Enhancement Program

2. PARTIES AND DATE

- 2.1 This Project Baseline Agreement (Agreement) for the *San Mateo and Santa Clara US 101 Managed Lanes Project*, effective on, _____ (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, *Caltrans, MTC, SMCTA, and C/CAG*, and the Implementing Agency, *Caltrans and VTA*, sometimes collectively referred to as the "Parties".

3. RECITAL

- 3.2 Whereas at its May 16, 2018 meeting the Commission approved the and included in this program of projects the *San Mateo and Santa Clara US 101 Managed Lanes Project*, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A and the Project Report attached hereto as Exhibit B, as the baseline for project monitoring by the Commission.
- 3.3 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

- 4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.
- 4.2 To adhere, as applicable, to the provisions of the Commission:
- Resolution *Insert Number*, "Adoption of Program of Projects for the Active Transportation Program", dated _____
 - Resolution LPP-P-1718-01, "Adoption of Program of Projects for the Local Partnership Program", dated May 17, 2018
 - Resolution SCCP-P-1718-01, "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated May 17, 2018
 - Resolution *Insert Number*, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated _____
 - Resolution *Insert Number*, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated _____

- 4.3 All signatories agree to adhere to the Commission's Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.
- 4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.
- 4.5 The San Mateo County Transportation Authority (SMCTA), City/County Association of Governments (C/CAG), and Santa Clara Valley Transportation Agency (VTA) in partnership with the Metropolitan Transportation Commission (MTC), agrees to secure funds for any additional costs of the project.
- 4.6 The Santa Clara Valley Transportation Authority (VTA) agrees to report to Caltrans on a quarterly basis; after July 2019, reports will be on a semi-annual basis on the progress made toward the implementation of the project, including scope, cost, schedule, outcomes, and anticipated benefits.
- 4.7 Caltrans agrees to prepare program progress reports on a quarterly basis; after July 2019, reports will be on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.
- 4.8 The VTA and Caltrans agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.9 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits during the course of the project, and retain those records for four years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 4.10 The Transportation Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for four years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

5.1 Project Schedule and Cost

See Project Programming Request Form, attached as Exhibit A.

5.2 Project Scope

See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.

5.3 Other Project Specific Provisions and Conditions

The Project Programming Request (PPR) for the US 101 Managed Lanes Project (PPNO 0658D) will be updated upon completion of the environmental document. It is anticipated that the environmental document will be completed by October 15, 2018.

Attachments:

Exhibit A: Project Programming Request Form

Exhibit B: Project Report

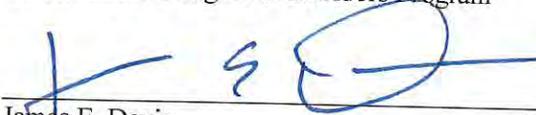
SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

San Mateo and Santa Clara US 101 Managed Lanes Project

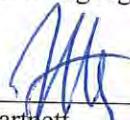
Resolution _____



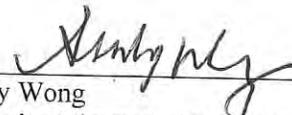
Steve Heminger
Executive Director, Metropolitan Transportation Commission
Project Applicant for San Mateo and Santa Clara US 101 Managed Lanes Project
Solutions for Congested Corridors Program
Date 6/28/18



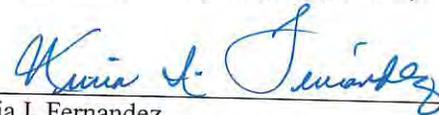
James E. Davis
Acting District Director, California Department of Transportation, District 4
Project Applicant for San Mateo and Santa Clara US 101 Managed Lanes Project
Implementing Agency for San Mateo US 101 Managed Lanes Project
Date 6/29/18



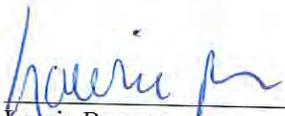
Jim Hartnett
Executive Director, San Mateo County Transportation Authority
Project Applicant for San Mateo US 101 Managed Lanes Project
Local Partnership Program (Competitive)
Date _____



Sandy Wong
Executive Director, City/County Association of Governments of San Mateo County
Project Applicant for San Mateo US 101 Managed Lanes Project
Local Partnership Program (Competitive)
Date _____



Nuria I. Fernandez
General Manager/CEO, Santa Clara Valley Transportation Authority
Implementing Agency for Silicon Valley Express Lanes Program – Phase 3
Date 6/26/18



Laurie Berman
Director, California Department of Transportation
Date 7-18-18

Susan Bransen
Executive Director, California Transportation Commission
Date _____

Amendment (Existing Project) No					Date:	7/17/18
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID	
04	1J560	0413000206	0658D	SM-150017		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
SCL	101	50.6	52.55	Caltrans		
SM	101	0	21.8	MPO	Element	
				MTC	Capital Outlay	
Project Manager/Contact		Phone		E-mail Address		
Nidal Tuqan		(510)286-5542		nidal.tuqan@dot.ca.gov		
Project Title						
US 101 Managed Lane Project						
Location (Project Limits), Description (Scope of Work)						
This project is located within the cities of San Carlos, Millbrae, Burlingame, San Mateo, Belmont, Menlo Park, and East Palo Alto in San Mateo County and Palo Alto in Santa Clara County on the U.S. 101 from the terminus of Santa Clara County Managed Lane at Matadero Creek (PM 51.4) to north of I-380 (PM 20.8). This project will provide approximately 22 miles of continuous managed lane in the northbound and southbound directions of U.S. 101. Project limits extend an additional one mile beyond the actual terminus of the managed lane for incorporating managed lane infrastructure such as signs, electrical and communication systems.						
Component		Implementing Agency				
PA&ED		Caltrans				
PS&E		Caltrans				
Right of Way		Caltrans				
Construction		Caltrans				
Legislative Districts						
Assembly:	24, 22	Senate:	13	Congressional:	14,18	
Project Benefits						
The project will provide congestion relief to a heavily traveled corridor between San Francisco and Silicon Valley, two of the State's most significant economic centers. It will also improve travel time reliability, minimize operational degradation to general purpose lanes, increase person-throughput, and promote mode shift by encouraging carpooling and supporting regional express bus services, advancing State air quality and climate goals.						
Purpose and Need						
See Page 2						
Category		Outputs/Outcomes		Unit	Total	
State Highway Road Construction		HOV/HOT lane-miles constructed		Miles	44	
ADA Improvements No		Bike/Ped Improvements No		Reversible Lane analysis Yes		
Includes Sustainable Communities Strategy Goals Yes				Reduces Greenhouse Gas Emissions Yes		
Project Milestone						
Project Study Report Approved				Existing	Proposed	
Begin Environmental (PA&ED) Phase						
Circulate Draft Environmental Document				Document Type	EIR/FONSI	
Draft Project Report					11/20/17	
End Environmental Phase (PA&ED Milestone)					11/20/17	
Begin Design (PS&E) Phase					10/15/18	
End Design Phase (Ready to List for Advertisement Milestone)					10/15/18	
Begin Right of Way Phase					05/01/19	
End Right of Way Phase (Right of Way Certification Milestone)					04/01/18	
Begin Construction Phase (Contract Award Milestone)					05/01/19	
End Construction Phase (Construction Contract Acceptance Milestone)					07/01/19	
Begin Closeout Phase					02/01/23	
End Closeout Phase (Closeout Report)					02/01/23	
					02/01/24	

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 7/17/18

Additional Information

Purpose & Need

The purpose of the proposed project is to provide a continuous managed lane in each direction on US 101 from the terminus of the Santa Clara County Express Lanes to I-380 to:

- Reduce congestion in the corridor;
- Encourage carpooling and transit use;
- Provide managed lanes for travel time reliability;
- Minimize operational degradation of general purpose lanes;
- Increase person throughput; and
- Apply technology and/or design features to help manage traffic.

Need:

North of the existing HOV lanes during peak hours (north of Whipple Avenue), all lanes on US 101 are congested resulting in an overall degradation of operations throughout the corridor. All users, whether they are in single or multiple occupant vehicles or in buses, traveling on US 101 north of Whipple Avenue experience delays in both the northbound and southbound directions in the AM and PM peak hours, and at other periods during the week. The managed lanes would provide all users with increased travel reliability.

ADA Notice

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 7/17/18

District	County	Route	EA	Project ID	PPNO	TCRP No.
04	SCL, SM	101, 101	1J560	0413000206	0658D	
Project Title: US 101 Managed Lane Project						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									Caltrans
PS&E									Caltrans
R/W SUP (CT)									Caltrans
CON SUP (CT)									Caltrans
R/W									Caltrans
CON									Caltrans
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	21,000	1,550						22,550	
PS&E	19,450	18,000						37,450	
R/W SUP (CT)	1,000							1,000	
CON SUP (CT)			23,500	17,500				41,000	
R/W		16,000						16,000	
CON			396,300					396,300	
TOTAL	41,450	35,550	419,800	17,500				514,300	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									MTC (C/CAG)
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)				17,500				17,500	
R/W		16,000						16,000	
TOTAL		16,000		17,500				33,500	

Fund No. 2:	Local Measure A								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									SMCTA
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	8,500							8,500	
PS&E	19,450							19,450	
R/W SUP (CT)	1,000							1,000	
CON SUP (CT)									
R/W									
CON			1,550					1,550	
TOTAL	28,950		1,550					30,500	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 7/17/18

District	County	Route	EA	Project ID	PPNO	TCRP No.
04	SCL, SM	101, 101	1J560	0413000206	0658D	
Project Title: US 101 Managed Lane Project						

Fund No. 3:		Federal Repurposing							Program Code	
Existing Funding (\$1,000s)										
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)									Federal	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)	9,500							9,500		
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL	9,500							9,500		

Fund No. 4:		Private Sector							Program Code	
Existing Funding (\$1,000s)										
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)									SMCTA	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)	3,000							3,000		
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON			50,000					50,000		
TOTAL	3,000		50,000					53,000		

Fund No. 5:		SCC (SB1)							Program Code	
Existing Funding (\$1,000s)										
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)									State	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)			23,500					23,500		
R/W										
CON			176,500					176,500		
TOTAL			200,000					200,000		

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 7/17/18

District	County	Route	EA	Project ID	PPNO	TCRP No.
04	SCL, SM	101, 101	1J560	0413000206	0658D	
Project Title: US 101 Managed Lane Project						

Fund No. 6: Regional Toll Revenues									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									MTC
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			95,000					95,000	
TOTAL			95,000					95,000	

Fund No. 7: ITIP									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									STATE
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E		18,000						18,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		18,000						18,000	

Fund No. 8: SB1 LPP Formula									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									STATE (SMCTA-C/CAG)
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)		1,550						1,550	\$1,550k is currently prog'd for PA&ED and will be reprog'd and allocated to PS&E. \$250k for CON will be prog'd during FY 19/20 LPP-Formulaic Prog Cycle.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			250					250	
TOTAL		1,550	250					1,800	

Amendment (Existing Project) Y/N					Date:	7/16/18
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID	
04	1K551	0417000229	2015E	SCL-110002		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
SCL	US 101	45.9	52.55	Santa Clara Valley Transportation Authority (VTA)		
SCL	SR 85	22.3	23.9	MPO	Element	
				MTC	Capital Outlay	
Project Manager/Contact		Phone		E-mail Address		
Gene Gonzalo		408-952-4236		gene.gonzalo@vta.org		
Project Title						
Silicon Valley Express Lanes Program - Phase 3						
Location (Project Limits), Description (Scope of Work)						
This project is located on US 101 from SR 237 to the Santa Clara/San Mateo county line and on SR 85 from SR 237 to the SR 85/US 101 interchange. The project will:						
1. Convert existing single carpool lanes to express lanes at the following locations:						
a) US 101 from near SR 237 north to SR 85 (in Mountain View); b) SR 85 from SR 237 north to US 101 (in Mountain View) including the existing US 101/SR 85 carpool lane-to-carpool lane direct connector ramps						
2. Convert existing double carpool lanes to double express lanes on US 101 from SR 85 (in Mountain View) to the San Mateo County line in Palo Alto.						
Component	Implementing Agency					
PA&ED	Santa Clara VTA					
PS&E	Santa Clara VTA					
Right of Way	Santa Clara VTA					
Construction	Santa Clara VTA					
Legislative Districts						
Assembly:	24	Senate:	13	Congressional:	17, 18	
Project Benefits						
The project will provide improved travel times and a new transportation option for motorists traveling in this heavily congested area in northern Santa Clara County. The express lanes will make better use of the existing roadway capacity by allowing single occupancy vehicles access to the HOV lanes for a fee. The new express lanes will result in shorter and more reliable travel times for motorists and public transit bus riders, improved safety, and reduced congestion.						
Purpose and Need						
The purpose of the project is to manage traffic in the congested segments of US 101 and SR 85 and to maintain consistency with provisions defined in Assembly Bill (AB) 2032 (2004) and AB 574 (2007) to implement Express Lanes in an HOV lane system in Santa Clara County. The need for the project include: addressing high transportation demands and projected travel demands; utilizing legislation; and meeting regional and system planning efforts.						
Category	Outputs/Outcomes			Unit	Total	
State Highway Road Construction	HOV/HOT lane-miles constructed			Miles	19.3	
ADA Improvements	No	Bike/Ped Improvements	No	Reversible Lane analysis	No	
Includes Sustainable Communities Strategy Goals	Yes			Reduces Greenhouse Gas Emissions	Yes	
Project Milestone				Existing	Proposed	
Project Study Report Approved						
Begin Environmental (PA&ED) Phase					03/01/10	
Circulate Draft Environmental Document			Document Type	ND/FONSI	12/05/14	
Draft Project Report					12/30/14	
End Environmental Phase (PA&ED Milestone)					08/11/15	
Begin Design (PS&E) Phase					12/01/15	
End Design Phase (Ready to List for Advertisement Milestone)					07/01/18	
Begin Right of Way Phase					12/01/15	
End Right of Way Phase (Right of Way Certification Milestone)					07/01/18	
Begin Construction Phase (Contract Award Milestone)					12/01/18	
End Construction Phase (Construction Contract Acceptance Milestone)					06/01/21	
Begin Closeout Phase					07/01/21	
End Closeout Phase (Closeout Report)					07/01/23	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 7/16/18

Additional Information

This request for Construction funding is submitted for two separate contracts: the Civil contract and Electronic Toll Systems (ETS) contract. The Civil Construction is being accomplished through the design-bid-build practice, while the ETS is being accomplished through a design-build contract which will require allocation at different times.

Environmental Document completed under EA 04-2G7100 for US 101 Corridor Express Lanes (US-101-PM 16.0/52.55; SR -85 PM 23.0/24.1). Environmental Document completed for SR 85 Express Lanes under EA 04-4A7900 (SR-85_PM_0.0/R24.1; US-101_23.1/28.6, 47.9/52.0)

19.3 Lane-miles of Express Lanes will be constructed.

Silicon Valley Express Lanes Program (SVEL) Phase 3 Segment

Purpose: The purpose of the SVEL Phase 3 Segment is to manage traffic in the congested segments of US 101 and SR 85 and to maintain consistency with provisions defined in Assembly Bill (AB) 2032 (2004) and AB 574 (2007) to implement express lanes in an HOV lane system in Santa Clara County to:

- Provide congestion relief through more effective use of existing transportation infrastructure;
- Provide commuters with a new mobility option; and
- Provide a new funding source for transportation improvements including for public transit.

Need: The need includes: addressing high transportation demands and projected travel demands, utilizing legislation and meeting regional and system planning efforts. US 101 in Santa Clara County carries up to 245,000 vehicles per day including HOV traffic. The high transportation demands lead to substantial congestion with bottlenecks in numerous segments of the mixed-flow and HOV lanes. Traffic conditions are expected to worsen in the future with continued development in the region and along US 101. Bottleneck locations are expected to get longer as well as increased peak period durations. Over the next 25 years, Santa Clara County is predicted to grow by over 500,000 residents and 400,000 jobs, increases of 27.5 and 45.6 percent, respectively.

Figure 3. Results Page from the Project Cal B/C Model Run

INVESTMENT ANALYSIS		SUMMARY RESULTS																																																				
Life-Cycle Costs (mil. \$)	\$502.5	ITEMIZED BENEFITS (mil. \$)		Total Over 20 Years	Average Annual																																																	
Life-Cycle Benefits (mil. \$)	\$1,037.2	Travel Time Savings		\$909.2	\$45.5																																																	
Net Present Value (mil. \$)	\$534.7	Veh. Op. Cost Savings		\$104.4	\$5.2																																																	
Benefit / Cost Ratio:	2.06	Accident Cost Savings																																																				
Rate of Return on Investment:	9.6%	Emission Cost Savings		\$23.6	\$1.2																																																	
Payback Period:	10 years	TOTAL BENEFITS		\$1,037.2	\$51.9																																																	
		Person-Hours of Time Saved		122,873,892	6,143,700																																																	
Should benefit-cost results include:		<table border="1"> <thead> <tr> <th rowspan="2"></th> <th colspan="2">Tons</th> <th colspan="2">Value (\$/H)</th> </tr> <tr> <th>Total Over 20 Years</th> <th>Average Annual</th> <th>Total Over 20 Years</th> <th>Average Annual</th> </tr> </thead> <tbody> <tr> <td>EMISSIONS REDUCTION</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>CO Emissions Saved</td> <td>1,611</td> <td>81</td> <td>\$0.1</td> <td>\$0.0</td> </tr> <tr> <td>CO₂ Emissions Saved</td> <td>740,127</td> <td>37,005</td> <td>\$20.9</td> <td>\$1.0</td> </tr> <tr> <td>NO_x Emissions Saved</td> <td>294</td> <td>15</td> <td>\$1.7</td> <td>\$0.1</td> </tr> <tr> <td>PM₁₀ Emissions Saved</td> <td>6</td> <td>0</td> <td>\$0.5</td> <td>\$0.0</td> </tr> <tr> <td>PM_{2.5} Emissions Saved</td> <td>5</td> <td>0</td> <td></td> <td></td> </tr> <tr> <td>SO_x Emissions Saved</td> <td>8</td> <td>0</td> <td>\$0.3</td> <td>\$0.0</td> </tr> <tr> <td>VOC Emissions Saved</td> <td>159</td> <td>8</td> <td>\$0.1</td> <td>\$0.0</td> </tr> </tbody> </table>					Tons		Value (\$/H)		Total Over 20 Years	Average Annual	Total Over 20 Years	Average Annual	EMISSIONS REDUCTION					CO Emissions Saved	1,611	81	\$0.1	\$0.0	CO ₂ Emissions Saved	740,127	37,005	\$20.9	\$1.0	NO _x Emissions Saved	294	15	\$1.7	\$0.1	PM ₁₀ Emissions Saved	6	0	\$0.5	\$0.0	PM _{2.5} Emissions Saved	5	0			SO _x Emissions Saved	8	0	\$0.3	\$0.0	VOC Emissions Saved	159	8	\$0.1	\$0.0
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VOC Emissions Saved	159	8	\$0.1	\$0.0																																																		
1) Induced Travel? (y/n)	N																																																					
2) Vehicle Operating Costs? (y/n)	Y																																																					
3) Accident Costs are not included	Y																																																					
4) Vehicle Emissions? (y/n)	Y																																																					

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 7/16/18

District	County	Route	EA	Project ID	PPNO	Alt Proj. ID
04	SCL, SCL	US 101, SR 85	1K551	0417000229	2015E	
Project Title: Silicon Valley Express Lanes Program - Phase 3						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									Santa Clara VTA
PS&E	8,700							8,700	Santa Clara VTA
R/W SUP (CT)									Santa Clara VTA
CON SUP (CT)									Santa Clara VTA
R/W	150	368						518	Santa Clara VTA
CON		33,200	13,900					47,100	Santa Clara VTA
TOTAL	8,850	33,568	13,900					56,318	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									For E&P, see Project Info page 2.
PS&E	8,700							8,700	
R/W SUP (CT)									
CON SUP (CT)									
R/W	150	368						518	
CON		33,200	13,900					47,100	
TOTAL	8,850	33,568	13,900					56,318	

Fund No. 1:	VTA Local								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									VTA
PS&E	8,700							8,700	
R/W SUP (CT)									
CON SUP (CT)									
R/W	150							150	
CON									
TOTAL	8,850							8,850	

Proposed Funding (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									PS&E: \$3,700 ETS, \$5,000 Civil
PS&E	8,700							8,700	
R/W SUP (CT)									
CON SUP (CT)									
R/W	150							150	
CON									
TOTAL	8,850							8,850	

Fund No. 2:	STIP								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									MTC
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W		368						368	
CON			13,900					13,900	
TOTAL		368	13,900					14,268	

Proposed Funding (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W		368						368	
CON			13,900					13,900	
TOTAL		368	13,900					14,268	

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT
California-Mexico Border System Network Improvements (6 Projects)

Resolution _____

(will be completed by CTC)

1. FUNDING PROGRAM

- Active Transportation Program
- Local Partnership Program (Competitive)
- Solutions for Congested Corridors Program
- State Highway Operation and Protection Program
- Trade Corridor Enhancement Program

2. PARTIES AND DATE

- 2.1 This Project Baseline Agreement (Agreement) for the *California-Mexico Border System Network Improvements (6 Projects)*, effective on, _____ (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, *Caltrans, SANDAG, ICTC*, and the Implementing Agency, *Caltrans*, sometimes collectively referred to as the "Parties".

3. RECITAL

- 3.2 Whereas at its March 21, 2018 and May 16, 2018 meeting the Commission approved the State Highway Operation and Protection Program, Trade Corridor Enhancement Program, and included in this program of projects the *California-Mexico Border System Network Improvements (6 Projects)*, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A and the Project Report attached hereto as Exhibit B, as the baseline for project monitoring by the Commission.
- 3.3 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

- 4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.
- 4.2 To adhere, as applicable, to the provisions of the Commission:
- Resolution *Insert Number*, "Adoption of Program of Projects for the Active Transportation Program", dated _____
 - Resolution *Insert Number*, "Adoption of Program of Projects for the Local Partnership Program", dated _____
 - Resolution *Insert Number*, "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated _____
 - Resolution G-18-13, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated _____
 - Resolution TCEP-1718-01, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated _____

- 4.3 All signatories agree to adhere to the Commission's State Highway Operation and Protection Program, Trade Corridor Enhancement Program, Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.
- 4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.
- 4.5 The Parties agrees to secure funds for any additional costs of the project.
- 4.6 The Parties agrees to report to Caltrans on a quarterly basis; after July 2019, reports will be on a semi-annual basis on the progress made toward the implementation of the project, including scope, cost, schedule, outcomes, and anticipated benefits.
- 4.7 Caltrans agrees to prepare program progress reports on a quarterly basis; after July 2019, reports will be on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.
- 4.8 The Parties agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.9 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits during the course of the project, and retain those records for four years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 4.10 The Transportation Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for four years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

5.1 Project Schedule and Cost

See Project Programming Request Form, attached as Exhibit A.

5.2 Project Scope

See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.

5.3 Other Project Specific Provisions and Conditions

Attachments:

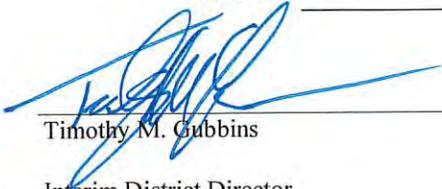
Exhibit A: Project Programming Request Form

Exhibit B: Project Report

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

California-Mexico Border System Network Improvements (6 Projects)

Resolution _____

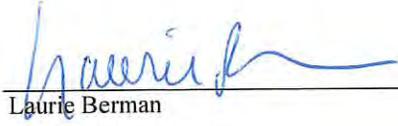


Timothy M. Gubbins

Interim District Director

California Department of Transportation, Implementing Agency

Date 6/26/18



Laurie Berman

Director

California Department of Transportation

Date 7-23-18

Susan Bransen

Executive Director

California Transportation Commission

Date

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

California-Mexico Border System Network Improvements (6 Projects)

Resolution _____



Kim Kawada



Date

San Diego Association of Governments, SANDAG

Chief Deputy Executive Director

Project Applicant

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

California-Mexico Border System Network Improvements (6 Projects)

Resolution _____



Mark Baza



Date

Imperial County Transportation Commission, ICTC

Executive Director

Project Applicant

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
PROJECT PROGRAMMING REQUEST
 DTP-0001 (Revised Mar. 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N				Date:	05/30/18	
District	EA	Project ID		PPNO	MPO ID	Alt Proj. ID / prg.
11	28883	1117000088		1036		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
SD	905	9.8	9.8	Caltrans		
SD	125	0.8	0.8	MPO	Element	
				SANDAG	CO	
Project Manager/Contact		Phone		E-mail Address		
Mario Orso		(619)688-2561		mario.orso@dot.ca.gov		
Project Title						
1-Southbound State Route 125 to Westbound State Route 905 Connector						
Location (Project Limits), Description (Scope of Work)						
In San Diego County, in and near San Diego at Route 125/905 separation. Construct freeway to freeway connector.						
Component						
PA&ED	Caltrans Implementing Agency					
PS&E	Caltrans					
Right of Way	Caltrans					
Construction	Caltrans					
Legislative Districts						
Assembly:	80	Senate:	40	Congressional:	51	
Project Benefits						
The Project will complete the remaining connector needed to integrate three major state roads serving the border region just north of the Otay Mesa POE at the U.S.-Mexico border, and will contribute to a safer and efficient border highway network that will alleviate congestion while providing predictability and reliability for cross border international freight movements. SEE PAGE 2 FOR CONTINUATION OF PROJECT BENEFITS.						
Purpose and Need						
The Project will construct a freeway connector providing greater mobility and access to the SR-905 corridor and the border region, completing the SR-125/SR-905/SR-11 interchange. This freeway connector represents a critical link in the San Diego region facilitating the movement of people and goods, serving the border area. There is no direct connector linking southbound SR-125 to westbound SR-905. SEE PAGE 2 FOR CONTINUATION OF PURPOSE AND NEED						
Category		Outputs/Outcomes			Unit	Total
State Highway Road Construction		Modified / Improved Interchanges			each	1
ADA Improvements No		Bike/Ped Improvements No			Reversible Lane analysis Yes	
Inc. Sustainable Communities Strategy Goals Yes		Reduces Greenhouse Gas Emissions Yes				
Project Milestone						
Project Study Report Approved				Existing	Proposed	
Begin Environmental (PA&ED) Phase						
Circulate Draft Environmental Document				Document Type		
Draft Project Report						
End Environmental Phase (PA&ED Milestone)						
Begin Design (PS&E) Phase					07/30/04	
End Design Phase (Ready to List for Advertisement Milestone)					08/11/17	
Begin Right of Way Phase					08/15/19	
End Right of Way Phase (Right of Way Certification Milestone)					09/11/17	
Begin Construction Phase (Contract Award Milestone)					08/15/19	
End Construction Phase (Construction Contract Acceptance Milestone)					03/02/20	
Begin Closeout Phase					04/04/22	
End Closeout Phase (Closeout Report)					04/04/22	
					10/25/24	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 05/30/18

Additional Information

PROJECT BENEFITS cont'd: The Project is a net positive on the freight system in that throughput, velocity and travel time reliability will be improved. Safety is addressed as this direct freeway access ramp will lift trucks off local roads. The community has long advocated for removal of truck traffic from the local roads to improve both safety and congestion concerns.

Southbound State Route 125 to Westbound State Route 905 Connector: Construct freeway to freeway South-West Connector, completing the SR-905/SR-125/SR-11 Interchange and immediately accommodating southbound commercial traffic from SR 125 heading west on SR 905. This component also improves local traffic circulation by completing a needed interchange for the community. Two-way traffic on this connector will be roughly 10,000 ADT in the first year, rising to about 15,000 in year 20.

A total of 14,097 tons of all emissions will be reduced over 20 years.

PURPOSE AND NEED cont'd: Vehicles that need to make this movement are forced to use local roads. This has resulted in significant congestion, pollution and safety challenges in the surrounding communities.

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Fund No. 3:	Local Funds - Local Transportation Funds (LTF) SR-125 Toll Revenue								Program Code
Existing Funding (\$1,000s)									20.10.400.100
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									San Diego Association of Governm
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									SR-125 is a toll road operated by SANDAG. The SR-125 plan of finance includes the \$9.42 million.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				9,420				9,420	
TOTAL				9,420				9,420	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Complete this page for amendments only

Date: 05/30/18

District	County	Route	EA	Project ID	PPNO	Alt. ID
11	SD SD	905 125	28883	1117000088	1036	

SECTION 1 - All Projects

Project Background

Programming Change Requested

Reason for Proposed Change

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information

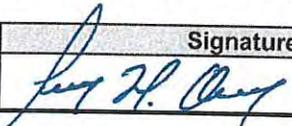
SECTION 2 - For SB1 Projects Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date
Mario Orso		Trade Corridor Infrastructure Program, Corridor Director	6/28/18

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
PROJECT PROGRAMMING REQUEST
DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date:	06/04/18
District	EA	Project ID		PPNO	MPO ID	Alt Proj. ID / prg.
11	05637	1117000087		0999E		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
SD	11	2.0	2.7	San Diego Association of Governments (SANDAG)		
				MPO	Element	
				SANDAG	CO	
Project Manager/Contact		Phone		E-mail Address		
Jacqueline Appleton-Deane		(619)688-3080		mario.orso@dot.ca.gov		
Project Title						
2-Siempre Viva Interchange and Site Preparation Design for Commercial Vehicle Enforcement Facility, Segment 2B						
Location (Project Limits), Description (Scope of Work)						
In San Diego County near San Diego at 1.9 miles east of Sanyo Avenue undercrossing - Construct interchange at Siempre Viva Road and site preparation design for CVEF. Design work for CVEF includes: grading, drainage and utilities.						
Component						
		Implementing Agency				
PA&ED	Caltrans					
PS&E	Caltrans					
Right of Way	Caltrans					
Construction	Caltrans					
Legislative Districts						
Assembly:	80	Senate:	40	Congressional:	51	
Project Benefits						
1) Increased Safety for DHS/CHP personnel with the addition of the new POE and CVEF and its improved design and circulation for trucks to/from and through U.S. and Mexico inspections, enhance pedestrian safety within the POE facility.						
2) 58% increased average truck velocity (12 to 19 mph) SEE PAGE 2 FOR A CONTINUATION OF BENEFITS						
Purpose and Need						
The Siempre Viva Interchange will serve as the last southbound interchange point on SR 11 for passenger vehicles and trucks approaching the new OME POE. It will also serve as the first northbound interchange point for passenger vehicles entering the U.S., and for trucks exiting the CVEF. SEE PAGE 2 FOR A CONTINUATION OF PURPOSE AND NEED.						
Category		Outputs/Outcomes			Unit	Total
State Highway Road Construction		New Interchanges			each	1
State Highway Road Construction		Local road operational Improvements			each	1
ADA Improvements No		Bike/Ped Improvements No			Reversible Lane analysis Yes	
Inc. Sustainable Communities Strategy Goals		Yes			Reduces Greenhouse Gas Emissions	Yes
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase					05/30/2007	
Circulate Draft Environmental Document					Document Type	EIR
Draft Project Report					12/11/2010	
End Environmental Phase (PA&ED Milestone)					04/01/2012	03/29/12
Begin Design (PS&E) Phase					11/01/2011	08/16/18
End Design Phase (Ready to List for Advertisement Milestone)					04/22/2018	03/15/20
Begin Right of Way Phase					04/13/2015	08/16/18
End Right of Way Phase (Right of Way Certification Milestone)					04/01/2018	03/15/20
Begin Construction Phase (Contract Award Milestone)					07/30/2018	09/01/20
End Construction Phase (Construction Contract Acceptance Milestone)					07/20/2020	03/06/23
Begin Closeout Phase					07/20/2020	03/06/23
End Closeout Phase (Closeout Report)					07/30/2021	03/04/25

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 06/04/18

Additional Information

DESCRIPTION Please note the Commerical Vehicle Enforcement Facility will not be constructed with this project.

PROJECT BENEFITS cont'd: 3) Increased throughput by the addition of the new border crossing. 4) 67% reduction in truck cross-border idle time from 80 to 30 minutes. 5) 38% truck traffic congestion reduction in 2015 (6,400 to 4,000 ADT at Otay Mesa POE) 40% truck congestion reduction in 2035 (11,500 to 6,900 ADT at Otay Mesa POE). 6) Improved freeway/arterial operations for truck trips would result in emission reductions.

Siempre Viva Interchange at State Route 11 and Commercial Vehicle Enforcement Facility site preparation - This component will complete the final piece of SR 11 roadway including construction of the interchange at Siempre Viva Road. This component also improves local traffic circulation by completing a needed interchange for the community. An estimated 4,000 vehicles daily will use the interchange, with 25 percent of that being truck traffic. Forecasts indicate that 1,300 trucks (700 northbound and 600 southbound) are expected to use the CVEF daily.

A total of 13,585 tons of total emissions will be reduced over 20 years.

PURPOSE AND NEED cont'd: The project will decrease border wait times and congestion by adding capacity to the regional border crossing infrastructure and creating a link between the U.S. highway system and the Mexico free and tollroad systems. This link will maintain the economic viability of goods movement through the California/Baja California region.

ADA Notice

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Fund No. 3:		Federal Disc. - Corridor Border Infrastructure (CBI)							Program Code	
		Existing Funding (\$1,000s)							20.XX.400.301	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)									Caltrans	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W	35,400							35,400		
CON										
TOTAL	35,400							35,400		
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										

Fund No. 4:		State SB1 TCEP - Trade Corridors Enhancement Account (TCEA) - <i>STATE SHARE</i>							Program Code	
		Existing Funding (\$1,000s)							20.XX.723.000	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)										
PS&E		4,810						4,810		
R/W SUP (CT)										
CON SUP (CT)			5,096					5,096		
R/W										
CON			27,212					27,212		
TOTAL		4,810	32,308					37,118		

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Complete this page for amendments only

Date: 06/04/18

District	County	Route	EA	Project ID	PPNO	Alt. ID
11	SD	11	05637	1117000087	0999E	

SECTION 1 - All Projects**Project Background**

This project is a child of Segment 2 of the SR-11/OME POE project. Segment 2B, Siempre Viva interchange and site preparation of the Commercial Vehicle Enforcement Facility (CVEF) constructs the new interchange at Siempre Viva Road and includes the site preparation (grading, utility placement and drainage) for the CVEF.

Programming Change Requested

It is proposed that Segment 2B (0999E) be split from Segment 2 (0999B) for the design and construction phases. Funds for these phases will be moved from Segment 2 to Segment 2B. Trade Corridor Enhancement Program (TCEP) funds replace the Local funds moved from the parent project as those funds are toll revenue which are backed by bonds that have not yet been realized. To facilitate delivery it was prudent to seek and replace the Local Funds with TCEP funds which are currently available.

Reason for Proposed Change

This project has been split into multiple segments to facilitate construction and to maximize funding opportunities. Originally segment 2 included roadway improvements from Enrico Fermi to the proposed POE and the Siempre Viva Interchange as well as the CVEF. The proposal is for segment 2B which includes only the Siempre Viva interchange and the CVEF site preparation. The remaining section of the roadway will be constructed under segment 2A which is not part of this application and it is partially funded by FASTLANE grant.

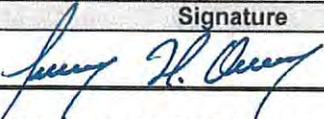
If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information**SECTION 2 - For SB1 Projects Only**

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date
Mario Orso		Trade Corridor Infrastructure Program, Corridor Director	6/28/18

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
PROJECT PROGRAMMING REQUEST
 DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N				Date:	06/05/18
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID / prg.
11	05639	1117000151	0999F		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency	
SD	11	2.7	2.7	Caltrans	
Project Manager/Contact			Phone	MPO	Element
Jacqueline Appleton-Deane			(619)688-3080	SANDAG	CO
				E-mail Address	
				mario.orso@dot.ca.gov	
Project Title					
3- Otay Mesa East Port of Entry (OME/POE), Segment 3A					
Location (Project Limits), Description (Scope of Work)					
In San Diego County near San Diego, on Route 11 at 1.9 miles east of Sanyo Avenue undercrossing. Site preparation design for the OME/POE which includes grading, drainage and utilities.					
Component		Implementing Agency			
PA&ED		Caltrans			
PS&E		Caltrans			
Right of Way		Caltrans			
Construction		Caltrans			
Legislative Districts					
Assembly:	80	Senate:	40	Congressional:	51
Project Benefits					
1) Increased Safety for DHS personnel with the addition of the new POE and its improved design and circulation for trucks to/from and through U.S. and Mexico inspections, enhance pedestrian safety within the POE facility.					
2) 58% increased average truck velocity (12 to 19 mph)					
3) Increased throughput by the addition of the new border crossing. SEE PAGE 2 FOR CONTINUATION OF PROJECT BENEFITS.					
Purpose and Need					
Site preparation for the OME POE is the penultimate critical phase before actual POE construction begins. Currently, commercial truck traffic at the existing Otay Mesa POE currently faces delays that can exceed four hours. SEE PAGE 2 FOR CONTINUATION OF PURPOSE AND NEED					
Category		Outputs/Outcomes		Unit	Total
Port		Site Preparation for International Port of Entry		acres	100
ADA Improvements No		Bike/Ped Improvements No		Reversible Lane analysis Yes	
Inc. Sustainable Communities Strategy Goals		Yes		Reduces Greenhouse Gas Emissions No	
Project Milestone					
Project Study Report Approved				Existing	Proposed
Begin Environmental (PA&ED) Phase					
Circulate Draft Environmental Document				05/30/2007	
Draft Project Report				12/11/2010	
End Environmental Phase (PA&ED Milestone)				12/11/2010	
Begin Design (PS&E) Phase				04/01/2012	
End Design Phase (Ready to List for Advertisement Milestone)				11/01/2011	08/16/18
Begin Right of Way Phase				07/01/2013	01/31/20
End Right of Way Phase (Right of Way Certification Milestone)				11/01/2011	08/16/18
Begin Construction Phase (Contract Award Milestone)				07/15/2013	01/31/20
End Construction Phase (Construction Contract Acceptance Milestone)				09/01/2013	07/21/20
Begin Closeout Phase				03/30/2016	04/01/22
End Closeout Phase (Closeout Report)				04/30/2016	04/01/22
				04/30/2018	08/21/24

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar. 1 2018 v7.08)

Date: 06/05/18

Additional Information

DESCRIPTION cont'd:

Please note

the Port of Entry facility will not be constructed with this project.

PROJECT BENEFITS cont'd:

- 4) 67% reduction in truck cross-border idle time from 80 to 30 minutes.
- 5) 38% truck traffic congestion reduction in 2015 (6,400 to 4,000 ADT at Otay Mesa POE) 40% truck congestion reduction in 2035 (11,500 to 6,900 ADT to Otay Mesa POE)
- 6) Improved freeway/arterial operations for truck trips would result in emission reductions.

Otay Mesa East Port of Entry - Segment 3A: Complete site preparation, including constructing needed utilities, underground drainage structures, and preparing the site elevations for building construction. Component is a key milestone as the region moves toward POE construction. The OME POE will serve 700 trucks and 12,500 northbound passenger vehicles daily, rising to roughly 900 trucks and over 16,250 vehicles in year 20.

PURPOSE AND NEED cont'd:

Upon completion, State Route 11 leading to the Otay Mesa East Port of Entry (POE) project will provide fast, predictable, and secure crossings via tolled approach roads that connect directly to a new state-of-the-art POE serving both personal and commercial vehicles. The goal is to operate the new POE with an average 20-minute border wait time.

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Fund No. 3:		Local Funds - TRANSNET (XSD)							Program Code	
		Existing Funding (\$1,000s)							20.10.400.100	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)									San Diego Association of Governm	
PS&E										
R/W SUP (CT)	273							273		
CON SUP (CT)										
R/W	6,215							6,215		
CON										
TOTAL	6,488							6,488		
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										

Fund No. 4:		Federal Disc. - Corridor Border Infrastructure (CBI)							Program Code	
		Existing Funding (\$1,000s)							20.XX.400.301	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)									Caltrans	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W	9,600							9,600		
CON										
TOTAL	9,600							9,600		
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										

Fund No. 5:		State SB1 TCEP - Trade Corridors Enhancement Account (TCEA) <i>STATE SHARE</i>							Program Code	
		Existing Funding (\$1,000s)							20.XX.723.000	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)										
PS&E		3,900						3,900		
R/W SUP (CT)			600					600		
CON SUP (CT)										
R/W			550					550		
CON										
TOTAL		3,900	1,150					5,050		

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Complete this page for amendments only

Date: 06/05/18

District	County	Route	EA	Project ID	PPNO	Alt. ID
11	SD	11	05639	1117000151	0999F	

SECTION 1 - All Projects

Project Background
 This project is a child of Segment 3 of the SR-11/OME POE project. Segment 3A prepares the site for the construction of the Port of Entry. Complete site preparation, including constructing needed utilities, underground drainage structures, and preparing the site elevations for building construction.

Programming Change Requested
 It is proposed that Segment 3A (0999F) be split from Segment 3 (0999C) for the design and construction phases. Funds for these phases will be moved from Segment 3 to Segment 3A.

Reason for Proposed Change
 This project has been split into segments to facilitate construction and to maximize funding opportunities. Originally, segment 3 included all the work for the POE. Site preparation (includes utilities, grading and drainage) proposed in this application will become Segment 3A.

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

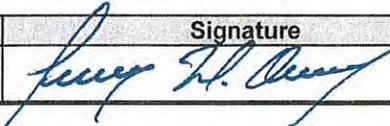
Other Significant Information

SECTION 2 - For SB1 Projects Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects

Approvals
 I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date
Mario Orso		Trade Corridor Improvement Program, Corridor Director	6/20/18

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
PROJECT PROGRAMMING REQUEST
 DTP-0001 (Revised Mar. 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date:	05/30/18	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID / prg.
11	42750	1116000177		1241			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
SD				Caltrans			
IMP				MPO		Element	
				SANDAG		CO	
Project Manager/Contact		Phone		E-mail Address			
Mario Orso		(619)688-2561		mario.orso@dot.ca.gov			
Project Title							
4-Intelligent Transportation system Technology (Advanced Technology Corridors at Border Ports of Entry)							
Location (Project Limits), Description (Scope of Work)							
In San Diego County and Imperial County on various routes at various locations, install Intelligent Technology statewide Border Wait Time system, Implement a fiber optic cable network to facilitate an advanced traveler information and border wait time system connecting the entire San Diego and Imperial border network.							
Component							
PA&ED		Caltrans					
PS&E		Caltrans					
Right of Way		Caltrans					
Construction		Caltrans					
Legislative Districts							
Assembly:	78, 80, 71, 56		Senate:	36,40		Congressional:	51
Project Benefits							
The ITS project will deploy a critical portion of the underlying architecture, hardware, and software needed to support advanced traffic management technology on southbound lanes at LPOEs in San Diego and Imperial Counties. SEE PAGE 2 FOR CONTINUATION OF PROJECT BENEFITS.							
Purpose and Need							
The purpose of this project is to install fiber optic connectivity, an Intelligent Transportation System to determine and disseminate south bound border wait times at the California/Mexico ports of entry. While travellers have options for crossing the border, they do not have advanced information on border wait times to make informed decisions. SEE PAGE 2 FOR CONTINUATION OF PURPOSE AND NEED.							
Category		Outputs/Outcomes			Unit	Total	
Intelligent Transportation System		Fiber Optic Installation			Miles	16	
Intelligent Transportation System		Connecting Existing and new Field Elements into FO network			each	160	
Intelligent Transportation System		SB Border Wait Time Systems at all CA/Mex POE's			each	6	
ADA Improvements N		Bike/Ped Improvements N			Reversible Lane analysis	No	
Inc. Sustainable Communities Strategy Goals		Yes			Reduces Greenhouse Gas Emissions Yes		
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase						01/28/18	
Circulate Draft Environmental Document				Document Type		07/15/18	
Draft Project Report						08/11/18	
End Environmental Phase (PA&ED Milestone)						11/16/18	
Begin Design (PS&E) Phase						01/15/19	
End Design Phase (Ready to List for Advertisement Milestone)						02/15/20	
Begin Right of Way Phase						01/15/19	
End Right of Way Phase (Right of Way Certification Milestone)						02/01/20	
Begin Construction Phase (Contract Award Milestone)						07/15/20	
End Construction Phase (Construction Contract Acceptance Milestone)						05/20/22	
Begin Closeout Phase						10/20/22	
End Closeout Phase (Closeout Report)						01/23/24	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 05/30/18

Additional Information

DESCRIPTION: Install Intelligent Technology Statewide Border Wait Time System to include:

- Install fiber optic line on I-5 from San Ysidro Port of Entry (POE) to I-15 interchange
- Install fiber optic line on I-805 from San Ysidro POE to SR-905 interchange
- Install fiber optic line on SR-905 from I-5 to the existing Otay Mesa POE
- Connect existing ITS elements to existing fiber optic line from I-5/I-15 interchange
- Install readers for the border wait time system at various locations on I-5, SR-805, SR-905, SR-186, SR-111, SR-7 and SR-188
- Develop back office system (software updates, algorithms and applications to disseminate information)
- Install air monitors in Otay Mesa consistent with the Sustainable Freight Action Plan Pilot
- Install cellular modems at SR-186, SR-111, SR-188 and SR-7

PROJECT BENEFITS cont'd: This will serve as a blueprint for building a regional border management system designed to coordinate traffic management between the existing California Department of Transportation (Caltrans) Transportation Management Center (TMC) and a new Tijuana/Mexico Regional TMC, and ultimately, the SANDAG Regional Border management System (SD County only). The ITS System will be capable of determining and disseminating south bound border wait times at the California/Mexico ports of entry. This project is part of the California Sustainable Freight Action Plan as a pilot project.

Intelligent Transportation System Technology (one of three statewide California Sustainable Freight Action Plan pilot projects called the Advanced Technology Corridors at Border Ports of Entry Pilot Project): Implement a fiber optic cable network to facilitate an advanced traveler information and border wait time system connecting the entire San Diego and Imperial border network. Caltrans District 11 is currently conducting a Border Wait Time Pilot that is already providing border wait times for southbound traffic at the San Ysidro POE. This information is broadcast on the Caltrans website. Implementation of the complete fiber optic network and other technological improvements will provide more accurate and timely traveler information pertaining to conditions at all POEs in the Border Region. This component also includes 15 air quality monitors at the Otay Mesa and OME POEs, expanding Casa Familiar's study, a non-profit group, currently tracking air emissions at the San Ysidro POE. The component is expected to serve almost 180,000 vehicle trips in the first year, rising to 230,000 in year 20.

A total of 24,220 tons of all emissions will be reduced over 20 years.

PURPOSE AND NEED cont'd: The Fiber optic network will provide the basic communication infrastructure between the ITS elements and the Transportation Management Center. The border wait times system will provide advanced traveler information for the traveling public to make informed decisions as to when and where to cross the border.

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 05/30/18

District	County	Route	EA	Project ID	PPNO	Alt. ID
11	SD, IMP,		42750	1116000177	1241	
Project Title: 4-Intelligent Transportation system Technology (Advanced Technology Corridors at Border Ports of Entry)						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									Caltrans
PS&E									Caltrans
R/W SUP (CT)									Caltrans
CON SUP (CT)									Caltrans
R/W									Caltrans
CON									Caltrans
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	818							818	
PS&E		4,038						4,038	
R/W SUP (CT)		62						62	
CON SUP (CT)			1,534	4,404				5,938	
R/W				375				375	
CON			8,118	19,827				27,945	
TOTAL	818	4,100	9,652	24,606				39,176	

Fund No. 1:	State SB1 TCEP - Trade Corridors Enhancement Account (TCEA) <i>State/State</i>								Program Code
Existing Funding (\$1,000s)									20.XX.723.100
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E		2,317						2,317	
R/W SUP (CT)									
CON SUP (CT)			1,534					1,534	
R/W									
CON			8,118					8,118	
TOTAL		2,317	9,652					11,969	

Fund No. 2:	SHOPP - Mobility								Program Code
Existing Funding (\$1,000s)									20.XX.201.315
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	818							818	SHOPP EA 42750, PPNO 1241. Reprogramming the Construction and R/W Capital funds to the 19/20 year will be requested.
PS&E		1,721						1,721	
R/W SUP (CT)		62						62	
CON SUP (CT)				4,404				4,404	
R/W				375				375	
CON				19,827				19,827	
TOTAL	818	1,783		24,606				27,207	

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

BASELINE AGREEMENT

Date: 07/05/18 07:54:23 AM

District	EA	Project ID	PPNO	Project Manager	
11	42750	1116000177	1241	SALAZAR, ISMAEL	
County	Route	Begin Postmile	End Postmile	Implementing Agency	
SD	VAR			PA&ED	Caltrans
IMP	VAR			PS&E	Caltrans
				Right of Way	Caltrans
				Construction	Caltrans

Project Nickname

Intelligent Transportation system Technology

Location/Description

In San Diego County and Imperial County on various routes at various locations. Implement a fiber optic cable network to facilitate an advanced traveler information and border wait time system.

Legislative Districts

Assembly:	78, 80	Senate:	39, 40	Congressional:	49, 51, 52, 53, 50
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PERFORMANCE MEASURES

Primary Asset	New	Fair to Good	Poor to Good	Total	Unit
Transportation Management System	6			6	Each

Project Milestone

Project Milestone	Actual	Planned
Project Approval and Environmental Document Milestone		11/16/18
Right of Way Certification Milestone		01/31/20
Ready to List for Advertisement Milestone		02/15/20
Begin Construction Milestone (Approve Contract)		06/14/20

FUNDING

Component	Fiscal Year	Other State	State SB1 TCEP	Total
PA&ED	17/18	817		817
PS&E	18/19	1,721	2,317	4,038
RW Support	18/19	62		62
Const Support	19/20	4,404	1,534	5,938
RW Capital	19/20	375		375
Const Capital	19/20	19,827	8,118	27,945
Total		27,206	11,969	39,175

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
PROJECT PROGRAMMING REQUEST
DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date:	05/30/18	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID / prg.
11	08028	1117000085		1258	6120003		145.1 TCRP
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
IMP	98	32.1	32.5	Caltrans			
				MPO	Element		
				SCAG	CO		
Project Manager/Contact		Phone		E-mail Address			
Kazim Mamdani		(619)718-7840		kazim.mamdani@dot.ca.gov			
Project Title							
5-State Route 98 Improvements							
Location (Project Limits), Description (Scope of Work)							
In Imperial County in Calexico from Ollie Avenue to Rockwood Avenue. Widening Route 98 from 4 lanes to 6 lanes. The purpose of this project is to improve traffic operations, provide congestion relief and improve traffic flow, enhance bicycle safety and pedestrian access and improve drainage along this section of SR-98.							
Component		Implementing Agency					
PA&ED		Caltrans					
PS&E		Caltrans					
Right of Way		Caltrans					
Construction		Caltrans					
Legislative Districts							
Assembly:	56	Senate:	40	Congressional:	51		
Project Benefits							
The project proposes to improve traffic operations with 3 signalized intersections, drainage improvements, adding sidewalks with ADA access and a Class II bike lane along with additional capacity to accommodate the traffic that will be generated once the new Calexico West Border crossing is completed in 2018/2019. SEE PAGE 2 FOR CONTINUATION OF PROJECT BENEFITS.							
Purpose and Need							
The purpose of this project is to improve traffic operations, provide congestion relief in order to improve traffic flow, enhance bicycle safety and pedestrian access, and improve drainage along this section of SR98. This project is needed to accommodate the additional traffic that will be generated once the new Calexico West Border crossing is complete in May 2018.							
Category		Outputs/Outcomes			Unit	Total	
State Highway Road Construction		Operational Improvements			Miles	0.8	
State Highway Road Construction		Intersections Modified			each	3	
State Highway Road Construction		Bicycle lane/ sidewalk miles			Miles	0.8	
State Highway Road Construction		Curb Ramps			each	22	
ADA Improvements Yes		Bike/Ped Improvements Yes			Reversible Lane analysis	Yes	
Inc. Sustainable Communities Strategy Goals		Yes			Reduces Greenhouse Gas Emissions Yes		
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase							
Circulate Draft Environmental Document					Document Type		
Draft Project Report							
End Environmental Phase (PA&ED Milestone)					02/18/2009		
Begin Design (PS&E) Phase					07/12/2017	09/29/17	
End Design Phase (Ready to List for Advertisement Milestone)					09/02/2019	08/30/19	
Begin Right of Way Phase					12/18/2017	10/13/17	
End Right of Way Phase (Right of Way Certification Milestone)					08/02/2019	07/30/19	
Begin Construction Phase (Contract Award Milestone)					02/15/2020	02/13/20	
End Construction Phase (Construction Contract Acceptance Milestone)					02/28/2024	05/10/22	
Begin Closeout Phase					02/28/2024	11/15/22	
End Closeout Phase (Closeout Report)					11/30/2024	11/01/24	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 05/30/18

Additional Information

PROJECT BENEFITS cont'd: The SR-98 widening and expansion project will provide improved access to the commercial trucking facilities that are located in the Downtown Calexico area, and help to reduce conflicts between large commercial vehicles, autos, pedestrians and bicyclists.

State Route 98 Improvements: Widening from four to six lanes on SR-98 from Ollie Avenue to Rockwood Avenue, including associated sidewalks, Class II bike lanes, and curb ramps. This component will provide improved access to the commercial trucking facilities that are located in the Downtown Calexico area, and help to reduce conflicts between large commercial vehicles, autos, pedestrians and bicyclists. The improvements will complement the Calexico East POE expansion by enhancing the region's roadway network to handle the increase in freight traffic. This section of SR-98 serves roughly 29,000 vehicles daily, and is expected to increase to almost 40,000 in 2035.

A total of 38,265 tons of emission will be reduced over 20 years for vehicles only. Truck emissions could not be projected for Calexico East POE but there is an expected savings of 150 million vehicle hours of idling over 20 years.

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From

Subject

Received Size

Categories

Edmonds, Sar RE: California-Mexico Border System Network Improvements Project Baseli ##### 48 KB

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 05/30/18

District	County	Route	EA	Project ID	PPNO	Alt. ID
11	IMP, ,	98, ,	08028	1117000085	1258	145.1
Project Title: 5-State Route 98 Improvements						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)		169						169	Caltrans
PS&E	1,000		650					1,650	Caltrans
R/W SUP (CT)	1,000							1,000	Caltrans
CON SUP (CT)					661			661	Caltrans
R/W	1,000							1,000	Caltrans
CON			5,000		2,141			7,141	Caltrans
TOTAL	3,000	169	5,650		2,802			11,621	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)		169						169	
PS&E	1,000		650					1,650	
R/W SUP (CT)	1,000							1,000	
CON SUP (CT)					661			661	
R/W	1,000							1,000	
CON			5,000		2,141			7,141	
TOTAL	3,000	169	5,650		2,802			11,621	

Fund No. 1:	TCRP (Committed) - Traffic Congestion Relief Fund (TCRF)								Program Code
Existing Funding (\$1,000s)									20.XX.710.870
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E	1,000							1,000	\$1000 PSE voted 06/28/17
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,000							1,000	

Proposed Funding (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E	1,000							1,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,000							1,000	

Fund No. 2:	Demo - Demonstration-Pre ISTE A (DEMO)								Program Code
Existing Funding (\$1,000s)									20.xx.010.680
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									ICTC
PS&E									
R/W SUP (CT)	1,000							1,000	
CON SUP (CT)									
R/W	1,000							1,000	
CON			1,630					1,630	
TOTAL	2,000		1,630					3,630	

Proposed Funding (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)	1,000							1,000	
CON SUP (CT)									
R/W	1,000							1,000	
CON			1,630					1,630	
TOTAL	2,000		1,630					3,630	

Fund No. 3:		SHOPP							Program Code	
Existing Funding (\$1,000s)									SHOPP	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)		169						169		
PS&E			650					650		
R/W SUP (CT)										
CON SUP (CT)					661			661		
R/W										
CON					2,141			2,141		
TOTAL		169	650		2,802			3,621		
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)		169						169	SHOPP EA 42780, PPNO 1240. Reprogramming the SHOPP funds to 19/20 year in the Construction phases will be requested.	
PS&E			650					650		
R/W SUP (CT)										
CON SUP (CT)					661			661		
R/W										
CON					2,141			2,141		
TOTAL		169	650		2,802			3,621		

Fund No. 4:		State SB1 TCEP - Trade Corridors Enhancement Account (TCEA) <i>StateShare</i>							Program Code	
Existing Funding (\$1,000s)									20.XX.723.100	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON			3,370					3,370		
TOTAL			3,370					3,370		
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON			3,370					3,370		
TOTAL			3,370					3,370		

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Complete this page for amendments only

Date: 05/30/18

District	County	Route	EA	Project ID	PPNO	Alt. ID
11	IMP	98	08028	1117000085	1258	145.1

SECTION 1 - All Projects

Project Background
Programming Change Requested
Reason for Proposed Change
If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded
Other Significant Information

SECTION 2 - For SB1 Projects Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date
Joseph Hull		Deputy District Director Program Project Management	

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date:	06/06/18	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID / prg.
11	43050	1118000265		1335			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
IMP	7	0.0	0.0	Imperial County Transportation Commission			
				MPO		Element	
				SCAG		LA	
Project Manager/Contact		Phone		E-mail Address			
Mario Orso		(619)688-2561		mario.orso@dot.ca.gov			
Project Title							
6-Calexico East Port of Entry Truck Crossing Improvement							
Location (Project Limits), Description (Scope of Work)							
In Imperial County, near the city of Calexico, 0.7 mile south of Route 7 near the U.S./Mexico Border, at the Calexico East Port of Entry Truck Crossing and California Commercial Vehicle Enforcement Facility - Widen bridge over the All American Canal allowing for the expansion of the Calexico East Port of Entry, including the increase in the number of commercial vehicle inspection lanes.							
Component							
		Implementing Agency					
PA&ED	Caltrans						
PS&E	Caltrans						
Right of Way	Caltrans						
Construction	Caltrans						
Legislative Districts							
Assembly:	56	Senate:	40	Congressional:	51		
Project Benefits							
By widening the All American Canal Bridge and adding capacity at Calexico East POE, the proposed improvements will benefit the region by allowing commercial freight to enter and exit the POE more efficiently reducing wait times and air pollution and enhancing international trade and economic competitiveness.							
Purpose and Need							
The project would widen the bridge over the All American Canal by adding four more lanes to increase travel and freight capacity at the Calexico East Port of Entry (POE) and to address bottlenecks that hinder economic competitiveness. The project will also improve border delays that reach up to three hours during peak periods and significantly reduce emissions from idling vehicles.							
Category		Outputs/Outcomes			Unit	Total	
State Highway Road Construction		Modified/Reconstructed bridge(s)			Each	1	
ADA Improvements Yes		Bike/Ped Improvements Yes			Reversible Lane analysis Yes		
Inc. Sustainable Communities Strategy Goals		Yes			Reduces Greenhouse Gas Emissions Yes		
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase						08/16/18	
Circulate Draft Environmental Document			Document Type		04/01/19		
Draft Project Report						07/16/19	
End Environmental Phase (PA&ED Milestone)						06/30/20	
Begin Design (PS&E) Phase						07/01/20	
End Design Phase (Ready to List for Advertisement Milestone)						06/27/21	
Begin Right of Way Phase						07/01/20	
End Right of Way Phase (Right of Way Certification Milestone)						06/27/21	
Begin Construction Phase (Contract Award Milestone)						12/15/21	
End Construction Phase (Construction Contract Acceptance Milestone)						03/15/23	
Begin Closeout Phase						03/15/23	
End Closeout Phase (Closeout Report)						01/15/25	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 06/06/18

Additional Information

DESCRIPTION cont'd: work includes adding two lanes, providing an 8 foot shoulder with new barriers and installing security fence in each direction.

BENEFITS cont'd: Calexico East Port of Entry Truck Crossing Improvement: This Project Approval and Environmental Document (PAED) component will assess widening the bridge over the All-American Canal, allowing for the expansion of the Calexico East Port of Entry and increasing the commercial vehicle inspection lanes by more than double. This component will address current bottlenecks that hinder economic competitiveness, and will also work to improve border delays and significantly reduce emissions from idling vehicles. The Calexico East POE serves roughly 23,500 vehicles daily, northbound and southbound, just over ten percent of which are trucks.

A total of 35 tons of all emissions will be reduced over 20 years.

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 06/06/18

District	County	Route	EA	Project ID	PPNO	Alt. ID
11	IMP,	7,	43050	1118000265	1335	
Project Title: 6-Calexico East Port of Entry Truck Crossing Improvement						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									Caltrans
PS&E									Caltrans
R/W SUP (CT)									Caltrans
CON SUP (CT)									Caltrans
R/W									Caltrans
CON									Caltrans
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)		3,000						3,000	
PS&E			3,355					3,355	
R/W SUP (CT)									
CON SUP (CT)					2,517			2,517	
R/W									
CON					20,972			20,972	
TOTAL		3,000	3,355		23,489			29,844	

Fund No. 1:	State SB1 TCEP - Trade Corridors Enhancement Account (TCEA) <i>Statewide</i>								Program Code
Existing Funding (\$1,000s)									20.XX.723.100
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)		3,000						3,000	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		3,000						3,000	

Fund No. 2:	Future Need - Future Funds (NO-FUND)								Program Code
Existing Funding (\$1,000s)									FUTURE
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E			3,355					3,355	
R/W SUP (CT)									
CON SUP (CT)					2,517			2,517	
R/W									
CON					20,972			20,972	
TOTAL			3,355		23,489			26,844	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Complete this page for amendments only

Date: 06/06/18

District	County	Route	EA	Project ID	PPNO	Alt. ID
11	IMP	7	43050	1118000265	1335	

SECTION 1 - All Projects

Project Background

Programming Change Requested

Reason for Proposed Change

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information

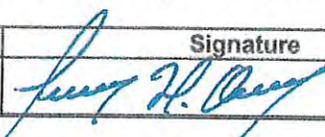
SECTION 2 - For SB1 Projects Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date
Mario Orso		Trade Corridor Infrastructure Program, Corridor Director	6/28/18

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT
San Diego North Coast Corridor: Build NCC Phase 1 Project

Resolution _____

(will be completed by CTC)

1. FUNDING PROGRAM

- Active Transportation Program
- Local Partnership Program (Competitive)
- Solutions for Congested Corridors Program
- State Highway Operation and Protection Program
- Trade Corridor Enhancement Program

2. PARTIES AND DATE

- 2.1 This Project Baseline Agreement (Agreement) for the *San Diego North Coast Corridor: Build NCC Phase 1 Project*, effective on, _____ (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, *Caltrans D-11, the San Diego Assn. of Gov. (SANDAG)*, and the Implementing Agency, *Caltrans D-11*, sometimes collectively referred to as the "Parties".

3. RECITAL

- 3.2 Whereas at its May 2018 and August 2017 meeting the Commission approved the Solutions for Congested Corridors Program, State Highway Operation and Protection Program, and included in this program of projects the *San Diego North Coast Corridor: Build NCC Phase 1 Project*, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A and the Project Report attached hereto as Exhibit B, as the baseline for project monitoring by the Commission.
- 3.3 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

- 4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.
- 4.2 To adhere, as applicable, to the provisions of the Commission:
- Resolution *Insert Number*, "Adoption of Program of Projects for the Active Transportation Program", dated _____
 - Resolution *Insert Number*, "Adoption of Program of Projects for the Local Partnership Program", dated _____
 - Resolution SCCP-P-1718-01, "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated _____
 - Resolution 16H-017, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated _____
 - Resolution *Insert Number*, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated _____

- 4.3 All signatories agree to adhere to the Commission's Solutions for Congested Corridors Program, State Highway Operation and Protection Program, Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.
- 4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.
- 4.5 The Caltrans D-11 and SANDAG agrees to secure funds for any additional costs of the project.
- 4.6 The Caltrans D-11 agrees to report to Caltrans on a quarterly basis; after July 2019, reports will be on a semi-annual basis on the progress made toward the implementation of the project, including scope, cost, schedule, outcomes, and anticipated benefits.
- 4.7 Caltrans agrees to prepare program progress reports on a quarterly basis; after July 2019, reports will be on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.
- 4.8 The Caltrans D-11 agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.9 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits during the course of the project, and retain those records for four years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 4.10 The Transportation Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for four years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

5.1 Project Schedule and Cost

See Project Programming Request Form, attached as Exhibit A.

5.2 Project Scope

See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.

5.3 Other Project Specific Provisions and Conditions

Attachments:

Exhibit A: Project Programming Request Form

Exhibit B: Project Report

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

San Diego North Coast Corridor: Build NCC Phase 1 Project

Resolution _____

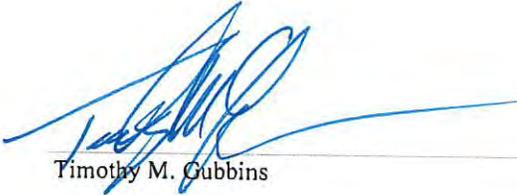


Kim Kawada, Chief Deputy Executive Director, SANDAG

6-22-2018

Date

Project Applicant



Timothy M. Gubbins

6/26/18

Date

Interim District 11 Director, California Department of Transportation

Project Applicant/Implementing Agency



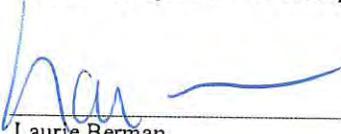
Timothy M. Gubbins

6/26/18

Date

Interim District 11 Director

California Department of Transportation



Laurie Berman

7-23-18

Date

Director

California Department of Transportation

Susan Bransen

Date

Executive Director

California Transportation Commission

Amendment (Existing Project) Y/N					Date:	6/27/18	
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID / prg.		
11	2T218	1116000174	0615F	cal09			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
SD	5	38.4	47.3	Caltrans			
				MPO	Element		
				SANDAG	CO		
Project Manager/Contact		Phone		E-mail Address			
Arturo Jacobo		(619)688-6816		arturo_jacobo@dot.ca.gov			
Project Title							
I-5 North Coast Corridor HOV Extension - Phase 1 - Encinitas HOV							
Location (Project Limits), Description (Scope of Work)							
In the cities of Encinitas and Carlsbad from Manchester Avenue to Palomar Airport Road. Construct one High Occupancy Vehicle (HOV) lane in each direction; construct multi-use facility at Manchester; construct bike paths. (CMGC)							
Component							
PA&ED		Caltrans					
PS&E		Caltrans					
Right of Way		Caltrans					
Construction		Caltrans					
Legislative Districts							
Assembly:	76	Senate:	36	Congressional:	49		
Project Benefits							
Relieve traffic congestion, provides alternative modes of transportation.							
Purpose and Need							
Maintain or improve the existing and future traffic operations in the I-5 north coast corridor and to provide for the safe, efficient and reliable regional movement of people and goods. The PA&ED project milestone is for the I-5 North Coast Corridor parent programmed under PPNO 0615.							
Category		Outputs/Outcomes			Unit	Total	
State Highway Road Construction		HOV/HOT lane-mile(s) constructed			Miles	17.8	
		Pedestrian/Bicycle facilities miles constructed			Miles	8.9	
		Auxiliary lane miles constructed			Miles	0.6	
		Operational improvements			each	13	
ADA Improvements	Y	Bike/Ped Improvements	Y	Reversible Lane analysis	N		
Inc. Sustainable Communities Strategy Goals		Y	Reduces Greenhouse Gas Emissions				Y
Project Milestone							
Project Study Report Approved					Existing	Proposed	
Begin Environmental (PA&ED) Phase					03/01/2001	03/01/01	
Circulate Draft Environmental Document			Document Type	EIS	06/28/2010	06/28/10	
Draft Project Report					02/23/2009	02/23/09	
End Environmental Phase (PA&ED Milestone)					08/30/2014	08/30/14	
Begin Design (PS&E) Phase					12/01/2009	12/01/09	
End Design Phase (Ready to List for Advertisement Milestone)					06/30/2018	06/30/18	
Begin Right of Way Phase					08/30/2013	08/30/18	
End Right of Way Phase (Right of Way Certification Milestone)					06/30/2018	06/30/18	
Begin Construction Phase (Contract Award Milestone)					09/15/2018	10/31/18	
End Construction Phase (Construction Contract Acceptance Milestone)					10/01/2021	09/01/22	
Begin Closeout Phase					04/01/2022	02/01/23	
End Closeout Phase (Closeout Report)					10/01/2023	08/01/24	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 6/27/18

Additional Information

PPNO 0615C was created for Phase 1 of the I-5 North Coast Corridor CMGC projects. Construction packages have since split from 0615C. This PPR is the split of the next construction package, Encinitas HOV segment (0615F).

This PPR is for CONSTRUCTION FUNDING only. Design and ROW funds continue to be identified under PPNO 0615C. The scope of work includes construction of HOV lanes from Manchester Ave. to Palomar Airport Road, bike paths, and a multi-use facility funded via STIP and SB1-CC. It also includes ITS elements (funded via SHOPP PPNO 1281), and culvert rehab (funded via SHOPP PPNO 1192). This makes up the full scope of work included in the next I-5 North Coast Corridor CMGC construction package.

PROJECT ELEMENTS AND RELATED BENEFITS

26 Lane-Miles of Managed Lanes, 8.2 of those lane miles are on 0615G, 3 Auxiliary Lanes, 2 of which will be constructed in 0615G, Expansion of Regional TDM Plan

- Reduction in delay = 3048 reduction in vehicle hours of delay (VHD) per day; when comparing 2040 Build vs 2040 No-build.

- Improved reliability = Northbound 7.1 minute/vehicle reduction (improvement) in avg. daily travel time for HOV trips; Southbound 11.3 minute/vehicle reduction (improvement) in avg. daily travel time for HOV trips.

- Improvement in people throughput = 40,066 persons per day improvement in people throughput; when comparing 2040 Build vs 2040 No-build.

- Reduced VMT/Congestion relief = 145,231 reduction in general purpose lane VMT; when comparing 2040 Build vs 2040 No-build

20 Smart Signal Upgrades, 7 of which will be constructed on 0615G

- Improved integration with local streets and less congestion

8.9 Miles of Bike/Ped Facilities

- Removal of bike/pedestrian gaps across and along the corridor
- Completion of route connecting San Elijo and Batiquitos
- Lagoons, the San Elijo Lagoon Nature Center, and a local park
- Improved access to COASTER commuter rail stations

Manchester Ave Multi-Use Facility with 151 Parking space for

- New park-and-ride option for I-5 carpool and vanpool riders
- Improved accessibility to San Elijo Lagoon and Nature Center
- New parking for recreational trails and coastal resources

10 Electric Vehicle (EV) charging stations with capabilities to expand

Environmental Enhancements

- Improved water quality reaching sensitive lagoons an increase from 5% of the pavement treated up to 34% treated.

GHG numbers are for both the full build out of the I-5 corridor.

Estimating that these two segments, PPNO 0615F and PPNO 0615G, would construct approximately one-quarter of the lane-miles of managed lanes proposed for the larger NCC Program, approximately one-quarter of the emissions savings between the 2040 Build and No-Build scenarios was allocated to the Project. The results, found:

- All pollutants and GHGs associated with vehicle emissions are shown to decrease when comparing the 2040 Build and No-Build scenarios.
- Notably, carbon dioxide (CO₂)—the primary compound that causes GHG effects—is shown to reduce by over 31 tons annually.

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 6/27/18

District	County	Route	EA	Project ID	PPNO	Alt. ID
11	SD, ,	5, ,	2T218	1116000174	0615F	
Project Title: I-5 North Coast Corridor HOV Extension - Phase 1 - Encinitas HOV						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	
E&P (PA&ED)									Caltrans
PS&E									Caltrans
R/W SUP (CT)									Caltrans
CON SUP (CT)	2,675	40,000	9,995					52,670	Caltrans
R/W									Caltrans
CON	9,360	155,000	83,699					248,059	Caltrans
TOTAL	12,035	195,000	93,694					300,729	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)	2,675	32,000	9,995					44,670	
R/W									
CON	9,360	163,000	83,699					256,059	
TOTAL	12,035	195,000	93,694					300,729	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									San Diego Association of Governm
PS&E									
R/W SUP (CT)									
CON SUP (CT)			7,000					7,000	
R/W									
CON			64,078					64,078	
TOTAL			71,078					71,078	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Requesting an advanced allocation to the 18/19 year.
PS&E									
R/W SUP (CT)									
CON SUP (CT)			7,000					7,000	
R/W									
CON			64,078					64,078	
TOTAL			71,078					71,078	

Fund No. 2:	Other State - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									SHOPP
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)			2,995					2,995	
R/W									
CON			19,621					19,621	
TOTAL			22,616					22,616	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									From PPNO 1281 (ITS elements) currently programmed in FY 20.
PS&E									Requesting an advanced allocation to the 18/19 year.
R/W SUP (CT)									
CON SUP (CT)			2,995					2,995	
R/W									
CON			19,621					19,621	
TOTAL			22,616					22,616	

Fund No. 3:		State SB1 SCCP - Solution for Congested Corridors Program (SCC)							Program Code	
Existing Funding (\$1,000s)									20.XX.705.100	
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)		40,000						40,000		
R/W										
CON		155,000						155,000		
TOTAL		195,000						195,000		
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)		32,000						32,000		
R/W										
CON		163,000						163,000		
TOTAL		195,000						195,000		

Fund No. 4:		Other State - National Hwy System (NH)							Program Code	
Existing Funding (\$1,000s)									SHOPP	
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)	2,675							2,675	PPNO 1192 (Culverts) currently programmed in FY 17/18	
R/W										
CON	9,360							9,360		
TOTAL	12,035							12,035		
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)	2,675							2,675		
R/W										
CON	9,360							9,360		
TOTAL	12,035							12,035	From PPNO 1192 (Culverts) programmed in FY17/18. Received an allocation time extension to combine and allocate with PPNO 0615F in FY19.	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Complete this page for amendments only

Date: 6/27/18

District	County	Route	EA	Project ID	PPNO	Alt. ID
11	SD	5	2T218	1116000174	0615F	

SECTION 1 - All Projects**Project Background**

The project is a component of the larger I-5 North Coast Corridor parent project (PPNO 0615) which environmentally cleared the 27-mile corridor in August of 2014. The project was combined into 0615C to cover the complete scope of Phase 1 managed under the CMGC procurement method. Each CMGC construction package is split out from the parent 0615C. The first construction component, 0615E was split in March 2016.

Programming Change Requested

Construction split from 0615C as part of I-5 CMGC Contract. Combine PPNO 1281 (ITS Elements), currently programmed with SHOPP in FY 20. Combine PPNO 1192 (Culverts), currently programmed with SHOPP in FY 17/18 with PPNO 0615F. \$8M of programmed SB1-CC funds moved from Construction Support to Construction Capital.

Reason for Proposed Change

To document the construction split from 0615C for a second I-5 CMGC project. With the design complete, combination of three PPNOs and efficiencies of CMGC delivery method, a new project estimate had been generated that requires the shifting of construction support funding into construction capital.

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

No Delay

Other Significant Information

The segment is 100% designed and ready to begin construction in fall 2018 utilizing CMGC procurement and is requesting funding under SB1-CC.

SECTION 2 - For SB1 Projects Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

(202)

General Instructions

Amendment (Existing Project) Y/N						Date:	6/27/18
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID / prg.		
11	2T212	1114000060	0615G				
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
SD	5	47	51.3	Caltrans			
				MPO	Element		
				SANDAG	CO		
Project Manager/Contact		Phone		E-mail Address			
Arturo Jacobo		(619)688-6816		arturo_jacobo@dot.ca.gov			
Project Title							
I-5 North Coast Corridor HOV Extension - Phase 1 - Carlsbad HOV							
Location (Project Limits), Description (Scope of Work)							
In the city of Carlsbad from Palomar Airport Road to SR-78. Construct one High Occupancy Vehicle (HOV) lane in each direction and construct bike paths. (CMGC)							
Component							
PA&ED		Caltrans					
PS&E		Caltrans					
Right of Way		Caltrans					
Construction		Caltrans					
Legislative Districts							
Assembly:	76	Senate:	36	Congressional:	49		
Project Benefits							
Relieve traffic congestion, provides alternative modes of transportation.							
Purpose and Need							
Maintain or improve the existing and future traffic operations in the I-5 north coast corridor and to provide for the safe, efficient and reliable regional movement of people and goods. The PA&ED project milestone is for the I-5 North Coast Corridor parent programmed under PPNO 0615.							
Category		Outputs/Outcomes			Unit	Total	
State Highway Road Construction		HOV/HOT lane-miles constructed			Miles	8.2	
		Operational Improvements			each	7	
		Pedestrian/Bicycle Facilities miles constructed			each	1.3	
		Auxiliary Lane miles constructed			Miles	2.37	
ADA Improvements	Yes	Bike/Ped Improvements	Yes	Reversible Lane analysis	N		
Inc. Sustainable Communities Strategy Goals	Yes	Reduces Greenhouse Gas Emissions	Yes				
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase					03/01/2001	03/01/2001	
Circulate Draft Environmental Document			Document Type	EIS	06/28/2010	06/28/2010	
Draft Project Report					02/23/2009	02/23/2009	
End Environmental Phase (PA&ED Milestone)					08/30/2014	08/30/2014	
Begin Design (PS&E) Phase					12/01/2019	12/1/2009	
End Design Phase (Ready to List for Advertisement Milestone)					07/15/2019	7/15/2019	
Begin Right of Way Phase					08/30/2013	08/30/2013	
End Right of Way Phase (Right of Way Certification Milestone)					07/15/2019	7/15/2019	
Begin Construction Phase (Contract Award Milestone)					09/15/2020	9/15/2020	
End Construction Phase (Construction Contract Acceptance Milestone)					10/01/2022	10/1/2022	
Begin Closeout Phase					04/01/2023	4/1/2023	
End Closeout Phase (Closeout Report)					10/01/2024	10/1/2024	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 6/27/18

Additional Information

PPNO 0615 is the parent project that environmentally cleared the I-5 North Coast Corridor 27-mile program.

PPNO 0615G was created for Phase 1 of the I-5 NCC, HOV lanes from Lomas Santa Fe Dr. to SR-78, and is one of the 6 CMGC pilot projects. Construction projects have since split from 0615C. This PPR is the split of the Carlsbad HOV segment.

This PPR is for CONSTRUCTION FUNDING only. Design and ROW funds are identified under PPNO 0615C. Scope for this PPNO includes construction of one High Occupancy Vehicle (HOV) lane in each direction, bike paths.

PROJECT ELEMENTS AND RELATED BENEFITS

26 Lane-Miles of Managed Lanes, 17.8 of those lane miles are on 0615F, 3 Auxiliary Lanes, 1 of which will be constructed in 0615F, Expansion of Regional TDM Plan

- Reduction in delay = 3048 reduction in vehicle hours of delay (VHD) per day; when comparing 2040 Build vs 2040 No-build.
- Improved reliability = Northbound 7.1 minute/vehicle reduction (improvement) in avg. daily travel time for HOV trips; Southbound 11.3 minute/vehicle reduction (improvement) in avg. daily travel time for HOV trips.
- Improvement in people throughput = 40,066 persons per day improvement in people throughput; when comparing 2040 Build vs 2040 No-build.
- Reduced VMT/Congestion relief = 145,231 reduction in general purpose lane VMT; when comparing 2040 Build vs 2040 No-build

20 Smart Signal Upgrades, 13 of which will be constructed on 0615F

- Improved integration with local streets and less congestion

1.3 Miles of Bike/Ped Facilities

- Removal of bike/pedestrian gaps across and along the corridor
- Improved access to COASTER commuter rail stations

Environmental Enhancements

- Improved water quality reaching sensitive lagoons, increasing treatment area from 4% to 11% treated.

GHG numbers are for both the full build out of the I-5 corridor.

Estimating that these two segments, PPNO 0615F and PPNO 0615G, would construct approximately one-quarter of the lane-miles of managed lanes proposed for the larger NCC Program, approximately one-quarter of the emissions savings between the 2040 Build and No-Build scenarios was allocated to the Project. The results, found:

- All pollutants and GHGs associated with vehicle emissions are shown to decrease when comparing the 2040 Build and No-Build scenarios.
- Notably, carbon dioxide (CO₂)—the primary compound that causes GHG effects—is shown to reduce by over 31 tons annually.

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 6/27/18

District	County	Route	EA	Project ID	PPNO	Alt. ID
11	SD, ,	5, ,	2T212	1114000060	0615G	
Project Title: I-5 North Coast Corridor HOV Extension - Phase 1 - Carlsbad HOV						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	
E&P (PA&ED)									Caltrans
PS&E									Caltrans
R/W SUP (CT)									Caltrans
CON SUP (CT)						19,194		19,194	Caltrans
R/W									Caltrans
CON						89,969		89,969	Caltrans
TOTAL						109,163		109,163	Caltrans
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)						19,194		19,194	
R/W									
CON						89,969		89,969	
TOTAL						109,163		109,163	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									San Diego Association of Governm
PS&E									
R/W SUP (CT)									
CON SUP (CT)						19,194		19,194	
R/W									
CON						69,869		69,869	
TOTAL						89,063		89,063	
Proposed Funding (\$1,000s)									Notes
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)						19,194		19,194	
R/W									
CON						69,869		69,869	
TOTAL						89,063		89,063	

Fund No. 2:	CMAQ - Congestion Mitigation (CMAQ)								Program Code
Existing Funding (\$1,000s)									20.30.010.820
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						18,081		18,081	
TOTAL						18,081		18,081	
Proposed Funding (\$1,000s)									Notes
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						18,081		18,081	
TOTAL						18,081		18,081	

Fund No. 3:		RSTP - STP Local (STPL)							Program Code	
		Existing Funding (\$1,000s)							20.XX.400.000	
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON						2,019		2,019		
TOTAL						2,019		2,019		
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON						2,019		2,019		
TOTAL						2,019		2,019		

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

BASELINE AGREEMENT

Date: 07/05/18 09:59:26 AM

District	EA	Project ID		PPNO	Project Manager	
11	42560	1116000101		1281	JACOBO, ARTURO G	
County	Route	Begin Postmile	End Postmile	Implementing Agency		
SD	5	R 19.5	R 55.4	PA&ED	Caltrans	
				PS&E	Caltrans	
				Right of Way	Caltrans	
				Construction	Caltrans	

Project Nickname

I-5NCC ITS ELEMENTS

Location/Description

In San Diego County, from 0.6 mile south of Route 5/8 Separation to 1.5 miles north of Route 5/76 Separation. Install Vehicle Detection Stations (VDS), Changeable Message Signs (CMS), Closed Circuit Television (CCTV), Ramp Metering, Traffic Signal and Fiber Optic Network elements.

Legislative Districts

Assembly: 76, ~~77~~ Senate: 36, ~~38~~ Congressional: ~~52~~ 49

PERFORMANCE MEASURES

Primary Asset	New	Fair to Good	Poor to Good	Total	Unit
Transportation Management System	49		54	103	Each

Project Milestone

Project Milestone	Actual	Planned
Project Approval and Environmental Document Milestone	10/23/13	
Right of Way Certification Milestone		05/21/18
Ready to List for Advertisement Milestone		06/29/18
Begin Construction Milestone (Approve Contract)		10/02/18

FUNDING

Component	Fiscal Year	SHOPP				Total
PA&ED						0
PS&E	17/18	1,497				1,497
RW Support	18/19	122				122
Const Support	19/20	2,995				2,995
RW Capital	19/20	3				3
Const Capital	19/20	19,621				19,621
Total		24,238				24,238

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT
Rt 395 Widening from SR 18 to Chamberlaine Way

Resolution _____
(will be completed by CTC)

1. FUNDING PROGRAM

- Active Transportation Program
- Local Partnership Program (Competitive)
- Solutions for Congested Corridors Program
- State Highway Operation and Protection Program
- Trade Corridor Enhancement Program

2. PARTIES AND DATE

2.1 This Project Baseline Agreement (Agreement) for the *Rt 395 Widening from SR 18 to Chamberlaine Way*, effective on, _____ (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, *San Bernardino County Transportation Authority (SBCTA)*, and the Implementing Agency, *San Bernardino County Transportation Authority (SBCTA)*, sometimes collectively referred to as the "Parties".

3. RECITAL

3.2 Whereas at its May 16, 2018 meeting the Commission approved the Trade Corridor Enhancement Program, and included in this program of projects the *Rt 395 Widening from SR 18 to Chamberlaine Way*, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A and the Project Report attached hereto as Exhibit B, as the baseline for project monitoring by the Commission.

3.3 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.

4.2 To adhere, as applicable, to the provisions of the Commission:

- Resolution *Insert Number*, "Adoption of Program of Projects for the Active Transportation Program", dated _____
- Resolution *Insert Number*, "Adoption of Program of Projects for the Local Partnership Program", dated _____
- Resolution *Insert Number*, "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated _____
- Resolution *Insert Number*, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated _____
- Resolution TCEP-P-1718-01, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated May 16, 2018

- 4.3 All signatories agree to adhere to the Commission's Trade Corridor Enhancement Program, Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.
- 4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.
- 4.5 The San Bernardino County Transportation Authority (SBCTA) agrees to secure funds for any additional costs of the project.
- 4.6 The San Bernardino County Transportation Authority (SBCTA) agrees to report to Caltrans on a quarterly basis; after July 2019, reports will be on a semi-annual basis on the progress made toward the implementation of the project, including scope, cost, schedule, outcomes, and anticipated benefits.
- 4.7 Caltrans agrees to prepare program progress reports on a quarterly basis; after July 2019, reports will be on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.
- 4.8 The San Bernardino County Transportation Authority (SBCTA) agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.9 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits during the course of the project, and retain those records for four years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 4.10 The Transportation Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for four years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

5.1 Project Schedule and Cost

See Project Programming Request Form, attached as Exhibit A.

5.2 Project Scope

See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.

5.3 Other Project Specific Provisions and Conditions

Attachments:

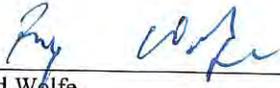
Exhibit A: Project Programming Request Form

Exhibit B: Project Report

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

Rt 395 Widening from SR 18 to Chamberlaine Way

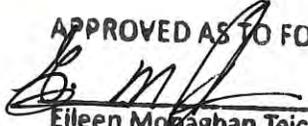
Resolution _____

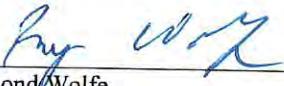


Raymond Wolfe Date 7/9/18

Executive Director

Project Applicant **SBCTA**

APPROVED AS TO FORM:

Eileen Moranaghan Teichert
SBCTA General Counsel
Date: 7/9/18



Raymond Wolfe Date 7/9/18

Executive Director

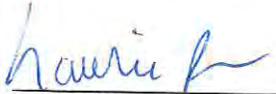
Implementing Agency **SBCTA**

for 

John Bulinski Date 7/9/18

District Director

California Department of Transportation



Laurie Berman Date 7-18-18

Director

California Department of Transportation

Susan Bransen Date _____

Executive Director

California Transportation Commission

Amendment (Existing Project) Y/N				Date:	06/25/18
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID / prg.
08	0F631	0813000220	0260J	200451	
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency	
SBD	395	11.2	16.6	San Bernardino County Transportation Authority (SBCTA)	
				MPO	Element
				SCAG	CO
Project Manager/Contact		Phone		E-mail Address	
Andrea Nieto		(909)884-8276		anieto@gosbcta.com	
Project Title					
Route 395 Widening from SR 18 to Chamberlaine Way					
Location (Project Limits), Description (Scope of Work)					
<p>Location: This project is located on US 395 between SR 18 and Chamberlaine Way in the City of Adelanto.</p> <p>Description: The project will widen this section of US 395 from two to four lanes. Proposed improvements also include operational improvements such as adding turn lanes and signal improvements at intersections. The project will provide two 12-foot lanes with 8-foot outside shoulders in each direction, and a 14-foot median with rumble strips. The existing single span California Aqueduct Bridge No. 54-0829 and the Joshua Wash Bridge No. 54-0524 will be widened to accommodate the proposed roadway improvements. In addition, the following five intersections (all located within the limits of the portion of US-395 being widened) will be improved: Holly Road/Hopland Street, Seneca Road, Air Expressway, Auburn Avenue and El Mirage Road.</p>					
Component	Implementing Agency				
PA&ED	Caltrans				
PS&E	Caltrans				
Right of Way	San Bernardino County Transportation Authority (SBCTA)				
Construction	San Bernardino County Transportation Authority (SBCTA)				
Legislative Districts					
Assembly:	33	Senate:	21	Congressional:	8
Project Benefits					
Provide congestion relief and improve safety and operations along this segment of US 395. See page 2 for details					
Purpose and Need					
The purpose of this project is to relieve congestion and enhance the operational efficiency of the corridor by constructing a continuous four-lane highway. The existing US-395 has two and four-lane portions within the project limits. The two-lane portions consist of a twelve-foot travel lane and a shoulder that varies from five to eight feet for both the north and southbound lanes. The two-lane segments also carry a large volume of traffic with a high percentage of trucks, which restricts passing opportunities. See page 2 for additional details.					
Category		Outputs/Outcomes		Unit	Total
State Highway Road Construction		Mixed flow lane-miles constructed		Miles	10.8
State Highway Road Construction		Modified/Reconstructed bridges		each	2
State Highway Road Construction		Turn pockets constructed		each	22
State Highway Road Construction		Sound wall miles constructed		Miles	0.55
State Highway Road Construction		Intersections modified		each	5
ADA Improvements	Y	Bike/Ped Improvements	N	Reversible Lane analysis	N
Inc. Sustainable Communities Strategy Goals		Y	Reduces Greenhouse Gas Emissions Y		
Project Milestone					
				Existing	Proposed
Project Study Report Approved					
Begin Environmental (PA&ED) Phase				11/01/2006	
Circulate Draft Environmental Document		Document Type	ND	10/01/2009	
Draft Project Report				11/01/2009	
End Environmental Phase (PA&ED Milestone)				12/31/2009	
Begin Design (PS&E) Phase				03/01/2014	
End Design Phase (Ready to List for Advertisement Milestone)				07/15/2018	07/30/18
Begin Right of Way Phase				10/01/2014	
End Right of Way Phase (Right of Way Certification Milestone)				04/30/2018	07/27/18
Begin Construction Phase (Contract Award Milestone)				01/01/2019	02/06/19
End Construction Phase (Construction Contract Acceptance Milestone)				06/30/2021	09/15/21
Begin Closeout Phase				07/01/2021	09/16/21
End Closeout Phase (Closeout Report)				07/01/2022	06/16/23

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 06/25/18

Additional Information

Project Need: US-395 is a major interregional highway moving goods and people along a north-south corridor in eastern California. Much of US-395 is a four-lane divided highway with a high percentage of trucks. The portion of US-395 between SR-58 and I-15 is two-lane, and generally higher volume for both passenger vehicles and trucks than segments to the north of SR-58. Average Annual Daily Traffic (AADT) volume on this segment is approximately 18,500 vehicles per day, 17% of which (over 3,000 per day) is trucks (Ref. updated Transportation Concept Report, June 2017 – Adelanto Rd. to Air Expressway segment). US-395 in this area is in need of improvement because of:

- Heavy existing traffic volume for a two-lane highway.
- Heavy truck volume, particularly accommodating truck flows between SR-58 and I-15. US-395 is a critical connector between these facilities.
- Limited passing opportunities, combined with differential speeds between passenger cars and trucks.
- Future growth in the Victor Valley and surrounding areas. Traffic projections for US-395 for this segment show upwards of 47,000 vehicles per day by 2040, with over 5,000 of these being trucks (ref. 2017 Caltrans Transportation Concept Report). This is well beyond the capacity of a two-lane facility with this volume and percentage of trucks.
- The need to better service the industrial development in and around Southern California Logistics Airport (SCLA).

Project Benefits:

- The benefit/cost ratio for the improvement over the 20-year analysis period is 3.1.
- The net present value (NPV) of benefits is \$110.6 million over that period.
- 20% of the benefits are attributable to trucks.
- Accident cost savings represent 9.5% of the total savings.
- Some 90,000 tons of CO2 emissions will be saved over the 20-year analysis period. This is primarily attributable to the relief of congestion, which will become more severe if this segment is not improved. About 4% of the economic benefits can be attributed to emission cost savings.
- Without improvement, the peak period average speed in this portion of US-395 would gradually deteriorate from about 54 mph in Year 1 to less than 20 mph in Year 20.

Life-Cycle Costs (mil. \$)		ITEMIZED BENEFITS (mil. \$)				
Life-Cycle Costs (mil. \$)	\$52.0	Travel Time Savings	\$102.6	\$25.3	\$127.9	\$6.4
Life-Cycle Benefits (mil. \$)	\$162.6	Veh. Op. Cost Savings	\$10.9	\$1.3	\$12.2	\$0.6
Net Present Value (mil. \$)	\$110.6	Accident Cost Savings	\$13.7	\$1.7	\$15.4	\$0.8
		Emission Cost Savings	\$2.2	\$4.9	\$7.1	\$0.4
		TOTAL BENEFITS	\$129.3	\$33.3	\$162.6	\$8.1
Benefit / Cost Ratio:	3.1	Person-Hours of Time Saved		18,384,331	919,217	
Rate of Return on Investment:	11.4%					
Payback Period:	12 years					

Should benefit-cost results include:		EMISSIONS REDUCTION			
1) Induced Travel? (y/n)	<input checked="" type="checkbox"/> Y Default = Y	Total Over 20 Years	Average Annual	Total Over 20 Years	Average Annual
2) Vehicle Operating Costs? (y/n)	<input checked="" type="checkbox"/> Y Default = Y	CO Emissions Saved	193	10	\$0.0
3) Accident Costs? (y/n)	<input checked="" type="checkbox"/> Y Default = Y	CO ₂ Emissions Saved	90,698	4,535	\$2.3
4) Vehicle Emissions? (y/n)	<input checked="" type="checkbox"/> Y Includes value for CO ₂ e Default = Y	NO _x Emissions Saved	184	8	\$4.6
		PM ₁₀ Emissions Saved	1	0	\$0.1
		PM _{2.5} Emissions Saved	1	0	\$0.1
		SO _x Emissions Saved	1	0	\$0.0
		VOC Emissions Saved	20	1	\$0.0

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Fund No. 3:		Local Funds - SBD Co Measure I (XSBD)							Program Code	
Existing Funding (\$1,000s)									20.10.400.100	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)									San Bernardino Associated Govern	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W	582							582		
CON										
TOTAL	582							582		
Proposed Funding (\$1,000s)										Notes
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W	582							582		
CON										
TOTAL	582							582		

Fund No. 4:		Demo - Demonstration-State TEA21 (DEMOS21)							Program Code	
Existing Funding (\$1,000s)									20.30.010.680	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W	360							360		
CON										
TOTAL	360							360		
Proposed Funding (\$1,000s)										Notes
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W	360							360		
CON										
TOTAL	360							360		

Fund No. 5:		Other State - National Hwy System (NH)							Program Code	
Existing Funding (\$1,000s)									SHOPP	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON		214						214		
TOTAL		214						214		
Proposed Funding (\$1,000s)										Notes
E&P (PA&ED)									SHOPP	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON		214						214		
TOTAL		214						214		

Fund No. 6:		Federal Disc. - Exploratory Advanced Research (EAR) (EAR)							Program Code	
Existing Funding (\$1,000s)									20.XX.400.300	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON		2,558						2,558		
TOTAL		2,558						2,558		
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)									2016 Repurpose Earmark	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON		2,558						2,558		
TOTAL		2,558						2,558		

Fund No. 7:		State SB1 TCEP - Trade Corridors Enhancement Account (TCEA)							Program Code	
Existing Funding (\$1,000s)									20.XX.723.200	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON		23,292						23,292		
TOTAL		23,292						23,292		
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)									Regional	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON		23,292						23,292		
TOTAL		23,292						23,292		

Fund No. 8:		State SB1 TCEP - Trade Corridors Enhancement Account (TCEA)							Program Code	
Existing Funding (\$1,000s)									20.XX.723.100	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON		1,000						1,000		
TOTAL		1,000						1,000		
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)									State	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON		1,000						1,000		
TOTAL		1,000						1,000		

Fund No. 9:		Local Measure I							Program Code	
Existing Funding (\$1,000s)									Funding Agency	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total		
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON		200						200		
TOTAL		200						200		

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT
Etiwanda Avenue Grade Separation

Resolution _____

(will be completed by CTC)

1. FUNDING PROGRAM

- Active Transportation Program
- Local Partnership Program (Competitive)
- Solutions for Congested Corridors Program
- State Highway Operation and Protection Program
- Trade Corridor Enhancement Program

2. PARTIES AND DATE

- 2.1 This Project Baseline Agreement (Agreement) for the *Etiwanda Avenue Grade Separation*, effective on, _____ (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, *City of Rancho Cucamonga, Caltrans*, and the Implementing Agency, *City of Rancho Cucamonga, Caltrans*, sometimes collectively referred to as the "Parties".

3. RECITAL

- 3.2 Whereas at its May 16, 2018 meeting the Commission approved the Trade Corridor Enhancement Program, and included in this program of projects the *Etiwanda Avenue Grade Separation*, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A and the Project Report attached hereto as Exhibit B, as the baseline for project monitoring by the Commission.
- 3.3 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

- 4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.
- 4.2 To adhere, as applicable, to the provisions of the Commission:
- Resolution *Insert Number*, "Adoption of Program of Projects for the Active Transportation Program", dated _____
 - Resolution *Insert Number*, "Adoption of Program of Projects for the Local Partnership Program", dated _____
 - Resolution *Insert Number*, "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated _____
 - Resolution *Insert Number*, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated _____
 - Resolution TCEP-P-1718-01, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated May 16, 2018

- 4.3 All signatories agree to adhere to the Commission's Trade Corridor Enhancement Program, Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.
- 4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.
- 4.5 The City of Rancho Cucamonga agrees to secure funds for any additional costs of the project.
- 4.6 The City of Rancho Cucamonga agrees to report to Caltrans on a quarterly basis; after July 2019, reports will be on a semi-annual basis on the progress made toward the implementation of the project, including scope, cost, schedule, outcomes, and anticipated benefits.
- 4.7 Caltrans agrees to prepare program progress reports on a quarterly basis; after July 2019, reports will be on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.
- 4.8 The City of Rancho Cucamonga agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.9 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits during the course of the project, and retain those records for four years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 4.10 The Transportation Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for four years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

- 5.1 Project Schedule and Cost
See Project Programming Request Form, attached as Exhibit A.
- 5.2 Project Scope
See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.
- 5.3 Other Project Specific Provisions and Conditions

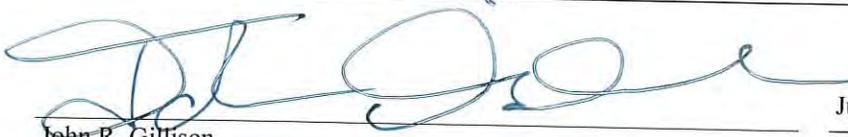
Attachments:

- Exhibit A: Project Programming Request Form
- Exhibit B: Project Report

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

Etiwanda Avenue Grade Separation Project

Resolution _____



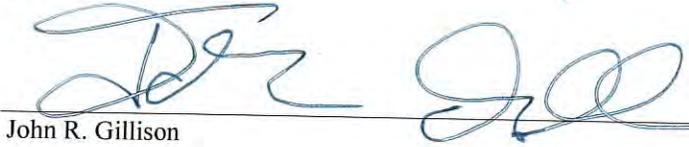
John R. Gillison

June 7, 2018

Date

City of Rancho Cucamonga, City Manager

Project Applicant



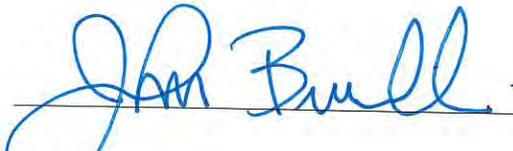
John R. Gillison

June 7, 2018

Date

City of Rancho Cucamonga, City Manager

Implementing Agency

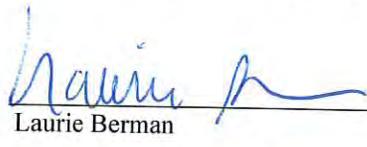


District Director

Date

6/14/18

California Department of Transportation



Laurie Berman

Date

7-18-18

Director

California Department of Transportation

Susan Bransen

Date

Executive Director

California Transportation Commission

Exhibit A

Project Programming Request Form

Etiwanda Avenue Grade Separation Project

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

General Instructions

Amendment (Existing Project) No				Date:	7/13/18
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID / prg.
75	TC0011	0018000305	T0011		TCEP
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency	
SBD	San Gabriel Rail Line	44.1	44.1	Caltrans	
				MPO	Element
				SCAG	Rail
Project Manager/Contact		Phone		E-mail Address	
Curt Billings		(909) 774-4069		Curt.Billings@CityofRC.us	
Project Title					
Etiwanda Avenue Grade Separation at SCRRA and BNSF San Gabriel Subdivision, between Whittram Avenue and Napa Street					
Location (Project Limits), Description (Scope of Work)					
The proposed Etiwanda Avenue Grade Separation at SCRRA and BNSF San Gabriel Rail Line, between Whittram Avenue and Napa Street, is located in the south east portion of the City of Rancho Cucamonga, borderd by the cities of Fontana to the east and Ontario is nearby to the south.					
The project will construct an overhead concrete girder bridge with a raised roadway profile and road widening, along Etiwanda Avenue and over the SCRRA San Gabriel Subdivision at mile post 44.1 (CPUC Corssing No. 18.3-36-101SG-44.1 Etiwanda; DOT Crossing No. 026151P SCRRA). An existing at grade crossing will be eliminated and access to local businesses will be maintained below the bridge superstructure.					
Component	Implementing Agency				
PA&ED	City of Rancho Cucamonga				
PS&E	City of Rancho Cucamonga				
Right of Way	City of Rancho Cucamonga				
Construction	City of Rancho Cucamonga				
Legislative Districts					
Assembly:	40	Senate:	23	Congressional:	31
Project Benefits					
Eliminates an At-Grade Crossing, improves vehicle and rail safety, mobility and surface transportation. (cont. pg 2)					
Purpose and Need					
To establish a grade separation at the Etiwanda Avenue/SCRRA grade crossing. A grade separation will reduce vehicular delays and queing along Etiwanda Avenue leading to improved mobility and LOS in compliance with CMP policy. The grade separation will provide for the safe operation of vehicles, trucks and trains whose volume is projected to increase within the project limits. It will also provide for improved emergency vehicle response times for the area. The existing Etiwanda Avenue grade crossing has experienced 7 train/vehicular accidents resulting in 2 fatalities and injuries. A new grade separation is needed to address the increase in forecasted regional traffic demand, to eliminate vehicle/train accidents and maintain satisfactory CMP designated LOS thresholds.					
Category		Outputs/Outcomes		Unit	Total
Local streets and roads		At-grade crossings eliminated		each	1
Local streets and roads		Local road operational improvements		Feet	6800
Local streets and roads		New local road bridge structures		each	1
Local streets and roads		Bicycle lane-feet		Feet	3400
ADA Improvements Yes		Bike/Ped Improvements Yes		Reversible Lane analysis No	
Inc. Sustainable Communities Strategy Goals		Yes		Reduces Greenhouse Gas Emissions	Yes
Project Milestone				Existing	Proposed
Project Study Report Approved				06/06/18	
Begin Environmental (PA&ED) Phase					01/16/18
Circulate Draft Environmental Document			Document Type	CE	06/04/18
Draft Project Report					N/A See Notes
End Environmental Phase (PA&ED Milestone)					06/06/18
Begin Design (PS&E) Phase					09/05/18
End Design Phase (Ready to List for Advertisement Milestone)					01/31/20
Begin Right of Way Phase					09/05/18
End Right of Way Phase (Right of Way Certification Milestone)					01/31/20
Begin Construction Phase (Contract Award Milestone)					06/01/20
End Construction Phase (Construction Contract Acceptance Milestone)					12/30/21
Begin Closeout Phase					01/02/22
End Closeout Phase (Closeout Report)					12/30/22

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

Date: 7/17/18

Additional Information

Project Benefits (Continued from pg 1):

A new grade separation at the Etiwanda Avenue grade crossing is needed to address mobility related to the increase in forecasted regional traffic demand, eliminate vehicle/train accidents and maintain satisfactory CMP designated LOS thresholds. Safety and community access for all modes of transportation will be improved with the elimination of an at grade railroad crossing. In addition, the quality of life for residents will be improved since the railroad will no longer be required to routinely sound the train horn per Federal Rail Administration rules. Eliminate approximately 12,180 minutes of vehicle delays per day based on 2020 estimated ADT. Fiber interconnect conduit will be installed to expand the City's existing intelligent transportation system from Whittram Avenue to the City limits bordering the City of Fontana at Napa Street. Traffic congestion will be reduced with the construction of an overhead highway bridge. Currently Etiwanda Avenue has a level of service (F) and an ADT of 21,000 vehicles. The 3,400 total linear feet of sidewalks and 5 feet wide bike lanes on Etiwanda Avenue. Reduce the annual vehicle emission by nearly 1,166 tons of CO, CO2, & NOx combined.

The Etiwanda Avenue Grade Separation project between Napa Street and Whittram Avenue Project will construct a four-lane roadway overcrossing for 6,800 total linear feet of road at the Metrolink San Gabriel subdivision rail line (MP 44.1) which runs from Pasadena to San Bernardino.

Following the Metrolink San Gabriel subdivision rail line East of the I-15 freeway towards Etiwanda Avenue, there are two main tracks from CP Nolan (MP 44.5) to CP Beech (MP 47.6), track 1 on the north side and track 2 to its south. There is another spur to the sidetrack along the north side of the track at Etiwanda Avenue, site of the existing at grade road crossing. East of Etiwanda Avenue, where a Kaiser steel mill used to be, the California Auto Club Speedway now occupies the south side of the tracks. Calabash Avenue crosses the tracks (at a non-public grade crossing) at this location. There is an occasional-use Metrolink station here (CP Speedway, MP 45.3), an island platform in between the two main tracks, along with some storage tracks. Immediately east of this location is the BNSF Kaiser yard (CP Kaiser, MP 45.4), nominal destination of two daily switching turns out of San Bernardino, through which there is a third track, the "South Kaiser". East of Speedway the line and yard passes under the Cherry Avenue bridge in Fontana.

Separating surface transportation from the commuter and freight rail traffic railroad line will improve safety and operational efficiency to the mainline and several industry rail spurs nearby. It will reduce congestion and mitigate future growth impacts. Etiwanda Avenue provides surface transportation connections from local industries to several nearby freeways. It connects to the I-10 freeway 1.7 miles to the south and the I-60 freeway 3.5 miles further south. Also, 1.2 miles to the north it connects to the I-15 freeway via Foothill Blvd (Old Route 66).

The project links these existing corridors, which serve statewide needs, with an alternate capacity-enhancing local through route and thereby improving transportation resilience.

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

Date: 7/13/18

Additional Information

Purpose and Need (Continued from pg 1):

Etiwanda Avenue is experiencing excessive delays and vehicular queues due to more than 52 daily train movements on the Metrolink San Bernardino Line. These delays and queuing are expected to worsen with continued growth and development adjacent to the project site. The most recent data shows that the existing Etiwanda Avenue at grade crossing has experienced 7 train/vehicular accidents resulting in 2 fatalities and injuries. The current roadway speed limit is 55 mph combined with increasing train trips are a concern with ongoing future growth in one of the fastest growing regions in the country.

Project Milestone (Continued from pg 1) Draft Project Report is not required for Statutory Exempt Projects.

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Additional Information

①

INVESTMENT ANALYSIS
 SUMMARY RESULTS

Life-Cycle Costs (mil. \$)	\$36.23
Life-Cycle Benefits (mil. \$)	\$40.2
Net Present Value (mil. \$)	\$3.99
Benefit / Cost Ratio:	1.11
Rate of Return on Investment:	4.5%
Payback Period:	17 years

ITEMIZED BENEFITS (mil. \$)	Total Over	
	20 Years	Average Annual
Travel Time Savings	\$33.8	\$1.7
Veh. Op. Cost Savings	\$3.3	\$0.2
Accident Cost Savings	\$0.5	\$0.0
Emission Cost Savings	\$2.8	\$0.1
TOTAL BENEFITS	\$40.2	\$2.0
Person-Hours of Time Saved	3,819,389	190,983

Should benefit-cost results include:

1) Induced Travel? (y/n)	<input type="checkbox"/> N Default = Y
2) Vehicle Operating Costs? (y/n)	<input type="checkbox"/> Y Default = Y
3) Accident Costs? (y/n)	<input type="checkbox"/> Y Default = Y
4) Vehicle Emissions? (y/n) includes value for CO ₂ e	<input type="checkbox"/> Y Default = Y

EMISSIONS REDUCTION	Tons		Value (mil. \$)	
	Total Over 20 Years	Average Annual	Total Over 20 Years	Average Annual
CO Emissions Saved	45	2	\$0.0	\$0.0
CO ₂ Emissions Saved	23,227	1,161	\$0.7	\$0.0
NO _x Emissions Saved	54	3	\$1.8	\$0.1
PM ₁₀ Emissions Saved	0	0	\$0.1	\$0.0
PM _{2.5} Emissions Saved	0	0	\$0.0	\$0.0
SO _x Emissions Saved	0	0	\$0.0	\$0.0
VOC Emissions Saved	7	0	\$0.0	\$0.0

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT
FYFFE AVENUE GRADE SEPARATION

Resolution _____

(will be completed by CTC)

1. FUNDING PROGRAM

- Active Transportation Program
- Local Partnership Program (Competitive)
- Solutions for Congested Corridors Program
- State Highway Operation and Protection Program
- Trade Corridor Enhancement Program

2. PARTIES AND DATE

- 2.1 This Project Baseline Agreement (Agreement) for the *FYFFE AVENUE GRADE SEPARATION*, effective on, _____ (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, *Port of Stockton*, and the Implementing Agency, *Port of Stockton*, sometimes collectively referred to as the "Parties".

3. RECITAL

- 3.2 Whereas at its May 16, 2018 meeting the Commission approved the Trade Corridor Enhancement Program, and included in this program of projects the *FYFFE AVENUE GRADE SEPARATION*, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A and the Project Report attached hereto as Exhibit B, as the baseline for project monitoring by the Commission.
- 3.3 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

- 4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.
- 4.2 To adhere, as applicable, to the provisions of the Commission:
- Resolution *Insert Number*, "Adoption of Program of Projects for the Active Transportation Program", dated _____
 - Resolution *Insert Number*, "Adoption of Program of Projects for the Local Partnership Program", dated _____
 - Resolution *Insert Number*, "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated _____
 - Resolution *Insert Number*, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated _____
 - Resolution TCEP-P-1718-01, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated May 16, 2018

- 4.3 All signatories agree to adhere to the Commission's Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.
- 4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.
- 4.5 The Port of Stockton agrees to secure funds for any additional costs of the project.
- 4.6 The Port of Stockton agrees to report to Caltrans on a quarterly basis; after July 2019, reports will be on a semi-annual basis on the progress made toward the implementation of the project, including scope, cost, schedule, outcomes, and anticipated benefits.
- 4.7 Caltrans agrees to prepare program progress reports on a quarterly basis; after July 2019, reports will be on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.
- 4.8 The Port of Stockton agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.9 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits during the course of the project, and retain those records for four years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 4.10 The Transportation Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for four years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

5.1 Project Schedule and Cost

See Project Programming Request Form, attached as Exhibit A.

5.2 Project Scope

See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.

5.3 Other Project Specific Provisions and Conditions

Attachments:

Exhibit A: Project Programming Request Form

Exhibit B: Project Report

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT
FYFFE AVENUE GRADE SEPARATION

Resolution _____



Richard Aschieris

June 12, 2018

Date

Port Director, Port of Stockton

Project Applicant



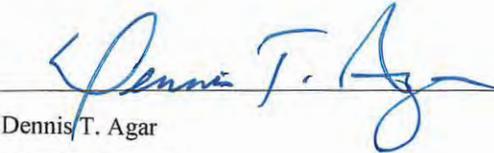
Richard Aschieris

June 12, 2018

Date

Port Director, Port of Stockton

Implementing Agency



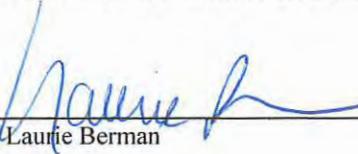
Dennis T. Agar

District Director

6/29/18

Date

California Department of Transportation



Laurie Berman

Director

California Department of Transportation

7-18-18

Date

Susan Bransen

Executive Director

California Transportation Commission

Date

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

General Instructions

Amendment (Existing Project) No				Date:	8/7/18
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID / prg.
75		0018000293	T0002		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency	
SJ	San Joaquin			Port of Stockton	
				MPO	Element
					Rail
Project Manager/Contact		Phone		E-mail Address	
Juan G. Villanueva		209 946-0246		jvillanueva@stocktonport.com	
Project Title					
Fyffe Avenue Grade Separation					
Location (Project Limits), Description (Scope of Work)					
<p>The Fyffe Avenue Grade Separation Project is located in the City of Stockton, California, in San Joaquin County from the northern limits of the Navy Drive Bridge at the San Joaquin River to the Port of Stockton West Complex entrance. The Project will replace an existing at-grade rail crossing entrance to the Port's West Complex with a new grade-separated crossing approximately 900-1000 ft east of the current grade crossing location. A four lane overcrossing will be constructed just north of Navy Drive Bridge and over the Fyffe Avenue rail line, realigning McCloy Avenue south of its current location to form a stop-controlled intersection.</p>					
Component	Implementing Agency				
PA&ED	Port of Stockton				
PS&E	Port of Stockton				
Right of Way	Port of Stockton				
Construction	Port of Stockton				
Legislative Districts					
Assembly:	District 13	Senate:	District 5	Congressional:	Districts 9 & 10
Project Benefits					
<p>This Project increases safety for the public, reduces hours of delay, solves a transportation bottleneck, promotes multimodal strategies at the Port, and improves interregional corridors that serve Statewide trade corridor needs. Project will reduce Particulate Matter (PM) 10, and PM 2.5, and greenhouse gasses by eliminating traffic idling delays caused by six train units a day entering the port. Project will promote efficient goods movements by increasing volume of freight traffic, speed of freight traffic, (Continued on page 2)</p>					
Purpose and Need					
<p>The primary purpose of the Project is to improve local, regional and interregional access to the Ports West Complex. The Project is one of a series of improvements to facilitate the flow of goods and services to and from the Port via the State Route 4 Crosstown Freeway and interregional road and rail network. Port of Stockton is an inland port facility whose strategic location adjacent to water, rail and highway access supports agricultural, industrial, construction and bulk materials activities. (Continued on page 2)</p>					
Category	Outputs/Outcomes			Unit	Total
Intercity Rail/Mass Trans	Grade separations/ rail crossing improvements			each	1
Local streets and roads	At-grade crossings eliminated			each	1
Local streets and roads	Local road operational improvements			each	1
ADA Improvements	No	Bike/Ped Improvements	No	Reversible Lane analysis	No
Inc. Sustainable Communities Strategy Goals	No		Reduces Greenhouse Gas Emissions		
				Yes	
Project Milestone				Existing	Proposed
Project Study Report Approved				09/27/13	
Begin Environmental (PA&ED) Phase					07/01/18
Circulate Draft Environmental Document		Document Type	CE		10/01/18
Draft Project Report					N/A
End Environmental Phase (PA&ED Milestone)					10/30/18
Begin Design (PS&E) Phase					01/01/19
End Design Phase (Ready to List for Advertisement Milestone)					09/01/19
Begin Right of Way Phase					12/01/18
End Right of Way Phase (Right of Way Certification Milestone)					02/01/19
Begin Construction Phase (Contract Award Milestone)					03/01/19
End Construction Phase (Construction Contract Acceptance Milestone)					09/01/20
Begin Closeout Phase					09/30/20
End Closeout Phase (Closeout Report)					03/01/21

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

Date: 8/7/18

Additional Information

Continued from page 1 Benefits - reliability and travel time is increased due to elimination of rail delays. The Project will enhance inter-Port circulation to support Short Sea Shipping efforts. Removing the at-grade intersection will provide vehicle and rail safety improvements and enable critical emergency evacuation route for employees, tenants, visitors, and emergency responders. The Project will strengthen the region's transportation systems and provide last mile link to the highway and trade corridors.

Continued from page 1 Purpose and Need - Port's transportation connections and available work force have made it a popular location for warehousing, distribution and logistics with the West Complex hosting a high number of heavy trucks as a goods movement terminal. Recent Crosstown Freeway Extension complements this project by facilitating efficient goods movement.

Changes to Project Milestone Dates - Application Delivery Plan vs. PPR:

The circulation of draft environmental document was not applicable as the project has a Notice of Exemption and circulation was not required.

'Begin Environmental Phase' was originally submitted as 07/2018; Port initiated environmental 01/2018 and filed the Notice of Exemption 05/18/2018.

Port was able to move forward with design sooner than anticipated due to reduced environmental phase so PS&E (originally submitted as 09/2019) can begin earlier. Port requested design funds to be advanced to FY 17/18 - PPR reflects date of CTC action on 6/27/2018.

'End ROW Phase' originally submitted as 02/2019; changed to 6/27/19 to reflect allocation.

'Begin / End Construction' dates changed to reflect allocation and follows 'timely use of funds' rule.

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

Date: 8/7/18

District	County	Route	EA	Project ID	PPNO	Alt. ID
75	SJ	San Joaquin, ,		0018000293	T0002	
Project Title: Fyffe Avenue Grade Separation						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	
E&P (PA&ED)									Port of Stockton
PS&E									Port of Stockton
R/W SUP (CT)									Port of Stockton
CON SUP (CT)									Port of Stockton
R/W									Port of Stockton
CON									Port of Stockton
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	200							200	PA&ED was completed in FY 17/18 with Port funds
PS&E		1,400						1,400	
R/W SUP (CT)									
CON SUP (CT)									
R/W		400						400	
CON			11,000					11,000	
TOTAL	200	1,800	11,000					13,000	

Fund No. 1:	SB 1 TRADE CORRIDOR ENHANCEMENT PROGRAM								Program Code
Existing Funding (\$1,000s)									30.10.723.100
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									CALTRANS-Regional Share
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									PS&E funding was advanced, allocated FY 17/18
PS&E		1,000						1,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			8,000					8,000	
TOTAL		1,000	8,000					9,000	

Fund No. 2:	PORT FUNDS (local funds)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									PORT OF STOCKTON (local funds)
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	200							200	PA&ED was completed in FY 17/18 with Port funds
PS&E		400						400	
R/W SUP (CT)									
CON SUP (CT)									
R/W		400						400	
CON			3,000					3,000	
TOTAL	200	800	3,000					4,000	

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT
US 101/SR 25 Interchange Improvements - Phase 1

Resolution _____

(will be completed by CTC)

1. FUNDING PROGRAM

- Active Transportation Program
- Local Partnership Program (Competitive)
- Solutions for Congested Corridors Program
- State Highway Operation and Protection Program
- Trade Corridor Enhancement Program

2. PARTIES AND DATE

- 2.1 This Project Baseline Agreement (Agreement) for the *US 101/SR 25 Interchange Improvements - Phase 1*, effective on, _____ (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, *Santa Clara Valley Transportation Authority (VTA)*, and the Implementing Agency, *Santa Clara Valley Transportation Authority (VTA)*, sometimes collectively referred to as the "Parties".

3. RECITAL

- 3.2 Whereas at its May 16, 2018 meeting the Commission approved the Trade Corridor Enhancement Program, and included in this program of projects the *US 101/SR 25 Interchange Improvements - Phase 1*, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A and the Project Report attached hereto as Exhibit B, as the baseline for project monitoring by the Commission.
- 3.3 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

- 4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.
- 4.2 To adhere, as applicable, to the provisions of the Commission:
- Resolution *Insert Number*, "Adoption of Program of Projects for the Active Transportation Program", dated _____
 - Resolution *Insert Number*, "Adoption of Program of Projects for the Local Partnership Program", dated _____
 - Resolution *Insert Number*, "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated _____
 - Resolution *Insert Number*, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated _____
 - Resolution TCEP-P-1718-01, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated May 16, 2018

- 4.3 All signatories agree to adhere to the Commission's Trade Corridor Enhancement Program, Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.
- 4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.
- 4.5 The Santa Clara Valley Transportation Authority (VTA) agrees to secure funds for any additional costs of the project.
- 4.6 The Santa Clara Valley Transportation Authority (VTA) agrees to report to Caltrans on a quarterly basis; after July 2019, reports will be on a semi-annual basis on the progress made toward the implementation of the project, including scope, cost, schedule, outcomes, and anticipated benefits.
- 4.7 Caltrans agrees to prepare program progress reports on a quarterly basis; after July 2019, reports will be on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.
- 4.8 The Santa Clara Valley Transportation Authority (VTA) agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.9 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits during the course of the project, and retain those records for four years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 4.10 The Transportation Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for four years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

5.1 Project Schedule and Cost

See Project Programming Request Form, attached as Exhibit A.

5.2 Project Scope

See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.

5.3 Other Project Specific Provisions and Conditions

This application focused on Phase 1 of the reconstruction of the US 101/SR 25 interchange within the overall project defined in the approved Project Report.

Link to electronic copy of (Exhibit B) Project Report - https://www.dropbox.com/s/p3p5p2z91837vh4/Project_Report_US101_Widening.pdf?dl=0

Attachments:

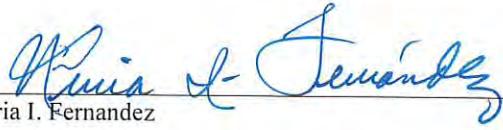
Exhibit A: Project Programming Request Form

Exhibit B: Project Report

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

US 101/SR 25 Interchange Improvements - Phase I

Resolution _____



Nuria I. Fernandez Date 6-13-18

General Manager, Santa Clara Valley Transportation Authority

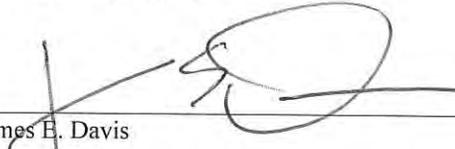
Project Applicant



Nuria I. Fernandez Date 6-13-18

General Manager, Santa Clara Valley Transportation Authority

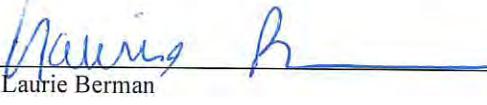
Implementing Agency



James E. Davis Date 6/27/18

District Director

California Department of Transportation



Laurie Berman Date 7-18-18

Director

California Department of Transportation

Susan Bransen Date _____

Executive Director

California Transportation Commission

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) No					Date:	8/7/18	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID
04							
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
SCL	101	2.8	3.7	VTA			
				MPO		Element	
				MTC		Capital Outlay	
Project Manager/Contact		Phone		E-mail Address			
Gene Gonzalo		408-952-4236		gene.gonzalo@vta.org			
Project Title							
US 101/SR 25 Interchange - Phase 1							
Location (Project Limits), Description (Scope of Work)							
<p>In southern Santa Clara County and Northern San Benito County, at the interchange of US 101 and SR 25, reconstruct the interchange at a location just north of the existing interchange. The improvements would include a new, widened bridge to convey SR 25 over US 101. It would also improve ramps for all traffic movements between US 101 and SR 25. The proposed phase 1 work at the reconstructed US 101/SR 25 interchange would include a minor realignment of SR 25 to a location just north of the existing SR 25, connecting to the current alignment of SR 25 at and east of the Union Pacific Railroad (UPRR) crossing, which is the limit of work on SR 25. New traffic signals would be installed at the northbound and southbound ramp termini with SR 25.</p>							
Component		Implementing Agency					
PA&ED		VTA					
PS&E		VTA					
Right of Way		VTA					
Construction		VTA					
Legislative Districts							
Assembly:		30	Senate:		12	Congressional:	
					20		
Project Benefits							
<p>Improvements in operational safety along the US 101 Corridor through eliminating merge conflicts at uncontrolled access points, eliminating traffic delay and backup, resolving partially controlled intersections with fully controlled and synchronized intersections, and improving future peak hour commute. The project will also accommodate bicycles across the interchange as part of the ultimate interchange configuration and connection to Santa Teresa Boulevard to the west.</p>							
Purpose and Need							
<p>The design of the existing US 101/SR 25 interchange is inadequate to accommodate existing demand resulting in backup of traffic onto the mainlines of US 101 and SR 25. The purpose of the project is to improve mobility, enhance safety, increase capacity, and facilitate future freeway to freeway direct connectors. The result will be improved movement of vehicular traffic, including trucks moving agricultural products through the region.</p>							
Category		Outputs/Outcomes			Unit	Total	
State Highway Road Construction		Operational Improvements			each	1	
State Highway Road Construction		Modified / Improved Interchanges			each	1	
State Highway Road Construction		Bicycle lane/ sidewalk miles			Miles	0.34	
ADA Improvements No		Bike/Ped Improvements Yes			Reversible Lane analysis No		
Includes Sustainable Communities Strategy Goals No				Reduces Greenhouse Gas Emissions Yes			
Project Milestone					Existing	Proposed	
Project Study Report Approved					04/05/01		
Begin Environmental (PA&ED) Phase						10/01/06	
Circulate Draft Environmental Document					Document Type	EIR	
Draft Project Report							
End Environmental Phase (PA&ED Milestone)						09/30/13	
Begin Design (PS&E) Phase						01/01/19	
End Design Phase (Ready to List for Advertisement Milestone)						12/30/20	
Begin Right of Way Phase						07/01/19	
End Right of Way Phase (Right of Way Certification Milestone)						12/30/20	
Begin Construction Phase (Contract Award Milestone)						04/01/21	
End Construction Phase (Construction Contract Acceptance Milestone)						10/31/22	
Begin Closeout Phase						11/01/22	
End Closeout Phase (Closeout Report)						04/30/23	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 8/7/18

Additional Information

The purpose of US 101/SR 25 interchange project is to improve traffic operations at the US 101/SR 25 interchange; enhance safety; and improve bicycle and pedestrian access. The Project would improve the movement of agricultural goods, freight mobility and person throughput at the interchange. As defined, the project would: Improve system connectivity of US 101 to SR 25. Enhance safety along the project segment of US 101, including the reduction of conflicts with agricultural traffic. Improve traffic operations on the project segment of US 101, including those associated with connections between US 101 and SR 25, local roadways, adjacent land uses, and added ramp storage from southbound US 101 to SR 25. This would be accomplished in part by reducing or eliminating local roadway intersections with US 101 in the vicinity of the Project. Enhance the movement of goods along the US 101 transportation corridor. Maintain and enhance bicycle access along and across the project segment of the US 101 corridor. Compliment the future US 101/SR 25 Interchange Improvements Project and the SR 152 Trade Corridor that is under development.

The Project would provide the following benefits:

- Improvement of operational safety along the US 101 corridor by eliminating potential merge conflicts at uncontrolled access points
- Improvement of operational safety along the US 101 corridor by eliminating backup of southbound off ramp traffic onto the southbound 101 mainline
- Improvement of operational safety by eliminating partially controlled intersections and replacing with increased capacity, signalized, synchronized intersections.
- Improvement of future peak period commute times by providing operational improvements to better accommodate higher person throughput through the interchange to better meet the projected higher future traffic demand between US 101 and points east of the interchange

The benefits would be improved safety and efficiency for the growing southern Santa Clara and northern San Benito counties as it relates to truck/ freight goods movement, traffic operations, provision of services and safety at a key confluence of facilities in the region.

Table 2: Cal B/C Summary Results

INVESTMENT ANALYSIS SUMMARY RESULTS																																																					
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Source: Cal B/C

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 8/7/18

District	County	Route	EA	Project ID	PPNO	Alt Proj. ID
04	SCL	101				
Project Title: US 101/SR 25 Interchange - Phase 1						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									VTA
PS&E									VTA
R/W SUP (CT)									VTA
CON SUP (CT)									VTA
R/W									VTA
CON									VTA
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	1,000							1,000	E&P for reevaluation.
PS&E		6,000						6,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W			6,000					6,000	
CON				52,000				52,000	
TOTAL	1,000	6,000	6,000	52,000				65,000	

Fund No. 1:	SB-1 Trade Corridors Enhancement Program								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									State
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E		4,200						4,200	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		4,200						4,200	

Fund No. 2:	VTA Local (Meas.B-2016)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									VTA
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	1,000							1,000	
PS&E		1,800						1,800	
R/W SUP (CT)									
CON SUP (CT)									
R/W			1,800					1,800	
CON				15,600				15,600	
TOTAL	1,000	1,800	1,800	15,600				20,200	

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT
Rice Avenue & Fifth Street Grade Separation Project

Resolution _____

(will be completed by CTC)

1. FUNDING PROGRAM

- Active Transportation Program
- Local Partnership Program (Competitive)
- Solutions for Congested Corridors Program
- State Highway Operation and Protection Program
- Trade Corridor Enhancement Program

2. PARTIES AND DATE

- 2.1 This Project Baseline Agreement (Agreement) for the *Rice Avenue & Fifth Street Grade Separation Project*, effective on, _____ (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, *Caltrans, District 4*, and the Implementing Agency, *City of Oxnard*, sometimes collectively referred to as the "Parties".

3. RECITAL

- 3.2 Whereas at its May 16, 2018 meeting the Commission approved the Trade Corridor Enhancement Program, and included in this program of projects the *Rice Avenue & Fifth Street Grade Separation Project*, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A and the Project Report attached hereto as Exhibit B, as the baseline for project monitoring by the Commission.
- 3.3 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

- 4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.
- 4.2 To adhere, as applicable, to the provisions of the Commission:
- Resolution *Insert Number*, "Adoption of Program of Projects for the Active Transportation Program", dated _____
 - Resolution *Insert Number*, "Adoption of Program of Projects for the Local Partnership Program", dated _____
 - Resolution *Insert Number*, "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated _____
 - Resolution *Insert Number*, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated _____
 - Resolution TCEP-P-1718-01, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated May 16, 2018

- 4.3 All signatories agree to adhere to the Commission's Trade Corridor Enhancement Program, Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.
- 4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.
- 4.5 The City of Oxnard and Caltrans agrees to secure funds for any additional costs of the project.
- 4.6 The City of Oxnard agrees to report to Caltrans on a quarterly basis; after July 2019, reports will be on a semi-annual basis on the progress made toward the implementation of the project, including scope, cost, schedule, outcomes, and anticipated benefits.
- 4.7 Caltrans agrees to prepare program progress reports on a quarterly basis; after July 2019, reports will be on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.
- 4.8 The City of Oxnard agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.9 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits during the course of the project, and retain those records for four years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 4.10 The Transportation Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for four years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

- 5.1 Project Schedule and Cost
See Project Programming Request Form, attached as Exhibit A.
- 5.2 Project Scope
See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.
- 5.3 Other Project Specific Provisions and Conditions

Attachments:

Exhibit A: Project Programming Request Form

Exhibit B: Project Report

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

Rice Avenue & Fifth Street Grade Separation Project

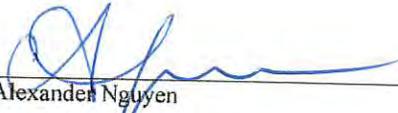
Resolution _____



Daniel E. Kopulsky Date 7-18-18

Chief, Office of Multimodal System Planning

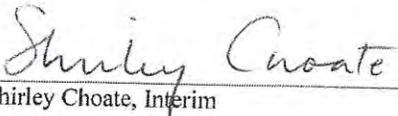
Project Applicant



Alexander Nguyen Date 7/19/2018

City Manager, City of Oxnard

Implementing Agency



Shirley Choate, Interim Date 7/18/18

District Director

California Department of Transportation

for: 

Laurie Berman Date 7/24/18

Director

California Department of Transportation

Susan Bransen Date _____

Executive Director

California Transportation Commission

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) No					Date:	06/12/18	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID / prg.
75	TC0001	0018000289		4961			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
VEN		6.3	6.8	Caltrans/City of Oxnard			
				MPO	Element		
				SCAG	RAIL		
Project Manager/Contact		Phone		E-mail Address			
Justin Link		(805) 385-8308		justin.link@oxnard.org			
Project Title							
Rice Avenue & Fifth Street Grade Separation Project							
Location (Project Limits), Description (Scope of Work)							
<p>The Rice Avenue & Fifth Street Grade Separation Project is located in the City of Oxnard, Ventura County, at the Rice Avenue, Fifth Street (Route 34), and Union Pacific Railroad (UPRR) intersection. Project scope is to construct a grade separation structure to elevate Rice Avenue over Fifth Street and the UPRR track to eliminate the existing at-grade railroad crossing. The Project also includes the construction of two connector roads, one in the southeast quadrant and another in the southwest quadrant of the Rice Avenue grade separation, to provide access between Rice Avenue and Fifth Street.</p>							
Component	Implementing Agency						
PA&ED	City of Oxnard						
PS&E	City of Oxnard						
Right of Way	City of Oxnard						
Construction	City of Oxnard						
Legislative Districts							
Assembly:	44	Senate:	19	Congressional:	26		
Project Benefits							
<p>The project reduces congestion and vehicle emissions, and improves safety. When completed, the project will reduce congestion caused by delays from the existing traffic signal and passing trains, and will improve safety between vehicles traveling on Rice Avenue and the at-grade railroad crossing adjacent to SR-34. Continued on page 2</p>							
Purpose and Need							
<p>The purpose of this project is to eliminate the conflict between vehicles, pedestrians, bicylists, and trains at the Rice Avenue rail-highway crossing, to address future traffic congestion and circulation challenges forecasted for the project area. The Project is needed to increase safety, relieve vehicle congestion, reduce vehicle emissions, and reduce goods movement delays. From 2010 to 2016, there have been sixty-one separate accidents at the Rice Avenue/SR-34 (Fifth Street) Continued on page 2</p>							
Category		Outputs/Outcomes			Unit	Total	
Intercity Rail/Mass Trans		Grade separations/ rail crossing improvements			Feet	420	
Local streets and roads		Operational improvements			Each	6 lanes	
Local streets and roads		Sidewalk			Feet	10,600	
Local streets and roads		Bicycle lane linear feet			Feet	7,400	
ADA Improvements Y		Bike/Ped Improvements Y			Reversible Lane analysis Y		
Inc. Sustainable Communities Strategy Goals Y			Reduces Greenhouse Gas Emissions Y				
Project Milestone					Existing	Proposed	
Project Study Report Approved					12/09/15		
Begin Environmental (PA&ED) Phase					12/15/2015	12/15/15	
Circulate Draft Environmental Document				Document Type	EIR/FONSI	10/01/2017	10/01/17
Draft Project Report					04/01/2017	04/01/17	
End Environmental Phase (PA&ED Milestone)					04/01/2018	05/16/18*	
Begin Design (PS&E) Phase					06/01/2018	06/28/18*	
End Design Phase (Ready to List for Advertisement Milestone)					12/01/2018	12/01/19*	
Begin Right of Way Phase					05/01/2018	05/01/18	
End Right of Way Phase (Right of Way Certification Milestone)					12/01/2019	12/01/19	
Begin Construction Phase (Contract Award Milestone)					06/01/2020	06/01/20	
End Construction Phase (Construction Contract Acceptance Milestone)					07/01/2022	12/31/23*	
Begin Closeout Phase					07/01/2022	12/31/23*	
End Closeout Phase (Closeout Report)					01/01/2023	06/30/24*	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 06/12/18

Additional Information

Continued from page 1 - Project Benefits - The benefit from reduced accidents and emissions at the existing intersection is estimated at \$2.4 million annually, and an annual reduction of 1,195 tons of CO2 emissions and over 4 tons of criteria pollutants (Cal-B/C results). The Project improves congestion, air quality and safety for all residents along Oxnard Boulevard in central Oxnard.

Continued from page 1 - Purpose and Need - and Rice Avenue/UPRR tracks intersections, averaging nine accidents per year in that area during that seven-year period. Two of the sixty-one accidents occurred on June 3, 2014, and February 24, 2015, and resulted in three fatalities from a Metrolink train hitting a car and a truck at the at-grade railroad crossing. The intersection is currently operating at Level of Service (LOS) D for vehicle traffic and will continue to deteriorate without the Project build, eventually resulting in LOS F in 2020 during the late day peak.

Explanation of the distance lengths -

The distance of the bridge is 420 feet long. The distance of the road lane is 3,400 feet long along Rice Avenue. The sidewalk and bike lane are on both sides of Rice Avenue; therefore the distance on Rice Avenue is 6,800 feet long and with an additional 600 feet long of tapers which require bike lane as well for a total distance of 7,400 feet long. The sidewalk is along both sides of Rice Avenue with a distance of 7,400 feet long, and an additional 3,200 feet long of sidewalk along Fifth Street and the connector roads.

Project Milestone dates changed to actual dates for certain milestones that have begun since the original project application was submitted.

Construction end dates changed to better align with the CTC's Timely Use of Funds Rule.

Design end date has been corrected from what was listed in the original PPR with the application.

The date of 12/01/18 was listed in error; the correct date to complete design is 12/01/19. The new PPR has 2.0 miles of sidewalk, instead of 2.5 miles in the submitted application. The submitted application listed the at-grade railroad crossing elimination of 0.5 mile instead of 0.64 mile, and the original total operational improvements of 1.4 miles, instead of the 3.5 miles of total new project improvements.

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

Date: 7/19/18

Additional Information

Project Benefits (Continued from pg 2):

The results page from the Cal B/C v6.2 model is presented below.

3

INVESTMENT ANALYSIS

SUMMARY RESULTS

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 06/12/18

District	County	Route	EA	Project ID	PPNO	Alt. ID
75	VEN, ,	, ,	TC0001	0018000289	4961	
Project Title: Rice Avenue & Fifth Street Grade Separation Project						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	3,132							3,132	City of Oxnard
PS&E		6,860						6,860	City of Oxnard
R/W SUP (CT)									City of Oxnard
CON SUP (CT)									City of Oxnard
R/W		8,000						8,000	City of Oxnard
CON			61,200					61,200	City of Oxnard
TOTAL	3,132	14,860	61,200					79,192	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	3,132							3,132	
PS&E	1,523	5,337						6,860	
R/W SUP (CT)									
CON SUP (CT)									
R/W		8,000						8,000	
CON			61,200					61,200	
TOTAL	4,655	13,337	61,200					79,192	

Fund No. 1:	State SB1 TCEP - Trade Corridors Enhancement Account (TCEA)								Program Code
Existing Funding (\$1,000s)									30.20.723.100
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E		4,406						4,406	
R/W SUP (CT)									
CON SUP (CT)									
R/W		8,000						8,000	
CON			56,200					56,200	
TOTAL		12,406	56,200					68,606	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Adopted in May 2018, Advance Allocation June 2018 - FY2017/2018
PS&E		4,406						4,406	
R/W SUP (CT)									
CON SUP (CT)									
R/W		8,000						8,000	
CON			56,200					56,200	
TOTAL		12,406	56,200					68,606	

Fund No. 2:	RSTP - STP Local Regional (STPL-R)								Program Code
Existing Funding (\$1,000s)									20.30.010.810
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	2,773							2,773	City of Oxnard
PS&E		487						487	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	2,773	487						3,260	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	2,773							2,773	
PS&E		487						487	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	2,773	487						3,260	

Fund No. 3: Federal Disc. - 2011 Federal Discretionary Grants (2011FDG)									Program Code
Existing Funding (\$1,000s)									30.20.725.000
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									FRA STEP
PS&E		1,523						1,523	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		1,523						1,523	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Allocated June 2018
PS&E	1,523							1,523	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,523							1,523	

Fund No. 4: Local Funds - FEE (FEE)									Program Code
Existing Funding (\$1,000s)									20.10.400.100
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	359							359	Oxnard, City of
PS&E		444						444	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	359	444						803	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	359							359	
PS&E		444						444	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	359	444						803	

Fund No. 5: Section 190 State Funds									Program Code
Existing Funding (\$1,000s)									20.30.010.400
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans Sec 190
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			5,000					5,000	
TOTAL			5,000					5,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Proposed funding is subject to Section 190 application approval
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			5,000					5,000	
TOTAL			5,000					5,000	

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT
Mathilda Avenue Improvements at SR 237 and US 101

Resolution _____

(will be completed by CTC)

1. FUNDING PROGRAM

- Active Transportation Program
- Local Partnership Program (Competitive)
- Solutions for Congested Corridors Program
- State Highway Operation and Protection Program
- Trade Corridor Enhancement Program

2. PARTIES AND DATE

- 2.1 This Project Baseline Agreement (Agreement) for the *Mathilda Avenue Improvements at SR 237 and US 101*, effective on, _____ (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, *Santa Clara Valley Transportation Authority (VTA)*, and the Implementing Agency, *Santa Clara Valley Transportation Authority (VTA)*, sometimes collectively referred to as the "Parties".

3. RECITAL

- 3.2 Whereas at its May 16, 2018 meeting the Commission approved the Local Partnership Program (Competitive), and included in this program of projects the *Mathilda Avenue Improvements at SR 237 and US 101*, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A and the Project Report attached hereto as Exhibit B, as the baseline for project monitoring by the Commission.
- 3.3 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

- 4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.
- 4.2 To adhere, as applicable, to the provisions of the Commission:
- Resolution *Insert Number*, "Adoption of Program of Projects for the Active Transportation Program", dated _____
- Resolution LLP-P-1718-01, "Adoption of Program of Projects for the Local Partnership Program", dated May 16, 2018
- Resolution *Insert Number*, "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated _____
- Resolution *Insert Number*, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated _____
- Resolution *Insert Number*, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated _____

- 4.3 All signatories agree to adhere to the Commission's Local Partnership Program (Competitive), Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.
- 4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.
- 4.5 The Santa Clara Valley Transportation Authority (VTA) agrees to secure funds for any additional costs of the project.
- 4.6 The Santa Clara Valley Transportation Authority (VTA) agrees to report to Caltrans on a quarterly basis; after July 2019, reports will be on a semi-annual basis on the progress made toward the implementation of the project, including scope, cost, schedule, outcomes, and anticipated benefits.
- 4.7 Caltrans agrees to prepare program progress reports on a quarterly basis; after July 2019, reports will be on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.
- 4.8 The Santa Clara Valley Transportation Authority (VTA) agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.9 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits during the course of the project, and retain those records for four years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 4.10 The Transportation Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for four years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

5.1 Project Schedule and Cost

See Project Programming Request Form, attached as Exhibit A.

5.2 Project Scope

See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.

5.3 Other Project Specific Provisions and Conditions

Link to electronic copy of (Exhibit B) Project Report - https://www.dropbox.com/s/hi042awp701kwh8/Signed%20PR_Mathilda.pdf?dl=0

Attachments:

Exhibit A: Project Programming Request Form

Exhibit B: Project Report

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

Mathilda Avenue Improvements at SR 237 and US 101

Resolution _____



Nuria I. Fernandez
Date 6-13-18

General Manager, Santa Clara Valley Transportation Authority

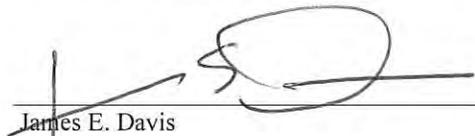
Project Applicant



Nuria I. Fernandez
Date 6-13-18

General Manager, Santa Clara Valley Transportation Authority

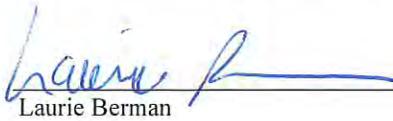
Implementing Agency



James E. Davis
Date 6/27/18

District Director

California Department of Transportation



Laurie Berman
Date 7-17-18

Director

California Department of Transportation

Susan Bransen
Date _____

Executive Director

California Transportation Commission

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
PROJECT PROGRAMMING REQUEST
 DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) No		Date: 8/8/18			
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID
04					
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency	
SCL	US 101	2.7	3.3	VTA	
SCL	SR 237	45.8	45.2	MPO	Element
				MTC	Capital Outlay
Project Manager/Contact		Phone		E-mail Address	
Gene Gonzalo		408-925-4236		gene.gonzalo@vta.org	
Project Title					
Mathilda Avenue Improvements at SR 237 and US 101					
Location (Project Limits), Description (Scope of Work)					
In the City of Sunnyvale, on Mathilda Avenue from Almanor Avenue to Innovation Way, construct improvements including on and off ramp improvements at SR 237 (from the interchange to 0.3 miles in each direction) and US 101 (from the interchange to 0.3 miles in each direction). The project also proposes to improve local roadway operations and construct new complete streets improvements. The total length of the project is about one mile on Mathilda Avenue.					
Component					
PA&ED		VTA			
PS&E		VTA			
Right of Way		VTA			
Construction		VTA			
Legislative Districts					
Assembly:	22	Senate:	11	Congressional:	15
Project Benefits					
The Build alternative results in a significant reduction in vehicle delay during the AM peak and PM peak. The project wil result in a decrease of 15,850 daily VMT at open to traffic (2020) and a 61,133 reduction in the horizon year (2040). The project reduces GHG (nearly 5,000 metric tonnes annually in the horizon year as well as other criteria pollutants - all consistent with the RTP/SCS for the region.					
Purpose and Need					
The primary purpose of the project is to improve traffic operations and traffic flow on Mathilda Avenue, reducing congestion and improving mobility for all modes of traffic. The project will also improve traffic safety, particularly at the freeway interchanges by eliminating weaving movements. The project will also provide new complete streets improvements in the corridor. The project's primary need is based on current congestion and safety as well as a lack of complete bicycle and pedestrian facilities.					
Category		Outputs/Outcomes		Unit	Total
Local streets and roads		Operational Improvements		Miles	1
State Highway Road Construction		Modified / Improved Interchanges		each	2
Local streets and roads		Pedestrian/Bicycle Facilities miles constructed		Miles	1
Local streets and roads		Intersections Modified		each	6
ADA Improvements	Yes	Bike/Ped Improvements	Yes	Reversible Lane analysis	No
Includes Sustainable Communities Strategy Goals			Yes	Reduces Greenhouse Gas Emissions	
				Yes	
Project Milestone				Existing	Proposed
Project Study Report Approved				02/13/15	
Begin Environmental (PA&ED) Phase					02/26/15
Circulate Draft Environmental Document			Document Type		08/12/16
Draft Project Report					08/11/16
End Environmental Phase (PA&ED Milestone)					01/20/17
Begin Design (PS&E) Phase					01/21/17
End Design Phase (Ready to List for Advertisement Milestone)					06/15/18
Begin Right of Way Phase					02/01/17
End Right of Way Phase (Right of Way Certification Milestone)					06/10/18
Begin Construction Phase (Contract Award Milestone)					12/01/18
End Construction Phase (Construction Contract Acceptance Milestone)					12/01/20
Begin Closeout Phase					12/01/20
End Closeout Phase (Closeout Report)					12/01/21

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 8/8/18

Additional Information**Roadway Improvements**

The Project would consist of the following roadway improvements:

- Realign and widen the northbound US 101 ramps and signalize the ramp intersection with Mathilda Avenue, and construct a left-turn lane on southbound Mathilda Avenue to access the northbound US 101 loop on-ramp.
- Realign the southbound US 101 off-ramp and loop on-ramp and signalize the ramp intersection with Mathilda Avenue.
- Modify the Mathilda Avenue/Ross Drive signal intersection.
- Remove the northbound US -101 loop off-ramp to Mathilda Avenue and shift traffic to the northbound US 101 diagonal off-ramp.
- Remove the westbound SR 237 ramp signal intersection. Realign the westbound SR 237 off-ramp opposite Moffett Park Drive and modify the signal intersection. The existing signalized intersections on Mathilda Avenue at the SR 237 westbound offramp and Moffett Park Drive would be removed.
- Signalize the reconfigured westbound SR 237 off-ramp/Moffett Park Drive intersection. The westbound SR 237 off-ramp would be modified to intersect with Mathilda Avenue just south of the new signalized intersection. Mathilda Avenue northbound traffic heading to westbound SR 237 would have to make a U-turn movement at the new signalized intersection to access the on-ramp.
- Modify the westbound SR 237 ramps to provide a diamond configuration.
- Close Moffett Park Drive between Bordeaux Drive and Mathilda Avenue, replace with a Class I bikeway and shift traffic to Bordeaux Drive and Innovation Way. Innovation Way would be extended from Mathilda Avenue to Bordeaux Drive as part of the Moffett Place Campus Project. Moffett Park Drive eastbound north of Mathilda Avenue would remain.
- Modify and signalize the Innovation Way and Juniper Networks driveway intersection.
- Provide three continuous through lanes in each direction on Mathilda Avenue.

Bicycle improvements consist of:

- Installing sidewalk along the west side of Mathilda Avenue between Almanor Avenue and Moffett Park Drive. The sidewalk would be a minimum of 6 feet wide where feasible.
- Installing pedestrian countdown signals at westbound SR 237 ramps, eastbound SR 237 ramps, Ross Drive, northbound US 101 ramps, and southbound US 101 ramps.
- Class II bike lanes based on available pavement widths within the Project area, and would connect to the existing Class II bike lanes and Class III bike routes on Mathilda Avenue and the Class I bikeway on the Sunnyvale West Channel.
- Bicycle improvements on Moffett Park Drive would consist of a Class I bikeway between Borregas Avenue and Mathilda Avenue.

Pedestrian Improvements include:

- Upgrading existing pedestrian facilities to incorporate current Americans with Disabilities Act standards, including curb ramps at all crosswalks.
- Incorporating pavement delineation with new crosswalk markings.
- Realigning ("teeing up") and signalizing ramp termini to provide new pedestrian crossings, where feasible.
- The Project proposes to extend the Class I bicycle path on Moffett Park Drive to Innovation Way and connect to the existing Class II bicycle lanes that extend to Ellis Street in Mountain View.

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 8/8/18

District	County	Route	EA	Project ID	PPNO	Alt Proj. ID
04	SCL, SCL	US 101, SR 237				
Project Title: Mathilda Avenue Improvements at SR 237 and US 101						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									VTA
PS&E									VTA
R/W SUP (CT)									VTA
CON SUP (CT)									VTA
R/W									VTA
CON									VTA
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	4,000							4,000	
PS&E	3,200							3,200	
R/W SUP (CT)									
CON SUP (CT)									
R/W	800							800	
CON		34,000						34,000	
TOTAL	8,000	34,000						42,000	

Fund No. 1:	Local Funds								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	4,000							4,000	VTA and Sunnyvale
PS&E	3,200							3,200	
R/W SUP (CT)									
CON SUP (CT)									
R/W	800							800	
CON		17,000						17,000	
TOTAL	8,000	17,000						25,000	

Fund No. 2:	SB-1 LPP Competitive								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		17,000						17,000	
TOTAL		17,000						17,000	

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT
Ala-680 Ramp Metering and Traffic Operations Systems 04-4G113

Resolution _____

(will be completed by CTC)

1. FUNDING PROGRAM

- Active Transportation Program
- Local Partnership Program (Competitive)
- Solutions for Congested Corridors Program
- State Highway Operation and Protection Program
- Trade Corridor Enhancement Program

2. PARTIES AND DATE

2.1 This Project Baseline Agreement (Agreement) for the *Ala-680 Ramp Metering and Traffic Operations Systems 04-4G113*, effective on, _____ (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, *Caltrans D-4*, _____, and the Implementing Agency, *Caltrans D-4*, _____, sometimes collectively referred to as the "Parties".

3. RECITAL

3.2 Whereas at its March 22, 2018 meeting the Commission approved the State Highway Operation and Protection Program, and included in this program of projects the *Ala-680 Ramp Metering and Traffic Operations Systems 04-4G113*, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A and the Project Report attached hereto as Exhibit B, as the baseline for project monitoring by the Commission.

3.3 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.

4.2 To adhere, as applicable, to the provisions of the Commission:

- Resolution *Insert Number*, "Adoption of Program of Projects for the Active Transportation Program", dated _____
- Resolution *Insert Number*, "Adoption of Program of Projects for the Local Partnership Program", dated _____
- Resolution *Insert Number*, "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated _____
- Resolution G-18-13, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated March 22, 2018
- Resolution *Insert Number*, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated _____

- 4.3 All signatories agree to adhere to the Commission's State Highway Operation and Protection Program, Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.
- 4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.
- 4.5 The Caltrans D-4 agrees to secure funds for any additional costs of the project.
- 4.6 The Caltrans D-4 agrees to report to Caltrans on a quarterly basis; after July 2019, reports will be on a semi-annual basis on the progress made toward the implementation of the project, including scope, cost, schedule, outcomes, and anticipated benefits.
- 4.7 Caltrans agrees to prepare program progress reports on a quarterly basis; after July 2019, reports will be on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.
- 4.8 The Caltrans D-4 agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.9 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits during the course of the project, and retain those records for four years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 4.10 The Transportation Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for four years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

5.1 Project Schedule and Cost

See Project Programming Request Form, attached as Exhibit A.

5.2 Project Scope

See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.

5.3 Other Project Specific Provisions and Conditions

Attachments:

Exhibit A: Project Programming Request Form

Exhibit B: Project Report

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

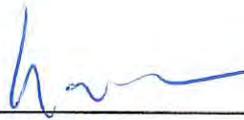
ALA-680 Ramp Metering and Traffic Operation Systems (TOS) Project 4G113

Resolution _____

For 

James E. Davis
Acting District Director
California Department of Transportation

7/6/2018
Date



Laurie Berman
Director
California Department of Transportation

7-23-18
Date

Susan Bransen
Executive Director
California Transportation Commission

Date

State Highway Operation and Protection Program

Alameda County
Document Year 2018, Version Number 4
PPNO: 1463D
(Dollars in Thousands)

DIST: 04	PPNO: EA: 1463D 4G113	CTIPS ID: 106-0000-2518	TCRP NO.:	TITLE (DESCRIPTION): (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 High Occupancy Vehicle (HOV) bypass lanes, and Traffic Operations Systems (TOS).)	ELEMENT: SHOPP Major Const.	MPO ID: LAW: 6 16
CT PROJECT ID: 0414000305					SPONSOR: Caltrans	
COUNTY: Alameda County	ROUTE: 680	PM: M R21.9	MPO: Metropolitan Transportation Commission			
			CORRIDOR: PRJ MGR: PHONE: EMAIL:			

ASSEMBLY: 16,20,25	IMPLEMENTING AGENCIES:	PAED	RW
SENATE: 7,10		PSE	CON
CONGRESS: 15,17			

PROJECT VERSION HISTORY (Printed Version is Shaded) (Last 9 versions displayed)

Version	Status	Date	Updated By	Change Reason	Amend No.	Vote	Cum Award	Programmed Dollars in Thousands - Total for Project					
								Prog Con	Prog RW	PA & ED	PS & E	RW Sup	Con Sup
4	Official	06/27/2018	GBAINS	Amendment - Cost/Scope/Sch. Change	18H-003	5,700		10,000	800	5,600	100	4,600	
3	Official	03/21/2018	GBAINS	Adoption - Carry Over	18H-000	5,700		28,300	800	5,600	100	5,600	
2	Official	08/16/2017	RWHITE	Allocation - CTC Vota	FP-17-02	5,700		28,300	800	5,600	100	5,600	
1	Official	08/16/2017	RWHITE	Amendment - New Project	16H-017			28,300	800	5,600	100	5,600	

Fund Source 1 of 1 SHOPP - Mobility

20.XX.201.315 - Transportation Management (TMC's & Field Equipment)

Fund Type
National Hwy System
Funding Agency

VOTE	DATE	AMOUNT
RW_SUP	08/16/2017	100
PSE	08/16/2017	5,600

	PRIOR	18-19	19-20	20-21	21-22	22-23	23-24	FUTURE	TOTAL
PA&ED									
PS&E	5,600								5,600
RW SUP	100								100
CON SUP		4,500							4,500
RW		800							800
CON		19,000							19,000
Total:	5,700	24,300							30,000

HQ Comments:

6/29/18 Made amend official. Changed Perf Measure, Const Supp and Const Cap - GB
 ***** Version 4 - 06/29/2018 *****
 Entered amendment #18H-003 - RW
 ***** Version 3 - 03/21/2018 *****
 Carryover project from 2016 to 2018 SHOPP.
 ***** Version 2 - 10/30/2017 *****
 Added sequential programming for 2018 SHOPP ? RW
 8/21/17 Made COS allocation(s) official. - SL
 ***** Version 2 - 08/20/2017 *****
 Entered COS allocation (PS&E & RW Sup) ? RW
 8/18/17 Made amend official. New project. - LS
 ***** Version 1 - 08/16/2017 *****
 Entered new 2016 SHOPP project - RW

Baseline agreement information was extracted from Caltrans project data systems. Project description, funding and performance measures are from CTIPs. Project delivery milestones are from PRSM. All information is current accurate.

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

BASELINE AGREEMENT

Date:	07/05/18 08:34:01 AM
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District	EA	Project ID		PPNO	Project Manager	
04	4G113	0414000305		1463D	KIAAINA, RON K	
County	Route	Begin Postmile	End Postmile	Implementing Agency		
ALA	680	M 0.0	R 21.9	PA&ED	Caltrans	
				PS&E	Caltrans	
				Right of Way	Caltrans	
				Construction	Caltrans	

Project Nickname

Ala-680 Ramp Metering (Phase 2B)

Location/Description

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 High Occupancy Vehicle (HOV) bypass lanes, and Traffic Operations Systems (TOS).

Legislative Districts

Assembly:	16, 20, 25	Senate:	07, 10	Congressional:	15, 17
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PERFORMANCE MEASURES

Primary Asset	New	Fair to Good	Poor to Good	Total	Unit
2 HOV bypass lanes, 7 CCTV, 2 CMS, & 33 TMS	44			44	Field Elements

Project Milestone

	Actual	Planned
Project Approval and Environmental Document Milestone	11/16/16	
Right of Way Certification Milestone	06/25/18	
Ready to List for Advertisement Milestone	06/29/18	
Begin Construction Milestone (Approve Contract)		01/28/19

FUNDING

Component	Fiscal Year	SHOPP				Total
PA&ED						0
PS&E	17/18	5,600				5,600
RW Support	17/18	100				100
Const Support	18/19	4,500				4,500
RW Capital	18/19	800				800
Const Capital	18/19	19,000				19,000
Total		30,000				30,000

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT
SR-60 Pavement Rehabilitation Near Beaumont (EA 1C090)

Resolution _____

(will be completed by CTC)

1. FUNDING PROGRAM

- Active Transportation Program
- Local Partnership Program (Competitive)
- Solutions for Congested Corridors Program
- State Highway Operation and Protection Program
- Trade Corridor Enhancement Program

2. PARTIES AND DATE

- 2.1 This Project Baseline Agreement (Agreement) for the *SR-60 Pavement Rehabilitation Near Beaumont (EA 1C090)*, effective on, _____ (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, *Caltrans*, _____, and the Implementing Agency, *Caltrans*, _____, sometimes collectively referred to as the "Parties".

3. RECITAL

- 3.2 Whereas at its March 22, 2018 meeting the Commission approved the State Highway Operation and Protection Program, and included in this program of projects the *SR-60 Pavement Rehabilitation Near Beaumont (EA 1C090)*, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A and the Project Report attached hereto as Exhibit B, as the baseline for project monitoring by the Commission.
- 3.3 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

- 4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.
- 4.2 To adhere, as applicable, to the provisions of the Commission:
- Resolution *Insert Number*, "Adoption of Program of Projects for the Active Transportation Program", dated _____
 - Resolution *Insert Number*, "Adoption of Program of Projects for the Local Partnership Program", dated _____
 - Resolution *Insert Number*, "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated _____
 - Resolution G-18-13, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated March 22, 2018
 - Resolution *Insert Number*, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated _____

- 4.3 All signatories agree to adhere to the Commission's State Highway Operation and Protection Program, Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.
- 4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.
- 4.5 Caltrans agrees to secure funds for any additional costs of the project.
- 4.6 Caltrans agrees to report to Caltrans on a quarterly basis; after July 2019, reports will be on a semi-annual basis on the progress made toward the implementation of the project, including scope, cost, schedule, outcomes, and anticipated benefits.
- 4.7 Caltrans agrees to prepare program progress reports on a quarterly basis; after July 2019, reports will be on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.
- 4.8 Caltrans agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.9 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits during the course of the project, and retain those records for four years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 4.10 The Transportation Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for four years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

5.1 Project Schedule and Cost

See Project Programming Request Form, attached as Exhibit A.

5.2 Project Scope

See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.

5.3 Other Project Specific Provisions and Conditions

This project is a Financial Contribution Only (FCO) provided to Riverside County Transportation Commission (RCTC) and will be constructed as part of 0N69U (the truck lanes project on SR-60).

Attachments:

Exhibit A: Project Programming Request Form

Exhibit B: Project Report

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

SR-60 Pavement Rehabilitation Near Beaumont (EA 1C090)

Resolution _____

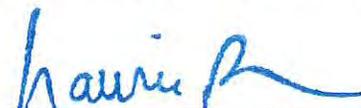


John Bulinski
District Director

8/3/18

Date

California Department of Transportation
(Project Applicant/Implementing Agency)



Laurie Berman

8/3/2018

Date

Director

California Department of Transportation

Susan Bransen

Date

Executive Director

California Transportation Commission

Baseline agreement information was extracted from Caltrans™ project data systems. Project description, funding and performance measures are from CTIPS. Project delivery milestones are from PRSM. All information is current and accurate.

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

BASELINE AGREEMENT

Date:	07/31/18 03:24:48 PM
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District	EA	Project ID		PPNO	Project Manager
08	1C090	0812000287		0033N	RADHAKRISHNAN, RAGHURAM
County	Route	Begin Postmile	End Postmile	Implementing Agency	
RIV	60	22.1	26.6	PA&ED	Caltrans
				PS&E	Caltrans
				Right of Way	Caltrans
				Construction	Riverside County Trans Commission (RCTC)

Project Nickname
Riv 60 Rehab Pavement near Beaumont

Location/Description
Near Beaumont, from Gilman Springs Road to 1.4 miles west of Jack Rabbit Trail. Rehabilitate pavement.

Legislative Districts
Assembly: 42 **Senate:** 23 **Congressional:** 36

PERFORMANCE MEASURES

	Primary Asset	Good	Fair	Poor	New	Total	Units
Existing Condition	Pavement			17.6		17.6	Lane miles
Programmed Condition	Pavement	17.6				17.6	Lane miles

Project Milestone	Actual	Planned
Project Approval and Environmental Document Milestone	05/16/16	
Right of Way Certification Milestone	06/11/18	
Ready to List for Advertisement Milestone		08/14/18
Begin Construction Milestone (Approve Contract)		12/04/18

FUNDING

Component	Fiscal Year	SHOPP				Total
PA&ED						0
PS&E						0
RW Support						0
Const Support						0
RW Capital						0
Const Capital	18/19	15,000				15,000
Total		15,000				15,000

2018 State Highway and Operation Protection Program

Riverside County

Document Year 2018, Version Number 7

PPNO: 0033N

(Dollars in Thousands)

DIST: PPNO : EA : CTIPS ID: 08 0033N 1C090 109-0000-3512	TITLE (DESCRIPTION): (Near Beaumont, from Gilman Springs Road to 1.4 miles west of Jack Rabbit Trail. Rehabilitate pavement.)	ELEMENT: SHOPP Major Const. SPONSOR: Caltrans MPO: Southern California Association of Governments CORRIDOR: PRJ MGR: PHONE: MPO ID: 9 LAW: 12
CT PROJECT ID: 0812000287	Performance Measure: Lane mile(s) Quantity: 17.60	
COUNTY: Riverside County	ROUTE: 60 PM: 22.1/26.8	

ASSEMBLY: 42	Implementing Agencies: PAED -	RW -
SENATE: 23		
CONGRESS: 36	PSE -	CON -

PROJECT VERSION HISTORY (Printed Version is Shaded) (Last 9 versions displayed)							Programmed Dollars in Thousands - Total For Project						
Version	Status	Date	Updated By	Change Reason	Amend No.	Vote	Cum Award	Prog Con	Prog RW	PA & ED	PS & E	RW Sup	Con Sup
7	Official	3/21/2018	LSTOCKTO	Adoption - Carry Over	18H-000		15,000						
6	Official	8/28/2017	GVASQUEZ	Amendment - Cost/Scope/Sch. Change	16H-014		15,000						
5	Official	4/15/2016	DBERRY	Approved - Carry Over	16H-000		15,000						
4	Official	3/16/2016	MWEBSTER	Amendment - Cost/Scope/Sch. Change	14H-495		15,000						
3	Official	10/22/2015	MWEBSTER	Amendment - Cost/Scope/Sch. Change	14H-492		15,000						
2	Official	8/1/2014	1:LSTOCKTO	Amendment - Split/Combined - Split Into	14H-187		15,000						
1	Official	3/26/2014	DBERRY	Approved - New Project			27,155	7	734	1,787	22	2,285	

Fund Source 1 of 1	SHOPP - Roadway Preservation																		
Fund Type:	National Hwy System																		
Program Code:	20.XX.201.121																		
	Pavement Rehabilitation																		
Funding Agency:																			

HQ Comments:
 ***** Version 7 - 03/21/2018 *****
 Carryover project from 2016 to 2018 SHOPP.
 ***** Version 2 - 11/01/2017 *****
 Added sequential programming for 2018 SHOPP - SL
 7/14/17 Changed Funding \$15,000k from R/W to Con. -gv
 7/12/17 Made amendment official. Delay FY 17-18 to 18-19. - MW
 ***** Version 6 - 07/05/2017 *****
 Entered Amendment #16H-014 - RW
 ***** Version 5 - 04/15/2016 *****
 Carryover project from 2014 to 2016 SHOPP
 3/21/16 Made amendment official. Update PM/Location and delay to 17/18. - MW
 ***** Version 4 - 03/17/2016 *****
 Entered in as amendment #14H-495 but action was taken by CTC on the 4.18 BI - RW
 10/22/15 Made Amendment Official - MW
 ***** Version 3 - 10/02/2015 *****
 Entered Amendment #14H-492 - RW
 8/1/14 Made amend official. Split to child EA 1C091. Changed PM, Description, R/W, Const., FY, and support. Combine with EA 0Q180 and STIP project EA 0N690 for construction under EA 0N69U. - LS
 ***** Version 2 - 08/01/2014 *****
 Entered amendment #14H-187 - RW
 ***** Version 1 - 03/26/2014 *****
 New 2014 SHOPP project

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT
SR-60 Shoulder Widening Near Beaumont (EA 0Q180)

Resolution _____

(will be completed by CTC)

1. FUNDING PROGRAM

- Active Transportation Program
- Local Partnership Program (Competitive)
- Solutions for Congested Corridors Program
- State Highway Operation and Protection Program
- Trade Corridor Enhancement Program

2. PARTIES AND DATE

2.1 This Project Baseline Agreement (Agreement) for the *SR-60 Shoulder Widening Near Beaumont (EA 0Q180)*, effective on, _____ (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, *Caltrans*, _____, and the Implementing Agency, *Caltrans*, _____, sometimes collectively referred to as the "Parties".

3. RECITAL

- 3.2 Whereas at its March 22, 2018 meeting the Commission approved the State Highway Operation and Protection Program, and included in this program of projects the *SR-60 Shoulder Widening Near Beaumont (EA 0Q180)*, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A and the Project Report attached hereto as Exhibit B, as the baseline for project monitoring by the Commission.
- 3.3 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

- 4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.
- 4.2 To adhere, as applicable, to the provisions of the Commission:
- Resolution *Insert Number*, "Adoption of Program of Projects for the Active Transportation Program", dated _____
 - Resolution *Insert Number*, "Adoption of Program of Projects for the Local Partnership Program", dated _____
 - Resolution *Insert Number*, "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated _____
 - Resolution G-18-13, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated March 22, 2018
 - Resolution *Insert Number*, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated _____

- 4.3 All signatories agree to adhere to the Commission's State Highway Operation and Protection Program, Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.
- 4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.
- 4.5 Caltrans agrees to secure funds for any additional costs of the project.
- 4.6 Caltrans agrees to report to Caltrans on a quarterly basis; after July 2019, reports will be on a semi-annual basis on the progress made toward the implementation of the project, including scope, cost, schedule, outcomes, and anticipated benefits.
- 4.7 Caltrans agrees to prepare program progress reports on a quarterly basis; after July 2019, reports will be on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.
- 4.8 Caltrans agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.9 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits during the course of the project, and retain those records for four years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 4.10 The Transportation Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for four years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

5.1 Project Schedule and Cost

See Project Programming Request Form, attached as Exhibit A.

5.2 Project Scope

See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.

5.3 Other Project Specific Provisions and Conditions

This project is a Financial Contribution Only (FCO) provided to Riverside County Transportation Commission (RCTC) and will be constructed as part of 0N69U (the truck lanes project on SR-60).

Attachments:

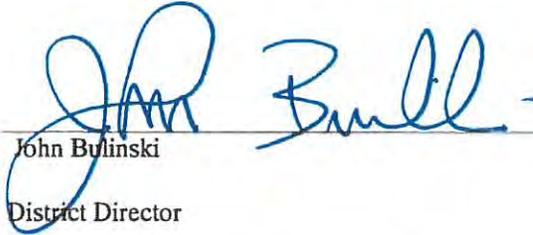
Exhibit A: Project Programming Request Form

Exhibit B: Project Report

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

SR-60 Shoulder Widening Near Beaumont (EA 0Q180)

Resolution _____

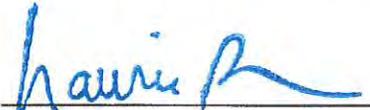


John Bulinski
District Director

8/3/18

Date

California Department of Transportation
(Project Applicant/Implementing Agency)



Laurie Berman
Director

8/3/18

Date

California Department of Transportation

Susan Bransen
Executive Director

Date

California Transportation Commission

Baseline agreement information was extracted from Caltrans™ project data systems. Project description, funding and performance measures are from CTIPS. Project delivery milestones are from PRSM. All information is current and accurate.

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

BASELINE AGREEMENT

Date:	07/31/18 03:23:07 PM
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District	EA	Project ID		PPNO	Project Manager
08	0Q180	0800020220		0045G	RADHAKRISHNAN, RAGHURAM
County	Route	Begin Postmile	End Postmile	Implementing Agency	
RIV	60	22.2	26.6	PA&ED	Caltrans
				PS&E	Caltrans
				Right of Way	Caltrans
				Construction	Riverside County Trans Commission (RCTC)

Project Nickname

RIV 60 WB Shoulder Widening

Location/Description

Near Beaumont, from Gilman Springs Road to 1.4 miles west of Jack Rabbit Trail. Construct left and right shoulders for westbound direction.

Legislative Districts

Assembly:	65	Senate:	37	Congressional:	41
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PERFORMANCE MEASURES

	Primary Asset	Good	Fair	Poor	New	Total	Units
Existing Condition						0	
Programmed Condition					382	382	Collision reduction

Project Milestone

	Actual	Planned
Project Approval and Environmental Document Milestone	05/16/16	
Right of Way Certification Milestone	06/11/18	
Ready to List for Advertisement Milestone		08/14/18
Begin Construction Milestone (Approve Contract)		12/04/18

FUNDING

Component	Fiscal Year	SHOPP				Total
PA&ED	17/18	2,000				2,000
PS&E	17/18	1,500				1,500
RW Support	17/18	200				200
Const Support	18/19	3,700				3,700
RW Capital	18/19	250				250
Const Capital	18/19	25,000				25,000
Total		32,650				32,650

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT
San Mateo and Santa Clara US 101 Managed Lanes Project

Resolution _____

(will be completed by CTC)

1. FUNDING PROGRAM

- Active Transportation Program
- Local Partnership Program (Competitive)
- Solutions for Congested Corridors Program
- State Highway Operation and Protection Program
- Trade Corridor Enhancement Program

2. PARTIES AND DATE

- 2.1 This Project Baseline Agreement (Agreement) for the *San Mateo and Santa Clara US 101 Managed Lanes Project*, effective on, _____ (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, *Caltrans, MTC, SMCTA, and C/CAG*, and the Implementing Agency, *Caltrans and VTA*, sometimes collectively referred to as the "Parties".

3. RECITAL

- 3.2 Whereas at its May 16, 2018 meeting the Commission approved the and included in this program of projects the *San Mateo and Santa Clara US 101 Managed Lanes Project*, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A and the Project Report attached hereto as Exhibit B, as the baseline for project monitoring by the Commission.
- 3.3 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

- 4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.
- 4.2 To adhere, as applicable, to the provisions of the Commission:
- Resolution *Insert Number*, "Adoption of Program of Projects for the Active Transportation Program", dated _____
- Resolution LPP-P-1718-01, "Adoption of Program of Projects for the Local Partnership Program", dated May 17, 2018
- Resolution SCCP-P-1718-01, "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated May 17, 2018
- Resolution *Insert Number*, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated _____
- Resolution *Insert Number*, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated _____

- 4.3 All signatories agree to adhere to the Commission's Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.
- 4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.
- 4.5 The San Mateo County Transportation Authority (SMCTA), City/County Association of Governments (C/CAG), and Santa Clara Valley Transportation Agency (VTA) in partnership with the Metropolitan Transportation Commission (MTC), agrees to secure funds for any additional costs of the project.
- 4.6 The Santa Clara Valley Transportation Authority (VTA) agrees to report to Caltrans on a quarterly basis; after July 2019, reports will be on a semi-annual basis on the progress made toward the implementation of the project, including scope, cost, schedule, outcomes, and anticipated benefits.
- 4.7 Caltrans agrees to prepare program progress reports on a quarterly basis; after July 2019, reports will be on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.
- 4.8 The VTA and Caltrans agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.9 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits during the course of the project, and retain those records for four years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 4.10 The Transportation Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for four years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

5.1 Project Schedule and Cost

See Project Programming Request Form, attached as Exhibit A.

5.2 Project Scope

See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.

5.3 Other Project Specific Provisions and Conditions

The Project Programming Request (PPR) for the US 101 Managed Lanes Project (PPNO 0658D) will be updated upon completion of the environmental document. It is anticipated that the environmental document will be completed by October 15, 2018.

Attachments:

Exhibit A: Project Programming Request Form

Exhibit B: Project Report

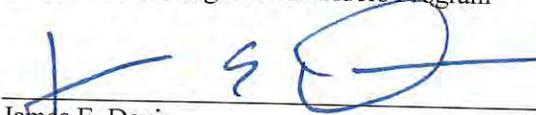
SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

San Mateo and Santa Clara US 101 Managed Lanes Project

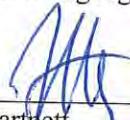
Resolution _____



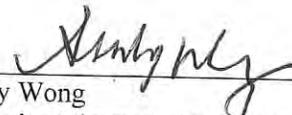
Steve Heminger
Executive Director, Metropolitan Transportation Commission
Project Applicant for San Mateo and Santa Clara US 101 Managed Lanes Project
Solutions for Congested Corridors Program
Date 6/28/18



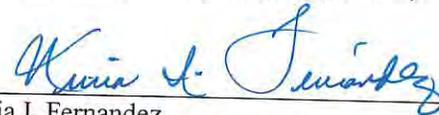
James E. Davis
Acting District Director, California Department of Transportation, District 4
Project Applicant for San Mateo and Santa Clara US 101 Managed Lanes Project
Implementing Agency for San Mateo US 101 Managed Lanes Project
Date 6/29/18



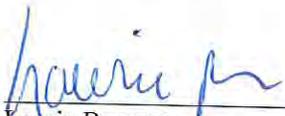
Jim Hartnett
Executive Director, San Mateo County Transportation Authority
Project Applicant for San Mateo US 101 Managed Lanes Project
Local Partnership Program (Competitive)
Date _____



Sandy Wong
Executive Director, City/County Association of Governments of San Mateo County
Project Applicant for San Mateo US 101 Managed Lanes Project
Local Partnership Program (Competitive)
Date _____



Nuria I. Fernandez
General Manager/CEO, Santa Clara Valley Transportation Authority
Implementing Agency for Silicon Valley Express Lanes Program – Phase 3
Date 6/26/18



Laurie Berman
Director, California Department of Transportation
Date 7-18-18

Susan Bransen
Executive Director, California Transportation Commission
Date _____

Amendment (Existing Project) No					Date:	7/17/18
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID	
04	1J560	0413000206	0658D	SM-150017		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
SCL	101	50.6	52.55	Caltrans		
SM	101	0	21.8	MPO	Element	
				MTC	Capital Outlay	
Project Manager/Contact		Phone		E-mail Address		
Nidal Tuqan		(510)286-5542		nidal.tuqan@dot.ca.gov		
Project Title						
US 101 Managed Lane Project						
Location (Project Limits), Description (Scope of Work)						
This project is located within the cities of San Carlos, Millbrae, Burlingame, San Mateo, Belmont, Menlo Park, and East Palo Alto in San Mateo County and Palo Alto in Santa Clara County on the U.S. 101 from the terminus of Santa Clara County Managed Lane at Matadero Creek (PM 51.4) to north of I-380 (PM 20.8). This project will provide approximately 22 miles of continuous managed lane in the northbound and southbound directions of U.S. 101. Project limits extend an additional one mile beyond the actual terminus of the managed lane for incorporating managed lane infrastructure such as signs, electrical and communication systems.						
Component		Implementing Agency				
PA&ED		Caltrans				
PS&E		Caltrans				
Right of Way		Caltrans				
Construction		Caltrans				
Legislative Districts						
Assembly:	24, 22	Senate:	13	Congressional:	14,18	
Project Benefits						
The project will provide congestion relief to a heavily traveled corridor between San Francisco and Silicon Valley, two of the State's most significant economic centers. It will also improve travel time reliability, minimize operational degradation to general purpose lanes, increase person-throughput, and promote mode shift by encouraging carpooling and supporting regional express bus services, advancing State air quality and climate goals.						
Purpose and Need						
See Page 2						
Category		Outputs/Outcomes		Unit	Total	
State Highway Road Construction		HOV/HOT lane-miles constructed		Miles	44	
ADA Improvements No		Bike/Ped Improvements No		Reversible Lane analysis Yes		
Includes Sustainable Communities Strategy Goals Yes				Reduces Greenhouse Gas Emissions Yes		
Project Milestone				Existing	Proposed	
Project Study Report Approved						
Begin Environmental (PA&ED) Phase					06/15/16	
Circulate Draft Environmental Document				Document Type	EIR/FONSI	
Draft Project Report					11/20/17	
End Environmental Phase (PA&ED Milestone)					11/20/17	
Begin Design (PS&E) Phase					10/15/18	
End Design Phase (Ready to List for Advertisement Milestone)					10/15/18	
Begin Right of Way Phase					05/01/19	
End Right of Way Phase (Right of Way Certification Milestone)					04/01/18	
Begin Construction Phase (Contract Award Milestone)					05/01/19	
End Construction Phase (Construction Contract Acceptance Milestone)					07/01/19	
Begin Closeout Phase					02/01/23	
End Closeout Phase (Closeout Report)					02/01/23	
					02/01/24	

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 7/17/18

Additional Information

Purpose & Need

The purpose of the proposed project is to provide a continuous managed lane in each direction on US 101 from the terminus of the Santa Clara County Express Lanes to I-380 to:

- Reduce congestion in the corridor;
- Encourage carpooling and transit use;
- Provide managed lanes for travel time reliability;
- Minimize operational degradation of general purpose lanes;
- Increase person throughput; and
- Apply technology and/or design features to help manage traffic.

Need:

North of the existing HOV lanes during peak hours (north of Whipple Avenue), all lanes on US 101 are congested resulting in an overall degradation of operations throughout the corridor. All users, whether they are in single or multiple occupant vehicles or in buses, traveling on US 101 north of Whipple Avenue experience delays in both the northbound and southbound directions in the AM and PM peak hours, and at other periods during the week. The managed lanes would provide all users with increased travel reliability.

ADA Notice

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 7/17/18

District	County	Route	EA	Project ID	PPNO	TCRP No.
04	SCL, SM	101, 101	1J560	0413000206	0658D	
Project Title: US 101 Managed Lane Project						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									Caltrans
PS&E									Caltrans
R/W SUP (CT)									Caltrans
CON SUP (CT)									Caltrans
R/W									Caltrans
CON									Caltrans
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	21,000	1,550						22,550	
PS&E	19,450	18,000						37,450	
R/W SUP (CT)	1,000							1,000	
CON SUP (CT)			23,500	17,500				41,000	
R/W		16,000						16,000	
CON			396,300					396,300	
TOTAL	41,450	35,550	419,800	17,500				514,300	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									MTC (C/CAG)
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)				17,500				17,500	
R/W		16,000						16,000	
TOTAL		16,000		17,500				33,500	

Fund No. 2:	Local Measure A								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									SMCTA
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	8,500							8,500	
PS&E	19,450							19,450	
R/W SUP (CT)	1,000							1,000	
CON SUP (CT)									
R/W									
TOTAL	28,950		1,550					30,500	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 7/17/18

District	County	Route	EA	Project ID	PPNO	TCRP No.
04	SCL, SM	101, 101	1J560	0413000206	0658D	
Project Title: US 101 Managed Lane Project						

Fund No. 3:		Federal Repurposing							Program Code	
Existing Funding (\$1,000s)										
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)									Federal	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)	9,500							9,500		
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL	9,500							9,500		

Fund No. 4:		Private Sector							Program Code	
Existing Funding (\$1,000s)										
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)									SMCTA	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)	3,000							3,000		
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON			50,000					50,000		
TOTAL	3,000		50,000					53,000		

Fund No. 5:		SCC (SB1)							Program Code	
Existing Funding (\$1,000s)										
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)									State	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)			23,500					23,500		
R/W										
CON			176,500					176,500		
TOTAL			200,000					200,000		

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 7/17/18

District	County	Route	EA	Project ID	PPNO	TCRP No.
04	SCL, SM	101, 101	1J560	0413000206	0658D	
Project Title: US 101 Managed Lane Project						

Fund No. 6: Regional Toll Revenues									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									MTC
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			95,000					95,000	
TOTAL			95,000					95,000	

Fund No. 7: ITIP									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									STATE
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E		18,000						18,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		18,000						18,000	

Fund No. 8: SB1 LPP Formula									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									STATE (SMCTA-C/CAG)
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)		1,550						1,550	\$1,550k is currently prog'd for PA&ED and will be reprog'd and allocated to PS&E. \$250k for CON will be prog'd during FY 19/20 LPP-Formulaic Prog Cycle.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			250					250	
TOTAL		1,550	250					1,800	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 7/17/18

District	County	Route	EA	Project ID	PPNO	TCRP No.
04	SCL, SM	101, 101	1J560	0413000206	0658D	
Project Title: US 101 Managed Lane Project						

Fund No. 9:	SB1 LPP Competitive								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									STATE (SMCTA-C/CAG)
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			20,000					20,000	
TOTAL			20,000					20,000	

Fund No. 10:	SMCTA Local (Toll Revenues / Others)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									SMCTA
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			53,000					53,000	
TOTAL			53,000					53,000	

Fund No. 11:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									SMCTA
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Amendment (Existing Project) Y/N					Date:	7/16/18
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID	
04	1K551	0417000229	2015E	SCL-110002		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
SCL	US 101	45.9	52.55	Santa Clara Valley Transportation Authority (VTA)		
SCL	SR 85	22.3	23.9	MPO	Element	
				MTC	Capital Outlay	
Project Manager/Contact		Phone		E-mail Address		
Gene Gonzalo		408-952-4236		gene.gonzalo@vta.org		
Project Title						
Silicon Valley Express Lanes Program - Phase 3						
Location (Project Limits), Description (Scope of Work)						
This project is located on US 101 from SR 237 to the Santa Clara/San Mateo county line and on SR 85 from SR 237 to the SR 85/US 101 interchange. The project will:						
1. Convert existing single carpool lanes to express lanes at the following locations:						
a) US 101 from near SR 237 north to SR 85 (in Mountain View); b) SR 85 from SR 237 north to US 101 (in Mountain View) including the existing US 101/SR 85 carpool lane-to-carpool lane direct connector ramps						
2. Convert existing double carpool lanes to double express lanes on US 101 from SR 85 (in Mountain View) to the San Mateo County line in Palo Alto.						
Component	Implementing Agency					
PA&ED	Santa Clara VTA					
PS&E	Santa Clara VTA					
Right of Way	Santa Clara VTA					
Construction	Santa Clara VTA					
Legislative Districts						
Assembly:	24	Senate:	13	Congressional:	17, 18	
Project Benefits						
The project will provide improved travel times and a new transportation option for motorists traveling in this heavily congested area in northern Santa Clara County. The express lanes will make better use of the existing roadway capacity by allowing single occupancy vehicles access to the HOV lanes for a fee. The new express lanes will result in shorter and more reliable travel times for motorists and public transit bus riders, improved safety, and reduced congestion.						
Purpose and Need						
The purpose of the project is to manage traffic in the congested segments of US 101 and SR 85 and to maintain consistency with provisions defined in Assembly Bill (AB) 2032 (2004) and AB 574 (2007) to implement Express Lanes in an HOV lane system in Santa Clara County. The need for the project include: addressing high transportation demands and projected travel demands; utilizing legislation; and meeting regional and system planning efforts.						
Category	Outputs/Outcomes			Unit	Total	
State Highway Road Construction	HOV/HOT lane-miles constructed			Miles	19.3	
ADA Improvements	No	Bike/Ped Improvements	No	Reversible Lane analysis	No	
Includes Sustainable Communities Strategy Goals	Yes			Reduces Greenhouse Gas Emissions	Yes	
Project Milestone				Existing	Proposed	
Project Study Report Approved						
Begin Environmental (PA&ED) Phase					03/01/10	
Circulate Draft Environmental Document			Document Type	ND/FONSI	12/05/14	
Draft Project Report					12/30/14	
End Environmental Phase (PA&ED Milestone)					08/11/15	
Begin Design (PS&E) Phase					12/01/15	
End Design Phase (Ready to List for Advertisement Milestone)					07/01/18	
Begin Right of Way Phase					12/01/15	
End Right of Way Phase (Right of Way Certification Milestone)					07/01/18	
Begin Construction Phase (Contract Award Milestone)					12/01/18	
End Construction Phase (Construction Contract Acceptance Milestone)					06/01/21	
Begin Closeout Phase					07/01/21	
End Closeout Phase (Closeout Report)					07/01/23	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 7/16/18

Additional Information

This request for Construction funding is submitted for two separate contracts: the Civil contract and Electronic Toll Systems (ETS) contract. The Civil Construction is being accomplished through the design-bid-build practice, while the ETS is being accomplished through a design-build contract which will require allocation at different times.

Environmental Document completed under EA 04-2G7100 for US 101 Corridor Express Lanes (US-101-PM 16.0/52.55; SR -85 PM 23.0/24.1). Environmental Document completed for SR 85 Express Lanes under EA 04-4A7900 (SR-85_PM_0.0/R24.1; US-101_23.1/28.6, 47.9/52.0)

19.3 Lane-miles of Express Lanes will be constructed.

Silicon Valley Express Lanes Program (SVEL) Phase 3 Segment

Purpose: The purpose of the SVEL Phase 3 Segment is to manage traffic in the congested segments of US 101 and SR 85 and to maintain consistency with provisions defined in Assembly Bill (AB) 2032 (2004) and AB 574 (2007) to implement express lanes in an HOV lane system in Santa Clara County to:

- Provide congestion relief through more effective use of existing transportation infrastructure;
- Provide commuters with a new mobility option; and
- Provide a new funding source for transportation improvements including for public transit.

Need: The need includes: addressing high transportation demands and projected travel demands, utilizing legislation and meeting regional and system planning efforts. US 101 in Santa Clara County carries up to 245,000 vehicles per day including HOV traffic. The high transportation demands lead to substantial congestion with bottlenecks in numerous segments of the mixed-flow and HOV lanes. Traffic conditions are expected to worsen in the future with continued development in the region and along US 101. Bottleneck locations are expected to get longer as well as increased peak period durations. Over the next 25 years, Santa Clara County is predicted to grow by over 500,000 residents and 400,000 jobs, increases of 27.5 and 45.6 percent, respectively.

Figure 3. Results Page from the Project Cal B/C Model Run

INVESTMENT ANALYSIS		SUMMARY RESULTS																																																				
Life-Cycle Costs (mil. \$)	\$502.5	ITEMIZED BENEFITS (mil. \$)		Total Over 20 Years	Average Annual																																																	
Life-Cycle Benefits (mil. \$)	\$1,037.2	Travel Time Savings		\$909.2	\$45.5																																																	
Net Present Value (mil. \$)	\$534.7	Veh. Op. Cost Savings		\$104.4	\$5.2																																																	
Benefit / Cost Ratio:	2.06	Accident Cost Savings																																																				
Rate of Return on Investment:	9.6%	Emission Cost Savings		\$23.6	\$1.2																																																	
Payback Period:	10 years	TOTAL BENEFITS		\$1,037.2	\$51.9																																																	
		Person-Hours of Time Saved		122,873,892	6,143,700																																																	
Should benefit-cost results include:		<table border="1"> <thead> <tr> <th rowspan="2"></th> <th colspan="2">Tons</th> <th colspan="2">Value (mil. \$)</th> </tr> <tr> <th>Total Over 20 Years</th> <th>Average Annual</th> <th>Total Over 20 Years</th> <th>Average Annual</th> </tr> </thead> <tbody> <tr> <td>EMISSIONS REDUCTION</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>CO Emissions Saved</td> <td>1,611</td> <td>81</td> <td>\$0.1</td> <td>\$0.0</td> </tr> <tr> <td>CO₂ Emissions Saved</td> <td>740,127</td> <td>37,005</td> <td>\$20.9</td> <td>\$1.0</td> </tr> <tr> <td>NO_x Emissions Saved</td> <td>294</td> <td>15</td> <td>\$1.7</td> <td>\$0.1</td> </tr> <tr> <td>PM₁₀ Emissions Saved</td> <td>6</td> <td>0</td> <td>\$0.5</td> <td>\$0.0</td> </tr> <tr> <td>PM_{2.5} Emissions Saved</td> <td>5</td> <td>0</td> <td></td> <td></td> </tr> <tr> <td>SO_x Emissions Saved</td> <td>8</td> <td>0</td> <td>\$0.3</td> <td>\$0.0</td> </tr> <tr> <td>VOC Emissions Saved</td> <td>159</td> <td>8</td> <td>\$0.1</td> <td>\$0.0</td> </tr> </tbody> </table>					Tons		Value (mil. \$)		Total Over 20 Years	Average Annual	Total Over 20 Years	Average Annual	EMISSIONS REDUCTION					CO Emissions Saved	1,611	81	\$0.1	\$0.0	CO ₂ Emissions Saved	740,127	37,005	\$20.9	\$1.0	NO _x Emissions Saved	294	15	\$1.7	\$0.1	PM ₁₀ Emissions Saved	6	0	\$0.5	\$0.0	PM _{2.5} Emissions Saved	5	0			SO _x Emissions Saved	8	0	\$0.3	\$0.0	VOC Emissions Saved	159	8	\$0.1	\$0.0
	Tons		Value (mil. \$)																																																			
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1) Induced Travel? (y/n)	N																																																					
2) Vehicle Operating Costs? (y/n)	Y																																																					
3) Accident Costs are not included	Y																																																					
4) Vehicle Emissions? (y/n)	Y																																																					

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 7/16/18

District	County	Route	EA	Project ID	PPNO	Alt Proj. ID
04	SCL, SCL	US 101, SR 85	1K551	0417000229	2015E	
Project Title: Silicon Valley Express Lanes Program - Phase 3						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									Santa Clara VTA
PS&E	8,700							8,700	Santa Clara VTA
R/W SUP (CT)									Santa Clara VTA
CON SUP (CT)									Santa Clara VTA
R/W	150	368						518	Santa Clara VTA
CON		33,200	13,900					47,100	Santa Clara VTA
TOTAL	8,850	33,568	13,900					56,318	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									For E&P, see Project Info page 2.
PS&E	8,700							8,700	
R/W SUP (CT)									
CON SUP (CT)									
R/W	150	368						518	
CON		33,200	13,900					47,100	
TOTAL	8,850	33,568	13,900					56,318	

Fund No. 1:	VTA Local								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									VTA
PS&E	8,700							8,700	
R/W SUP (CT)									
CON SUP (CT)									
R/W	150							150	
CON									
TOTAL	8,850							8,850	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									PS&E: \$3,700 ETS, \$5,000 Civil
PS&E	8,700							8,700	
R/W SUP (CT)									
CON SUP (CT)									
R/W	150							150	
CON									
TOTAL	8,850							8,850	

Fund No. 2:	STIP								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									MTC
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W		368						368	
CON			13,900					13,900	
TOTAL		368	13,900					14,268	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W		368						368	
CON			13,900					13,900	
TOTAL		368	13,900					14,268	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 7/16/18

District	County	Route	EA	Project ID	PPNO	Alt Proj. ID
04	SCL, SCL	US 101, SR 85	1K551	0417000229	2015E	
Project Title: Silicon Valley Express Lanes Program - Phase 3						

Fund No. 3: SB1 - Solutions for Congested Corridors									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									State
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		33,200						33,200	
TOTAL		33,200						33,200	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									\$13,550 for ETS (Design-Build) \$19,650 for Civil
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		33,200						33,200	
TOTAL		33,200						33,200	

Fund No. 4:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									State
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 5:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT
California-Mexico Border System Network Improvements (6 Projects)
Resolution _____
(will be completed by CTC)

1. FUNDING PROGRAM

- Active Transportation Program
- Local Partnership Program (Competitive)
- Solutions for Congested Corridors Program
- State Highway Operation and Protection Program
- Trade Corridor Enhancement Program

2. PARTIES AND DATE

2.1 This Project Baseline Agreement (Agreement) for the *California-Mexico Border System Network Improvements (6 Projects)*, effective on, _____ (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, *Caltrans, SANDAG, ICTC*, and the Implementing Agency, *Caltrans*, sometimes collectively referred to as the "Parties".

3. RECITAL

- 3.2 Whereas at its March 21, 2018 and May 16, 2018 meeting the Commission approved the State Highway Operation and Protection Program, Trade Corridor Enhancement Program, and included in this program of projects the *California-Mexico Border System Network Improvements (6 Projects)*, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A and the Project Report attached hereto as Exhibit B, as the baseline for project monitoring by the Commission.
- 3.3 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

- 4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.
- 4.2 To adhere, as applicable, to the provisions of the Commission:
 - Resolution *Insert Number*, "Adoption of Program of Projects for the Active Transportation Program", dated _____
 - Resolution *Insert Number*, "Adoption of Program of Projects for the Local Partnership Program", dated _____
 - Resolution *Insert Number*, "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated _____
 - Resolution G-18-13, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated _____
 - Resolution TCEP-1718-01, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated _____

- 4.3 All signatories agree to adhere to the Commission's Trade Corridor Enhancement Program, Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.
- 4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.
- 4.5 SANDAG, ICTC, and Caltrans agrees to secure funds for any additional costs of the project.
- 4.6 SANDAG, ICTC, and Caltrans agrees to report to Caltrans on a quarterly basis; after July 2019, reports will be on a semi-annual basis on the progress made toward the implementation of the project, including scope, cost, schedule, outcomes, and anticipated benefits.
- 4.7 Caltrans agrees to prepare program progress reports on a quarterly basis; after July 2019, reports will be on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.
- 4.8 SANDAG, ICTC, and Caltrans agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.9 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits during the course of the project, and retain those records for four years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 4.10 The Transportation Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for four years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

5.1 Project Schedule and Cost

See Project Programming Request Form, attached as Exhibit A.

5.2 Project Scope

See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.

5.3 Other Project Specific Provisions and Conditions

Attachments:

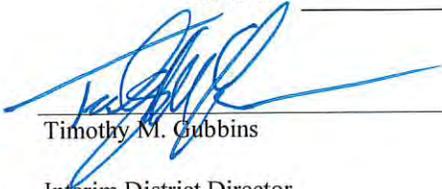
Exhibit A: Project Programming Request Form

Exhibit B: Project Report

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

California-Mexico Border System Network Improvements (6 Projects)

Resolution _____

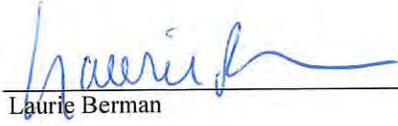


Timothy M. Gubbins

Interim District Director

California Department of Transportation, Implementing Agency

Date 6/26/18



Laurie Berman

Director

California Department of Transportation

Date 7-23-18

Susan Bransen

Executive Director

California Transportation Commission

Date

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

California-Mexico Border System Network Improvements (6 Projects)

Resolution _____



Kim Kawada



Date

San Diego Association of Governments, SANDAG

Chief Deputy Executive Director

Project Applicant

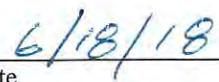
SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

California-Mexico Border System Network Improvements (6 Projects)

Resolution _____



Mark Baza



Date

Imperial County Transportation Commission, ICTC

Executive Director

Project Applicant

Amendment (Existing Project) Y/N					Date:	05/30/18	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID / prg.
11	28883	1117000088		1036			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
SD	905	9.8	9.8	Caltrans			
SD	125	0.8	0.8	MPO		Element	
				SANDAG		CO	
Project Manager/Contact			Phone		E-mail Address		
Mario Orso			(619)688-2561		mario.orso@dot.ca.gov		
Project Title							
1-Southbound State Route 125 to Westbound State Route 905 Connector							
Location (Project Limits), Description (Scope of Work)							
In San Diego County, in and near San Diego at Route 125/905 separation. Construct freeway to freeway connector.							
Component							
Implementing Agency							
PA&ED Caltrans							
PS&E Caltrans							
Right of Way Caltrans							
Construction Caltrans							
Legislative Districts							
Assembly:		80		Senate:		40	
				Congressional:		51	
Project Benefits							
The Project will complete the remaining connector needed to integrate three major state roads serving the border region just north of the Otay Mesa POE at the U.S.-Mexico border, and will contribute to a safer and efficient border highway network that will alleviate congestion while providing predictability and reliability for cross border international freight movements. SEE PAGE 2 FOR CONTINUATION OF PROJECT BENEFITS.							
Purpose and Need							
The Project will construct a freeway connector providing greater mobility and access to the SR-905 corridor and the border region, completing the SR-125/SR-905/SR-11 interchange. This freeway connector represents a critical link in the San Diego region facilitating the movement of people and goods, serving the border area. There is no direct connector linking southbound SR-125 to westbound SR-905. SEE PAGE 2 FOR CONTINUATION OF PURPOSE AND NEED							
Category		Outputs/Outcomes				Unit	Total
State Highway Road Construction		Modified / Improved Interchanges				each	1
ADA Improvements No		Bike/Ped Improvements No				Reversible Lane analysis Yes	
Inc. Sustainable Communities Strategy Goals Yes				Reduces Greenhouse Gas Emissions Yes			
Project Milestone						Existing	Proposed
Project Study Report Approved							
Begin Environmental (PA&ED) Phase							
Circulate Draft Environmental Document				Document Type			
Draft Project Report							
End Environmental Phase (PA&ED Milestone)							07/30/04
Begin Design (PS&E) Phase							08/11/17
End Design Phase (Ready to List for Advertisement Milestone)							08/15/19
Begin Right of Way Phase							09/11/17
End Right of Way Phase (Right of Way Certification Milestone)							08/15/19
Begin Construction Phase (Contract Award Milestone)							03/02/20
End Construction Phase (Construction Contract Acceptance Milestone)							04/04/22
Begin Closeout Phase							04/04/22
End Closeout Phase (Closeout Report)							10/25/24

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 05/30/18

Additional Information

PROJECT BENEFITS cont'd: The Project is a net positive on the freight system in that throughput, velocity and travel time reliability will be improved. Safety is addressed as this direct freeway access ramp will lift trucks off local roads. The community has long advocated for removal of truck traffic from the local roads to improve both safety and congestion concerns.

Southbound State Route 125 to Westbound State Route 905 Connector: Construct freeway to freeway South-West Connector, completing the SR-905/SR-125/SR-11 Interchange and immediately accommodating southbound commercial traffic from SR 125 heading west on SR 905. This component also improves local traffic circulation by completing a needed interchange for the community. Two-way traffic on this connector will be roughly 10,000 ADT in the first year, rising to about 15,000 in year 20.

A total of 14,097 tons of all emissions will be reduced over 20 years.

PURPOSE AND NEED cont'd: Vehicles that need to make this movement are forced to use local roads. This has resulted in significant congestion, pollution and safety challenges in the surrounding communities.

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 05/30/18

District	County	Route	EA	Project ID	PPNO	Alt. ID
11	SD, SD,	905, 125,	28883	1117000088	1036	
Project Title: 1-Southbound State Route 125 to Westbound State Route 905 Connector						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									Caltrans
PS&E									Caltrans
R/W SUP (CT)									Caltrans
CON SUP (CT)									Caltrans
R/W									Caltrans
CON									Caltrans
TOTAL									Caltrans
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	4,857							4,857	
R/W SUP (CT)									
CON SUP (CT)			5,000					5,000	
R/W									
CON			26,400					26,400	
TOTAL	4,857		31,400					36,257	

Fund No. 1:	State SB1 TCEP - Trade Corridors Enhancement Account (TCEA) <i>-Regional share</i>								Program Code
Existing Funding (\$1,000s)									20.XX.723.200
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)			5,000					5,000	
R/W									
CON			16,980					16,980	
TOTAL			21,980					21,980	

Fund No. 2:	Demo - Demonstration-State TEA21 (DEMOS21)								Program Code
Existing Funding (\$1,000s)									20.30.010.680
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	4,857							4,857	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	4,857							4,857	

Fund No. 3:	Local Funds - Local Transportation Funds (LTF) SR-125 Toll Revenue								Program Code
Existing Funding (\$1,000s)									20.10.400.100
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									San Diego Association of Governm
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									SR-125 is a toll road operated by SANDAG. The SR-125 plan of finance includes the \$9.42 million.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				9,420				9,420	
TOTAL				9,420				9,420	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Complete this page for amendments only

Date: 05/30/18

District	County	Route	EA	Project ID	PPNO	Alt. ID
11	SD SD	905 125	28883	1117000088	1036	

SECTION 1 - All Projects

Project Background

Programming Change Requested

Reason for Proposed Change

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information

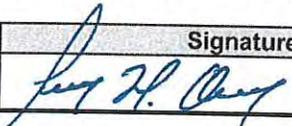
SECTION 2 - For SB1 Projects Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date
Mario Orso		Trade Corridor Infrastructure Program, Corridor Director	6/28/18

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
PROJECT PROGRAMMING REQUEST
DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date:	06/04/18	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID / prg.
11	05637	1117000087		0999E			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
SD	11	2.0	2.7	San Diego Association of Governments (SANDAG)			
				MPO		Element	
				SANDAG		CO	
Project Manager/Contact		Phone		E-mail Address			
Jacqueline Appleton-Deane		(619)688-3080		mario.orso@dot.ca.gov			
Project Title							
2-Siempre Viva Interchange and Site Preparation Design for Commercial Vehicle Enforcement Facility, Segment 2B							
Location (Project Limits), Description (Scope of Work)							
In San Diego County near San Diego at 1.9 miles east of Sanyo Avenue undercrossing - Construct interchange at Siempre Viva Road and site preparation design for CVEF. Design work for CVEF includes: grading, drainage and utilities.							
Component							
PA&ED		Caltrans					
PS&E		Caltrans					
Right of Way		Caltrans					
Construction		Caltrans					
Implementing Agency							
Legislative Districts							
Assembly:	80	Senate:	40	Congressional:	51		
Project Benefits							
1) Increased Safety for DHS/CHP personnel with the addition of the new POE and CVEF and its improved design and circulation for trucks to/from and through U.S. and Mexico inspections, enhance pedestrian safety within the POE facility.							
2) 58% increased average truck velocity (12 to 19 mph) SEE PAGE 2 FOR A CONTINUATION OF BENEFITS							
Purpose and Need							
The Siempre Viva Interchange will serve as the last southbound interchange point on SR 11 for passenger vehicles and trucks approaching the new OME POE. It will also serve as the first northbound interchange point for passenger vehicles entering the U.S., and for trucks exiting the CVEF. SEE PAGE 2 FOR A CONTINUATION OF PURPOSE AND NEED.							
Category		Outputs/Outcomes			Unit	Total	
State Highway Road Construction		New Interchanges			each	1	
State Highway Road Construction		Local road operational Improvements			each	1	
ADA Improvements No		Bike/Ped Improvements No			Reversible Lane analysis Yes		
Inc. Sustainable Communities Strategy Goals Yes		Reduces Greenhouse Gas Emissions Yes					
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase					05/30/2007		
Circulate Draft Environmental Document					Document Type	EIR	12/11/2010
Draft Project Report						12/11/2010	
End Environmental Phase (PA&ED Milestone)					04/01/2012	03/29/12	
Begin Design (PS&E) Phase					11/01/2011	08/16/18	
End Design Phase (Ready to List for Advertisement Milestone)					04/22/2018	04/15/19	
Begin Right of Way Phase					04/13/2015	07/01/18	
End Right of Way Phase (Right of Way Certification Milestone)					04/01/2018	04/12/19	
Begin Construction Phase (Contract Award Milestone)					07/30/2018	10/15/19	
End Construction Phase (Construction Contract Acceptance Milestone)					07/20/2020	06/01/21	
Begin Closeout Phase					07/20/2020	08/20/21	
End Closeout Phase (Closeout Report)					07/30/2021	10/23/23	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 06/04/18

Additional Information

DESCRIPTION Please note the Commerical Vehicle Enforcement Facility will not be constructed with this project.

PROJECT BENEFITS cont'd: 3) Increased throughput by the addition of the new border crossing. 4) 67% reduction in truck cross-border idle time from 80 to 30 minutes. 5) 38% truck traffic congestion reduction in 2015 (6,400 to 4,000 ADT at Otay Mesa POE) 40% truck congestion reduction in 2035 (11,500 to 6,900 ADT at Otay Mesa POE). 6) Improved freeway/arterial operations for truck trips would result in emission reductions.

Siempre Viva Interchange at State Route 11 and Commercial Vehicle Enforcement Facility site preparation - This component will complete the final piece of SR 11 roadway including construction of the interchange at Siempre Viva Road. This component also improves local traffic circulation by completing a needed interchange for the community. An estimated 4,000 vehicles daily will use the interchange, with 25 percent of that being truck traffic. Forecasts indicate that 1,300 trucks (700 northbound and 600 southbound) are expected to use the CVEF daily.

A total of 13,585 tons of total emissions will be reduced over 20 years.

PURPOSE AND NEED cont'd: The project will decrease border wait times and congestion by adding capacity to the regional border crossing infrastructure and creating a link between the U.S. highway system and the Mexico free and tollroad systems. This link will maintain the economic viability of goods movement through the California/Baja California region.

PROJECT MILESTONE: Begin Design (PS&E) Phase milestone is delayed one month as the phase cannot begin before allocation of funds in August of 2018.

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Fund No. 3:		Federal Disc. - Corridor Border Infrastructure (CBI)							Program Code	
		Existing Funding (\$1,000s)							20.XX.400.301	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)									Caltrans	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W	35,400							35,400		
CON										
TOTAL	35,400							35,400		
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										

Fund No. 4:		State SB1 TCEP - Trade Corridors Enhancement Account (TCEA) - <i>STATE SHARE</i>							Program Code	
		Existing Funding (\$1,000s)							20.XX.723.000	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)										
PS&E		4,810						4,810		
R/W SUP (CT)										
CON SUP (CT)			5,096					5,096		
R/W										
CON			27,212					27,212		
TOTAL		4,810	32,308					37,118		

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Complete this page for amendments only

Date: 06/04/18

District	County	Route	EA	Project ID	PPNO	Alt. ID
11	SD	11	05637	1117000087	0999E	

SECTION 1 - All Projects**Project Background**

This project is a child of Segment 2 of the SR-11/OME POE project. Segment 2B, Siempre Viva interchange and site preparation of the Commercial Vehicle Enforcement Facility (CVEF) constructs the new interchange at Siempre Viva Road and includes the site preparation (grading, utility placement and drainage) for the CVEF.

Programming Change Requested

It is proposed that Segment 2B (0999E) be split from Segment 2 (0999B) for the design and construction phases. Funds for these phases will be moved from Segment 2 to Segment 2B. Trade Corridor Enhancement Program (TCEP) funds replace the Local funds moved from the parent project as those funds are toll revenue which are backed by bonds that have not yet been realized. To facilitate delivery it was prudent to seek and replace the Local Funds with TCEP funds which are currently available.

Reason for Proposed Change

This project has been split into multiple segments to facilitate construction and to maximize funding opportunities. Originally segment 2 included roadway improvements from Enrico Fermi to the proposed POE and the Siempre Viva Interchange as well as the CVEF. The proposal is for segment 2B which includes only the Siempre Viva interchange and the CVEF site preparation. The remaining section of the roadway will be constructed under segment 2A which is not part of this application and it is partially funded by FASTLANE grant.

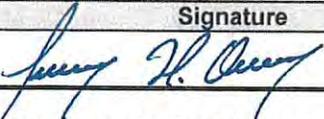
If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information**SECTION 2 - For SB1 Projects Only**

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date
Mario Orso		Trade Corridor Infrastructure Program, Corridor Director	6/28/18

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
PROJECT PROGRAMMING REQUEST
 DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date:	06/05/18	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID / prg.
11	05639	1117000151		0999F			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
SD	11	2.7	2.7	Caltrans			
				MPO		Element	
				SANDAG		CO	
Project Manager/Contact		Phone		E-mail Address			
Jacqueline Appleton-Deane		(619)688-3080		mario.orso@dot.ca.gov			
Project Title							
3- Otay Mesa East Port of Entry (OME/POE), Segment 3A							
Location (Project Limits), Description (Scope of Work)							
In San Diego County near San Diego, on Route 11 at 1.9 miles east of Sanyo Avenue undercrossing. Site preparation design for the OME/POE which includes grading, drainage and utilities.							
Component							
PA&ED		Caltrans					
PS&E		Caltrans					
Right of Way		Caltrans					
Construction		Caltrans					
Legislative Districts							
Assembly:	80	Senate:	40	Congressional:	51		
Project Benefits							
1) Increased Safety for DHS personnel with the addition of the new POE and its improved design and circulation for trucks to/from and through U.S. and Mexico inspections, enhance pedestrian safety within the POE facility.							
2) 58% increased average truck velocity (12 to 19 mph)							
3) Increased throughput by the addition of the new border crossing. SEE PAGE 2 FOR CONTINUATION OF PROJECT BENEFITS.							
Purpose and Need							
Site preparation for the OME POE is the penultimate critical phase before actual POE construction begins. Currently, commercial truck traffic at the existing Otay Mesa POE currently faces delays that can exceed four hours. SEE PAGE 2 FOR CONTINUATION OF PURPOSE AND NEED							
Category		Outputs/Outcomes			Unit	Total	
Port		Site Preparation for International Port of Entry			acres	100	
ADA Improvements No		Bike/Ped Improvements No			Reversible Lane analysis Yes		
Inc. Sustainable Communities Strategy Goals Yes					Reduces Greenhouse Gas Emissions No		
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase					05/30/2007		
Circulate Draft Environmental Document				Document Type	EIR	12/11/2010	
Draft Project Report						12/11/2010	
End Environmental Phase (PA&ED Milestone)						04/01/2012	
Begin Design (PS&E) Phase						11/01/2011	08/16/18
End Design Phase (Ready to List for Advertisement Milestone)						07/01/2013	04/15/19
Begin Right of Way Phase						11/01/2011	08/16/18
End Right of Way Phase (Right of Way Certification Milestone)						07/15/2013	04/07/19
Begin Construction Phase (Contract Award Milestone)						09/01/2013	10/20/19
End Construction Phase (Construction Contract Acceptance Milestone)						03/30/2016	10/20/20
Begin Closeout Phase						04/30/2016	12/03/20
End Closeout Phase (Closeout Report)						04/30/2018	10/23/22

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 06/05/18

Additional Information

DESCRIPTION cont'd:

Please note

the Port of Entry facility will not be constructed with this project.

PROJECT BENEFITS cont'd:

- 4) 67% reduction in truck cross-border idle time from 80 to 30 minutes.
- 5) 38% truck traffic congestion reduction in 2015 (6,400 to 4,000 ADT at Otay Mesa POE) 40% truck congestion reduction in 2035 (11,500 to 6,900 ADT to Otay Mesa POE)
- 6) Improved freeway/arterial operations for truck trips would result in emission reductions.

Otay Mesa East Port of Entry - Segment 3A: Complete site preparation, including constructing needed utilities, underground drainage structures, and preparing the site elevations for building construction. Component is a key milestone as the region moves toward POE construction. The OME POE will serve 700 trucks and 12,500 northbound passenger vehicles daily, rising to roughly 900 trucks and over 16,250 vehicles in year 20.

PURPOSE AND NEED cont'd:

Upon completion, State Route 11 leading to the Otay Mesa East Port of Entry (POE) project will provide fast, predictable, and secure crossings via tolled approach roads that connect directly to a new state-of-the-art POE serving both personal and commercial vehicles. The goal is to operate the new POE with an average 20-minute border wait time.

PROJECT MILESTONE: Begin Design (PS&E) Phase and Begin Right of Way Phase milestones are delayed one month as they cannot begin before allocation of funds in August of 2018.

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Fund No. 3:		Local Funds - TRANSNET (XSD)							Program Code	
		Existing Funding (\$1,000s)							20.10.400.100	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)									San Diego Association of Governm	
PS&E										
R/W SUP (CT)	273							273		
CON SUP (CT)										
R/W	6,215							6,215		
CON										
TOTAL	6,488							6,488		
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										

Fund No. 4:		Federal Disc. - Corridor Border Infrastructure (CBI)							Program Code	
		Existing Funding (\$1,000s)							20.XX.400.301	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)									Caltrans	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W	9,600							9,600		
CON										
TOTAL	9,600							9,600		
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										

Fund No. 5:		State SB1 TCEP - Trade Corridors Enhancement Account (TCEA) <i>STATE SHARE</i>							Program Code	
		Existing Funding (\$1,000s)							20.XX.723.000	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)										
PS&E		3,900						3,900		
R/W SUP (CT)			600					600		
CON SUP (CT)										
R/W			550					550		
CON										
TOTAL		3,900	1,150					5,050		

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Complete this page for amendments only

Date: 06/05/18

District	County	Route	EA	Project ID	PPNO	Alt. ID
11	SD	11	05639	1117000151	0999F	

SECTION 1 - All Projects

Project Background
 This project is a child of Segment 3 of the SR-11/OME POE project. Segment 3A prepares the site for the construction of the Port of Entry. Complete site preparation, including constructing needed utilities, underground drainage structures, and preparing the site elevations for building construction.

Programming Change Requested
 It is proposed that Segment 3A (0999F) be split from Segment 3 (0999C) for the design and construction phases. Funds for these phases will be moved from Segment 3 to Segment 3A.

Reason for Proposed Change
 This project has been split into segments to facilitate construction and to maximize funding opportunities. Originally, segment 3 included all the work for the POE. Site preparation (includes utilities, grading and drainage) proposed in this application will become Segment 3A.

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

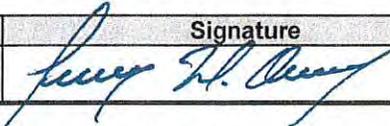
Other Significant Information

SECTION 2 - For SB1 Projects Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects

Approvals
 I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date
Mario Orso		Trade Corridor Improvement Program, Corridor Director	6/20/18

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
PROJECT PROGRAMMING REQUEST
 DTP-0001 (Revised Mar. 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N				Date:	05/30/18
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID / prg.
11	42750	1116000177	1241		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency	
SD				Caltrans	
IMP				MPO	Element
				SANDAG	CO
Project Manager/Contact		Phone		E-mail Address	
Mario Orso		(619)688-2561		mario.orso@dot.ca.gov	
Project Title					
4-Intelligent Transportation system Technology (Advanced Technology Corridors at Border Ports of Entry)					
Location (Project Limits), Description (Scope of Work)					
In San Diego County and Imperial County on various routes at various locations, install Intelligent Technology statewide Border Wait Time system, Implement a fiber optic cable network to facilitate an advanced traveler information and border wait time system connecting the entire San Diego and Imperial border network.					
Component					
		Implementing Agency			
PA&ED	Caltrans				
PS&E	Caltrans				
Right of Way	Caltrans				
Construction	Caltrans				
Legislative Districts					
Assembly:	78, 80, 71, 56	Senate:	36,40	Congressional:	51
Project Benefits					
The ITS project will deploy a critical portion of the underlying architecture, hardware, and software needed to support advanced traffic management technology on southbound lanes at LPOEs in San Diego and Imperial Counties. SEE PAGE 2 FOR CONTINUATION OF PROJECT BENEFITS.					
Purpose and Need					
The purpose of this project is to install fiber optic connectivity, an Intelligent Transportation System to determine and disseminate south bound border wait times at the California/Mexico ports of entry. While travellers have options for crossing the border, they do not have advanced information on border wait times to make informed decisions. SEE PAGE 2 FOR CONTINUATION OF PURPOSE AND NEED.					
Category		Outputs/Outcomes		Unit	Total
Intelligent Transportation System		Fiber Optic Installation		Miles	16
Intelligent Transportation System		Connecting Existing and new Field Elements into FO network		each	160
Intelligent Transportation System		SB Border Wait Time Systems at all CA/Mex POE's		each	6
ADA Improvements N		Bike/Ped Improvements N		Reversible Lane analysis	No
Inc. Sustainable Communities Strategy Goals		Yes		Reduces Greenhouse Gas Emissions Yes	
Project Milestone				Existing	Proposed
Project Study Report Approved					
Begin Environmental (PA&ED) Phase					01/28/18
Circulate Draft Environmental Document				Document Type	07/15/18
Draft Project Report					08/11/18
End Environmental Phase (PA&ED Milestone)					11/16/18
Begin Design (PS&E) Phase					01/15/19
End Design Phase (Ready to List for Advertisement Milestone)					02/15/20
Begin Right of Way Phase					01/15/19
End Right of Way Phase (Right of Way Certification Milestone)					02/01/20
Begin Construction Phase (Contract Award Milestone)					07/15/20
End Construction Phase (Construction Contract Acceptance Milestone)					05/20/22
Begin Closeout Phase					10/20/22
End Closeout Phase (Closeout Report)					01/23/24

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 05/30/18

Additional Information

DESCRIPTION: Install Intelligent Technology Statewide Border Wait Time System to include:

- Install fiber optic line on I-5 from San Ysidro Port of Entry (POE) to I-15 interchange
- Install fiber optic line on I-805 from San Ysidro POE to SR-905 interchange
- Install fiber optic line on SR-905 from I-5 to the existing Otay Mesa POE
- Connect existing ITS elements to existing fiber optic line from I-5/I-15 interchange
- Install readers for the border wait time system at various locations on I-5, SR-805, SR-905, SR-186, SR-111, SR-7 and SR-188
- Develop back office system (software updates, algorithms and applications to disseminate information)
- Install air monitors in Otay Mesa consistent with the Sustainable Freight Action Plan Pilot
- Install cellular modems at SR-186, SR-111, SR-188 and SR-7

PROJECT BENEFITS cont'd: This will serve as a blueprint for building a regional border management system designed to coordinate traffic management between the existing California Department of Transportation (Caltrans) Transportation Management Center (TMC) and a new Tijuana/Mexico Regional TMC, and ultimately, the SANDAG Regional Border management System (SD County only). The ITS System will be capable of determining and disseminating south bound border wait times at the California/Mexico ports of entry. This project is part of the California Sustainable Freight Action Plan as a pilot project.

Intelligent Transportation System Technology (one of three statewide California Sustainable Freight Action Plan pilot projects called the Advanced Technology Corridors at Border Ports of Entry Pilot Project):

Implement a fiber optic cable network to facilitate an advanced traveler information and border wait time system connecting the entire San Diego and Imperial border network. Caltrans District 11 is currently conducting a Border Wait Time Pilot that is already providing border wait times for southbound traffic at the San Ysidro POE. This information is broadcast on the Caltrans website. Implementation of the complete fiber optic network and other technological improvements will provide more accurate and timely traveler information pertaining to conditions at all POEs in the Border Region. This component also includes 15 air quality monitors at the Otay Mesa and OME POEs, expanding Casa Familiar's study, a non-profit group, currently tracking air emissions at the San Ysidro POE. The component is expected to serve almost 180,000 vehicle trips in the first year, rising to 230,000 in year 20.

A total of 24,220 tons of all emissions will be reduced over 20 years.

PURPOSE AND NEED cont'd: The Fiber optic network will provide the basic communication infrastructure between the ITS elements and the Transportation Management Center. The border wait times system will provide advanced traveler information for the traveling public to make informed decisions as to when and where to cross the border.

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 05/30/18

District	County	Route	EA	Project ID	PPNO	Alt. ID
11	SD, IMP,		42750	1116000177	1241	
Project Title: 4-Intelligent Transportation system Technology (Advanced Technology Corridors at Border Ports of Entry)						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									Caltrans
PS&E									Caltrans
R/W SUP (CT)									Caltrans
CON SUP (CT)									Caltrans
R/W									Caltrans
CON									Caltrans
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	818							818	
PS&E		4,038						4,038	
R/W SUP (CT)		62						62	
CON SUP (CT)			1,534	4,404				5,938	
R/W				375				375	
CON			8,118	19,827				27,945	
TOTAL	818	4,100	9,652	24,606				39,176	

Fund No. 1:	State SB1 TCEP - Trade Corridors Enhancement Account (TCEA) <i>State/State</i>								Program Code
Existing Funding (\$1,000s)									20.XX.723.100
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E		2,317						2,317	
R/W SUP (CT)									
CON SUP (CT)			1,534					1,534	
R/W									
CON			8,118					8,118	
TOTAL		2,317	9,652					11,969	

Fund No. 2:	SHOPP - Mobility								Program Code
Existing Funding (\$1,000s)									20.XX.201.315
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	818							818	SHOPP EA 42750, PPNO 1241. Reprogramming the Construction and R/W Capital funds to the 19/20 year will be requested.
PS&E		1,721						1,721	
R/W SUP (CT)		62						62	
CON SUP (CT)				4,404				4,404	
R/W				375				375	
CON				19,827				19,827	
TOTAL	818	1,783		24,606				27,207	

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

BASELINE AGREEMENT

Date: 07/05/18 07:54:23 AM

District	EA	Project ID	PPNO	Project Manager	
11	42750	1116000177	1241	SALAZAR, ISMAEL	
County	Route	Begin Postmile	End Postmile	Implementing Agency	
SD	VAR			PA&ED	Caltrans
IMP	VAR			PS&E	Caltrans
				Right of Way	Caltrans
				Construction	Caltrans

Project Nickname

Intelligent Transportation system Technology

Location/Description

In San Diego County and Imperial County on various routes at various locations. Implement a fiber optic cable network to facilitate an advanced traveler information and border wait time system.

Legislative Districts

Assembly:	78, 80	Senate:	39, 40	Congressional:	49, 51, 52, 53, 50
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PERFORMANCE MEASURES

Primary Asset	New	Fair to Good	Poor to Good	Total	Unit
Transportation Management System	6			6	Each

Project Milestone

Project Milestone	Actual	Planned
Project Approval and Environmental Document Milestone		11/16/18
Right of Way Certification Milestone		01/31/20
Ready to List for Advertisement Milestone		02/15/20
Begin Construction Milestone (Approve Contract)		06/14/20

FUNDING

Component	Fiscal Year	Other State	State SB1 TCEP	Total
PA&ED	17/18	817		817
PS&E	18/19	1,721	2,317	4,038
RW Support	18/19	62		62
Const Support	19/20	4,404	1,534	5,938
RW Capital	19/20	375		375
Const Capital	19/20	19,827	8,118	27,945
Total		27,206	11,969	39,175

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
PROJECT PROGRAMMING REQUEST
DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date:	05/30/18	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID / prg.
11	08028	1117000085		1258	6120003		145.1 TCRP
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
IMP	98	32.1	32.5	Caltrans			
				MPO	Element		
				SCAG	CO		
Project Manager/Contact		Phone		E-mail Address			
Kazim Mamdani		(619)718-7840		kazim.mamdani@dot.ca.gov			
Project Title							
5-State Route 98 Improvements							
Location (Project Limits), Description (Scope of Work)							
In Imperial County in Calexico from Ollie Avenue to Rockwood Avenue. Widening Route 98 from 4 lanes to 6 lanes. The purpose of this project is to improve traffic operations, provide congestion relief and improve traffic flow, enhance bicycle safety and pedestrian access and improve drainage along this section of SR-98.							
Component		Implementing Agency					
PA&ED		Caltrans					
PS&E		Caltrans					
Right of Way		Caltrans					
Construction		Caltrans					
Legislative Districts							
Assembly:	56	Senate:	40	Congressional:	51		
Project Benefits							
The project proposes to improve traffic operations with 3 signalized intersections, drainage improvements, adding sidewalks with ADA access and a Class II bike lane along with additional capacity to accommodate the traffic that will be generated once the new Calexico West Border crossing is completed in 2018/2019. SEE PAGE 2 FOR CONTINUATION OF PROJECT BENEFITS.							
Purpose and Need							
The purpose of this project is to improve traffic operations, provide congestion relief in order to improve traffic flow, enhance bicycle safety and pedestrian access, and improve drainage along this section of SR98. This project is needed to accommodate the additional traffic that will be generated once the new Calexico West Border crossing is complete in May 2018.							
Category		Outputs/Outcomes			Unit	Total	
State Highway Road Construction		Operational Improvements			Miles	0.8	
State Highway Road Construction		Intersections Modified			each	3	
State Highway Road Construction		Bicycle lane/ sidewalk miles			Miles	0.8	
State Highway Road Construction		Curb Ramps			each	22	
ADA Improvements Yes		Bike/Ped Improvements Yes			Reversible Lane analysis	Yes	
Inc. Sustainable Communities Strategy Goals		Yes			Reduces Greenhouse Gas Emissions Yes		
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase							
Circulate Draft Environmental Document					Document Type		
Draft Project Report							
End Environmental Phase (PA&ED Milestone)					02/18/2009		
Begin Design (PS&E) Phase					07/12/2017	09/29/17	
End Design Phase (Ready to List for Advertisement Milestone)					09/02/2019	08/30/19	
Begin Right of Way Phase					12/18/2017	10/13/17	
End Right of Way Phase (Right of Way Certification Milestone)					08/02/2019	07/30/19	
Begin Construction Phase (Contract Award Milestone)					02/15/2020	02/13/20	
End Construction Phase (Construction Contract Acceptance Milestone)					02/28/2024	05/10/22	
Begin Closeout Phase					02/28/2024	11/15/22	
End Closeout Phase (Closeout Report)					11/30/2024	11/01/24	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 05/30/18

Additional Information

PROJECT BENEFITS cont'd: The SR-98 widening and expansion project will provide improved access to the commercial trucking facilities that are located in the Downtown Calexico area, and help to reduce conflicts between large commercial vehicles, autos, pedestrians and bicyclists.

State Route 98 Improvements: Widening from four to six lanes on SR-98 from Ollie Avenue to Rockwood Avenue, including associated sidewalks, Class II bike lanes, and curb ramps. This component will provide improved access to the commercial trucking facilities that are located in the Downtown Calexico area, and help to reduce conflicts between large commercial vehicles, autos, pedestrians and bicyclists. The improvements will complement the Calexico East POE expansion by enhancing the region's roadway network to handle the increase in freight traffic. This section of SR-98 serves roughly 29,000 vehicles daily, and is expected to increase to almost 40,000 in 2035.

A total of 38,265 tons of emission will be reduced over 20 years for vehicles only. Truck emissions could not be projected for Calexico East POE but there is an expected savings of 150 million vehicle hours of idling over 20 years.

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From

Subject

Received Size

Categories

Edmonds, Sar RE: California-Mexico Border System Network Improvements Project Baseli ##### 48 KB

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 05/30/18

District	County	Route	EA	Project ID	PPNO	Alt. ID
11	IMP, ,	98, ,	08028	1117000085	1258	145.1
Project Title: 5-State Route 98 Improvements						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)		169						169	Caltrans
PS&E	1,000		650					1,650	Caltrans
R/W SUP (CT)	1,000							1,000	Caltrans
CON SUP (CT)					661			661	Caltrans
R/W	1,000							1,000	Caltrans
CON			5,000		2,141			7,141	Caltrans
TOTAL	3,000	169	5,650		2,802			11,621	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)		169						169	
PS&E	1,000		650					1,650	
R/W SUP (CT)	1,000							1,000	
CON SUP (CT)					661			661	
R/W	1,000							1,000	
CON			5,000		2,141			7,141	
TOTAL	3,000	169	5,650		2,802			11,621	

Fund No. 1:	TCRP (Committed) - Traffic Congestion Relief Fund (TCRF)								Program Code
Existing Funding (\$1,000s)									20.XX.710.870
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E	1,000							1,000	\$1000 PSE voted 06/28/17
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,000							1,000	

Proposed Funding (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E	1,000							1,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,000							1,000	

Fund No. 2:	Demo - Demonstration-Pre ISTE A (DEMO)								Program Code
Existing Funding (\$1,000s)									20.xx.010.680
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									ICTC
PS&E									
R/W SUP (CT)	1,000							1,000	
CON SUP (CT)									
R/W	1,000							1,000	
CON			1,630					1,630	
TOTAL	2,000		1,630					3,630	

Proposed Funding (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)	1,000							1,000	
CON SUP (CT)									
R/W	1,000							1,000	
CON			1,630					1,630	
TOTAL	2,000		1,630					3,630	

Fund No. 3:		SHOPP							Program Code	
Existing Funding (\$1,000s)									SHOPP	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)		169						169		
PS&E			650					650		
R/W SUP (CT)										
CON SUP (CT)					661			661		
R/W										
CON					2,141			2,141		
TOTAL		169	650		2,802			3,621		
Proposed Funding (\$1,000s)										Notes
E&P (PA&ED)		169						169	SHOPP EA 42780, PPNO 1240. Reprogramming the SHOPP funds to 19/20 year in the Construction phases will be requested.	
PS&E			650					650		
R/W SUP (CT)										
CON SUP (CT)					661			661		
R/W										
CON					2,141			2,141		
TOTAL		169	650		2,802			3,621		

Fund No. 4:		State SB1 TCEP - Trade Corridors Enhancement Account (TCEA) <i>StateShare</i>							Program Code	
Existing Funding (\$1,000s)									20.XX.723.100	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON			3,370					3,370		
TOTAL			3,370					3,370		
Proposed Funding (\$1,000s)										Notes
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON			3,370					3,370		
TOTAL			3,370					3,370		

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Complete this page for amendments only

Date: 05/30/18

District	County	Route	EA	Project ID	PPNO	Alt. ID
11	IMP	98	08028	1117000085	1258	145.1

SECTION 1 - All Projects

Project Background
Programming Change Requested
Reason for Proposed Change
If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded
Other Significant Information

SECTION 2 - For SB1 Projects Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date
Joseph Hull		Deputy District Director Program Project Management	

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
PROJECT PROGRAMMING REQUEST
DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date:	06/06/18
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID / prg.	
11	43050	1118000265	1335			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
IMP	7	0.0	0.0	Imperial County Transportation Commission		
				MPO	Element	
				SCAG	LA	
Project Manager/Contact		Phone		E-mail Address		
Mario Orso		(619)688-2561		mario.orso@dot.ca.gov		
Project Title						
6-Calexico East Port of Entry Truck Crossing Improvement						
Location (Project Limits), Description (Scope of Work)						
In Imperial County, near the city of Calexico, 0.7 mile south of Route 7 near the U.S./Mexico Border, at the Calexico East Port of Entry Truck Crossing and California Commercial Vehicle Enforcement Facility - Widen bridge over the All American Canal allowing for the expansion of the Calexico East Port of Entry, including the increase in the number of commercial vehicle inspection lanes.						
Component						
		Implementing Agency				
PA&ED	Caltrans					
PS&E	Caltrans					
Right of Way	Caltrans					
Construction	Caltrans					
Legislative Districts						
Assembly:	56	Senate:	40	Congressional:	51	
Project Benefits						
By widening the All American Canal Bridge and adding capacity at Calexico East POE, the proposed improvements will benefit the region by allowing commercial freight to enter and exit the POE more efficiently reducing wait times and air pollution and enhancing international trade and economic competitiveness.						
Purpose and Need						
The project would widen the bridge over the All American Canal by adding four more lanes to increase travel and freight capacity at the Calexico East Port of Entry (POE) and to address bottlenecks that hinder economic competitiveness. The project will also improve border delays that reach up to three hours during peak periods and significantly reduce emissions from idling vehicles.						
Category		Outputs/Outcomes		Unit	Total	
State Highway Road Construction		Modified/Reconstructed bridge(s)		Each	1	
ADA Improvements Yes		Bike/Ped Improvements Yes		Reversible Lane analysis Yes		
inc. Sustainable Communities Strategy Goals Yes				Reduces Greenhouse Gas Emissions Yes		
Project Milestone				Existing	Proposed	
Project Study Report Approved						
Begin Environmental (PA&ED) Phase					08/16/18	
Circulate Draft Environmental Document			Document Type		03/15/19	
Draft Project Report					04/15/19	
End Environmental Phase (PA&ED Milestone)					06/01/19	
Begin Design (PS&E) Phase					01/02/19	
End Design Phase (Ready to List for Advertisement Milestone)					01/10/20	
Begin Right of Way Phase					06/01/18	
End Right of Way Phase (Right of Way Certification Milestone)					07/02/20	
Begin Construction Phase (Contract Award Milestone)					07/05/20	
End Construction Phase (Construction Contract Acceptance Milestone)					11/05/21	
Begin Closeout Phase					11/10/21	
End Closeout Phase (Closeout Report)					10/11/23	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 06/06/18

Additional Information

DESCRIPTION cont'd: work includes adding two lanes, providing an 8 foot shoulder with new barriers and installing security fence in each direction.

BENEFITS cont'd: Calexico East Port of Entry Truck Crossing Improvement: This Project Approval and Environmental Document (PAED) component will assess widening the bridge over the All-American Canal, allowing for the expansion of the Calexico East Port of Entry and increasing the commercial vehicle inspection lanes by more than double. This component will address current bottlenecks that hinder economic competitiveness, and will also work to improve border delays and significantly reduce emissions from idling vehicles. The Calexico East POE serves roughly 23,500 vehicles daily, northbound and southbound, just over ten percent of which are trucks.

A total of 35 tons of all emissions will be reduced over 20 years.

PROJECT MILESTONE: Begin Environmental (PA&ED) Phase milestone is delayed one month as the phase cannot begin before allocation of funds occurs in August of 2018.

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 06/06/18

District	County	Route	EA	Project ID	PPNO	Alt. ID
11	IMP,	7,	43050	1118000265	1335	
Project Title: 6-Calexico East Port of Entry Truck Crossing Improvement						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									Caltrans
PS&E									Caltrans
R/W SUP (CT)									Caltrans
CON SUP (CT)									Caltrans
R/W									Caltrans
CON									Caltrans
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)		3,000						3,000	
PS&E			3,355					3,355	
R/W SUP (CT)									
CON SUP (CT)					2,517			2,517	
R/W									
CON					20,972			20,972	
TOTAL		3,000	3,355		23,489			29,844	

Fund No. 1:	State SB1 TCEP - Trade Corridors Enhancement Account (TCEA) <i>Statewide</i>								Program Code
Existing Funding (\$1,000s)									20.XX.723.100
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)		3,000						3,000	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		3,000						3,000	

Fund No. 2:	Future Need - Future Funds (NO-FUND)								Program Code
Existing Funding (\$1,000s)									FUTURE
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E			3,355					3,355	
R/W SUP (CT)									
CON SUP (CT)					2,517			2,517	
R/W									
CON					20,972			20,972	
TOTAL			3,355		23,489			26,844	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Complete this page for amendments only

Date: 06/06/18

District	County	Route	EA	Project ID	PPNO	Alt. ID
11	IMP	7	43050	1118000265	1335	

SECTION 1 - All Projects

Project Background

Programming Change Requested

Reason for Proposed Change

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information

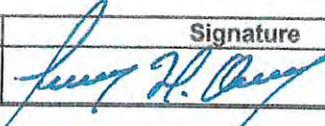
SECTION 2 - For SB1 Projects Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date
Mario Orso		Trade Corridor Infrastructure Program, Corridor Director	6/28/18

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT
San Diego North Coast Corridor: Build NCC Phase 1 Project

Resolution _____

(will be completed by CTC)

1. FUNDING PROGRAM

- Active Transportation Program
- Local Partnership Program (Competitive)
- Solutions for Congested Corridors Program
- State Highway Operation and Protection Program
- Trade Corridor Enhancement Program

2. PARTIES AND DATE

2.1 This Project Baseline Agreement (Agreement) for the *San Diego North Coast Corridor: Build NCC Phase 1 Project*, effective on, _____ (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, *Caltrans D-11, the San Diego Assn. of Gov. (SANDAG)*, and the Implementing Agency, *Caltrans D-11*, sometimes collectively referred to as the "Parties".

3. RECITAL

- 3.2 Whereas at its May 2018 and August 2017 meeting the Commission approved the Solutions for Congested Corridors Program, State Highway Operation and Protection Program, and included in this program of projects the *San Diego North Coast Corridor: Build NCC Phase 1 Project*, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A and the Project Report attached hereto as Exhibit B, as the baseline for project monitoring by the Commission.
- 3.3 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

- 4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.
- 4.2 To adhere, as applicable, to the provisions of the Commission:
 - Resolution *Insert Number*, "Adoption of Program of Projects for the Active Transportation Program", dated _____
 - Resolution *Insert Number*, "Adoption of Program of Projects for the Local Partnership Program", dated _____
 - Resolution SCCP-P-1718-01, "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated _____
 - Resolution 16H-017, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated _____
 - Resolution *Insert Number*, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated _____

- 4.3 All signatories agree to adhere to the Commission's Solutions for Congested Corridors Program, State Highway Operation and Protection Program, Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.
- 4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.
- 4.5 The Caltrans D-11 and SANDAG agrees to secure funds for any additional costs of the project.
- 4.6 The Caltrans D-11 agrees to report to Caltrans on a quarterly basis; after July 2019, reports will be on a semi-annual basis on the progress made toward the implementation of the project, including scope, cost, schedule, outcomes, and anticipated benefits.
- 4.7 Caltrans agrees to prepare program progress reports on a quarterly basis; after July 2019, reports will be on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.
- 4.8 The Caltrans D-11 agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.9 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits during the course of the project, and retain those records for four years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 4.10 The Transportation Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for four years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

5.1 Project Schedule and Cost

See Project Programming Request Form, attached as Exhibit A.

5.2 Project Scope

See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.

5.3 Other Project Specific Provisions and Conditions

Attachments:

Exhibit A: Project Programming Request Form

Exhibit B: Project Report

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

San Diego North Coast Corridor: Build NCC Phase 1 Project

Resolution _____

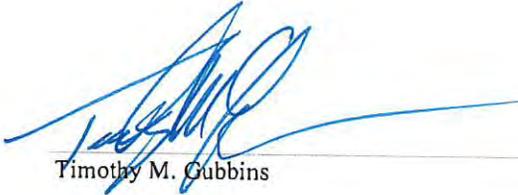


Kim Kawada, Chief Deputy Executive Director, SANDAG

6-22-2018

Date

Project Applicant



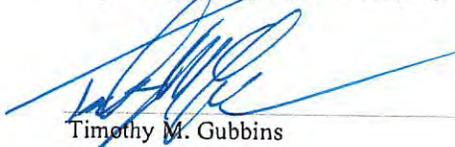
Timothy M. Gubbins

6/26/18

Date

Interim District 11 Director, California Department of Transportation

Project Applicant/Implementing Agency



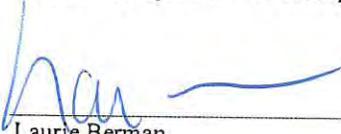
Timothy M. Gubbins

6/26/18

Date

Interim District 11 Director

California Department of Transportation



Laurie Berman

7-23-18

Date

Director

California Department of Transportation

Susan Bransen

Date

Executive Director

California Transportation Commission

Amendment (Existing Project) Y/N					Date:	6/27/18		
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID / prg.			
11	2T218	1116000174	0615F	cal09				
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency				
SD	5	38.4	47.3	Caltrans				
				MPO	Element			
				SANDAG	CO			
Project Manager/Contact		Phone		E-mail Address				
Arturo Jacobo		(619)688-6816		arturo.jacobo@dot.ca.gov				
Project Title								
I-5 North Coast Corridor HOV Extension - Phase 1 - Encinitas HOV								
Location (Project Limits), Description (Scope of Work)								
In the cities of Encinitas and Carlsbad from Manchester Avenue to Palomar Airport Road. Construct one High Occupancy Vehicle (HOV) lane in each direction; construct multi-use facility at Manchester; construct bike paths. (CMGC)								
Component		Implementing Agency						
PA&ED		Caltrans						
PS&E		Caltrans						
Right of Way		Caltrans						
Construction		Caltrans						
Legislative Districts								
Assembly:	76	Senate:	36	Congressional:	49			
Project Benefits								
Relieve traffic congestion, provides alternative modes of transportation.								
Purpose and Need								
Maintain or improve the existing and future traffic operations in the I-5 north coast corridor and to provide for the safe, efficient and reliable regional movement of people and goods. The PA&ED project milestone is for the I-5 North Coast Corridor parent programmed under PPNO 0615.								
Category		Outputs/Outcomes			Unit	Total		
State Highway Road Construction		HOV/HOT lane-mile(s) constructed			Miles	17.8		
		Pedestrian/Bicycle facilities miles constructed			Miles	8.9		
		Auxiliary lane miles constructed			Miles	0.6		
		Operational improvements			each	13		
ADA Improvements	Y	Bike/Ped Improvements	Y	Reversible Lane analysis	N			
Inc. Sustainable Communities Strategy Goals		Y	Reduces Greenhouse Gas Emissions					Y
Project Milestone					Existing	Proposed		
Project Study Report Approved								
Begin Environmental (PA&ED) Phase					03/01/2001	03/01/01		
Circulate Draft Environmental Document			Document Type	EIS	06/28/2010	06/28/10		
Draft Project Report					02/23/2009	02/23/09		
End Environmental Phase (PA&ED Milestone)					08/30/2014	08/30/14		
Begin Design (PS&E) Phase					12/01/2009	12/01/09		
End Design Phase (Ready to List for Advertisement Milestone)					06/30/2018	06/30/18		
Begin Right of Way Phase					08/30/2013	08/30/18		
End Right of Way Phase (Right of Way Certification Milestone)					06/30/2018	06/30/18		
Begin Construction Phase (Contract Award Milestone)					09/15/2018	10/31/18		
End Construction Phase (Construction Contract Acceptance Milestone)					10/01/2021	09/01/22		
Begin Closeout Phase					04/01/2022	02/01/23		
End Closeout Phase (Closeout Report)					10/01/2023	08/01/24		

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 6/27/18

Additional Information

PPNO 0615C was created for Phase 1 of the I-5 North Coast Corridor CMGC projects. Construction packages have since split from 0615C. This PPR is the split of the next construction package, Encinitas HOV segment (0615F).

This PPR is for CONSTRUCTION FUNDING only. Design and ROW funds continue to be identified under PPNO 0615C. The scope of work includes construction of HOV lanes from Manchester Ave. to Palomar Airport Road, bike paths, and a multi-use facility funded via STIP and SB1-CC. It also includes ITS elements (funded via SHOPP PPNO 1281), and culvert rehab (funded via SHOPP PPNO 1192). This makes up the full scope of work included in the next I-5 North Coast Corridor CMGC construction package.

PROJECT ELEMENTS AND RELATED BENEFITS

26 Lane-Miles of Managed Lanes, 8.2 of those lane miles are on 0615G, 3 Auxiliary Lanes, 2 of which will be constructed in 0615G, Expansion of Regional TDM Plan

- Reduction in delay = 3048 reduction in vehicle hours of delay (VHD) per day; when comparing 2040 Build vs 2040 No-build.

- Improved reliability = Northbound 7.1 minute/vehicle reduction (improvement) in avg. daily travel time for HOV trips; Southbound 11.3 minute/vehicle reduction (improvement) in avg. daily travel time for HOV trips.

- Improvement in people throughput = 40,066 persons per day improvement in people throughput; when comparing 2040 Build vs 2040 No-build.

- Reduced VMT/Congestion relief = 145,231 reduction in general purpose lane VMT; when comparing 2040 Build vs 2040 No-build

20 Smart Signal Upgrades, 7 of which will be constructed on 0615G

- Improved integration with local streets and less congestion

8.9 Miles of Bike/Ped Facilities

- Removal of bike/pedestrian gaps across and along the corridor
- Completion of route connecting San Elijo and Batiquitos
- Lagoons, the San Elijo Lagoon Nature Center, and a local park
- Improved access to COASTER commuter rail stations

Manchester Ave Multi-Use Facility with 151 Parking space for

- New park-and-ride option for I-5 carpool and vanpool riders
- Improved accessibility to San Elijo Lagoon and Nature Center
- New parking for recreational trails and coastal resources

10 Electric Vehicle (EV) charging stations with capabilities to expand

Environmental Enhancements

- Improved water quality reaching sensitive lagoons an increase from 5% of the pavement treated up to 34% treated.

GHG numbers are for both the full build out of the I-5 corridor.

Estimating that these two segments, PPNO 0615F and PPNO 0615G, would construct approximately one-quarter of the lane-miles of managed lanes proposed for the larger NCC Program, approximately one-quarter of the emissions savings between the 2040 Build and No-Build scenarios was allocated to the Project. The results, found:

- All pollutants and GHGs associated with vehicle emissions are shown to decrease when comparing the 2040 Build and No-Build scenarios.
- Notably, carbon dioxide (CO₂)—the primary compound that causes GHG effects—is shown to reduce by over 31 tons annually.

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 6/27/18

District	County	Route	EA	Project ID	PPNO	Alt. ID
11	SD, ,	5, ,	2T218	1116000174	0615F	
Project Title: I-5 North Coast Corridor HOV Extension - Phase 1 - Encinitas HOV						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	
E&P (PA&ED)									Caltrans
PS&E									Caltrans
R/W SUP (CT)									Caltrans
CON SUP (CT)	2,675	40,000	9,995					52,670	Caltrans
R/W									Caltrans
CON	9,360	155,000	83,699					248,059	Caltrans
TOTAL	12,035	195,000	93,694					300,729	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)	2,675	32,000	9,995					44,670	
R/W									
CON	9,360	163,000	83,699					256,059	
TOTAL	12,035	195,000	93,694					300,729	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									San Diego Association of Governm
PS&E									
R/W SUP (CT)									
CON SUP (CT)			7,000					7,000	
R/W									
CON			64,078					64,078	
TOTAL			71,078					71,078	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Requesting an advanced allocation to the 18/19 year.
PS&E									
R/W SUP (CT)									
CON SUP (CT)			7,000					7,000	
R/W									
CON			64,078					64,078	
TOTAL			71,078					71,078	

Fund No. 2:	Other State - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									SHOPP
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)			2,995					2,995	
R/W									
CON			19,621					19,621	
TOTAL			22,616					22,616	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									From PPNO 1281 (ITS elements) currently programmed in FY 20.
PS&E									Requesting an advanced allocation to the 18/19 year.
R/W SUP (CT)									
CON SUP (CT)			2,995					2,995	
R/W									
CON			19,621					19,621	
TOTAL			22,616					22,616	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Complete this page for amendments only

Date: 6/27/18

District	County	Route	EA	Project ID	PPNO	Alt. ID
11	SD	5	2T218	1116000174	0615F	

SECTION 1 - All Projects**Project Background**

The project is a component of the larger I-5 North Coast Corridor parent project (PPNO 0615) which environmentally cleared the 27-mile corridor in August of 2014. The project was combined into 0615C to cover the complete scope of Phase 1 managed under the CMGC procurement method. Each CMGC construction package is split out from the parent 0615C. The first construction component, 0615E was split in March 2016.

Programming Change Requested

Construction split from 0615C as part of I-5 CMGC Contract. Combine PPNO 1281 (ITS Elements), currently programmed with SHOPP in FY 20. Combine PPNO 1192 (Culverts), currently programmed with SHOPP in FY 17/18 with PPNO 0615F. \$8M of programmed SB1-CC funds moved from Construction Support to Construction Capital.

Reason for Proposed Change

To document the construction split from 0615C for a second I-5 CMGC project. With the design complete, combination of three PPNOs and efficiencies of CMGC delivery method, a new project estimate had been generated that requires the shifting of construction support funding into construction capital.

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

No Delay

Other Significant Information

The segment is 100% designed and ready to begin construction in fall 2018 utilizing CMGC procurement and is requesting funding under SB1-CC.

SECTION 2 - For SB1 Projects Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

(202)

General Instructions

Amendment (Existing Project) Y/N						Date:	6/27/18
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID / prg.		
11	2T212	1114000060	0615G				
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
SD	5	47	51.3	Caltrans			
				MPO	Element		
				SANDAG	CO		
Project Manager/Contact		Phone		E-mail Address			
Arturo Jacobo		(619)688-6816		arturo.jacobo@dot.ca.gov			
Project Title							
I-5 North Coast Corridor HOV Extension - Phase 1 - Carlsbad HOV							
Location (Project Limits), Description (Scope of Work)							
In the city of Carlsbad from Palomar Airport Road to SR-78. Construct one High Occupancy Vehicle (HOV) lane in each direction and construct bike paths. (CMGC)							
Component							
PA&ED		Caltrans					
PS&E		Caltrans					
Right of Way		Caltrans					
Construction		Caltrans					
Legislative Districts							
Assembly:	76	Senate:	36	Congressional:	49		
Project Benefits							
Relieve traffic congestion, provides alternative modes of transportation.							
Purpose and Need							
Maintain or improve the existing and future traffic operations in the I-5 north coast corridor and to provide for the safe, efficient and reliable regional movement of people and goods. The PA&ED project milestone is for the I-5 North Coast Corridor parent programmed under PPNO 0615.							
Category		Outputs/Outcomes			Unit	Total	
State Highway Road Construction		HOV/HOT lane-miles constructed			Miles	8.2	
		Operational Improvements			each	7	
		Pedestrian/Bicycle Facilities miles constructed			each	1.3	
		Auxiliary Lane miles constructed			Miles	2.37	
ADA Improvements	Yes	Bike/Ped Improvements	Yes	Reversible Lane analysis	N		
Inc. Sustainable Communities Strategy Goals	Yes	Reduces Greenhouse Gas Emissions	Yes				
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase					03/01/2001	03/01/2001	
Circulate Draft Environmental Document			Document Type	EIS	06/28/2010	06/28/2010	
Draft Project Report					02/23/2009	02/23/2009	
End Environmental Phase (PA&ED Milestone)					08/30/2014	08/30/2014	
Begin Design (PS&E) Phase					12/01/2019	12/1/2009	
End Design Phase (Ready to List for Advertisement Milestone)					07/15/2019	7/15/2019	
Begin Right of Way Phase					08/30/2013	08/30/2013	
End Right of Way Phase (Right of Way Certification Milestone)					07/15/2019	7/15/2019	
Begin Construction Phase (Contract Award Milestone)					09/15/2020	9/15/2020	
End Construction Phase (Construction Contract Acceptance Milestone)					10/01/2022	10/1/2022	
Begin Closeout Phase					04/01/2023	4/1/2023	
End Closeout Phase (Closeout Report)					10/01/2024	10/1/2024	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 6/27/18

Additional Information

PPNO 0615 is the parent project that environmentally cleared the I-5 North Coast Corridor 27-mile program.

PPNO 0615G was created for Phase 1 of the I-5 NCC, HOV lanes from Lomas Santa Fe Dr. to SR-78, and is one of the 6 CMGC pilot projects. Construction projects have since split from 0615C. This PPR is the split of the Carlsbad HOV segment.

This PPR is for CONSTRUCTION FUNDING only. Design and ROW funds are identified under PPNO 0615C. Scope for this PPNO includes construction of one High Occupancy Vehicle (HOV) lane in each direction, bike paths.

PROJECT ELEMENTS AND RELATED BENEFITS

26 Lane-Miles of Managed Lanes, 17.8 of those lane miles are on 0615F, 3 Auxiliary Lanes, 1 of which will be constructed in 0615F, Expansion of Regional TDM Plan

- Reduction in delay = 3048 reduction in vehicle hours of delay (VHD) per day; when comparing 2040 Build vs 2040 No-build.
- Improved reliability = Northbound 7.1 minute/vehicle reduction (improvement) in avg. daily travel time for HOV trips; Southbound 11.3 minute/vehicle reduction (improvement) in avg. daily travel time for HOV trips.
- Improvement in people throughput = 40,066 persons per day improvement in people throughput; when comparing 2040 Build vs 2040 No-build.
- Reduced VMT/Congestion relief = 145,231 reduction in general purpose lane VMT; when comparing 2040 Build vs 2040 No-build

20 Smart Signal Upgrades, 13 of which will be constructed on 0615F

- Improved integration with local streets and less congestion

1.3 Miles of Bike/Ped Facilities

- Removal of bike/pedestrian gaps across and along the corridor
- Improved access to COASTER commuter rail stations

Environmental Enhancements

- Improved water quality reaching sensitive lagoons, increasing treatment area from 4% to 11% treated.

GHG numbers are for both the full build out of the I-5 corridor.

Estimating that these two segments, PPNO 0615F and PPNO 0615G, would construct approximately one-quarter of the lane-miles of managed lanes proposed for the larger NCC Program, approximately one-quarter of the emissions savings between the 2040 Build and No-Build scenarios was allocated to the Project. The results, found:

- All pollutants and GHGs associated with vehicle emissions are shown to decrease when comparing the 2040 Build and No-Build scenarios.
- Notably, carbon dioxide (CO₂)—the primary compound that causes GHG effects—is shown to reduce by over 31 tons annually.

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 6/27/18

District	County	Route	EA	Project ID	PPNO	Alt. ID
11	SD, ,	5, ,	2T212	1114000060	0615G	
Project Title: I-5 North Coast Corridor HOV Extension - Phase 1 - Carlsbad HOV						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	
E&P (PA&ED)									Caltrans
PS&E									Caltrans
R/W SUP (CT)									Caltrans
CON SUP (CT)						19,194		19,194	Caltrans
R/W									Caltrans
CON						89,969		89,969	Caltrans
TOTAL						109,163		109,163	Caltrans
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)						19,194		19,194	
R/W									
CON						89,969		89,969	
TOTAL						109,163		109,163	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									San Diego Association of Governm
PS&E									
R/W SUP (CT)									
CON SUP (CT)						19,194		19,194	
R/W									
CON						69,869		69,869	
TOTAL						89,063		89,063	
Proposed Funding (\$1,000s)									Notes
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)						19,194		19,194	
R/W									
CON						69,869		69,869	
TOTAL						89,063		89,063	

Fund No. 2:	CMAQ - Congestion Mitigation (CMAQ)								Program Code
Existing Funding (\$1,000s)									20.30.010.820
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						18,081		18,081	
TOTAL						18,081		18,081	
Proposed Funding (\$1,000s)									Notes
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						18,081		18,081	
TOTAL						18,081		18,081	

Fund No. 3:		RSTP - STP Local (STPL)							Program Code	
		Existing Funding (\$1,000s)							20.XX.400.000	
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON						2,019		2,019		
TOTAL						2,019		2,019		
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON						2,019		2,019		
TOTAL						2,019		2,019		

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

BASELINE AGREEMENT

Date: 07/05/18 09:59:26 AM

District	EA	Project ID		PPNO	Project Manager	
11	42560	1116000101		1281	JACOBO, ARTURO G	
County	Route	Begin Postmile	End Postmile	Implementing Agency		
SD	5	R 19.5	R 55.4	PA&ED	Caltrans	
				PS&E	Caltrans	
				Right of Way	Caltrans	
				Construction	Caltrans	

Project Nickname

I-5NCC ITS ELEMENTS

Location/Description

In San Diego County, from 0.6 mile south of Route 5/8 Separation to 1.5 miles north of Route 5/76 Separation. Install Vehicle Detection Stations (VDS), Changeable Message Signs (CMS), Closed Circuit Television (CCTV), Ramp Metering, Traffic Signal and Fiber Optic Network elements.

Legislative Districts

Assembly: 76, ~~77~~ Senate: 36, ~~38~~ Congressional: ~~52~~ 49

PERFORMANCE MEASURES

Primary Asset	New	Fair to Good	Poor to Good	Total	Unit
Transportation Management System	49		54	103	Each

Project Milestone

Project Milestone	Actual	Planned
Project Approval and Environmental Document Milestone	10/23/13	
Right of Way Certification Milestone		05/21/18
Ready to List for Advertisement Milestone		06/29/18
Begin Construction Milestone (Approve Contract)		10/02/18

FUNDING

Component	Fiscal Year	SHOPP				Total
PA&ED						0
PS&E	17/18	1,497				1,497
RW Support	18/19	122				122
Const Support	19/20	2,995				2,995
RW Capital	19/20	3				3
Const Capital	19/20	19,621				19,621
Total		24,238				24,238

Memorandum

TAB 62

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 15-16, 2018

Reference No.: 4.25
Information Item

From: STEVEN KECK
Chief Financial Officer

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

Subject: **REDUCING DEFERRED MAINTENANCE AND IMPROVING CONDITIONS ON THE STATE HIGHWAY SYSTEM**

SUMMARY:

The California Department of Transportation (Department) will present to the California Transportation Commission (Commission) an overview on “Reducing Deferred Maintenance and Improving Conditions on the State Highway System” as an Information Item.

BACKGROUND:

In accordance with Streets and Highways Code Section 2032.5(c), the Department is required for each completed Road Maintenance and Rehabilitation Account (RMRA) funded project, to submit to the Commission, documentation that includes a description and location, the amount of funds expended, the completion date, and the project's estimated useful life. This reporting requirement was incorporated into both the Commission’s Interim SHOPP Guidelines and quarterly reporting templates.

These reports will then be evaluated by the Commission on the effectiveness of the Department in reducing deferred maintenance and improving road conditions on the State Highway System, as determined in the performance goals set forth in Senate Bill 1.

The Commission’s evaluation is related to the funds provided from the RMRA. However, since the first allocations from this fund to the Department occurred in 2017, the Department has yet to complete the RMRA funded projects. As such, this first report by the Department is different in form and content from future iterations of the report. This report identifies all State Highway Operations and Protect Program (SHOPP) projects in the four primary Commission-adopted asset classes (bridge, pavement, culvert and Transportation Management Systems (TMS)) that have received RMRA funding in Fiscal Year 2017-18. Information regarding each projects’ location, asset category, RMRA and total funding and programmed performance goal is provided, along with sub-totals for each asset class.

In summary, 332 SHOPP projects, focused on the four asset classes, received RMRA funding allocations in Fiscal Year 2017-18 for Capital Support at \$464 million and/or Capital at \$311 million for a total project value of \$9.248 billion. When completed, these projects will repair 240 bridges, rehabilitate 3,962 lane miles of pavement, replace 27,057 linear feet of bridge rail, repair 701 culverts and 122 drainage systems, repair 6,537 TMS field elements and 89 miles of electric cables.

Future iterations of this report will provide detailed project funding, delivery status and performance measure information and will be prepared in coordination with the Department's Fourth Quarter Project Delivery Report for the preceding fiscal year and the Department's annual Asset Management Report. Both of these reports for Fiscal Year 2017-18 will be presented at the Commission's October 2018 meeting.

Attachment: Summary of SB1-RMRA Funded Projects, SHOPP Primary Assets

**Summary of SB1-RMRA Funded Projects
SHOPP Primary Assets
(\$1,000)**

CTC Meeting	Dist	County	Route	Post Miles	Type of Work	PPNO	Class	RMRA Support Amount	RMRA Capital Amount	Total Project Value	Performance Measure
Dec-17	01	Del Norte	101	36.1	Bridge Major Rehabilitation	0100V	Bridge	\$580	\$0	\$82,390	1.0 Bridge(s)
Jun-18	01	Humboldt	36	17.9/R23.9	Bridge Preventative Maintenance	2429	Bridge	\$268	\$0	\$3,322	5.0 Bridge(s)
Jun-18	01	Humboldt	96	12.3	Bridge Rail Replacement and Upgrade	2432	Bridge - LL	\$2,621	\$0	\$41,281	1,328.0 Linear feet
Jun-18	01	Humboldt	96	22.9	Bridge Seismic Restoration	2423	Bridge - LL	\$2,434	\$0	\$47,133	1.0 Bridge(s)
Jun-18	01	Humboldt	96		Bridge Rail Replacement and Upgrade	2449	Bridge	\$1,050	\$0	\$16,293	2,508.0 Linear feet
Jun-18	01	Humboldt	101	R17.9/87.8	Trans Permit Requirements for Bridges	2400	Bridge	\$1,420	\$0	\$16,000	3.0 Bridge(s)
May-18	01	Humboldt	101	124.5	Bridge Major Rehabilitation	2447	Bridge	\$837	\$0	\$10,178	1.0 Bridge(s)
Jun-18	01	Humboldt	299	R1.5/R2.0	Trans Permit Requirements for Bridges	2430	Bridge	\$564	\$0	\$6,630	1.0 Bridge(s)
Oct-17	01	Lake	20	5.8	Bridge Major Rehabilitation	3107	Bridge	\$577	\$0	\$5,245	1.0 Bridge(s)
Jun-18	01	Mendocino	1	R52.4/R52.9	Bridge Rail Replacement and Upgrade	4636	Bridge	\$2,637	\$0	\$60,220	1,134.0 Linear feet
Jun-18	01	Mendocino	1	59.7	Bridge Rail Replacement and Upgrade	4588B	Bridge	\$2,770	\$0	\$22,356	868.0 Linear feet
Jun-18	01	Mendocino	101	9.2/9.9	Bridge Seismic Restoration	4526	Bridge - LL	\$1,176	\$0	\$57,744	1.0 Bridge(s)
Jun-18	01	Mendocino	101	R106.4/T106.8	Bridge Seismic Restoration	4627	Bridge	\$739	\$0	\$6,924	1.0 Bridge(s)
Jun-18	01	Mendocino	162	8.2	Bridge Seismic Restoration	4692	Bridge	\$737	\$0	\$13,339	1.0 Bridge(s)
Jun-18	01	Mendocino	271	17.7/18.0	Bridge Major Rehabilitation	4545	Bridge	\$915	\$2,449	\$9,817	1.0 Bridge(s)
May-18	01	Mendocino	VAR		Bridge Major Rehabilitation	4589	Bridge	\$37	\$2,750	\$5,776	0.0 Bridge(s)
Jun-18	02	Lassen	36	7.2/7.4	Bridge Major Rehabilitation	3512	Bridge	\$1,340	\$0	\$7,915	1.0 Bridge(s)
Jan-18	02	Modoc	299	23.1/23.6	Bridge Scour Mitigation	3513	Bridge	\$0	\$1,017	\$4,216	1.0 Bridge(s)
Jan-18	02	Shasta	5	R28.0/R29.0	Bridge Preventative Maintenance	3548	Bridge	\$0	\$4,650	\$12,605	1.0 Bridge(s)
Jun-18	02	Shasta	5	R29.3/R31.1	Bridge Seismic Restoration	3346	Bridge	\$1,680	\$3,700	\$17,134	2.0 Bridge(s)
Mar-18	02	Shasta	5	R32.2	Bridge Major Rehabilitation	3630	Bridge	\$250	\$0	\$3,692	1.0 Bridge(s)
Dec-17	02	Shasta	5		Bridge Major Rehabilitation	3543	Bridge	\$260	\$0	\$26,085	2.0 Bridge(s)
May-18	02	Shasta	44	59.4/59.8	Bridge Major Rehabilitation	3483	Bridge	\$835	\$2,699	\$9,844	1.0 Bridge(s)
Aug-17	02	Siskiyou	5	2.5/3.0	Bridge Major Rehabilitation	3614	Bridge	\$1,440	\$0	\$22,649	1.0 Bridge(s)
Mar-18	02	Siskiyou	5	R8.3	Bridge Major Rehabilitation	3631	Bridge	\$320	\$0	\$3,678	1.0 Bridge(s)
May-18	02	Siskiyou	5	R15.3/R16.5	Bridge Major Rehabilitation	3509	Bridge	\$1,085	\$4,802	\$12,598	1.0 Bridge(s)
Oct-17	02	Siskiyou	5		Trans Permit Requirements for Bridges	3696	Bridge	\$2,790	\$0	\$39,249	8.0 Bridge(s)
May-18	02	Siskiyou	96	R7.9/R9.4	Bridge Major Rehabilitation	3622	Bridge - LL	\$1,910	\$0	\$26,337	2.0 Bridge(s)
May-18	02	Siskiyou	96	43.4/57.0	Bridge Major Rehabilitation	3620	Bridge - LL	\$1,720	\$0	\$14,268	2.0 Bridge(s)
May-18	02	Siskiyou	96	76.8/78.0	Bridge Scour Mitigation	3629	Bridge - LL	\$2,640	\$0	\$31,333	1.0 Bridge(s)
Jun-18	02	Tehama	5	R25.4	Bridge Seismic Restoration	3515	Bridge	\$1,939	\$0	\$29,649	2.0 Bridge(s)
Mar-18	02	Tehama	99	9.0/9.3	Bridge Scour Mitigation	3642	Bridge	\$850	\$0	\$7,560	1.0 Bridge(s)
Oct-17	02	Trinity	3		Bridge Preventative Maintenance	3633	Bridge	\$900	\$0	\$10,726	4.0 Bridge(s)
Jun-18	03	Butte	99	13.3/45.9	Bridge Rail Replacement and Upgrade	2433	Bridge	\$1,560	\$0	\$9,023	999.0 Linear feet
Jun-18	03	Butte	99	14.9/15.7	Bridge Scour Mitigation	2425	Bridge	\$1,770	\$0	\$11,964	1 Bridge(s)
Jun-18	03	El Dorado	50	67.3	Bridge Major Rehabilitation	3304	Bridge	\$875	\$4,330	\$12,038	1.0 Bridge(s)
Oct-17	03	Sacramento	5	22.1/26.7	Trans Permit Requirements for Bridges	5868	Bridge	\$16,780	\$0	\$247,230	3.0 Bridge(s)

**Summary of SB1-RMRA Funded Projects
SHOPP Primary Assets
(\$1,000)**

CTC Meeting	Dist	County	Route	Post Miles	Type of Work	PPNO	Class	Support Amount	RMRA Capital Amount	RMRA Project Value	Total Project Value	Performance Measure
Oct-17	03	Sacramento	5	23.6/24.3	Trans Permit Requirements for Bridges	5863	Bridge - LL	\$5,700	\$0	\$156,800	\$156,800	2.0 Bridge(s)
Jun-18	03	Sacramento	12	0.0/0.4	Bridge Major Rehabilitation	5960	Bridge	\$760	\$0	\$22,860	\$22,860	1.0 Bridge(s)
Jun-18	03	Sacramento	50	L0.0/L0.5	Bridge Preventative Maintenance	6247	Bridge	\$350	\$0	\$21,030	\$21,030	11.0 Bridge(s)
Jun-18	03	Sacramento	80	M6.5/M8.8	Bridge Rail Replacement and Upgrade	6412	Bridge	\$1,300	\$0	\$29,210	\$29,210	4,413.0 Linear feet
Mar-18	03	Sacramento	99	R32.1	Bridge Seismic Restoration	6707	Bridge	\$818	\$0	\$3,689	\$3,689	2.0 Bridge(s)
Oct-17	03	Yolo	5	4.4/R28.9	Trans Permit Requirements for Bridges	8563	Bridge	\$744	\$0	\$18,315	\$18,315	3.0 Bridge(s)
Oct-17	03	Yolo	5		Trans Permit Requirements for Bridges	5869	Bridge	\$1,700	\$0	\$22,490	\$22,490	5.0 Bridge(s)
May-18	03	Yolo	275	13.1	Bridge Major Rehabilitation	9427	Bridge	\$1,190	\$6,298	\$14,916	\$17,404	1.0 Bridge(s)
Jun-18	03	Yolo	505	0.0/0.2	Bridge Seismic Restoration	9504	Bridge	\$941	\$0	\$19,904	\$19,904	2.0 Bridge(s)
Aug-17	04	Alameda	580	R35.0	Bridge Major Rehabilitation	1494K	Bridge	\$419	\$0	\$991	\$991	1.0 Bridge(s)
Oct-17	04	Alameda	880	27.2	Bridge Preventative Maintenance	1483D	Bridge	\$1,000	\$0	\$5,587	\$5,587	1.0 Bridge(s)
Jun-18	04	Alameda	880	30.8	Bridge Major Rehabilitation	0050N	Bridge	\$1,450	\$0	\$13,650	\$13,650	0.0 Bridge(s)
Jun-18	04	Contra Costa	4	12.9	Bridge Scour Mitigation	0298X	Bridge	\$0	\$10,250	\$20,600	\$20,600	2.0 Bridge(s)
Mar-18	04	Contra Costa	24	R3.5	Bridge Seismic Restoration	1493A	Bridge	\$925	\$0	\$4,755	\$4,755	1.0 Bridge(s)
Oct-17	04	Marin	101	11.3	Bridge Preventative Maintenance	1493K	Bridge	\$1,100	\$0	\$5,652	\$5,652	1.0 Bridge(s)
Mar-18	04	Napa	29	14.1/19.0	Bridge Rail Replacement and Upgrade	1494E	Bridge	\$2,600	\$0	\$13,056	\$13,056	682.0 Linear feet
May-18	04	Napa	29	28.4/29.3	Bridge Rail Replacement and Upgrade	1462K	Bridge - LL	\$1,040	\$0	\$8,076	\$8,076	328.0 Linear feet
Jun-18	04	Napa	121	6.4	Bridge Preventative Maintenance	0086U	Bridge	\$256	\$747	\$3,887	\$4,633	1.0 Bridge(s)
Mar-18	04	Napa	128	5.1	Bridge Major Rehabilitation	1451C	Bridge	\$2,074	\$0	\$15,660	\$15,660	1.0 Bridge(s)
Jun-18	04	San Francisco	101	2.0	Bridge Major Rehabilitation	0587D	Bridge	\$20	\$0	\$42,690	\$42,690	1.0 Bridge(s)
Jun-18	04	San Francisco	101	2.0/2.9	Bridge Rail Replacement and Upgrade	1450E	Bridge	\$657	\$0	\$9,848	\$9,848	2,249.0 Linear feet
Jun-18	04	San Mateo	1	14.0	Bridge Major Rehabilitation	1494G	Bridge	\$1,200	\$0	\$8,102	\$8,102	1.0 Bridge(s)
Oct-17	04	San Mateo	280	R0.0/R21.0	Bridge Seismic Restoration	1498G	Bridge	\$600	\$0	\$10,432	\$10,432	6.0 Bridge(s)
Mar-18	04	Santa Clara	280	R2.9/17.8	Bridge Seismic Restoration	1483K	Bridge	\$1,100	\$0	\$5,569	\$5,569	3.0 Bridge(s)
Mar-18	04	Solano	80	13.9	Bridge Major Rehabilitation	8315N	Bridge	\$0	\$1,545	\$5,187	\$5,187	1.0 Bridge(s)
Mar-18	04	Solano	84	2.5	Bridge Preventative Maintenance	0480D	Bridge	\$2,080	\$0	\$19,480	\$19,480	1.0 Bridge(s)
Oct-17	04	Sonoma	101	0.0	Bridge Preventative Maintenance	1487D	Bridge	\$982	\$0	\$3,047	\$3,047	2.0 Bridge(s)
Mar-18	04	Sonoma	101	16.5/19.0	Bridge Rail Replacement and Upgrade	1451A	Bridge	\$650	\$0	\$7,007	\$7,007	1,395.0 Linear feet
Mar-18	05	Monterey	1	43.1/43.1	Bridge Rail Replacement and Upgrade	2656	Bridge	\$608	\$0	\$4,502	\$4,502	542.0 Linear feet
Aug-17	05	Monterey	1	63.0	Bridge Major Rehabilitation	2654	Bridge	\$700	\$0	\$11,790	\$11,790	1.0 Bridge(s)
Mar-18	05	Monterey	1	63.0	Bridge Rail Replacement and Upgrade	2696	Bridge - LL	\$1,600	\$0	\$7,935	\$7,935	603.0 Linear feet
Jun-18	05	San Luis Obispo	1	34.5	Bridge Major Rehabilitation	0072A	Bridge	\$2,100	\$0	\$10,049	\$10,049	1.0 Bridge(s)
Dec-17	05	San Luis Obispo	58	3.1	Bridge Major Rehabilitation	0072B	Bridge	\$210	\$0	\$13,324	\$13,324	1.0 Bridge(s)
Jun-18	05	Santa Barbara	1	15.6	Bridge Scour Mitigation	1501	Bridge	\$1,180	\$2,573	\$14,098	\$15,278	1.0 Bridge(s)
Oct-17	05	Santa Barbara	101	21.6	Bridge Major Rehabilitation	2649	Bridge	\$1,400	\$0	\$16,960	\$16,960	2.0 Bridge(s)
Oct-17	05	Santa Barbara	154	R31.8/R32.1	Bridge Major Rehabilitation	2651	Bridge	\$928	\$0	\$11,720	\$11,720	2.0 Bridge(s)
Oct-17	05	Santa Cruz	9	13.6/15.5	Bridge Major Rehabilitation	2655	Bridge	\$2,692	\$0	\$23,210	\$23,210	2.0 Bridge(s)

**Summary of SB1-RMRA Funded Projects
SHOPP Primary Assets
(\$1,000)**

CTC Meeting	Dist	County	Route	Post Miles	Type of Work	PPNO	Class	RMRA Support Amount	RMRA Capital Amount	Total Project Value	Performance Measure
Jan-18	06	Fresno	180	92.2	Bridge Rail Replacement and Upgrade	6766	Bridge	\$10	\$0	\$5,384	535.0 Linear feet
May-18	06	Kern	5	12.5	Trans Permit Requirements for Bridges	6877	Bridge	\$440	\$0	\$4,961	2.0 Bridge(s)
May-18	06	Kern	58	R94.2	Bridge Rail Replacement and Upgrade	6673	Bridge	\$402	\$846	\$2,866	1,135.0 Linear feet
May-18	06	Kern	58	R99.0/R100.3	Bridge Major Rehabilitation	6674	Bridge	\$1,384	\$4,133	\$16,629	2.0 Bridge(s)
May-18	06	Kern	99	L0.0/0.6	Trans Permit Requirements for Bridges	6876	Bridge	\$480	\$0	\$11,385	1.0 Bridge(s)
Oct-17	06	Kings	41	30.6/33.0	Bridge Major Rehabilitation	6873	Bridge	\$2,300	\$0	\$33,294	1.0 Bridge(s)
Oct-17	06	Madera	99	R7.0/R7.5	Bridge Major Rehabilitation	6857	Bridge	\$2,400	\$0	\$36,437	3.0 Bridge(s)
Oct-17	06	Madera	99	9.7	Bridge Major Rehabilitation	6887	Bridge	\$950	\$0	\$6,581	1.0 Bridge(s)
Mar-18	06	Tulare	99	19.4	Bridge Major Rehabilitation	6679	Bridge	\$1,784	\$0	\$11,455	1.0 Bridge(s)
May-18	06	Tulare	99		Bridge Rail Replacement and Upgrade	6788	Bridge	\$740	\$0	\$5,168	1,493.0 Linear feet
Oct-17	06	Tulare	245	1.4	Bridge Major Rehabilitation	6787	Bridge	\$1,325	\$0	\$18,665	2.0 Bridge(s)
Mar-18	07	Los Angeles	5	R87.4	Bridge Seismic Restoration	5032	Bridge	\$700	\$0	\$5,950	1.0 Bridge(s)
Mar-18	07	Los Angeles	10	R13.3	Trans Permit Requirements for Bridges	4966	Bridge	\$508	\$0	\$5,469	1.0 Bridge(s)
Mar-18	07	Los Angeles	10	28.2/31.0	Bridge Preventative Maintenance	5067	Bridge	\$813	\$0	\$18,583	3.0 Bridge(s)
Oct-17	07	Los Angeles	10	29.4	Bridge Preventative Maintenance	5070	Bridge	\$141	\$0	\$2,880	1.0 Bridge(s)
May-18	07	Los Angeles	39	R31.2	Bridge Scour Mitigation	5298	Bridge	\$1,950	\$0	\$18,178	1.0 Bridge(s)
Oct-17	07	Los Angeles	60	15.9/19.5	Trans Permit Requirements for Bridges	5297	Bridge	\$3,320	\$0	\$54,870	4.0 Bridge(s)
Mar-18	07	Los Angeles	91	R11.8	Bridge Major Rehabilitation	4967	Bridge	\$910	\$0	\$8,764	1.0 Bridge(s)
Jan-18	07	Los Angeles	101	20.0	Bridge Major Rehabilitation	4915	Bridge	\$500	\$0	\$19,066	1.0 Bridge(s)
Mar-18	07	Los Angeles	103	0.1	Bridge Major Rehabilitation	5004	Bridge	\$669	\$0	\$22,963	1.0 Bridge(s)
Mar-18	07	Los Angeles	105	R14.6/R16.4	Bridge Preventative Maintenance	5069	Bridge	\$259	\$0	\$3,565	2.0 Bridge(s)
Mar-18	07	Los Angeles	110	22.8	Bridge Rail Replacement and Upgrade	5002	Bridge	\$465	\$0	\$7,350	1,565.0 Linear feet
Mar-18	07	Los Angeles	134	R12.6	Bridge Rail Replacement and Upgrade	5003	Bridge	\$1,300	\$0	\$14,810	3,434.0 Linear feet
Mar-18	07	Los Angeles	138	70.3	Bridge Seismic Restoration	5035	Bridge	\$1,372	\$0	\$31,525	3.0 Bridge(s)
Mar-18	07	Los Angeles	210	R36.8	Bridge Major Rehabilitation	5026	Bridge	\$1,061	\$0	\$28,707	1.0 Bridge(s)
Sep-17	07	Los Angeles	405	0.0	Bridge Scour Mitigation	4984	Bridge	\$2,140	\$0	\$31,205	3.0 Bridge(s)
Sep-17	07	Ventura	1	21.5	Bridge Major Rehabilitation	4972	Bridge	\$1,200	\$0	\$10,438	1.0 Bridge(s)
Sep-17	07	Ventura	33	16.1	Bridge Preventative Maintenance	5008	Bridge	\$320	\$0	\$2,530	1.0 Bridge(s)
Jun-18	08	Riverside	10	27.7	Bridge Major Rehabilitation	3002F	Bridge	\$1,924	\$0	\$17,325	2.0 Bridge(s)
Mar-18	08	Riverside	10	R92.9/R101.1	Bridge Major Rehabilitation	3008N	Bridge	\$967	\$0	\$16,736	24.0 Bridge(s)
Mar-18	08	Riverside	10	R106.6/R113.8	Bridge Major Rehabilitation	3008M	Bridge	\$825	\$0	\$12,156	16.0 Bridge(s)
Mar-18	08	Riverside	10	R120.7/R142.7	Bridge Major Rehabilitation	3008P	Bridge	\$938	\$0	\$14,356	18.0 Bridge(s)
Mar-18	08	Riverside	74	2.9/3.2	Bridge Major Rehabilitation	3005Q	Bridge	\$1,690	\$0	\$13,002	2.0 Bridge(s)
May-18	08	San Bernardino	2	2.4	Bridge Rail Replacement and Upgrade	0127J	Bridge	\$907	\$1,669	\$6,044	228.0 Linear feet
Oct-17	08	San Bernardino	10	11.6/R22.4	Trans Permit Requirements for Bridges	3009R	Bridge	\$5,822	\$0	\$82,442	6.0 Bridge(s)
Mar-18	08	San Bernardino	18	95.4	Bridge Preventative Maintenance	3006C	Bridge	\$320	\$0	\$4,591	3.0 Bridge(s)
Mar-18	08	San Bernardino	40	101.3	Bridge Scour Mitigation	3008K	Bridge	\$1,393	\$0	\$15,571	2.0 Bridge(s)

**Summary of SB1-RMRA Funded Projects
SHOPP Primary Assets
(\$1,000)**

CTC Meeting	Dist	County	Route	Post Miles	Type of Work	PPNO	Class	Support Amount	RMRA Capital Amount	RMRA Project Value	Total Project Value	Performance Measure
May-18	10	Amador	49	0.0	Bridge Rail Replacement and Upgrade	3219	Bridge	\$1,590	\$0	\$9,889	\$9,889	810.0 Linear feet
Aug-17	10	Calaveras	4	16.1	Bridge Major Rehabilitation	3255	Bridge	\$605	\$0	\$5,619	\$5,619	1.0 Bridge(s)
May-18	10	Calaveras	26		Bridge Rail Replacement and Upgrade	3247	Bridge	\$757	\$0	\$8,505	\$8,505	808.0 Linear feet
Jan-18	10	San Joaquin	4	R16.6/R17.8	Bridge Preventative Maintenance	3198	Bridge	\$37	\$0	\$5,707	\$5,707	1.0 Bridge(s)
Jan-18	10	San Joaquin	5	10.7	Trans Permit Requirements for Bridges	3235B	Bridge	\$70	\$0	\$11,333	\$11,333	2.0 Bridge(s)
May-18	10	San Joaquin	5	26.5	Bridge Major Rehabilitation	3193	Bridge	\$1,365	\$0	\$8,096	\$8,096	2.0 Bridge(s)
Jun-18	10	San Joaquin	5	R21.4	Trans Permit Requirements for Bridges	3235	Bridge	\$350	\$934	\$3,813	\$4,747	1.0 Bridge(s)
Oct-17	10	San Joaquin	12	R4.4	Bridge Preventative Maintenance	3273	Bridge	\$553	\$0	\$6,645	\$6,645	1.0 Bridge(s)
Jun-18	10	San Joaquin	26	1.1	Bridge Major Rehabilitation	3169	Bridge	\$598	\$0	\$11,778	\$11,778	1.0 Bridge(s)
Jun-18	10	Stanislaus	99	R13.9/R15.1	Bridge Preventative Maintenance	3192	Bridge	\$615	\$2,793	\$7,164	\$7,779	6.0 Bridge(s)
101 Total Projects:								\$129,285	\$55,670	\$2,002,146	\$2,127,431	240.0 Bridge(s)
Bridge								\$25,264	\$2,515	\$288,823	\$316,592	27,057.0 Linear feet

**Summary of SB1-RMRA Funded Projects
SHOPP Primary Assets
(\$1,000)**

CTC Meeting	Dist	County	Route	Post Miles	Type of Work	PPNO	Class	Support Amount	RMRA Capital Amount	RMRA Project Value	Total Project Value	Performance Measure
Oct-17	01	Humboldt	101	R11.8/26.7	Drainage System Restoration	7002	Culverts	\$878	\$0	\$6,171	\$6,171	38.0 Culvert(s) (ea)
Oct-17	01	Humboldt	299	R1.9/37.8	Drainage System Restoration	2433	Culverts	\$904	\$0	\$8,742	\$8,742	24.0 Culvert(s) (ea)
May-18	01	Lake	VAR		Drainage System Restoration	3047B	Culverts	\$568	\$2,044	\$8,318	\$8,318	28.0 Drainage system(s)
May-18	02	Modoc	139	R2.5/30.5	Drainage System Restoration	3589	Culverts	\$890	\$0	\$4,071	\$4,071	15.0 Culvert(s) (ea)
Jun-18	02	Siskiyou	96	23.4/54.5	Drainage System Restoration	3314	Culverts	\$360	\$987	\$4,471	\$4,471	28.0 Drainage system(s)
Jun-18	02	Tehama	36	0.0/100.0	Drainage System Restoration	3550	Culverts	\$1,280	\$0	\$6,226	\$6,226	25.0 Culvert(s) (ea)
Aug-17	02	Trinity	299	1.6/45.2	Drainage System Restoration	3668	Culverts	\$930	\$0	\$8,931	\$8,931	18.0 Culvert(s) (ea)
Jun-18	03	El Dorado	50	R2.7/R13.8	Drainage System Restoration	3315	Culverts	\$725	\$0	\$6,760	\$6,760	28.0 Culvert(s) (ea)
Oct-17	03	Nevada	49	0.0/7.5	Drainage System Restoration	4124	Culverts	\$513	\$0	\$5,992	\$5,992	24.0 Culvert(s) (ea)
Oct-17	03	Placer	80	38.3/41.5	Drainage System Restoration	5114	Culverts	\$429	\$0	\$5,386	\$5,386	32.0 Culvert(s) (ea)
Oct-17	04	Napa	29	1.7/5.1	Drainage System Restoration	1453K	Culverts	\$1,086	\$0	\$6,558	\$6,558	2.0 Culvert(s) (ea)
Jun-18	04	San Mateo	280	6.7/10.5	Drainage System Restoration	0732J	Culverts	\$1,800	\$0	\$23,477	\$23,477	28.0 Culvert(s) (ea)
Oct-17	04	Sonoma	1	30.8/40.6	Drainage System Restoration	1453J	Culverts	\$744	\$0	\$8,504	\$8,504	22.0 Culvert(s) (ea)
Jun-18	05	Monterey	1	2.5/67.3	Drainage System Restoration	2478	Culverts	\$443	\$1,478	\$6,260	\$6,260	7.0 Drainage system(s)
Aug-17	05	Santa Cruz	1	31.9/35.7	Drainage System Restoration	1967	Culverts	\$964	\$0	\$8,267	\$8,267	4.0 Culvert(s) (ea)
Jan-18	06	Fresno	168	R36.0/65.4	Drainage System Restoration	6326	Culverts	\$0	\$1,350	\$10,206	\$10,206	59.0 Drainage system(s)
Dec-17	06	Fresno	198	R14.5/R18.2	Drainage System Restoration	6802	Culverts	\$484	\$0	\$3,472	\$3,472	7.0 Culvert(s) (ea)
May-18	06	Kern	5	5.6/8.8	Drainage System Restoration	6749	Culverts	\$770	\$0	\$7,085	\$7,085	5.0 Culvert(s) (ea)
Oct-17	06	Kern	5	R7.5/R9.0	Drainage System Restoration	6884	Culverts	\$955	\$0	\$14,214	\$14,214	4.0 Culvert(s) (ea)
May-18	06	Kern	Var		Drainage System Restoration	6796	Culverts	\$2,800	\$0	\$10,802	\$10,802	11.0 Culvert(s) (ea)
May-18	06	Tulare	99		Drainage System Restoration	6795	Culverts	\$2,680	\$0	\$10,765	\$10,765	11.0 Culvert(s) (ea)
Mar-18	07	Los Angeles	5	11.0/13.9	Drainage System Restoration	4910	Culverts	\$1,068	\$0	\$7,741	\$7,741	9.0 Culvert(s) (ea)
Mar-18	07	Los Angeles	5	19.8/36.0	Drainage System Restoration	5024	Culverts	\$254	\$0	\$8,472	\$8,472	15.0 Culvert(s) (ea)
Oct-17	07	Los Angeles	5	20.8	Drainage System Restoration	5223	Culverts	\$709	\$0	\$7,506	\$7,506	1.0 Culvert(s) (ea)
Oct-17	07	Los Angeles	14	28.9	Drainage System Restoration	5219	Culverts	\$556	\$0	\$6,451	\$6,451	1.0 Culvert(s) (ea)
Mar-18	07	Los Angeles	103	0.1/0.1	Drainage System Restoration	5043	Culverts	\$1,198	\$0	\$32,397	\$32,397	2.0 Culvert(s) (ea)
Mar-18	07	Los Angeles	110	11.0	Drainage System Restoration	4849	Culverts	\$1,345	\$0	\$5,525	\$5,525	1.0 Culvert(s) (ea)
Mar-18	07	Los Angeles	134	R6.3/R8.2	Drainage System Restoration	4848	Culverts	\$1,250	\$0	\$4,445	\$4,445	3.0 Culvert(s) (ea)
Oct-17	08	San Bernardino	18	T8.0/R17.8	Drainage System Restoration	0184C	Culverts	\$742	\$0	\$11,701	\$11,701	63.0 Culvert(s) (ea)
Mar-18	08	San Bernardino	18	44.3/68.5	Drainage System Restoration	0181J	Culverts	\$1,192	\$0	\$11,617	\$11,617	41.0 Culvert(s) (ea)
May-18	10	Amador	88		Drainage System Restoration	3119	Culverts	\$778	\$0	\$4,074	\$4,074	35.0 Culvert(s) (ea)
Jan-18	10	Mariposa	41	0.1/4.9	Drainage System Restoration	3158	Culverts	\$84	\$0	\$4,262	\$4,262	20.0 Culvert(s) (ea)
Jun-18	10	San Joaquin	99	19.7/33.6	Drainage System Restoration	3229	Culverts	\$439	\$0	\$8,746	\$8,746	5.0 Culvert(s) (ea)
Jun-18	10	Stanislaus	99	R10.0/R16.8	Drainage System Restoration	3251	Culverts	\$330	\$0	\$9,957	\$9,957	6.0 Culvert(s) (ea)
Jun-18	11	Imperial	115	L10.4/19.8	Drainage System Restoration	0602	Culverts	\$371	\$0	\$1,143	\$1,143	4.0 Culvert(s) (ea)
Aug-17	11	San Diego	8	L0.7/R23.0	Drainage System Restoration	1246	Culverts	\$1,173	\$0	\$13,230	\$13,230	100.0 Culvert(s) (ea)
Oct-17	11	San Diego	78	0.0/R16.5	Drainage System Restoration	1247	Culverts	\$811	\$0	\$13,262	\$13,262	65.0 Culvert(s) (ea)

**Summary of SB1-RMRA Funded Projects
SHOPP Primary Assets
(\$1,000)**

CTC Meeting	Dist	County	Route	Post Miles	Type of Work	PPNO	Class	RMRA Support Amount	RMRA Capital Amount	Total Project Value	Performance Measure	
Jun-18	11	San Diego	78	38.9/46.8	Drainage System Restoration	1134	Culverts	\$1,406	\$0	\$5,821	7.0 Culvert(s) (ea)	
Oct-17	12	Orange	5	3.3	Drainage System Restoration	2563	Culverts	\$452	\$0	\$6,924	1.0 Culvert(s) (ea)	
Oct-17	12	Orange	39	15.2/15.9	Drainage System Restoration	3230A	Culverts	\$870	\$0	\$4,569	24.0 Culvert(s) (ea)	
36 Total Projects:								\$33,860	\$0	\$313,266	701.0 Culvert(s) (ea)	
Culvert(s)								4 Total Projects:	\$1,371	\$5,859	\$29,255	122.0 Drainage system(s)

**Summary of SB1-RMRA Funded Projects
SHOPP Primary Assets
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CTC Meeting	Dist	County	Route	Post Miles	Type of Work	PPNO	Class	RMRA Support Amount	RMRA Capital Amount	Total Project Value	Performance Measure
May-18	01	Humboldt	101	R39.2/R48.3	Pavement Rehabilitation (CAPM)	2422	Pavement	\$1,344	\$0	\$17,383	36.8 Lane mile(s)
May-18	01	Humboldt	101	78.0/79.8	Pavement Rehabilitation (CAPM)	2380	Pavement	\$271	\$0	\$4,259	7.0 Lane mile(s)
Aug-17	01	Humboldt	101	R90.1/109.6	Pavement Rehabilitation (CAPM)	2439	Pavement	\$332	\$0	\$50,631	77.7 Lane mile(s)
Aug-17	01	Mendocino	1	0.0/15.0	Pavement Rehabilitation (CAPM)	4626	Pavement	\$623	\$0	\$16,602	31.4 Lane mile(s)
Aug-17	01	Mendocino	1	62.1/78.9	Pavement Rehabilitation (CAPM)	0154T	Pavement	\$336	\$0	\$15,113	32.9 Lane mile(s)
Aug-17	01	Mendocino	101	R0.1/R9.6	Pavement Rehabilitation (CAPM)	4442	Pavement	\$362	\$0	\$16,015	36.2 Lane mile(s)
Jun-18	01	Mendocino	128	0.0/23.8	Pavement Rehabilitation (CAPM)	4598	Pavement	\$964	\$6,630	\$21,233	35.7 Lane mile(s)
Jun-18	02	Lassen	36	6.1/14.3	Roadway Rehabilitation (3R)	3468	Pavement	\$2,010	\$0	\$29,854	20.9 Lane mile(s)
Jan-18	02	Modoc	299	23.1/33.5	Roadway Rehabilitation (3R)	3522	Pavement	\$0	\$328	\$18,295	18.7 Lane mile(s)
Mar-18	02	Plumas	70	58.4/R78.4	Roadway Rehabilitation (3R)	3619	Pavement	\$3,490	\$0	\$102,604	45.7 Lane mile(s)
Jun-18	02	Shasta	5	R3.8/R11.7	Roadway Rehabilitation (3R)	3702	Pavement	\$8,440	\$24,800	\$60,522	27.0 Lane mile(s)
May-18	02	Shasta	273	3.8/7.1	Pavement Rehabilitation (CAPM)	3544	Pavement	\$114	\$1,148	\$12,113	20.4 Lane mile(s)
Mar-18	02	Shasta	299	67.8/77.8	Pavement Rehabilitation (CAPM)	3618	Pavement	\$1,430	\$0	\$17,781	21.4 Lane mile(s)
May-18	02	Shasta	299	7.6/18.3	Pavement Rehabilitation (CAPM)	3456	Pavement	\$170	\$1,866	\$19,165	21.0 Lane mile(s)
Mar-18	02	Siskiyou	3	R46.8/R48.0	Roadway Rehabilitation (3R)	3643	Pavement	\$1,830	\$0	\$73,992	13.0 Lane mile(s)
Oct-17	02	Siskiyou	5	2.7/R15.9	Roadway Rehabilitation (2R)	3685	Pavement	\$1,620	\$0	\$135,825	25.4 Lane mile(s)
May-18	03	Colusa	20	31.8/32.8	Roadway Rehabilitation (3R)	2950	Pavement	\$172	\$1,660	\$13,500	4.0 Lane mile(s)
May-18	03	Sacramento	5	13.0/24.9	Roadway Rehabilitation (3R)	5854	Pavement	\$3,235	\$29,191	\$267,400	67.0 Lane mile(s)
Aug-17	03	Sacramento	50	L0.6/R5.3	Roadway Rehabilitation (3R)	6177	Pavement	\$9,600	\$0	\$278,300	56.0 Lane mile(s)
Jun-18	03	Sacramento	80	M9.6/12.9	Pavement Rehabilitation (CAPM)	6714	Pavement	\$1,630	\$0	\$18,230	35.6 Lane mile(s)
Mar-18	03	Sutter	99	39.4/41.0	Roadway Rehabilitation (3R)	8378	Pavement	\$450	\$0	\$20,050	4.8 Lane mile(s)
May-18	03	Yolo	80	4.3/R11.4	Roadway Rehabilitation (3R)	8784	Pavement - L	\$10,337	\$0	\$343,305	48.4 Lane mile(s)
Oct-17	04	Alameda	61	19.8/21.2	Pavement Rehabilitation (CAPM)	1452J	Pavement	\$1,220	\$0	\$8,821	5.6 Lane mile(s)
May-18	04	Alameda	84	6.9/10.8	Pavement Rehabilitation (CAPM)	1454C	Pavement	\$2,080	\$0	\$20,327	12.0 Lane mile(s)
May-18	04	Alameda	185	0.4/5.7	Pavement Rehabilitation (CAPM)	1494C	Pavement	\$1,417	\$0	\$21,258	24.1 Lane mile(s)
Jan-18	04	Alameda	880	11.8/27.5	Pavement Rehabilitation (CAPM)	0483W	Pavement	\$0	\$8,935	\$57,106	107.0 Lane mile(s)
Jun-18	04	Contra Costa	4	R14.3/24.3	Pavement Rehabilitation (CAPM)	1462R	Pavement	\$2,720	\$0	\$73,594	95.0 Lane mile(s)
Oct-17	04	Contra Costa	80	10.1/13.5	Roadway Rehabilitation (2R)	1487E	Pavement	\$3,083	\$0	\$76,759	21.9 Lane mile(s)
Oct-17	04	Napa	29	29.3/36.9	Pavement Rehabilitation (CAPM)	1490D	Pavement	\$900	\$0	\$12,811	15.2 Lane mile(s)
Jun-18	04	San Francisco	1	R0.0/R6.9	Pavement Rehabilitation (CAPM)	0585E	Pavement	\$1,054	\$0	\$20,796	41.4 Lane mile(s)
Jun-18	04	Santa Clara	17	2.8/13.9	Pavement Rehabilitation (CAPM)	1480B	Pavement	\$2,750	\$0	\$37,961	50.0 Lane mile(s)
Jun-18	04	Santa Clara	82	19.2/26.4	Pavement Rehabilitation (CAPM)	1498F	Pavement	\$888	\$0	\$28,180	43.0 Lane mile(s)
Oct-17	04	Santa Clara	87	0.0/6.1	Roadway Rehabilitation (2R)	1492C	Pavement	\$2,767	\$0	\$69,390	29.5 Lane mile(s)
Dec-17	04	Santa Clara	152	7.6/M10.2	Pavement Rehabilitation (CAPM)	1452D	Pavement	\$1,968	\$0	\$19,148	7.9 Lane mile(s)
Dec-17	04	Santa Clara	280	11.5/20.6	Pavement Rehabilitation (CAPM)	0449A	Pavement	\$48	\$0	\$59,470	90.0 Lane mile(s)
Mar-18	04	Sonoma	12	11.0/T17.4	Pavement Rehabilitation (CAPM)	1493M	Pavement	\$2,084	\$0	\$36,361	22.0 Lane mile(s)
Mar-18	04	Sonoma	12	35.1/38.9	Pavement Rehabilitation (CAPM)	0488K	Pavement	\$1,030	\$0	\$8,699	7.6 Lane mile(s)

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SHOPP Primary Assets
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CTC Meeting	Dist	County	Route	Post Miles	Type of Work	PPNO	Class	RMRA Support Amount	RMRA Capital Amount	Total Project Value	Performance Measure
Jun-18	04	Sonoma	101	29.3/R54.3	Roadway Rehabilitation (2R)	1482F	Pavement	\$6,799	\$0	\$88,808	43.2 Lane mile(s)
Aug-17	05	Monterey	68	1.1/L4.3	Pavement Rehabilitation (CAPM)	2631	Pavement	\$482	\$0	\$12,173	6.5 Lane mile(s)
Oct-17	05	Monterey	101	R91.5/101.3	Roadway Rehabilitation (2R)	2679	Pavement	\$4,500	\$0	\$129,093	49.0 Lane mile(s)
Aug-17	05	San Luis Obispo	1	10.0/16.8	Pavement Rehabilitation (CAPM)	2630	Pavement	\$1,156	\$0	\$15,066	13.5 Lane mile(s)
Jun-18	05	San Luis Obispo	1	34.5/44.4	Pavement Rehabilitation (CAPM)	2587	Pavement	\$1,078	\$5,957	\$17,860	25.6 Lane mile(s)
Dec-17	05	Santa Barbara	1	R0.0/19.3	Pavement Rehabilitation (CAPM)	2542	Pavement	\$0	\$284	\$17,008	42.6 Lane mile(s)
Oct-17	05	Santa Barbara	101	46.2/R52.3	Pavement Rehabilitation (CAPM)	2700	Pavement	\$2,160	\$0	\$69,147	27.8 Lane mile(s)
Aug-17	05	Santa Barbara	135	11.7/17.8	Pavement Rehabilitation (CAPM)	2629	Pavement	\$3,701	\$0	\$20,847	24.4 Lane mile(s)
Aug-17	05	Santa Barbara	246		Pavement Rehabilitation (CAPM)	2632	Pavement	\$6,090	\$0	\$15,090	9.0 Lane mile(s)
Jun-18	06	Fresno	5	21.0/31.0	Pavement Rehabilitation (CAPM)	6753	Pavement	\$600	\$7,406	\$22,790	40.0 Lane mile(s)
Aug-17	06	Fresno	99	R5.7/11.1	Roadway Rehabilitation (3R)	6800	Pavement	\$1,065	\$0	\$99,925	32.4 Lane mile(s)
Oct-17	06	Fresno	168	18.6/T25.5	Pavement Rehabilitation (CAPM)	6809	Pavement	\$750	\$0	\$8,126	14.6 Lane mile(s)
Jan-18	06	Fresno	168	45.8/65.9	Pavement Rehabilitation (CAPM)	6754	Pavement	\$0	\$210	\$15,413	40.2 Lane mile(s)
Oct-17	06	Kern	5	82.0/87.0	Roadway Rehabilitation (2R)	6820	Pavement	\$440	\$0	\$25,130	21.0 Lane mile(s)
Jun-18	06	Kern	46	49.0/50.9	Pavement Rehabilitation (CAPM)	6810	Pavement	\$2,075	\$0	\$7,610	6.3 Lane mile(s)
Mar-18	06	Kern	58	39.9/46.0	Pavement Rehabilitation (CAPM)	6756	Pavement	\$1,400	\$0	\$13,600	12.2 Lane mile(s)
Jan-18	06	Kern	58	R52.4/R55.5	Roadway Rehabilitation (3R)	6678	Pavement	\$0	\$460	\$26,616	10.4 Lane mile(s)
May-18	06	Kern	99	10.4/21.2	Roadway Rehabilitation (2R)	6681	Pavement	\$2,320	\$0	\$53,290	41.4 Lane mile(s)
Jun-18	06	Kern	99	23.6/R28.4	Roadway Rehabilitation (3R)	6661	Pavement	\$5,500	\$38,625	\$102,390	34.4 Lane mile(s)
Oct-17	06	Kern	184	0.8/8.2	Roadway Rehabilitation (3R)	6803	Pavement	\$2,425	\$0	\$31,910	18.5 Lane mile(s)
Oct-17	06	Kern	184	8.1/12.1	Roadway Rehabilitation (3R)	6798	Pavement	\$1,020	\$0	\$12,140	11.0 Lane mile(s)
Oct-17	06	Kern	204	5.1/6.7	Pavement Rehabilitation (CAPM)	6889	Pavement	\$450	\$0	\$5,105	4.7 Lane mile(s)
Dec-17	06	Kings	5	0.0/9.0	Roadway Rehabilitation (2R)	6729	Pavement	\$0	\$467	\$29,225	36.0 Lane mile(s)
Mar-18	06	Madera	41	36.3/40.8	Pavement Rehabilitation (CAPM)	6716	Pavement	\$0	\$400	\$5,626	10.0 Lane mile(s)
Mar-18	06	Madera	99	R7.5/15.1	Roadway Rehabilitation (3R)	5335A	Pavement	\$1,850	\$0	\$62,000	23.0 Lane mile(s)
Aug-17	06	Madera	99	13.1/19.6	Pavement Rehabilitation (CAPM)	6789	Pavement	\$1,118	\$0	\$13,753	26.0 Lane mile(s)
May-18	06	Madera	99	22.7/29.4	Roadway Rehabilitation (2R)	6732	Pavement	\$288	\$1,787	\$21,951	26.0 Lane mile(s)
Oct-17	07	Los Angeles	1	0.0/19.0	Pavement Rehabilitation (CAPM)	4998	Pavement	\$1,680	\$0	\$54,944	99.4 Lane mile(s)
Oct-17	07	Los Angeles	1	19.0/33.3	Pavement Rehabilitation (CAPM)	5034	Pavement	\$1,960	\$0	\$66,080	104.9 Lane mile(s)
Mar-18	07	Los Angeles	2	2.3/14.2	Pavement Rehabilitation (CAPM)	5184	Pavement	\$1,900	\$0	\$31,908	17.6 Lane mile(s)
Mar-18	07	Los Angeles	5	R59.7/R73.7	Pavement Rehabilitation (CAPM)	5013	Pavement	\$6,350	\$0	\$56,880	112.0 Lane mile(s)
Mar-18	07	Los Angeles	5	28.9/29.4	Roadway Rehabilitation (2R)	4702	Pavement	\$0	\$1,661	\$18,500	4.0 Lane mile(s)
May-18	07	Los Angeles	10	31.2/37.2	Roadway Rehabilitation (3R)	4712	Pavement	\$8,385	\$0	\$78,485	50.4 Lane mile(s)
Mar-18	07	Los Angeles	14	R60.7/R77.0	Roadway Rehabilitation (2R)	4887	Pavement	\$3,000	\$0	\$193,150	82.4 Lane mile(s)
Mar-18	07	Los Angeles	22	0.0/1.5	Pavement Rehabilitation (CAPM)	5022	Pavement	\$670	\$0	\$9,674	7.4 Lane mile(s)
Mar-18	07	Los Angeles	27	0.0/4.7	Pavement Rehabilitation (CAPM)	5007	Pavement	\$1,593	\$0	\$43,163	53.5 Lane mile(s)
Jun-18	07	Los Angeles	101	11.8/35.3	Pavement Rehabilitation (CAPM)	4770	Pavement	\$2,224	\$0	\$17,234	4.0 Lane mile(s)

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CTC Meeting	Dist	County	Route	Post Miles	Type of Work	PPNO	Class	RMRA Support Amount	RMRA Capital Amount	Total Project Value	Performance Measure
Dec-17	07	Los Angeles	138	46.7/50.0	Pavement Rehabilitation (CAPM)	4769	Pavement	\$0	\$172	\$12,590	16.0 Lane mile(s)
Jun-18	07	Los Angeles	210	R0.0/R9.7	Roadway Rehabilitation (2R)	4801	Pavement	\$500	\$0	\$143,990	51.7 Lane mile(s)
Sep-17	07	Los Angeles	605	R0.0/R10.2	Roadway Rehabilitation (2R)	4979	Pavement	\$1,960	\$0	\$135,855	104.0 Lane mile(s)
Sep-17	07	Los Angeles	605	20.2/26.0	Pavement Rehabilitation (CAPM)	5029	Pavement	\$1,375	\$0	\$33,742	39.5 Lane mile(s)
Mar-18	07	Ventura	1	21.3/27.1	Pavement Rehabilitation (CAPM)	5018	Pavement	\$625	\$0	\$16,099	11.7 Lane mile(s)
Jun-18	07	Ventura	1	0.0/4.4	Pavement Rehabilitation (CAPM)	4696	Pavement	\$550	\$2,920	\$6,845	14.1 Lane mile(s)
Mar-18	07	Ventura	23	R3.3/R11.5	Roadway Rehabilitation (2R)	4688	Pavement	\$7,600	\$0	\$118,794	57.0 Lane mile(s)
Mar-18	07	Ventura	33	0.0/6.3	Pavement Rehabilitation (CAPM)	4697	Pavement	\$0	\$1,584	\$15,364	24.6 Lane mile(s)
Mar-18	07	Ventura	150	R13.3/19.0	Pavement Rehabilitation (CAPM)	5014	Pavement	\$600	\$0	\$9,859	15.6 Lane mile(s)
Oct-17	08	Riverside	10	R60.9/R74.0	Roadway Rehabilitation (2R)	3008A	Pavement	\$7,000	\$0	\$201,900	52.4 Lane mile(s)
Oct-17	08	Riverside	10	R105.0/R134.0	Roadway Rehabilitation (2R)	3008Y	Pavement	\$16,900	\$0	\$339,373	116.0 Lane mile(s)
Oct-17	08	Riverside	10	R134.0/R156.5	Roadway Rehabilitation (2R)	3009K	Pavement	\$9,000	\$0	\$266,127	90.0 Lane mile(s)
Dec-17	08	Riverside	15	R0.0/3.1	Roadway Rehabilitation (2R)	3003K	Pavement	\$10	\$0	\$42,305	24.0 Lane mile(s)
Dec-17	08	Riverside	15	23.9/33.4	Pavement Rehabilitation (CAPM)	3003L	Pavement	\$10	\$0	\$26,163	57.0 Lane mile(s)
Jun-18	08	Riverside	15	38.2/51.5	Pavement Rehabilitation (CAPM)	3003M	Pavement	\$1,076	\$0	\$30,783	79.8 Lane mile(s)
May-18	08	Riverside	79	0.0/15.6	Pavement Rehabilitation (CAPM)	0066Q	Pavement	\$677	\$0	\$10,369	32.5 Lane mile(s)
Jun-18	08	San Bernardino	10	0.0/9.9	Roadway Rehabilitation (2R)	3008Q	Pavement	\$0	\$54,771	\$91,821	48.0 Lane mile(s)
Jun-18	08	San Bernardino	10	R36.8/R39.2	Roadway Rehabilitation (2R)	0163C	Pavement	\$2,425	\$17,565	\$48,292	9.6 Lane mile(s)
May-18	08	San Bernardino	15	R28.6/37.5	Roadway Rehabilitation (2R)	3003U	Pavement	\$5,510	\$0	\$177,149	59.0 Lane mile(s)
Mar-18	08	San Bernardino	18	100.9/115.9	Pavement Rehabilitation (CAPM)	3007M	Pavement	\$564	\$0	\$21,102	37.8 Lane mile(s)
Jun-18	08	San Bernardino	62	121.5/142.7	Pavement Rehabilitation (CAPM)	3004A	Pavement	\$1,137	\$0	\$15,611	42.4 Lane mile(s)
Jun-18	08	San Bernardino	95	9.7/33.6	Pavement Rehabilitation (CAPM)	3002V	Pavement	\$725	\$0	\$12,342	47.8 Lane mile(s)
Jun-18	08	San Bernardino	95	64.5/80.5	Pavement Rehabilitation (CAPM)	3003Y	Pavement	\$745	\$0	\$6,124	32.0 Lane mile(s)
Oct-17	08	San Bernardino	210	R26.3/R32.9	Roadway Rehabilitation (2R)	3009F	Pavement	\$0	\$3,375	\$42,121	24.3 Lane mile(s)
Jun-18	09	Kern	14	R4.7/R12.6	Roadway Rehabilitation (2R)	2633	Pavement	\$2,080	\$0	\$45,627	31.6 Lane mile(s)
Aug-17	10	Mariposa	49	0.3/18.5	Pavement Rehabilitation (CAPM)	3233	Pavement	\$403	\$0	\$19,798	34.6 Lane mile(s)
May-18	10	Mariposa	140	12.0/22.0	Pavement Rehabilitation (CAPM)	3252	Pavement	\$1,025	\$0	\$23,577	26.5 Lane mile(s)
Jan-18	10	Mariposa	140	22.1/25.3	Pavement Rehabilitation (CAPM)	4736	Pavement	\$0	\$57	\$4,073	6.4 Lane mile(s)
May-18	10	Mariposa	140	25.3/51.8	Pavement Rehabilitation (CAPM)	3167	Pavement	\$982	\$0	\$29,087	54.8 Lane mile(s)
Jun-18	10	Merced	99	R12.7/17.6	Roadway Rehabilitation (2R)	3089	Pavement	\$3,700	\$0	\$63,917	19.6 Lane mile(s)
May-18	10	San Joaquin	4	T15.5/R16.6	Roadway Rehabilitation (2R)	3165	Pavement	\$3,270	\$0	\$38,094	9.5 Lane mile(s)
May-18	10	San Joaquin	88	16.4/25.4	Pavement Rehabilitation (CAPM)	0165	Pavement	\$56	\$728	\$7,400	20.0 Lane mile(s)
Jun-18	10	Stanislaus	99	R0.0/R24.8	Pavement Rehabilitation (CAPM)	3088	Pavement	\$2,273	\$10,958	\$28,346	20.0 Lane mile(s)
Jan-18	10	Tuolumne	108	R16.1/R18.1	Pavement Rehabilitation (CAPM)	0126	Pavement	\$0	\$37	\$2,824	4.0 Lane mile(s)
Aug-17	10	Tuolumne	108	R18.9/38.8	Pavement Rehabilitation (CAPM)	0157	Pavement	\$687	\$0	\$21,997	51.6 Lane mile(s)
Jan-18	10	Tuolumne	120	32.7/R56.5	Pavement Rehabilitation (CAPM)	0335	Pavement	\$55	\$0	\$25,375	2.0 Lane mile(s)
Oct-17	11	San Diego	8	R31.8/R41.7	Roadway Rehabilitation (2R)	1255	Pavement	\$936	\$0	\$53,459	22.8 Lane mile(s)

**Summary of SB1-RMRA Funded Projects
SHOPP Primary Assets
(\$1,000)**

CTC Meeting	Dist	County	Route	Post Miles	Type of Work	PPNO	Class	RMRA Support Amount	RMRA Capital Amount	Total Project Value	Performance Measure	
Jan-18	11	San Diego	94	R10.4/14.9	Pavement Rehabilitation (CAPM)	1177	Pavement	\$10	\$0	\$14,775	21.2 Lane mile(s)	
Oct-17	11	San Diego	125	13.0/22.3	Pavement Rehabilitation (CAPM)	1257	Pavement	\$1,383	\$0	\$42,277	49.5 Lane mile(s)	
Jun-18	11	San Diego	805	27.1/28.9	Pavement Rehabilitation (CAPM)	1175	Pavement	\$755	\$3,391	\$10,693	14.4 Lane mile(s)	
Aug-17	12	Orange	1	4.9/5.5	Pavement Rehabilitation (CAPM)	2246	Pavement	\$3,200	\$0	\$12,475	15.6 Lane mile(s)	
Oct-17	12	Orange	1	29.9/33.7	Pavement Rehabilitation (CAPM)	2499A	Pavement	\$1,720	\$0	\$17,136	14.9 Lane mile(s)	
Oct-17	12	Orange	90	2.6/5.1	Pavement Rehabilitation (CAPM)	4337	Pavement	\$478	\$0	\$12,333	11.7 Lane mile(s)	
Pavement								117 Total Projects:	\$229,800	\$227,373	\$5,912,546	3,962.0 Lane mile(s)

**Summary of SB1-RMRA Funded Projects
SHOPP Primary Assets
(\$1,000)**

CTC Meeting	Dist	County	Route	Post Miles	Type of Work	PPNO	Class	RMRA Support Amount	RMRA Capital Amount	Total Project Value	Performance Measure
Oct-17	01	Lake	29		Transportation Management Systems	7017	TMS	\$587	\$0	\$4,627	21.0 Field element(s)
Oct-17	01	Lake	53		Transportation Management Systems	3104	TMS	\$618	\$0	\$4,883	30.0 Field element(s)
Aug-17	03	Butte	99	28.3/T37.8	Transportation Management Systems	2437	TMS	\$561	\$0	\$11,636	9.4 Mile(s) of cable
Mar-18	03	Nevada	49		Transportation Management Systems	4125	TMS	\$1,400	\$0	\$13,210	63.0 Field element(s)
Dec-17	03	Placer	80		Transportation Management Systems	4291	TMS	\$30	\$0	\$2,565	7.0 Field element(s)
May-18	03	Sacramento	5	9.7/22.7	Transportation Management Systems	5846	TMS	\$189	\$860	\$10,580	13.0 Mile(s) of cable
Oct-17	03	Sacramento	5		Transportation Management Systems	6411	TMS	\$320	\$0	\$5,040	4.0 Field element(s)
Mar-18	03	Sacramento	5		Transportation Management Systems	8920	TMS	\$282	\$0	\$2,344	48.0 Field element(s)
Jun-18	03	Sacramento	50	L0.0/R5.3	Transportation Management Systems	6239	TMS	\$600	\$3,008	\$9,500	8.6 Mile(s) of cable
Jun-18	03	Sacramento	50	L0.0/17.5	Transportation Management Systems	6250	TMS	\$940	\$0	\$46,660	122.0 Field element(s)
Oct-17	03	Sacramento	50	12.5/23.1	Transportation Management Systems	6248	TMS	\$240	\$0	\$7,021	12.3 Mile(s) of cable
Jun-18	03	Sacramento	80	M0.1/18.0	Transportation Management Systems	6713	TMS	\$1,725	\$0	\$16,750	18.4 Mile(s) of cable
Mar-18	03	Sacramento	80		Transportation Management Systems	6717	TMS	\$233	\$0	\$1,629	300.0 Field element(s)
Aug-17	03	Sacramento	99	10.0/R24.3	Transportation Management Systems	6925	TMS	\$700	\$0	\$12,150	14.0 Mile(s) of cable
Dec-17	03	Yolo	5		Transportation Management Systems	8571	TMS	\$190	\$0	\$13,570	32.0 Field element(s)
Jun-18	03	Yolo	80	2.4/R11.3	Transportation Management Systems	6701	TMS	\$1,100	\$2,790	\$12,454	4.0 Field element(s)
Aug-17	04	Alameda	680	M0.0/R21.9	Transportation Management Systems	1463D	TMS	\$5,700	\$0	\$30,000	44.0 Field element(s)
Oct-17	04	Alameda	980	1.2	Transportation Management Systems	1464L	TMS	\$110	\$0	\$3,354	1.0 Field element(s)
Oct-17	04	Alameda	Var		Transportation Management Systems	1464M	TMS	\$450	\$0	\$20,800	800.0 Field element(s)
Jun-18	04	Alameda	VAR		Transportation Management Systems	1488T	TMS	\$451	\$2,275	\$5,927	248.0 Field element(s)
Jun-18	04	Contra Costa	VAR		Transportation Management Systems	1488V	TMS	\$361	\$1,822	\$4,750	235.0 Field element(s)
Jun-18	04	San Francisco	1	R0.7/5.9	Transportation Management Systems	0481V	TMS	\$400	\$0	\$6,583	9.0 Field element(s)
Jun-18	04	San Mateo	VAR		Transportation Management Systems	1488X	TMS	\$273	\$1,374	\$3,585	144.0 Field element(s)
Jun-18	04	Santa Clara	VAR		Transportation Management Systems	1488W	TMS	\$475	\$2,401	\$6,255	295.0 Field element(s)
Jun-18	04	Sonoma	VAR		Transportation Management Systems	1488Y	TMS	\$686	\$3,465	\$9,021	392.0 Field element(s)
Jun-18	05	Monterey	101	86.0/95.8	Transportation Management Systems	0064Q	TMS	\$1,045	\$0	\$3,234	11.0 Field element(s)
Oct-17	05	Monterey	Var		Transportation Management Systems	2735	TMS	\$585	\$0	\$5,451	78.0 Field element(s)
Oct-17	06	Fresno	41	R20.0/33.4	Transportation Management Systems	6881	TMS	\$619	\$0	\$20,424	89.0 Field element(s)
May-18	06	Fresno	VAR		Transportation Management Systems	6880	TMS	\$19	\$135	\$1,777	38.0 Field element(s)
Oct-17	07	Los Angeles	1	R34.5/35.2	Transportation Management Systems	5041	TMS	\$539	\$0	\$24,616	129.0 Field element(s)
Jan-18	07	Los Angeles	5	8.2/20.4	Transportation Management Systems	5247	TMS	\$0	\$473	\$31,527	602.0 Field element(s)
Jan-18	07	Los Angeles	10	S0.2/47.7	Transportation Management Systems	5246	TMS	\$0	\$310	\$21,527	384.0 Field element(s)
Oct-17	07	Los Angeles	60	R0.6/11.8	Transportation Management Systems	5040	TMS	\$30	\$0	\$9,380	62.0 Field element(s)
Oct-17	07	Los Angeles	91	R6.1/R20.7	Transportation Management Systems	5226	TMS	\$511	\$0	\$16,969	68.0 Field element(s)
Sep-17	07	Los Angeles	101	0.0/R17.1	Transportation Management Systems	5221	TMS	\$438	\$0	\$15,202	98.0 Field element(s)
Aug-17	07	Los Angeles	110	R0.7/8.8	Transportation Management Systems	5188	TMS	\$240	\$0	\$1,923	76.0 Field element(s)
Sep-17	07	Los Angeles	134	0.0/R13.3	Transportation Management Systems	5222	TMS	\$454	\$0	\$12,973	69.0 Field element(s)

**Summary of SB1-RMRA Funded Projects
SHOPP Primary Assets
(\$1,000)**

CTC Meeting	Dist	County	Route	Post Miles	Type of Work	PPNO	Class	RMRA Support Amount	RMRA Capital Amount	Total Project Value	Performance Measure
Jan-18	08	Riverside	Var		Transportation Management Systems	3006W	TMS	\$90	\$0	\$6,892	188.0 Field element(s)
May-18	08	San Bernardino	10	29.4/R39.2	Transportation Management Systems	3009A	TMS	\$1,010	\$0	\$10,574	26.0 Field element(s)
Oct-17	08	San Bernardino	71	R0.0/R8.5	Transportation Management Systems	3009N	TMS	\$561	\$0	\$14,958	31.0 Field element(s)
Jun-18	10	San Joaquin	4	R16.0/R19.4	Transportation Management Systems	3274	TMS	\$2,177	\$0	\$56,505	30.0 Field element(s)
May-18	10	San Joaquin	5	R21.4/27.9	Transportation Management Systems	3250	TMS	\$3,370	\$0	\$14,595	22.0 Field element(s)
Oct-17	10	San Joaquin	120	R0.6/R6.1	Transportation Management Systems	3230	TMS	\$373	\$0	\$6,338	59.0 Field element(s)
Oct-17	10	San Joaquin	120		Transportation Management Systems	3226	TMS	\$632	\$0	\$5,271	59.0 Field element(s)
Jun-18	10	Stanislaus	99		Transportation Management Systems	3286	TMS	\$163	\$0	\$2,570	161.0 Field element(s)
Oct-17	11	San Diego	5	R0.3/R15.2	Transportation Management Systems	1241	TMS	\$818	\$0	\$27,207	13.8 Mile(s) of cable
Aug-17	11	San Diego	5	R19.5/R55.4	Transportation Management Systems	1281	TMS	\$1,497	\$0	\$24,238	103.0 Field element(s)
Jun-18	11	San Diego	15	11.5/31.2	Transportation Management Systems	1263	TMS	\$865	\$0	\$5,215	62.0 Field element(s)
May-18	11	San Diego	Var		Transportation Management Systems	1171	TMS	\$685	\$0	\$5,872	25.0 Field element(s)
Oct-17	12	Orange	1	13.0/33.6	Transportation Management Systems	2330	TMS	\$1,891	\$0	\$24,087	20.0 Field element(s)
Jun-18	12	Orange	5	23.2/30.2	Transportation Management Systems	2753B	TMS	\$375	\$1,066	\$4,860	7.0 Field element(s)
Aug-17	12	Orange	5	33.0/43.2	Transportation Management Systems	2859C	TMS	\$2,380	\$0	\$23,673	311.0 Field element(s)
May-18	12	Orange	Var		Transportation Management Systems	2859B	TMS	\$2,400	\$0	\$28,480	176.0 Field element(s)
Oct-17	12	Orange	Var		Transportation Management Systems	1203	TMS	\$2,060	\$0	\$10,414	754.0 Field element(s)
47 Total Projects:								\$39,615	\$16,111	\$606,802	6,537.0 Field element(s)
TMS								\$4,833	\$3,868	\$94,844	89.5 Mile(s) of cable
Grand Total								\$464,028	\$311,396	\$9,247,682	

M e m o r a n d u m **TAB 63**

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 15-16, 2018

Reference No.: 2.5d.(1)
Action Item - **REVISED**

From: STEVEN KECK
Chief Financial Officer

Prepared by: James E. Davis
District 04 – Director (Acting)

Subject: **ALLOCATION REQUEST FOR PROJECT WITH COSTS THAT EXCEED THE PROGRAMMED AMOUNT BY MORE THAN 20 PERCENT (PPNO 04-8060A/EA 04-4G560 – SOLANO COUNTY) RESOLUTION FP-18-12**

UPDATE: The California Department of Fish and Wildlife issued the Incidental Take Permit (ITP) for the project in June 2018 with the condition of a security deposit as funding assurance to ensure successful completion of mitigation and any follow-up compliance activities. The mitigation also includes 10 years of “off-site” habitat management, monitoring and reporting on the status of compensatory habitat. Caltrans is legally precluded from transferring funds “in trust” to another entity as security. On August 10, 2018, after extensive negotiations with the California Department of Fish and Wildlife, it was agreed that the ITP’s security deposit condition would be satisfied by a separate mitigation “child” project to be split from this “parent” project at the time of allocation.

ISSUE

Should the California Transportation Commission (Commission) approve the California Department of Transportation (Department) allocation request for \$7,458,000 for the State Highway Operation Protection Program (SHOPP) Roadside Safety Improvement project (PPNO 8060A) on State Routes (SR) 12 and 113 in Solano County?

RECOMMENDATION

The Department recommends that the Commission approve an allocation of ~~\$7,458,000~~ **\$7,398,000** for the SHOPP Roadside Safety Improvement project (PPNO 8060A) on SR 12 and SR 113 in Solano County.

Dist-Co-Rte	Construction Component	Programmed Amount	Program Adjustment	Requested Funds	% Over Programmed Amount
04-Sol-12/113	Capital	\$4,671,000	\$1,865,000	\$6,536,000	39.9 %
	Support	\$ 468,000	\$ 454,000 \$ 394,000	\$922,000 — \$862,000	97.0% 84%
Total Allocation Request				\$7,458,000 \$7,398,000	

PROJECT DESCRIPTION

This is a safety project which will reduce the number and severity of collisions at the existing high-speed and high-truck traffic intersection of SR 12 and SR 113 near the city of Rio Vista in Solano County. SR 12 is a major east-west corridor between Interstate 80 and Interstate 5, and intersects with SR 113/Birds Landing Road, forming a four-legged intersection controlled by two-way stop signs.

The project is within an environmentally sensitive area, with creek crossings on both SR 12 and SR 113, requiring an Incidental Take Permit (ITP) for the California Tiger Salamander (CTS) from the California Department of Fish and Wildlife (CDFW).

Both SR 12 and SR 113 belong to the Terminal Access Network, under the Surface Transportation Act of 1982, which is a highway network that accommodates trucks longer than California standard legal length.

SR 12 is also a major Department of Defense truck route that serves as a key corridor for shipments in and out of Travis Air Force Base. SR 12 has an 11 percent truck volume and an Annual Average Daily Traffic (AADT) of 15,000 vehicles, which current traffic data indicates is significantly greater than the statewide average accident rate.

This project features a single-lane roundabout with an approach to splitter islands, center truck apron, aesthetically treated center island, and advance flashing beacons. The Department conducted the Intersection Control Evaluation (ICE) and determined the single-lane roundabout alternative to be more effective operationally than the signalized intersection design for the following reasons:

1. Increased Safety

- Fewer vehicle conflict points.
- Fewer and less severe collisions due to reduced speed differential.
- Less maintenance worker exposure.

2. Operational Performance

- Higher capacity.
- Less delay.

3. Maintenance

- Lower overall life cycle cost.
- Fewer electrical system components (signal heads, controller cabinet, etc.).
- Less operations and maintenance cost without routine inspections.

An independent consultant was hired by the Department to further review the design to ensure the safety of the high-speed traffic of the roundabout. The consultant's recommendation was to modify the design to a larger roundabout utilizing additional safety measures.

REASON FOR INCREASE

The needed construction capital cost increase is due to modifying the initial standard roundabout to a larger roundabout footprint within the existing right-of-way, as recommended by the consultant, and the additional safety traffic design measures associated with the larger roundabout. The needed

construction support cost increase is due to the additional working days needed to accommodate construction staging and to address environmental permit requirements.

Construction Capital

Since SR12 is a legislatively designated Safety Corridor with high truck volumes, the Department convened a special peer review process which included outside experts, who recommended modifying the initial design to a larger roundabout footprint to ensure safer operations for high truck volumes and the high-speed approaches to the SR 12 and SR 113 junction.

1: Enlarge Facility (\$590,000)

- Increase the splitter islands to 200 feet longer and 15 feet wider to reduce approach speeds to operationally safe range.
- Increase the circulatory lane width to 20 feet to better accommodate truck turning movements of oversized trucks.

2: Enhance Safety Visual Contrast (\$590,000)

- Install special rock-scape treatment for all four approach splitter islands and a center Island to provide visual contrast to alert motorists of an approaching roundabout and the need to slow down.
- Minimize maintenance with high functional, sustainable design.

3: Add Advance Traffic Warning and Attenuation Devices (\$385,000)

- Install additional warning beacons at greater distances in advance of the roundabout to provide more time for motorists to react and reduce speeds.
- Install special attenuation end treatments for bridge rails at two creek crossings within the approaches to the roundabout.

4: Provide 10 Percent Contingency (\$300,000)

- Address any potential hazardous materials and buried objects associated with excavations.
- Provide for additional traffic control measures and construction zone enhanced enforcement to address high traffic conditions and extended construction staging.

Construction Support

Additional construction support funding is needed due to expanded work footprint, longer staging, and compliance with environmental permits.

CONSEQUENCES

The Department has determined that if this allocation request for ~~\$7,458,000~~ **\$7,398,000** is not approved, the safety improvements will be delayed and the Department would have to reprogram this SHOPP Safety Improvement Project. Reprogramming would likely occur at higher cost due to the additional support needs and escalation based on the new construction schedule in future years.

RESOLUTION

Resolved, that \$6,536,000 in Construction Capital be allocated from the Budget Act of 2018, Budget Act Items 2660-302-0890 and 2660-302-0042 and ~~\$922,000~~ **\$862,000** in Construction Support to provide funds to advertise the following project.

Attachment

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 15-16, 2018

Reference No.: 2.5d.(2)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Shirley Choate
District 07 – Director (Acting)

Subject: **ALLOCATION REQUEST FOR PROJECT WITH COSTS THAT EXCEED THE PROGRAMMED AMOUNT BY MORE THAN 20 PERCENT (PPNO 07-4698/EA 07-30350 – VENTURA COUNTY) RESOLUTION FP-18-13**

ISSUE

Should the California Transportation Commission (Commission) approve the California Department of Transportation (Department) allocation request for \$6,624,000 for the State Highway Operation and Protection Program (SHOPP) Pavement Rehabilitation project (PPNO 4698) on State Route (SR) 23 in Ventura County?

RECOMMENDATION

The Department recommends that the Commission approve an allocation of \$6,624,000 for the SHOPP Pavement Rehabilitation project (PPNO 4698) on SR 23 in Ventura County.

Dist-Co-Rte	Construction Component	Programmed Amount	Program Adjustment	Requested Funds	% Over Programmed Amount
07-Ven-023	Capital	\$3,646,000	\$1,728,000	\$5,374,000	47.4 %
	Support	\$ 900,000	\$ 350,000	\$1,250,000	38.9 %
Total Allocation Request				\$6,624,000	

PROJECT DESCRIPTION

Located in Ventura County in and near the City of Thousand Oaks, this project will rehabilitate the pavement on the 3.3 mile segment of SR 23 from Carlisle Road to US Highway 101. The rehabilitation strategy is to cold-plane the existing asphalt concrete and overlay it with Hot Mix Asphalt (HMA) on the more heavily-traveled portions of roadway and with Rubberized HMA on the lightly-traveled portions. The scope of work also includes upgrading curb ramps, safety barriers,

bike lanes, and other roadway elements. Within the project limits, SR 23 is a conventional highway that varies from two to six lanes and is known locally as Westlake Boulevard.

The performance measure is based on recent pavement condition survey that indicates a total of 10.3 lane miles of rehabilitation is needed, as currently it consists of 9.9 miles in “fair” condition and 0.4 mile in “poor” condition. All of this pavement is being rehabilitated to “good” condition.

REASON FOR INCREASE

The project was originally programmed using a Capital Preventive Maintenance (CAPM) strategy that typically prolongs pavement life by 5 to 7 years. The pavement condition was re-evaluated during the design phase when data became available from testing and coring conducted in the field. Based on an analysis of life cycle costs, a determination was made that the more cost-effective solution would be to use a 20-year pavement rehabilitation strategy at a modestly higher cost in construction capital. The increase in construction capital cost is mainly caused by the use of a thicker pavement structural section and by the additional work shifts needed for the contractor to construct it.

Changes in the economic climate and market conditions have reduced competition in the bidding process. This construction cost estimate has been updated to reflect the reduced bidder competition and higher material costs.

In addition to the increase in the construction capital cost, the construction support cost must be adjusted to cover the anticipated level of effort now required. The duration of construction has increased, as multiple shifts will be required to keep the necessary number of lanes open, and a public outreach program will be needed to minimize impacts to the community.

The strategy of rehabilitating the existing pavement has been changed to 20-year rehabilitation as explained above by using thicker asphalt concrete in comparison with CAPM strategy.

RISK ANALYSIS

The risk register for this project identifies the risks associated with limited work windows, longer construction durations, and the absence of convenient detours. Paving operations and curb ramp upgrades at intersections may involve road access closures and coordination with the community.

CONSEQUENCES

The Department has determined that if this allocation request for \$6,624,000 is not approved, the Department will not be able to advertise this State Highway Operation and Protection Program (SHOPP) Pavement Rehabilitation project and construction will be delayed.

RESOLUTION

Resolved, that \$5,374,000 in Construction Capital be allocated from the Budget Act of 2017, Budget Act Item 2660-802-3290 and Budget Act of 2018, Budget Act Item 2660-302-0890 and \$1,250,000 in Construction Support to provide funds to advertise the following project.

Attachment

2.5 Highway Financial Matters

Project No.	Allocation Amount	County	Dist-Co-Rte	Postmile	Location	Project Description	Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount	Project ID	Adv Phase	EA	Budget Year	Item # Fund Type	Program Code	Amount by Fund Type
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2.5d.(2) Allocations for Projects with Cost Increase Greater than 20 Percent Resolution FP-18-13

1	\$6,624,000	Ventura	07-Ven-23	0.0/R3.3	In Thousand Oaks, from Carlisle Road to Route 101.	<u>Outcome/Output</u> : Rehabilitate pavement to provide a 20 year design life and upgrade curb ramps to Americans with Disabilities Act (ADA) standards. This project will extend pavement service life and improve ride quality.		07-4698	SHOPP/17-18			505-3290 RMRA	001-0890 FTF		\$143,000
								\$900,000	CON ENG			20.10.201.121			\$1,250,000
								CONST				2017-18			
								\$3,646,000				802-3290 RMRA			\$616,000
								0714000007				2018-19			
									4			302-0890 FTF			\$4,758,000
									30350			20.20.201.121			\$5,374,000

(CEQA - CE, 6/28/2017; Re-validation 6/27/2018)
 (NEPA - CE, 6/28/2017; Re-validation 6/27/2018)

Performance Measure: Pavement					
	Unit	Good	Fair	Poor	Quantity
Existing Condition	Lane Mile(s)	0.0	9.9	0.4	10.3
Post Condition	Lane Mile(s)	10.3	0.0	0.0	10.3

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 15-16, 2018

Reference No.: 2.5d.(3)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Shirley Choate
District 07 – Director (Acting)

Subject: **ALLOCATION REQUEST FOR PROJECT WITH COSTS THAT EXCEED THE PROGRAMMED AMOUNT BY MORE THAN 20 PERCENT (PPNO 07-4730/EA 07-30570 - LOS ANGELES COUNTY) RESOLUTION FP-18-14**

ISSUE

Should the California Transportation Commission (Commission) approve the California Department of Transportation (Department) allocation request for \$7,938,000 for the State Highway Operation Protection Program (SHOPP) Bridge Preservation project (PPNO 4730) on Interstate 110 (I-110) in Los Angeles County?

RECOMMENDATION

The Department recommends that the Commission approve an allocation of \$7,938,000 for the SHOPP Bridge Preservation project (PPNO 4730) on I-110, in Los Angeles County.

Dist-Co-Rte	Construction Component	Programmed Amount	Program Adjustment	Requested Funds	% Over Programmed Amount
07-LA-110	Capital	\$5,631,000	\$ 470,000	\$6,038,000	7.0 %
	Support	\$ 900,000	\$1,000,000	\$1,900,000	111.1 %
Total Allocation Request				\$7,938,000	

PROJECT DESCRIPTION

This project will preserve the existing Los Angeles River Bridge Overhead (Bridge No. 53-0042L/R) by cleaning the rust from the steel girders and by repainting the affected areas with a primer and finish coat. The work requires creating a "zero containment system" surrounding the immediate work area. The structure is in the city of Los Angeles on I-110 near its intersection with I-5.

REASON FOR INCREASE

When this project was programmed in June 2014, a simplified capital ratio calculation method approach was used to estimate the cost of construction support. In October 2017, during the Plans, Specifications and Estimate (PS&E) phase, the estimated support cost was re-evaluated when the design was 60 percent complete and was found to be insufficient to perform the required scope of work. As the project was in the year of delivery and per the Commission SHOPP Interim guidelines, the only opportunity to adjust the cost is during this allocation.

Construction activities for bridge painting projects are complex and specialized, and require launching platforms under the girders and zero-containment systems to contain both lead and paint. The Department's simple capital ratio approach to resource the project was replaced with a more accurate, bottom-up resourcing method to account for the complexity of the work.

After performing final engineering, additional information regarding how the project would be constructed was discovered. Initially, the team assumed that the contractor would be able to erect the painting platform from the ground. However, it was discovered that all six spans of the bridge have access restrictions, which would preclude the team from erecting the platforms as planned. The project site access restrictions include:

- Three of the six spans have access restrictions from Southern California Regional Rail Authority/Metrolink Right of Way. One of the three affected spans cannot be reached by any method other than from the deck or from the railroad tracks.
- One span is restricted by the northbound I-110 to northbound I-5 connector. This location will require lane closures and night work to perform the cleaning and painting.
- Two spans are restricted by the right to enter the Los Angeles River.

Due to these access restrictions, the Department decided to utilize an Under Bridge Inspection Truck (UBIT) to avoid and minimize the impacts at the six locations by performing the work from above. The UBIT will be used to place the initial platform under the bridge, with subsequent parts of the platform launched from that initial platform.

The construction support programmed did not anticipate the additional labor required to control traffic necessary to use the UBIT. Use of the UBIT will require overnight lane closures and traffic controls that were not originally anticipated, resulting in an unexpected increase of staff needed each year for traffic management. This recommendation accounts for overtime considerations, night work and weekend work. In addition, inspectors will be used for traffic control to administer the contract. The additional resources required to support the change in traffic control is \$500,000.

CONSEQUENCES

The Department has determined that if this allocation request for \$7,938,000 is not approved, the Department will not be able to advertise this State Highway Operation Protection Program (SHOPP) Bridge Preservation project and construction will be delayed.

RESOLUTION

Resolved, that \$6,038,000 in Construction Capital be allocated from the Budget Act of 2018, Budget Act Items 2660-302-3290 and 2660-302-0890 and \$1,900,000 in Construction Support to provide funds to advertise the following project.

Attachment

2.5 Highway Financial Matters

Project No. Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5d.(3) Allocations for Projects with Cost Increase Greater than 20 Percent			Resolution FP-18-14	
1 \$7,938,000 Los Angeles 07-LA-110 25.5	In the city of Los Angeles, at Los Angeles River Bridge No. 53-0421R/L. <u>Outcome/Output</u> : Spot blast, clean, and paint steel bridge members. This improvement will prevent further deterioration and extend the service life of both directional bridges. Preliminary <u>Engineering</u> PA&ED PS&E R/W Sup	07-4730 SHOPP/17-18 CON ENG \$900,000 CONST \$5,631,000 0714000105 4 30570	505-3290 RMRA 001-0890 FTF 20.10.201.119 2018-19 302-3290 RMRA 302-0890 FTF 20.20.201.119	\$950,000 <u>\$950,000</u> \$1,900,000 \$3,019,000 <u>\$3,019,000</u> \$6,038,000
	<u>Budget</u> <u>Expended</u>			
	PA&ED \$0 \$0			
	PS&E \$1,000,000 \$758,871			
	R/W Sup \$400,000 \$2,804			
	(CEQA - CE, 4/1/2014; Re-validation 4/19/2018) (NEPA - CE, 4/1/2014; Re-validation 4/19/2018)			
	Performance Measure: Bridges (2 location(s))			
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>
Existing Condition	Square Feet	0.0	94,485.0	0.0
Post Condition	Square Feet	94,485.0	0.0	0.0
				<u>Quantity</u>
				94,485.0

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 15-16, 2018

Reference No.: 2.5d.(5)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Brent Green
District 09 - Director

Subject: ALLOCATION REQUEST FOR PROJECT WITH COSTS THAT EXCEED THE PROGRAMMED AMOUNT BY MORE THAN 20 PERCENT (PPNO 06-6814/EA 06-0T301 – KERN COUNTY) RESOLUTION FP-18-16

ISSUE

Should the California Transportation Commission (Commission) approve the California Department of Transportation (Department) allocation request for \$6,375,000 for the State Highway Operation Protection Program (SHOPP) Maintenance Facility project (PPNO 6814) at the Mojave Highway Maintenance Station on State Route (SR) 14 in Kern County?

RECOMMENDATION

The Department recommends that the Commission approve an allocation of \$6,375,000 for the SHOPP Maintenance Facility project (PPNO 6814) at the Mojave Highway Maintenance Station on SR 14 in Kern County.

Dist-Co-Rte	Construction Component	Programmed Amount	Program Adjustment	Requested Funds	% Over Programmed Amount
06-Ker-14	Capital	\$2,757,000	\$2,143,000	\$4,900,000	178%
	Support	\$1,250,000	\$ 225,000	\$1,475,000	118%
Total Allocation Request				\$6,375,000	

PROJECT DESCRIPTION

The Department proposes to construct a new crew building and new equipment building at the Mojave Highway Maintenance Station on SR 14. This project (Mojave III) is part of a phased effort to replace buildings and build new essential facilities at this 65-year-old Highway Maintenance Station; work includes demolition of the electrical crew office, replacing the existing equipment rinse facility, site grading and paving, and the addition of a mandated fire suppression system.

REASON FOR INCREASE

The cost increase to advertise this project is due to increases in building costs, additional State Fire Marshal requirements and the associated increases in Supplemental Work and Contingencies.

- **Increase in Building Costs** (55 percent of the Construction Capital cost increase). While the built improvements planned for the site are consistent with the original scope, the costs for these buildings have been increasing. The cost for the architectural elements of the project was estimated and programmed two years ago using historic bid data on similar facilities. Recent changes in the bidding environment have driven a reassessment of building element costs. Material costs have been updated due to increasing market prices on building items. The project's remote location, in the high desert, is also expected to impact bidder estimating. The remote location is also significantly reducing the availability of architectural building contractors and their subcontractors willing to bid which is adversely affecting the anticipated bidding environment.
- **State Fire Marshal Requirements** (20 percent of the Construction Capital cost increase). The final design review by the State Fire Marshal identified additional requirements for plan approval. The facility's fire suppression system was deemed inadequate; necessitating the inclusion of a new fire pump and related systems.
- **Supplemental Work and Contingencies** (15 percent of the Construction Capital cost increase). Supplemental Work and Contingencies have both increased for this project. There may be nesting birds near the site, and although the project has a bid item for a Contractor-Supplied Biologist, the requirements are for pre-construction training only. If nesting birds are discovered and monitoring is required, the cost will be \$1,000 per day or higher. There are 250 working days on this project and it was assumed that if monitoring will be needed it will be for 60 percent of the time for a total of \$150,000.

The project also received approval to increase the contingencies to 10 percent (an additional \$150,000).

The total of these two increases (\$300,000) accounts for 15 percent of the increase.

The Department considered the following options to reduce the costs:

- Down-scope the current project and complete the work in one or more future projects.
- Re-arrange the site plan to utilize existing facilities.

To down-scope the project, the site plan would need to be altered to accommodate the existing facilities (for example, keep the existing rinse slab in use). However, this will result in inadequate vehicle circulation, and provide minimal room for large maintenance vehicles to maneuver within the Maintenance Station. Future projects (to complete the site) will also cost more in Construction Capital than a combined project.

Due to the factors listed above, the Department has decided that the best available option is to request additional funds that match the current cost estimate to complete the Mojave Maintenance Station in a single project.

CONSEQUENCES

The Department has determined that if this allocation request for \$6,375,000 is not approved, the Department will not be able to advertise this State Highway Operation and Protection Program (SHOPP) Maintenance Facility project and construction will be delayed.

RESOLUTION

Resolved, that \$4,900,000 in Construction Capital be allocated from the Budget Act of 2018, Budget Act Item 2660-303-0042 and \$1,475,000 in Construction Support to provide funds to advertise the following project.

Attachment

2.5 Highway Financial Matters

Project No. Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5d.(5) Allocations for Projects with Cost Increase Greater than 20 Percent		Resolution FP-18-16		
1 \$6,375,000	In Mojave, at the Mojave Maintenance Station (L-5713). <u>Outcome/Output:</u> Demolish deteriorated facilities, construct new crew room and equipment storage building, and modify the existing wash pad.	06-6814 SHOPP/17-18 CON ENG \$1,250,000	001-0042 SHA 20.10.201.352 2018-19	\$1,475,000
Kern 06-Ker-14 L16.7	<u>Performance Measure:</u> Planned: 1, Actual: 1 Location(s)	CONST \$2,757,000 0616000183 4 OT301	303-0042 SHA 20.20.201.352	\$4,900,000
	Preliminary <u>Engineering</u>			
	<u>Budget</u>	<u>Expended</u>		
	PA&ED \$0	\$0		
	PS&E \$1,300,000	\$1,121,061		
	R/W Sup \$230,000	\$59,172		
	(CEQA - CE, 1/15/2015; Re-validation 9/6/2016) (NEPA - N/A)			

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 15-16, 2018

Reference No.: 2.5e.(2)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Sharri Bender Ehlert
District 06 - Director

Subject: **SUPPLEMENTAL CAPITAL FUNDS ALLOCATION REQUEST FOR PREVIOUSLY VOTED PROJECT (PPNO 06-6754A/EA 06-0U09U – FRESNO COUNTY) RESOLUTION FP-18-02**

ISSUE

Should the California Transportation Commission (Commission) approve the California Department of Transportation (Department) request for an additional \$3,860,000 for the State Highway Operation Protection Program (SHOPP) Pavement Preservation project (PPNO 6754A) on State Route (SR) 168 in Fresno County to award a construction contract?

RECOMMENDATION

The Department recommends that the Commission allocate \$3,860,000 for the previously approved SHOPP Pavement Preservation project (PPNO 6754A) on SR 168 in Fresno County to award a construction contract.

Component	Programmed Amount	Commission Allocation	G-12 Authority	Total Allotment	Supplemental Allocation Request	Revised Commission Allocation	% Over Commission Allocation
Capital	\$18,700,000	\$13,200,000	\$1,520,000	\$13,200,000	\$3,860,000	\$17,060,000	29.3%
Support	\$ 2,495,000	\$ 2,495,000	\$ 449,000	\$ 2,944,000	N/A	N/A	N/A
Total Supplemental Allocation Request					\$3,860,000		

PROJECT LOCATION, DESCRIPTION, AND CONTRACT STATUS.

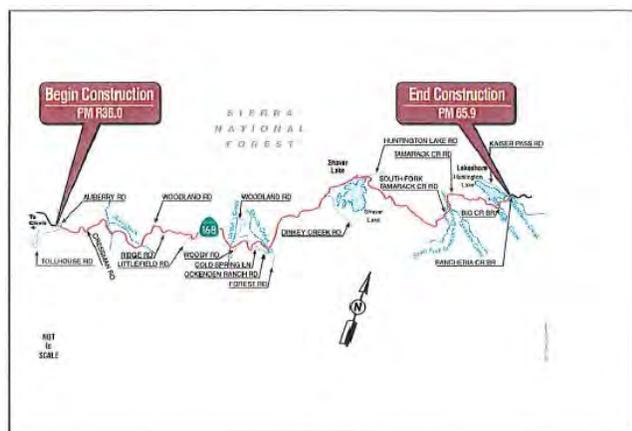
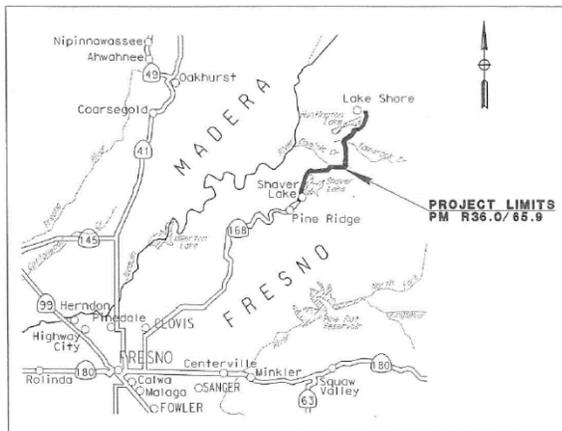
This project is located on SR 168 in Fresno County, in and near Shaver Lake, from 0.2 mile west of Auberry Road to Kaiser Pass Road. The project limits will cover a stretch of SR 168 which is almost 30 miles long.

This contract will cold plane 0.25 foot of existing pavement and overlay it with 0.25 foot of Hot Mix Asphalt (HMA) Type A over Stress Absorbing Membrane Interlayer (Rubberized) (SAMI-R). Additionally, pavement cracks will be sealed and failed localized areas on cracks and repairing failed localized areas on SR 168 from Post Mile (PM) 45.8 to PM 65.9 will be repaired.

This project will also upgrade all Metal Beam Guard Rail (MBGR) to current standards, install five traffic count stations, and reconstruct asphalt concrete dikes at several locations. In addition, drainage system restoration work will include replacing, repairing, and relining culverts at 59 locations and upgrading some drainage inlets between PM R36.0 to PM 65.45.

The performance measures for this SHOPP project are to improve 40.2 Distressed Lane Miles (PM 45.8/65.9) and 59 Culverts (PM R36.0/65.45). These performance measures are consistent with the Commission adopted Transportation Asset Management Plan.

The date for beginning construction was originally scheduled for July 2, 2018, with a planned construction duration of 180 working days and Contract Acceptance scheduled for October 4, 2019. At this time, completed scope of work and percent completion to date is 0 percent.



FUNDING STATUS:

The project's programmed amount was \$18,700,000, and an allocation amount of \$13,200,000 was voted at the January 2018 Commission meeting. The Engineer's Estimate (EE) of \$11,248,031 for the project cost was developed in December 2017 and the District Office of Construction Estimates Review (OCER) reviewed the EE using established practices, procedures and databases containing historical pricing information. The Authority to Advertise was signed on March 21, 2018; the project contract was advertised on April 16, 2018 and bids were opened on May 24, 2018.

The Department received a total of three bids ranging from \$14,768,479 to \$16,975,297, and bid competition was adequate. The apparent low bid of \$14,768,479 was significantly higher than the EE. The total amount, including supplemental work and contingencies, needed to award the contract to lowest responsible bidder is \$17,060,000. The bid was analyzed for mathematical unbalancing and found to be adequate. A 10 percent contingency to cover unforeseen events or expenses that may develop during construction was approved by the Department. This supplemental fund request for \$3,860,000 will provide the needed funds to award this contract to the lowest responsible bidder.

REASON(S) FOR COST INCREASE:

This is the Department's first culvert replacement project located in the mountains in this region that has gone out to bid. The location and type of work was taken into consideration and the EE was adjusted accordingly, as there are unknown challenges with the work since some of the culverts are very deep and hard to access. The type of work and the project's remote location also appear to have been a reason why only a limited number of contractors were willing to bid for this project. A contractor outreach was not performed.

The difference between the EE and the lowest bid were discussed with the apparent lowest bidder who stated that the major factors that contributed to the higher bid price are high quotes from sub-contractors and higher material and equipment cost.

The higher prices for the items that resulted in bids higher than the EE were listed in the project Risk Register for the award phase for this project.

The following bid items contributed most to the increase:

- Hot Mix Asphalt (Type A) is 40 percent over the EE because of a saturated market and the remote location of the project. The District discussed the bid items with the lowest bidder and their response was they were subcontracting out the items referenced above except for the Hot Mix Asphalt (Type A) and that was the pricing given to them. Their explanation for the pricing of the Hot Mix Asphalt (Type A) was that they were within range of the other two (2) bidders.
- Pre-coated Aggregate (Seal Coat) is 372 percent over the EE, with a difference of \$1,101,100, due to the increase of oil pricing, lack of available hauling and trucking because of a saturated market and the remote location of the project.

- Traffic Control System is 84 percent over the EE, with a difference of \$416,000, due to the lack of available companies to perform the work because of a saturated market, the mountainous terrain and recreational traffic.
- 6-inch Two-Component Paint Traffic Stripe is 967 percent over the EE, with a difference of \$588,700, due to it being a new directive to incorporate into projects, only out-of-state vendors are providing the service, this type of paint requires a stationary lane closure due to drying time of one hour instead of a moving lane closure with a drying time of 15 minutes, and no historical pricing data was available.
- 24-inch Reinforced Concrete Pipe is 303 percent over the EE, with a difference of \$408,800, due to the environmentally sensitive area (forest land) that limits storage availability at the site location (the material could not be stored on site but would need to be hauled in multiple trips to bring the material to the site), turning movement limitations (drive to the next turn-out to turn around) and restricted right of way.

The Department pursued the options of eliminating scope of work and/or re-design as the primary objective by looking at different alternatives to replacing the SAMI-R with another product for a less expensive price or eliminating it completely from the project. Although Elimination of the SAMI-R is a \$1.8 million cost savings and does not impact the performance measure of the Capital Maintenance (CAPM), the District Pavement Engineer visited the site to determine if the pavement was in fair enough condition to have the SAMI-R removed as part of the rehabilitation strategy from the scope of work while retaining the pavement service life being provided by the CAPM. He discovered that the pavement is in such poor condition that, if the SAMI-R were removed from the scope of work, the pavement service life would be severely reduced due to the severity of pavement cracking. Alternative options for the SAMI-R were researched and discussed but they were either an inferior method that would not be sufficient for the severity of the pavement cracking or were similar in cost to the SAMI-R. The only way to reduce the scope of work is by eliminating performance measures. The requested increase does not change the statewide priority of the project. Discussions were held with the Chief of Design regarding the trend of the market and having the cost estimates project what the cost of the bid items would be at M490 Bid Opening (five months into the future) instead of the cost at Ready To List.

Re-advertising the project would delay the start of construction by 8 to 9 months which would most likely cause an increase in bid price due to current market conditions and pricing that is rising instead of declining. Contractors in the District are also having trouble in obtaining bids from Disadvantaged Business Enterprise related industries such as traffic striping and traffic control due to the relatively small pool of subcontractors that are saturated fulfilling existing contracts, and bringing in out-of-area subcontractors increases the price.

RISK ANALYSIS:

The project risk register identified the following risks for the project award phase. These previously identified risks materialized when the project contract was listed for bids, and contributed to the cost increase:

- Bids have the potential to come in higher than anticipated due to shortage of rubber plants (SAMI), trucking shortages, etc. The root cause is due to supplying projects already out in construction that causes shortages in materials and personnel. The risk trigger is that bids come in higher than the original allocation and G-12 amount. The appropriate action is account for cost increase to include escalation factor to mitigate. The price of HMA (Type A) and Pre-coated Aggregate (Seal Coat) was escalated to offset the potential rising material and trucking costs.
- The 59 drainage systems (culvert repair) could have unanticipated construction costs and an increased market price. The root cause is construction is in the mountains and the culverts are old. The condition of the soil underneath is unknown and the terrain is steep. The contractor may increase the bid pricing due to these factors. The risk trigger is that bid pricing comes in higher than expected. The appropriate action is to increase the Basic Engineering Estimates contingency from 5 percent to 10 percent to offset unknown conditions.

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 \$3,860,000 in Construction Capital is not approved, the Department will not be able to award this construction contract. The consequences of not completing this project include pavement and culvert failure that would result in emergency projects and re-programming of the project for the remainder of the performance measures.

RESOLUTION:

Resolved, that \$3,860,000 be allocated from the Budget Act of 2017, Budget Act Item 2660-802-3290 and Budget Act of 2018, Budget Act Item 2660-302-0890, to provide funds to award the construction contract for the State Highway Operation Protection Program (SHOPP), Pavement Preservation project (PPNO 6754A) on SR 168 in Fresno County.

Attachment

2.5 Highway Financial Matters

Project #	Allocation Amount	Recipient	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-18-02			
	\$3,860,000					In Fresno County in and near Shaver Lake from 0.2 mile west of Auberry Road to Kaiser Pass Road.				06-6754A SHOPP/2017-18			
Department of Transportation						<u>Outcome/Output</u> : Pavement Preservation and Culvert Rehabilitation.				802-3290 RMRA	\$210,000		\$210,000
COFCG						Supplemental funds are needed to Award.				302-0890 FTF	\$10,290,000		\$10,290,000
Fresno						Total revised amount \$14,360,000				20.20.201.121 SHOPP/2017-18			
06-Fre-168										802-3290 RMRA		\$443,000	\$443,000
0.0										20.20.201.121 SHOPP/2018-19			
										302-0890 FTF	\$3,417,000		\$3,417,000
										20.20.21.121 0616000243 4 0U09U			

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 15-16, 2018

Reference No.: 2.5e.(3)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Shirley Choate
District 07 – Director (Acting)

Subject: **SUPPLEMENTAL CAPITAL FUNDS ALLOCATION REQUEST FOR PREVIOUSLY VOTED PROJECT (PPNO 07-4842/EA 07-31330 - VENTURA COUNTY) RESOLUTION FP-18-03**

ISSUE

Should the California Transportation Commission (Commission) approve the California Department of Transportation (Department) request for an additional \$341,000 for the State Highway Operation Protection Program (SHOPP) Storm Water Mitigation project (PPNO 4842) on State Routes (SR) 23, SR 126 and US Highway 101 in Ventura County, to award the construction contract?

RECOMMENDATION

The Department recommends that the Commission allocate \$ 341,000 for the previously approved SHOPP Storm Water Mitigation (PPNO 4842) on SR 23, SR 126 and US Highway 101 in Ventura County, to award the construction contract.

Component	Programmed Amount	Commission Allocation	G-12 Allotment	Total Allotment	Supplemental Allocation Request	Revised Commission Allocation	% Over Commission Allocation
Capital	\$ 530,000	\$ 622,000	\$200,000	\$ 822,000	\$341,000	\$963,000	54.8%
Support	\$1,098,000	\$1,164,000	\$316,000	\$1,480,000	N/A	N/A	N/A
Total Supplemental Allocation Request					\$341,000		

PROJECT LOCATION, DESCRIPTION, AND CONTRACT STATUS:

This project is located along three routes, SR 23, SR 126 and US Highway 101, in Ventura County. The project will install storm water mitigation devices with the performance measure being one acre treated. The project is funded with SHOPP funding from the Storm Water Program and was programmed for \$530,000 in construction capital. The Engineer's Estimate (EE) of \$622,000 was updated on January 12, 2018. The Commission allocated \$622,000 in construction capital on March 21, 2018.

If this funding is approved, the contract could be awarded, and construction could begin in October 2018 with a construction contract duration of 90 working days.

FUNDING STATUS:

The contract was advertised on May 7, 2018, and the Department received three bids for this project. Bids were opened on May 31, 2018, they ranged from \$853,020 to \$1,178,800. The amount needed to award this contract is \$963,000, which includes contingency and state furnished items.

The project currently available allotment of \$822,000 in construction capital is not sufficient to award the construction contract. To award the construction contract to the lowest bidder, the Department is requesting an additional allocation of \$341,000.

REASON(S) FOR COST INCREASE:

The Project Report estimate for this contract was completed in May 2017 and the statewide contract cost database was used to determine expected unit prices for the bid items in the contract. The lump sum amounts for traffic control and mobilization costs were estimated using tools that analyze historical costs for similar projects, to estimate the unit prices for individual items of work.

The District has been experiencing much higher bid amounts due to cost increases for cement, steel and other construction materials as well as labor. The contractor used a higher factor for slope paving (concrete) and roadway excavation for the removal of the aerially deposited lead (ADL) within the project limits.

The lowest bidder used a much higher factor to account for items related to traffic control, temporary railing (Type K) and mobilization related to the project area. There are five locations of work and they are situated in different locations and far from each other.

The items that account for most of the \$341,000 cost increase are:

1. Slope Paving (Concrete)
2. Roadway Excavation (Type Z-2, Aerially Deposited Lead)
3. Traffic Control
4. Temporary Railing (Type K)
5. Mobilization

Although the EE was based on the Department statewide historical estimating database, it appears that the EE did not capture the current higher market prices and availability of contractors willing to bid on this type of projects.

The Department evaluated the bids and bidders and 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, the Department believes that a re-advertisement, without re-scoping the project, will not result in significantly lower bids.

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, pricing data and lessons learned from this project will be used when estimating future projects more accurately.

The Department has exercised all feasible measures to minimize costs in carrying out work related to this project and has determined that this request is well-supported and is the only viable alternative available. The Department has determined that the additional funds requested are in the best interest of the state.

CONSEQUENCES:

If this request for an additional \$341,000 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 result in the Department's non-compliance status on the storm water requirements.

RESOLUTION:

Resolved, that \$341,000 be allocated from the Budget Act of 2017, Budget Act Item 2660-302-0042 to provide funds to award the construction contract for the SHOPP Storm Water Mitigation project on SR 23, SR 126 and US Highway 101, in Ventura County.

Attachment

2.5 Highway Financial Matters

Project #	Allocation Amount	Recipient	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-18-03			
	\$341,000	Department of Transportation	VCTC	Ventura	07-Ven-VAR	0.0		In various cities, at various locations on Routes 23, 101, and 126. <u>Outcome/Output</u> : Install storm water mitigation devices.		07-4842 SHOPP/2017-18 302-0042 SHA 20.20.201.335	\$622,000		\$622,000
								Supplemental funds are needed to Award.		SHOPP/2017-18 302-0042 SHA 20.20.201.335 0715000085 4 31330		\$341,000	\$341,000
								Total revised amount \$963,000					

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 15-16, 2018

Reference No.: 2.5e.(4)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: John Bulinski
District 08 - Director

Subject: **SUPPLEMENTAL CAPITAL FUNDS ALLOCATION REQUEST FOR PREVIOUSLY VOTED PROJECT (PPNO 08-3005M/EA 08-1G460 - SAN BERNARDINO COUNTY) RESOLUTION FA-18-04**

ISSUE

Should the California Transportation Commission (Commission) approve the California Department of Transportation (Department) request for an additional \$519,000 for the State Highway Operation Protection Program (SHOPP) Roadside Safety Improvement project (PPNO 3005M) on Interstate 15 (I-15), in San Bernardino County, to award the construction contract?

RECOMMENDATION

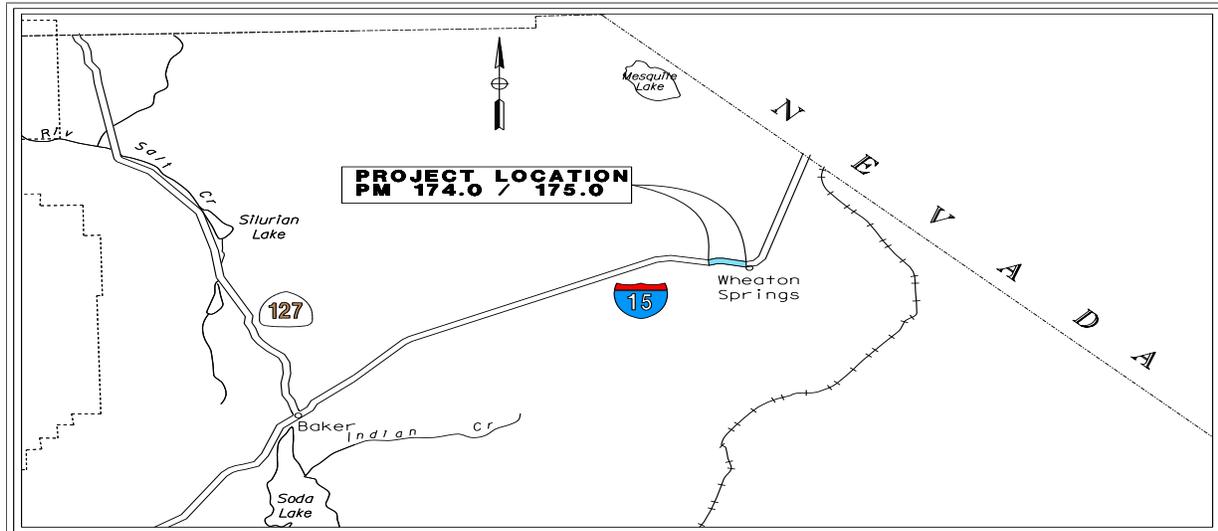
The Department recommends that the Commission allocate \$519,000 for the previously approved SHOPP Roadside Safety Improvement project (PPNO 3005M) on I-15 in San Bernardino County, to award the construction contract.

Component	Programmed Amount	Commission Allocation	G-12 Authority	Total Allotment	Supplemental Allocation Request	Revised Commission Allocation	% Request Over Commission Allocation
Capital	\$987,000	\$996,000	\$200,000	\$996,000	\$519,000	\$1,515,000	52%
Support	\$570,000	\$600,000	\$200,000	\$600,000	N/A	N/A	N/A
Total Supplemental Allocation Request					\$519,000		

PROJECT LOCATION, DESCRIPTION, AND CONTRACT STATUS:

The location of this project is in San Bernardino County north of the town of Baker, from 2.5 miles north of the Bailey Road Overcrossing to 1.5 miles south of the Nipton Road Overcrossing. The work consists of cold plane and overlay with Open Graded Friction Course (OGFC) on northbound I-15 from PM 174.0 to PM 175.0. In addition, it is proposed to raise the existing roadway profile and correct the super-elevation. Finally, all of the existing metal beam guard rails (MBGR) will be replaced with Midwest Guardrail System (MGS). This project is consistent with the performance

measures, goals, and objectives in the Commission-adopted Transportation Asset Management Plan and is expected to reduce the number of collisions in the area by 40. The beginning of construction is targeted for December 2018 with a planned construction duration of 14 months.



FUNDING STATUS:

The project is funded from SHOPP and was programmed in the amount of \$987,000. The Engineer's Estimate (EE) was developed on February 26, 2018, and an allocation for \$996,000 was received on March 14, 2018. The contract was advertised on March 16, 2018 for a six-week period. Bids were opened on May 22, 2018 and the Department received two bids. The bids were \$1,264,485 and \$1,371,136 respectively, which are above the EE. Therefore, the allocated funds are not sufficient to award the construction contract. The amount needed to award this contract to the lowest bidder, including an approved 10 percent contingency, is \$1,515,000.

REASON(S) FOR COST INCREASE:

The difference between the EE and the lowest bid was examined and the low bidder was contacted to discuss the increase in project capital cost. According to the apparent low bidder, the primary reasons for the high bids, and for why a small number of bids were received was due to the remote location of the project, the lack of available bidders due to market saturation, and increased material prices.

The Department reviewed the bid results for the lowest bidder for possible "mathematical of material unbalancing" in accordance with the Code of Federal Regulations and found no evidence of material unbalancing or irregularities of the lowest bidder. Based on that review, it was determined that the lowest bid was appropriate.

During the bid review, it was determined that a rise in crude oil prices impacted most of the salient bid items and influenced a large portion of the overall project cost increase. Specifically, it contributed to the higher bid prices of the following bid items:

- Rubberized Hot Mix Asphalt, Superpave (Gap Graded)
- Cold Plane Asphalt Concrete Pavement
- Hot Mix Asphalt (Type A)
- Recessed 6-inch Thermoplastic Traffic Stripe (Enhanced Wet Visibility)

The review also explained how the remoteness of the location contributed to the increased capital cost of this project. The additional hauling and material transport effort as a result of the project location resulted in higher contractor bid prices for the following items:

- Traffic Control System
- Replace Asphalt Concrete Surfacing
- Shoulder Backing

While the Department's EE did include aspects related to project remoteness, and some material price escalation, the fact that the project only received two bidders was not factored into the EE. The upward shift in the construction industry and demand for subcontractors affected the bids, and limited the availability of contractors willing to bid for this project. Based on conversations with the lowest apparent bidder, it is obvious that the EE undervalued the impact of these factors.

This is a safety project which is the highest priority for the Department and the scope of work cannot be reduced. In addition, it is unlikely that a substantially lower and qualified bid would be realized if the project were re-advertised.

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 \$519,000 in Construction Capital is not approved, the Department will not be able to award this construction contract of this safety project.

RESOLUTION:

Resolved, that \$519,000 be allocated from the Budget Act of 2017, Budget Act Item 2660-302-0890 to provide funds to award the construction contract for the SHOPP Roadside Safety Improvement project on Interstate 15 in San Bernardino County.

Attachment

2.5 Highway Financial Matters

Project #	Allocation Amount	Recipient	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-18-04	
	\$519,000					Near Baker, from 2.5 miles north of Bailey Road to 1.5 miles south of Nipton Road. <u>Outcome/Output</u> : Cold plane and overlay with Open Graded Friction Course (OGFC).		08-3005M SHOPP/2017-18 302-0042 SHA	\$20,000		\$20,000
Department of Transportation		SBCTA				Supplemental funds are needed to Award.		302-0890 FTF	\$976,000		\$976,000
San Bernardino						Total revised amount \$1,515,000		20.20.201.010			
08-SBd-15								SHOPP/2017-18 302-0890 FTF		\$519,000	\$519,000
174.0/175.0								20.20.201.010 0816000005 4 1G460			

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 15-16, 2018

Reference No.: 2.5e.(5)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Dennis T. Agar
District 10 - Director

Subject: **SUPPLEMENTAL SUPPORT FUNDS ALLOCATION FOR PREVIOUSLY VOTED PROJECT (PPNO 10-3178/ EA 10-1C430- AMADOR COUNTY) RESOLUTION FA-18-05**

ISSUE

Should the California Transportation Commission (Commission) approve the California Department of Transportation (Department) request for additional \$2,000,000 for the State Highway Operation Protection Program (SHOPP) Safety project (PPNO 3178) on State Routes (SR) 16, 49, 88, and 104 in Amador County, to award the construction contract?

RECOMMENDATION

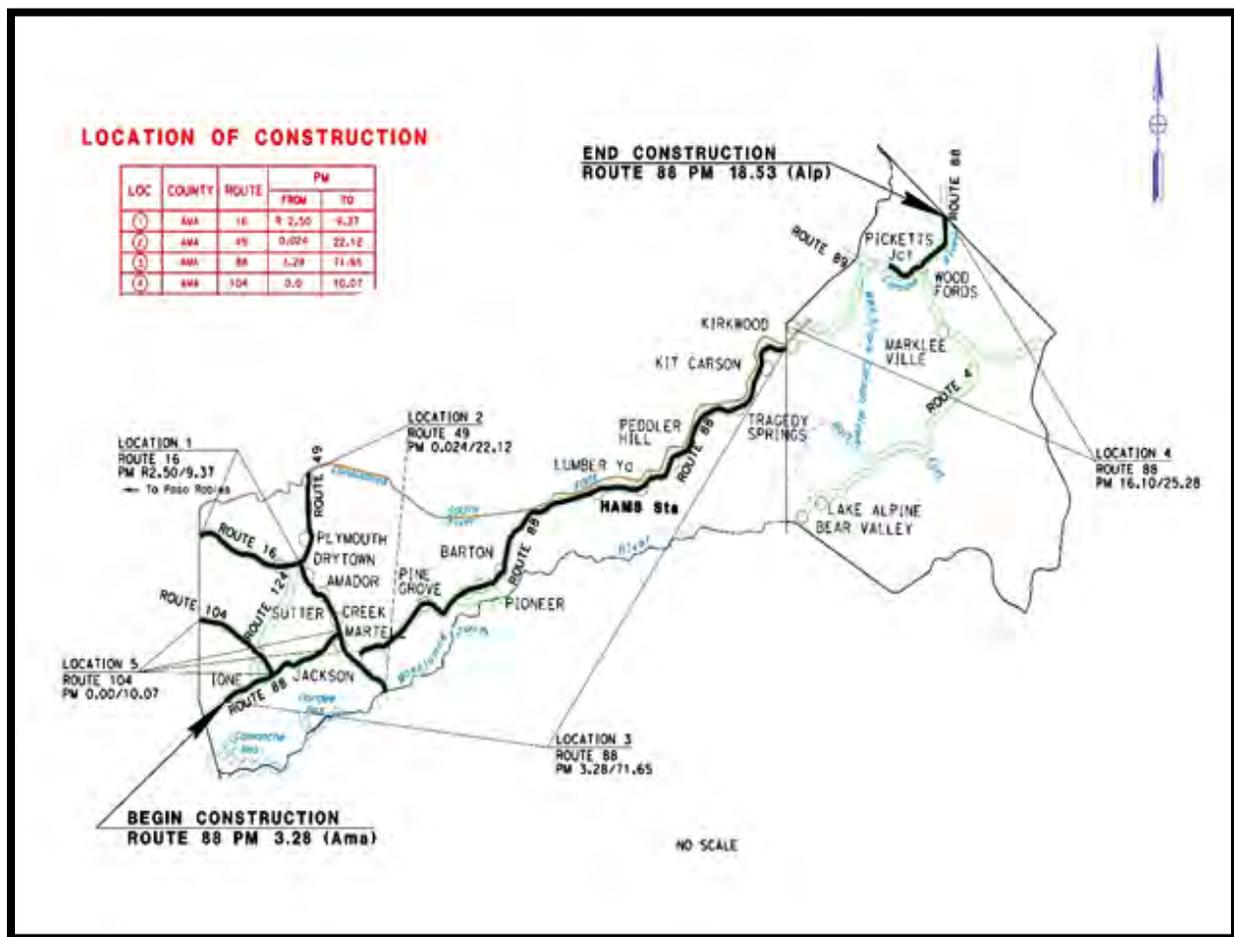
The Department recommends that the Commission allocate \$2,000,000 for the previously approved SHOPP Traffic Safety Improvement project (PPNO 10-3178) on SR 16, 49, 88, and 104 in Amador County, to award the construction contract.

Component	Programmed Amount	Commission Allocation	G-12 Allotment	Total Allotment	Supplemental Allocation Request	Revised Commission Allocation	% Over Commission Allocation
Capital	\$4,250,000	\$2,340,000	\$434,000	\$2,774,000	\$2,000,000	\$4,340,000	85.5 %
Support	\$ 600,000	\$ 600,000	\$260,000	\$ 860,000	N/A	N/A	N/A
Total Supplemental Allocation Request					\$2,000,000		

PROJECT LOCATION, DESCRIPTION, AND CONTRACT STATUS:

The project is located on SR 16, 49, 88, and 104 at various locations in Amador County. The routes within the project limits are considered rural highways in a flat to mountain terrain. The roadways along these routes each have two lanes that vary in width between 10 to 12 feet and shoulders that vary in width between 0 and 8 feet. These routes are designated as having Class III bike lanes, but their non-standard shoulder widths may inhibit bicycle use.

The collision data, within the project limits, shows a pattern of cross centerline and roadway departure run-off-road collisions that occur because of inadvertent vehicle or bicycle drifts. The low-cost counter measure to reduce the number and severity of roadway departure collisions, proposes to install centerline and edge line/shoulder rumble strips. Other work includes pavement delineation using 6-inch traffic striping as required after the rumble installation and the installation of “Share the Road” signs. All improvements will occur within the existing right of way. The performance measure goal is to reduce the number of collisions in the area by 241 collisions.



FUNDING STATUS:

The Engineer's Estimate (EE) for this project on was updated on February 13, 2018. The estimated construction capital cost was \$2,340,000 which included the updated cost of contract items, state furnished materials, supplemental work, and contingencies. The Department received an allocation of \$2,340,000 in construction capital for this project in May 2018.

The project contract was advertised on April 23, 2018, and bids were opened on May 15, 2018. The Department received a total of three bids ranging from \$3,785,484 to \$5,347,230. The lowest bid amount of \$3,785,483 is significantly higher than the EE. The apparent lowest bid was analyzed for mathematical unbalancing and found to be adequate.

The total amount required to award the construction contract is \$4,340,000. The current construction capital allotment of \$2,774,000, which includes G-12 authority, is not sufficient to award the construction contract to lowest bidder. The Department is requesting an additional amount of \$2,000,000 to award the contract.

REASON(S) FOR COST INCREASE:

The differences between the EE and the contractor's bids were discussed with the contractors who submitted the lowest two bids, and both contractors were comfortable with their bid proposals.

The cost difference between the EE and the apparent lowest bid amount can be attributed to the pricing difference of several contract items. However, five items contributed to 95 percent of the difference between the EE and the lowest bid amount, most of which are related to the removal of the existing thermoplastic traffic striping, and replacing it with new, enhanced wet night visibility 6-inch wide traffic striping, and 6-inch Two Component Painted Traffic Striping. Additionally, the cost of 12-inch concrete rumble striping was 125 percent higher than the EE. The cost increase of these items is due to the following factors:

1. Unit price markups added by contractors on item price quotes submitted by their subcontractors.
2. Higher prices for materials including the Polyurea used in 6-inch Two Component Painted Traffic Stripe.
3. The contract includes a new item for traffic striping which is Two-Component Painted Traffic Stripe. At the time of estimate, the lack of available historic data of unit price for this item caused an under estimation for this item.
4. Specialized equipment required for 6-inch Two-Component Painted Traffic Striping; this item also requires a stationary lane closure as compared to a moving lane closure for thermoplastic striping item. This information was not previously available, and the impact of this specialized equipment was not factored in when calculating the cost of traffic control items.

5. The high demand for striping contractors due to many maintenance/striping projects to update Traffic Stripes per Department's new Traffic Operations policy, which requires 6-inch Traffic Stripe.
6. The Department has received inquiries from several contractors bidding on other advertised contracts regarding the 6-inch Traffic Stripe. It appears that most contractors would like to substitute the 6-inch Two Component Painted Traffic Stripe item with a comparable 6-inch Paint (2-coat) Traffic or Thermoplastic Traffic Stripe. Most contractors in the State do not have adequate equipment to install 6-inch Two Component Painted Traffic Stripe.
7. The project is located on two-lane highways in mountainous terrain with a curvy alignment which caused a lane closure restriction length limit of one-mile. The bidder's increased unit price as short lane closure restriction will cause a reduction in production rate.

The contractors also stated that these other factors contributed to the higher bid prices:

1. High cost of Polyurea for two component stripes
2. Short lane closure periods
3. High quotes from sub-contractor
4. Higher labor, material, and equipment costs
5. Higher than usual traffic control sub-contractors cost and due to night work

RISK ANALYSIS:

The Project Development Team (PDT) discussed the available options to address the construction capital shortfall, and reviewed the following options:

1. Revise the project scope (project limits) to bring estimate within allocated amount and re-advertise the contract. This option is not considered a viable option as this will not address the safety issues identified in the programmed documents, and the project will not meet the SHOPP performance measures (241 collisions reduced).
2. Secure additional funds required to award the contract. This option is considered a viable option as all the project scope will be constructed.
3. Modify the contract package by Replacing the Two-component Paint Traffic Stripe Item (# 840583) with Paint Traffic Stripe (2-coat) (# 840656) Item and updating corresponding standard special provisions. This option is not a viable option as it includes the risk of bids coming higher than available funds which will require supplemental funds and will cause another delay to award the project.

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.

CONSEQUENCES:

If this request for an additional \$2,000,000 in Construction Capital, the Department will not be able to award this construction contract. The consequences of not completing this project include leaving the roadway as it, and not addressing the cross centerline and roadway departure run-off collisions.

RESOLUTION:

Resolved, that \$2,000,000 be allocated from the Budget Act of 2017, Budget Act Items 2660-302-0890 and 2660-302-0042 to provide funds to award the construction contract for the SHOPP Safety project on SR 16, SR 49, SR 88, and SR 104 in Amador County.

Attachment

2.5 Highway Financial Matters

Project #	Project Title	PPNO Program Funding Year	State	State	State
Allocation Amount	Location	Item #	Federal	Federal	Federal
Recipient	Project Description	Fund Type	Additional	Additional	Revised
<u>RTPA/CTC</u>		Program Codes	Amount by	Amount by	Amount by
County		Project ID	Fund Type	Fund Type	Fund Type
Dist-Co-Rte	Project Support Expenditures	Adv Phase	Current Amount	Amount by	Amount by
Postmile		EA	by Fund Type	Fund Type	Fund Type
2.5e.(5) Supplemental Funds for Previously Voted Projects		Resolution FA-18-05			
\$2,000,000	In Amador and Alpine Counties on Routes 16, 49, 88, and 104 at various locations. <u>Outcome/Output</u> : Install centerline and shoulder rumble strips.	10-3178 SHOPP/2017-18			
		302-0042	\$47,000		\$47,000
Department of Transportation	Supplemental funds are needed to Award.	SHA			
<u>ACTC</u>		302-0890	\$2,293,000		\$2,293,000
Amador		FTF			
10-Ama-88	Total revised amount \$4,340,000	20.20.201.010			
0.0		SHOPP/2017-18			
		302-0042		\$40,000	\$40,000
		SHA			
		302-0890	\$1,960,000		\$1,960,000
		FTF			
		20.20.201.010			
		1016000127			
		4			
		1C430			

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 15-16, 2018

Reference No.: 2.5e.(6)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Dave Moore
District 02 - Director

Subject: SUPPLEMENTAL SUPPORT FUNDS ALLOCATION REQUEST FOR PREVIOUSLY VOTED PROJECT (PPNO 02-3453/EA 02-3E720 – TEHAMA COUNTY) RESOLUTION FA-18-06

ISSUE

Should the California Transportation Commission (Commission) approve the California Department of Transportation (Department) request for an additional \$825,000 in Construction Support for the State Highway Operation Protection Program (SHOPP) Pavement Rehabilitation project (PPNO 3453) on State Route (SR) 36, in Tehama County, to complete construction?

RECOMMENDATION

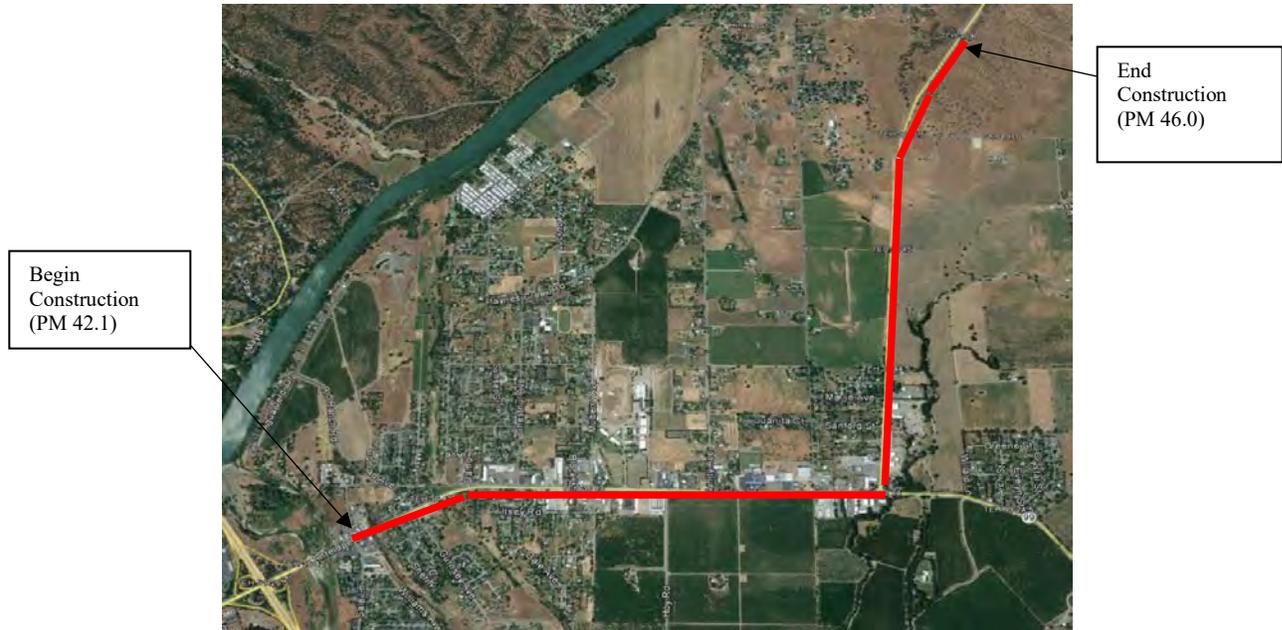
The Department recommends that the Commission allocate an additional \$825,000 in support for the previously approved SHOPP Pavement Rehabilitation project (PPNO 3453) on SR 36, in Tehama County, to complete construction.

Component	Programmed Amount	Commission Allocation	G-12 Authority	Total Allotment	Expended to Date	Supplemental Allocation Request	Revised Commission Allocation	% Over Commission Allocation
Capital	\$4,920,000	\$5,006,000	\$701,000	\$5,707,000	\$1,517,745	N/A	N/A	N/A
Support	\$ 720,000	\$ 720,000	\$272,000	\$ 992,000	\$ 797,000	\$825,000	\$1,545,000	114.6%
Total Supplemental Allocation Request						\$825,000		

PROJECT LOCATION, DESCRIPTION, AND CONTRACT STATUS:

This project is located on SR 36 in Tehama County, in and near Red Bluff, from the East Sand Slough Bridge to 0.6 mile east of Stice Road (see Project Location Map). This project is rehabilitating the existing pavement, upgrading existing curb ramps to current Americans with Disability Act (ADA) standards, modifying two existing traffic signals, constructing new sidewalks

to provide continuity with existing multi modal infrastructure, and also includes other associated miscellaneous improvements. The performance measure for this project is improvement of 13.6 lane miles.



Project Location Map

The contract was approved on January 4, 2018 and construction activities commenced in April 2018. The project was initially scheduled for 95 working days, with 24 days added by Change Order, for a total of 119 working days. To date, 56 working days have been used, and 65 percent of the contract work has been completed. The project is currently scheduled for Construction Contract Acceptance (CCA) on September 30, 2018. Additional construction support funds, in the amount of \$825,000, are needed to complete construction.

FUNDING STATUS:

The current available support allotment is \$992,000; consisting of \$720,000 allocated on August 16, 2017 and \$272,000 of G-12 approved on June 28, 2018. The additional \$272,000 of G-12 will be used to cover support costs for administering both contract and contract change order work through August 2018.

REASON(S) FOR COST INCREASE:

The project location in a downtown area presents numerous challenges and complexities associated with design requirements. The Department normally works with the local stakeholders to minimize construction impact on the community, while dealing with right-of-way constraints, utility conflicts, drainage concerns, parking, and ADA requirements.

During the design phase, the Department experienced difficulties when reconciling the as-built plans with actual field conditions, which resulted in constructability issues that required design changes. The Department experienced a higher than anticipated expenditure rate of the available construction support resources to address inconsistent field conditions.

CONSEQUENCES:

The Department has determined that additional funds are needed to complete 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 \$825,000 in construction support is not approved, the Department will not be able to complete this construction contract. The consequences of not completing this project include:

- Continued use of the existing failed pavement.
- Liability (risk) of non-ADA compliant multi-modal (pedestrian and bicycle) infrastructure in place.
- Costly delays associated with termination of the current contract and preparation of a follow up project to complete the much-needed improvements.

RESOLUTION:

Resolved, that the Commission allocate \$825,000 in construction support, of which \$553,000 is allocated to provide funds to complete the construction contract for the SHOPP project to rehabilitate pavement on SR 36 in Tehama County.

Attachment

2.5 Highway Financial Matters

Project #	Allocation Amount	Recipient	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-18-06			
	\$825,000	Department of Transportation	Tehama	02-Teh-36	42.1/46.0	In and near Red Bluff, from East Sand Slough Bridge to 0.6 mile east of Stice Road. <u>Outcome/Output:</u> Rehabilitate pavement.				02-3453 SHOPP/ 001-0890 FTF 20.10.201.121	\$992,000		\$992,000
						Supplemental funds are needed to Complete Construction.				SHOPP/ 505-3290 RMRA 20.10.201.121 0200020154 4 3E720		\$825,000	\$825,000
						Total revised amount \$1,817,000							

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 15-16, 2018

Reference No.: 2.5e.(7)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Shirley Choate
District 7 Director (Acting)

Subject: SUPPLEMENTAL FUNDS ALLOCATION FOR PREVIOUSLY VOTED PROJECT (PPNO 07-4725, EA 07-30520, VENTURA COUNTY) RESOLUTION FA-18-07

ISSUE

Should the California Transportation Commission (Commission) approve the California Department of Transportation (Department) allocation request for an additional \$3,777,000 in Construction Capital for the State Highway Operation Protection Program (SHOPP) Permanent Restoration project (PPNO 4725) on Route 33 in Ventura County to complete construction?

RECOMMENDATION

The Department recommends that the Commission allocate an additional \$3,777,000 in Construction Capital for the previously approved SHOPP Permanent Restoration project (PPNO 4725) on Route 33 in Ventura County to complete construction.

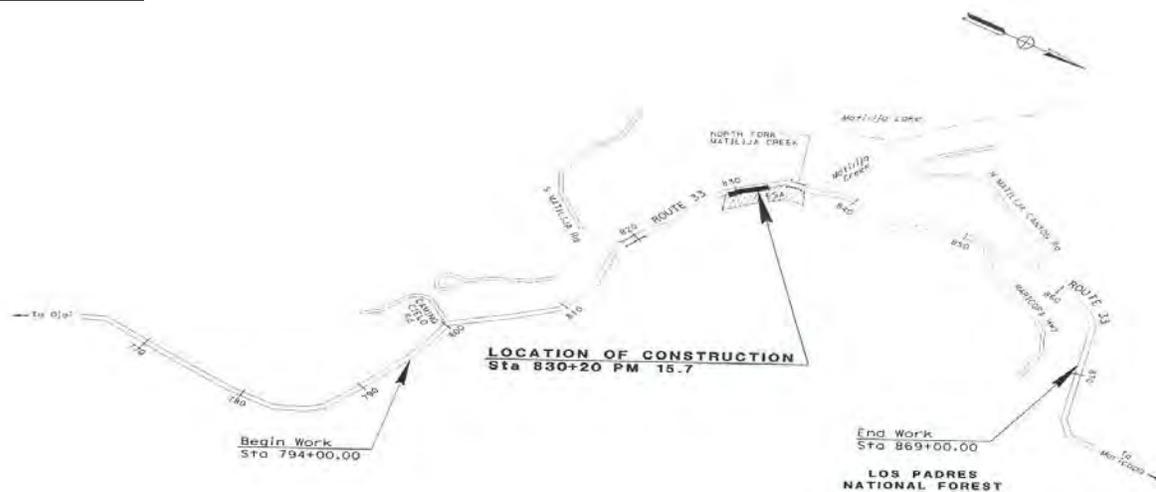
Component	Programmed Amount	Commission Allocation	G-12 Authority	Total Allotment	Total Expended to Date	Supplemental Allocation Request	Revised Commission Allocation	% Over Commission Allocation
Capital	\$4,906,000	\$5,848,000	\$784,800	\$6,632,800	\$4,718,000	\$3,777,000	\$9,625,000	64.6%
Support	\$2,587,000	\$2,587,000	\$459,000	\$2,587,000	\$1,441,000	N/A	N/A	N/A
Total Supplemental Allocation Request						\$3,777,000		

PROJECT LOCATION, DESCRIPTION, AND CONTRACT STATUS:

This project is located in Ventura County along the northbound (NB) lane of Route 33 at post mile 15.7. The project will repair a slope failure by constructing a soil-nail wall topped with a concrete barrier along the NB shoulder to support the roadway, prevent the slope from erosion and the pavement from collapsing. The project is consistent with the performance measures, goals, and objectives in the Commission-adopted Transportation Asset Management Plan.

The project construction began on March 1, 2017, and the planned construction duration is 415 working days with an additional 750 working days of plant establishment. The project is 57 percent complete. The anticipated Construction Contract Acceptance date is April 30, 2022.

Project Map:



FUNDING STATUS:

This SHOPP Permanent Restoration project was allocated at the January 2017 Commission meeting for \$5,848,000. The Department used \$200,200 in G-12 authority to award the contract for \$6,048,000. The total funds expended to date are \$4,718,000.

Differing Site Condition (DSC) within the project work site, has resulted in project delays, item cost overruns, and extra work. To date, Contract Change orders (CCO) to address these issues related to the DSC amount to \$895,000, and the project contingency funds have been exhausted to pay for item overruns.

In addition to the already paid CCOs and depleted contingency funds, the Department has pending CCOs related to continuous DSC and weather-related issues experienced during the previous construction season. The total amount needed to address these issues is \$2,991,589; which exceed the \$584,600 in remaining G-12 authority. This request is for an additional \$3,777,000 in construction capital funds is needed to complete construction.

REASON(S) FOR COST INCREASE:

At the start of the work, the project progress was hindered by two different DSCs that required additional measures to attain a completely dry construction zone. The DSCs included a significantly higher than expected level of ground water in the work area and additional buried rip rap that exceeded what was anticipated. These DSCs made it necessary to issue several CCOs to keep the project on track. The following is a summary of significant CCOs that have been issued:

1. Dewatering (\$590,000): Installation of a water diversion system to pump out and dispose of excess water from multiple ground water sources, to ensure a completely dry construction zone
2. Additional Rock Slope Protection (RSP) (\$100,000): Extension of the limit of existing RSP due to the existence of loose material beyond the wall Lay-out-Line which resulted in additional excavation and soil nail construction costs.
3. Grouting of Voids (\$170,000): The contract plans included a log of test borings that included two boring locations that did not fully represent the existing soil profile under the new soil nail wall area, which was found to have some locations that were unstable. The CCO was needed to determine the limits of the unstable subsurface material, grouting the voids and stabilizing the exposed surfaces using shotcrete (concrete spray).
4. Acceleration of Work (\$35,000): Environmental permits allowed a construction window of only 5.5 months for wall construction in the creek bed. Due to delays caused by the above DSC as well as water diversion system delivery and installation, an acceleration of work was needed to complete the structural part of the wall in one season. The CCO was written to compensate the contractor for working the overtime and weekends to accelerate construction

Total amount of this CCO work in the first construction season was \$895,000.

As the work progressed, the original amount allocated to dewater and grouting the voids was exhausted, necessitating Supplemental CCOs for these two items. The project contingency was also depleted 100 percent as a result of the necessary CCOs in the first construction season.

The construction contract needed to be staged into two construction seasons because of the environmental permit restrictions, which included a narrow construction window of work. Due to multiple sources of hazardous underground water and no dry work zones, the groundwater could not be pumped back into the creek downstream of the construction zone as originally planned. The water had to be pumped into storage tanks, tested, and disposed outside of the State right of way.

From the beginning of construction, there has not been a dry work zone for the construction of the soil nail wall foundation. Due to the DSCs some of the work expected to be completed in the first season was pushed into the second season. In addition, the Thomas fire of 2017 spread into the work area caused difficulty in continuing with the planned construction schedule.

The second construction season started in May 2018 and dewatering issues continued to affect the construction progress. In addition, the Department has issued CCOs to address the same excess ground water and DSC issues encountered during the first construction season.

To continue in the second construction season, this supplemental fund request is needed to replenish the project contingency and cover the cost of the remaining project and contract change order (CCO) work as described:

1. The differing site conditions mentioned previously and based on the first season's dewatering cost. The second construction season requires additional dewatering at an estimated cost of \$1,800,000.
2. To pay for the contractor's extra expense in the second season, due to the delay of the environmental permit renewal that necessitated contractor work acceleration, at an estimated cost of \$70,000.
3. Cost for additional structure concrete and reinforcing steel for strengthening the wall structure to comply with the environmental requirements of the construction work window at an estimated cost of \$148,000.
4. The Time Related Overhead (TRO) cost for the construction duration increased for an extra 70 days at \$2000 per day due to delays to the contractor in accessing the work site, the TRO increase will be at an estimated cost of \$140,000.
5. Due to the differing site conditions, extra buried rocks were excavated and needs to be disposed outside the State right of way at a cost of \$250,000.
6. The Resident Engineer's Office and Construction Zone Enhanced Enforcement Program (COZEEP) funds were used in the first season to issue CCOs and need to be replenished at a cost of \$110,000.
7. Funds needed to replenish project contingency are as follows: Total Bid x 43 percent (remaining work) x 10 percent (estimated projected contingency) (\$5,362,545 x 0.43 x 0.1 = \$230,589).
8. Provide for extra traffic control for flagging at an estimated cost of \$80,000.
9. Provide additional shotcrete and grouting to fill voids under roadbed at an estimated cost of \$110,000.
10. Modify the water diversion system due to the major storms of early 2018 in order to begin work for the second season. Estimated at \$7,000.
11. Hauling rock to a different location than initially planned, due to bird nesting at the original location at an estimated cost of \$46,000.

CONSEQUENCES:

The Department has determined that additional funds are needed to complete 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 \$3,777,000 in Construction Capital is not approved, the Department will not be able to complete this construction contract. The consequences of not completing this project include the pavement and the slope to collapse.

RESOLUTION:

Resolved, that the Commission allocate \$3,777,000 of which \$3,576,800 is from the Budget Act of 2018, Budget Act Items 2660-302-0042 and 2660-302-0890 to provide funds to complete the construction contract for the SHOPP, Permanent Restoration project on Route 33 in Ventura County.

Attachment

2.5 Highway Financial Matters

Project #	Project Title	PPNO Program Funding Year	State	State	State
Allocation Amount	Location	Item #	Federal	Additional	Federal
Recipient	Project Description	Fund Type	Amount by	Amount by	Amount by
<u>RTPA/CTC</u>	Project Support Expenditures	Program Codes	Fund Type	Fund Type	Fund Type
County		Project ID			
Dist-Co-Rte		Adv Phase	Current Amount	Amount by	Amount by
Postmile		EA	by Fund Type	Fund Type	Fund Type
2.5e.(7) Supplemental Funds for Previously Voted Projects		Resolution FA-18-07			
\$3,777,000	Near Ojai, near North Fork Matilija Creek Bridge.	07-4725			
	<u>Outcome/Output</u> : Construct retaining wall, stream rock	SHOPP/2016-17			
	weirs and fish habitat structures.	302-0042	\$931,054		\$931,054
		SHA			
	Supplemental funds are needed to Complete	302-0890	\$5,701,747		\$5,701,747
	Construction.	FTF			
		20.20.201.131			
	Total revised amount \$10,409,801				
		SHOPP/2018-19			
		302-0042		\$433,000	\$433,000
		SHA			
		302-0890		\$3,344,000	\$3,344,000
		FTF			
		20.20.201.131			
		0714000092			
		4			
		30520			

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 15-16, 2018

Reference No.: 2.5e. (8)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Dennis T. Agar
District 10 - Director

Subject: SUPPLEMENTAL SUPPORT FUNDS ALLOCATION REQUEST FOR PREVIOUSLY VOTED PROJECT (PPNO 10-0303/ EA 10-0W590- AMADOR COUNTY) RESOLUTION FA-18-08

ISSUE

Should the California Transportation Commission (Commission) approve the California Department of Transportation (Department) request for an additional \$621,000 in Construction Support for the State Highway Operation Protection Program (SHOPP) Roadway Preservation (PPNO 10-0303) project on State Route (SR) 88, in Amador County near Silver Lake, from east of Peddler Hill Road to west of Tragedy Springs Road, to complete construction?

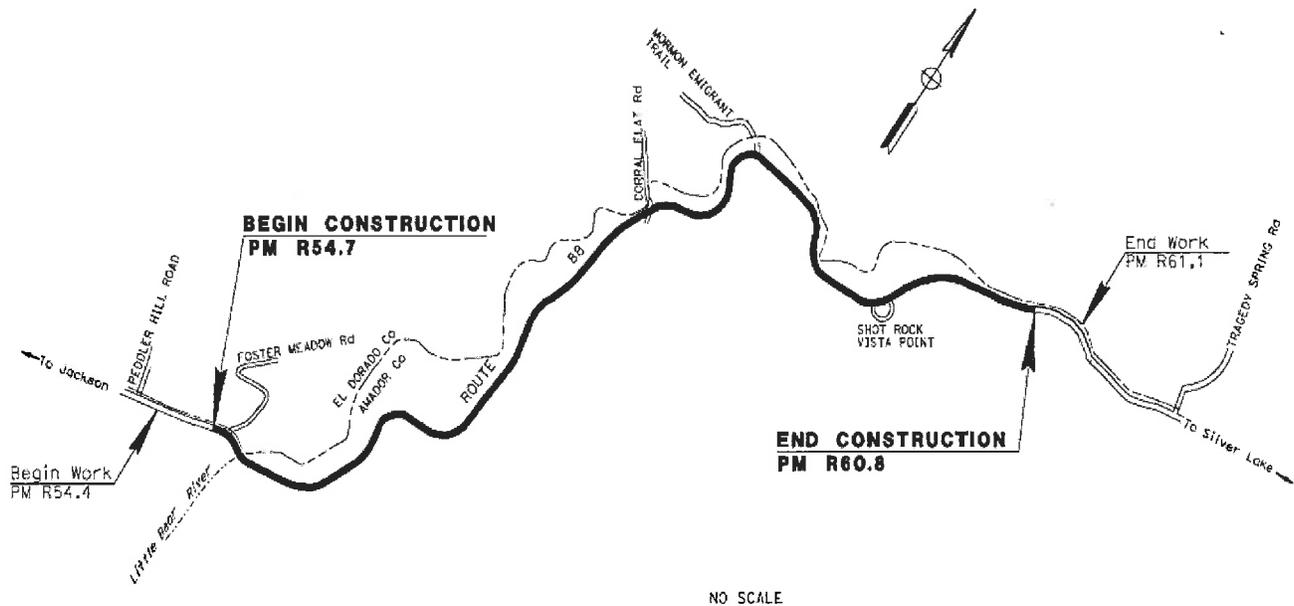
RECOMMENDATION

The Department recommends that the Commission allocate an additional \$621,000 in Construction Support for the previously approved SHOPP Roadway Preservation (PPNO 10-0303) on SR 88, in Amador County, to complete construction.

Component	Programmed Amount	Commission Allocation	G-12 Authority	Total Allotment	Total Expended to Date	Supplemental Allocation Request	Revised Commission Allocation	% Over Commission Allocation
Capital	\$6,810,000	\$5,985,000	\$798,500	\$6,783,500	\$4,524,390	N/A	N/A	N/A
Support	\$424,000	\$1,553,000	\$355,300	\$1,908,300	\$1,684,000	\$621,000	\$2,174,000	39.9%
Total Supplemental Allocation Request						\$621,000		

PROJECT LOCATION, DESCRIPTION, AND CONTRACT STATUS:

The project is located on SR 88 in Amador County between 0.3 mile east of Peddler Hill Road and two miles west of Tragedy Springs Road. SR 88 is primarily a two-lane facility with passing lanes and left-turn lanes at various locations in San Joaquin, Amador and Alpine Counties. The highway is an all-weather trans-Sierra highway as it traverses the Sierra Nevada Range through Kirkwood.



The pavement within the project limits was exhibiting distress and unacceptable ride quality. This project is to perform preventative maintenance strategy by digging out then repairing deteriorated pavements at specific areas of severe failure. The repair method includes cold in-place recycling of these areas and then placing 0.2 feet hot mix asphalt (HMA) overlay. In addition, work will include placing imported shoulder backing, reconstructing metal beam guardrail where needed, asphalt concrete dike removal and drainage repair as needed. All improvements will occur within the existing right of way. This project is consistent with the Transportation Asset Management Plan and conforms to the performance goals and targets. The performance measure was calculated as 14.2 lane miles.

FUNDING STATUS:

In June 2017, the Commission allocated \$1,553,000 in Construction Support funds for this project. A G-12 request for \$355,300 was approved in July 2018 to increase the Construction Support to \$1,908,300. The Construction Capital for this project was allocated by the Commission in January 2015 for \$5,985,000.

REASON(S) FOR COST INCREASE:

Construction work did not begin until August 2016 due to multiple other projects along SR 88 around the project work site. Several similar ongoing projects in the region and caused an insufficient supply of asphalt from nearby Asphalt Concrete (AC) plants to accommodate all the

requests. The contractor chose to establish its own AC plant in Calaveras County, but experienced numerous delays and verification-test failures before obtaining approval for the mix formula. In October 2016 the contractor's Asphalt Mix was approved, but the late start and an early snow season forced the project to be suspended for the winter season after only nine days of asphalt paving.

In August 2017, work resumed on the removal of the temporary asphalt, grinding, and leveling of the roadbed. However, the contractor was unable to finish the final lift due to low AC plant asphalt production, shortage of trucks, overall inefficiencies, and an expired AC plant certification. Although paving continued until October 2017, the work was again suspended for the winter season due to snow storms and cold weather. The top lift of approximately 7,000 tons of asphalt paving has not been completed as well as the striping and guard rail work.

The Department has received several complaints from the traveling public about the ride quality and poor pavement conditions. To address these issues, additional time was required by Department construction staff (Resident Engineer, Construction Inspectors, Material Lab and testers) beyond what was originally anticipated. Although over-expenditure in support costs was minimized, it still resulted in a cost increase.

The contracted working days for project completion was 45 days but has now been active for 115 working days. This means 100 percent of the contracted working days have expired and only 64 percent of the work has been completed, with 60 percent of the capital funds having been expended. This project has been extended into three construction seasons, which includes two winters of emergency work, due to the heavy storms in the Winter of 2016 and record snowfalls at the project site. The extended duration of this project has increased the construction support cost as the original cost estimate was for one construction season.

Since the contractor has surpassed the number of working days estimated for this project, the Department has contacted the contractor's bonding company and the contractor to notify them that the project is in "liquidated damages". Daily liquidated damage funds will be withheld from contractor payment where appropriate. Collection of liquidated damages, per Public Contract Code 10226, is specified in the contract for contractor's inability of complete the contract within the number of working days. Since the Department has "stop notices" holding funds from the contractor, arbitration is probable.

This supplemental fund request will allow the project to reach the project completion milestone, Construction Contract Acceptance. It is possible that the Department will require additional supplemental funds to close out the project after the Department analyzes claims and concludes any resulting negotiation or arbitration process with the contractor. This project has been and is being tracked on the Department's Project Watch List.

Work began again in July 2018. The contractor has secured a different asphalt supplier for this season and the project is expected to meet the Construction Contract Acceptance milestone by November 2018.

CONSEQUENCES:

The Department has determined that additional funds are needed to complete 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 \$621,000 in Construction Support is not approved, the Department will not be able to complete this construction contract. The consequences of not completing this project include: receiving more complaints from the traveling public about the poor ride quality and safety concerns with developing potholes, fading temporary striping and pending guardrail upgrades. If the pending work is left uncorrected, the pavement will deteriorate and require a major roadway rehabilitation project.

RESOLUTION:

Resolved, that the Commission allocates \$621,000, of construction support, of which \$256,000 is allocated to provide funds to complete the construction contract for the SHOPP Roadway Preservation (PPNO 10-0303) on SR 88, in Amador County near Silver Lake, from east of Peddler Hill Road to west of Tragedy Springs Road.

Attachment

2.5 Highway Financial Matters

Project #	Allocation Amount	Recipient	County	Dist-Co-Rte	Postmile	Project Title	Location	Project Description	Project Support Expenditures	PPNO Program	Funding Year	Item #	Fund Type	Program Codes	State Federal	Current Amount by Fund Type	State Federal Additional	Amount by Fund Type	State Federal Revised	Amount by Fund Type	
2.5e.(8) Supplemental Funds for Previously Voted Projects										Resolution FA-18-08											
	\$621,000	Department of Transportation	ACTC	Amador	10-Ama-88	R54.7/R60.8	Near Silver Lake, from east of Peddler Hill Road to west of Tragedy Springs Road.	<u>Outcome/Output</u> : Rehabilitate pavement.		10-0303	SHOPP/	001-0890	FTF	20.10.201.121		\$1,908,300			\$1,908,300		
							Supplemental funds are needed to Complete Construction.			SHOPP/	505-3290	RMRA	20.10.201.121				\$621,000		\$621,000		
							Total revised amount \$2,529,300					1012000017	4								
												0W590									

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 15-16, 2018

Reference No.: 2.5e. (9)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Dennis T. Agar
District 10 - Director

Subject: SUPPLEMENTAL SUPPORT FUNDS ALLOCATION REQUEST FOR PREVIOUSLY VOTED PROJECT (PPNO 10-0326/EA 10-0W600 - AMADOR COUNTY) RESOLUTION FA-18-09

ISSUE

Should the California Transportation Commission (Commission) approve the California Department of Transportation (Department) request for an additional \$532,000 in Construction Support for the State Highway Operation Protection Program (SHOPP) Roadway Preservation (PPNO 10-0326) project on State Route (SR) 88, in Amador County near Silver Lake, from east of Kays Road to the Alpine County line, to complete construction?

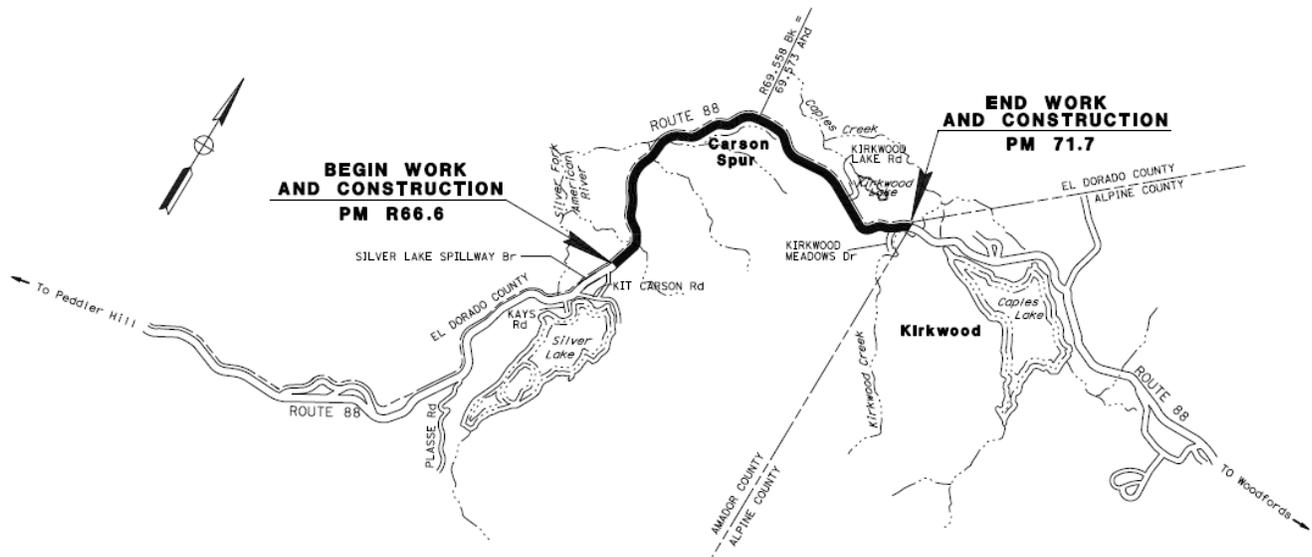
RECOMMENDATION

The Department recommends that the Commission allocate an additional \$532,000 in Construction Support for the previously approved SHOPP Roadway Preservation (PPNO 10-0326) on SR 88, in Amador County, to complete construction.

Component	Programmed Amount	Commission Allocation	G-12 Authority	Total Allotment	Total Expended to Date	Supplemental Allocation Request	Revised Commission Allocation	% Over Commission Allocation
Capital	\$3,625,000	\$4,162,000	\$616,000	\$4,778,000	\$2,489,000	N/A	N/A	N/A
Support	\$356,000	\$899,000	\$200,000	\$1,099,000	\$1,214,000	\$532,000	\$1,431,000	59%
Total Supplemental Allocation Request						\$532,000		

PROJECT LOCATION, DESCRIPTION, AND CONTRACT STATUS:

The project is located on SR 88 in Amador County between 0.7 mile east of east of Kays Road to the Alpine County line. SR 88 is primarily a two-lane facility with passing lanes and left-turn lanes at various locations in San Joaquin, Amador and Alpine Counties. The highway is an all-weather trans-Sierra highway as it traverses the Sierra Nevada Range through Kirkwood.



The pavement within the project limits was exhibiting distress and unacceptable ride quality. This pavement rehabilitation project is a short-term strategy to allow the roadway to be kept in good condition during the time it will take to develop the long-lead Roadway Rehabilitation project and relieve field maintenance personnel of the current unacceptable maintenance burden. The preferred preventative maintenance strategy is to dig out and repair specific areas of severe failure, which includes cold, in-place recycling of these areas and then placing 0.2 feet hot mix asphalt (HMA) overlay. Work will include placing imported shoulder backing, reconstructing metal beam guardrail where needed, asphalt concrete dike removal, and drainage repairs as needed. All improvements will occur within the existing right of way. This project is consistent with the Transportation Asset Management Plan and conforms to the performance goals and targets. The performance measure was calculated as 10.9 lane miles.

FUNDING STATUS:

In June 2017, the Commission allocated \$899,000 in Construction Support funds for this project. A G-12 request was approved in July 2018 to increase the Construction Support to \$1,099,000. The Construction Capital funds for this project was allocated by the Commission in January 2015 for \$4,312,000.

REASON(S) FOR COST INCREASE:

Construction work did not begin until August 2016 due to multiple other projects along SR 88 around the project work site. Several similar ongoing projects in the region and caused an insufficient supply of asphalt from nearby Asphalt Concrete (AC) plants to accommodate all the requests. The contractor chose to establish its own AC plant in Calaveras County, but experienced numerous delays and verification-test failures before obtaining approval for the mix formula. In October 2016 the contractor's Asphalt Mix was approved, but the late start and an early snow season forced the project to be suspended for the winter season after only nine days of asphalt paving.

In August 2017, work resumed on the removal of the temporary asphalt, grinding, and leveling of the roadbed. However, the contractor was unable to finish the final lift due to low AC plant asphalt production, shortage of trucks, overall inefficiencies, and an expired AC plant certification. Although paving continued until October 2017, the work was again suspended for the winter season due to snow storms and cold weather. The top lift of approximately 7,000 tons of asphalt paving has not been completed as well as the striping and guard rail work.

The Department has received several complaints from the traveling public about the ride quality and poor pavement conditions. To address these issues, additional time was required by Department construction staff (Resident Engineer, Construction Inspectors, Material Lab and testers) beyond what was originally anticipated. Although over-expenditure in support costs was minimized, it still resulted in a cost increase.

The contracted working days for project completion was 45 days but has now been active for 115 working days. This means 100 percent of the contracted working days have expired and only 60 percent of the work has been completed, with 56 percent of the capital funds having been expended. This project has been extended into three construction seasons, which includes two winters of emergency work, due to the heavy storms in the Winter of 2016 and record snowfalls at the project site. The extended duration of this project has increased the construction support cost as the original cost estimate was for one construction season.

Since the contractor has surpassed the number of working days estimated for this project, the Department has contacted the contractor's bonding company and the contractor to notify them that the project is in "liquidated damages". Daily liquidated damage funds will be withheld from contractor payment where appropriate. Collection of liquidated damages, per Public Contract Code 10226, is specified in the contract for contractor's inability of complete the contract within the number of working days. Since the Department has "stop notices" holding funds from the contractor, arbitration is probable.

This supplemental fund request will allow the project to reach the project completion milestone, Construction Contract Acceptance. It is possible that the Department will require additional supplemental funds to close out the project after the Department analyzes claims and concludes any resulting negotiation or arbitration process with the contractor. This project has been and is being tracked on the Department's Project Watch List.

Work began again in July 2018. The contractor has secured a different asphalt supplier for this season and the project is expected to meet the Construction Contract Acceptance milestone by November 2018.

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.

The Department has determined that additional funds are needed to complete the construction contract and the additional funds requested are in the best interest of the State.

If this request for an additional \$532,000 in Construction Support is not approved, the Department will not be able to complete this construction contract. The consequences of not completing this project include: receiving more complaints from the traveling public about the poor ride quality and safety concerns with developing potholes, fading temporary striping and pending guardrail upgrades. If the pending work is left uncorrected, the pavement will deteriorate and require a major roadway rehabilitation project.

RESOLUTION:

Resolved, that the Commission allocate \$532,000 of construction support, of which \$332,000 is allocated to provide funds to complete the construction contract for the SHOPP Roadway Preservation (PPNO 10-0326) on SR 88, in Amador County near Silver Lake, from east of Kays Road to the Alpine County line.

Attachment

2.5 Highway Financial Matters

Project #	Allocation Amount	Recipient	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.(9)						Supplemental Funds for Previously Voted Projects				Resolution FA-18-09	
	\$532,000					Near Silver Lake, from east of Kays Road to the Alpine County line.	<u>Outcome/Output</u> : Rehabilitate pavement.	10-0326 SHOPP/ 001-0890	\$356,000		\$356,000
Department of Transportation						Supplemental funds are needed to Complete Construction.		FTF 20.10.201.121			
<u>ACTC</u> Amador 10-Ama-88 66.6/71.7						Total revised amount \$888,000		SHOPP/ 505-3290 RMRA 20.10.201.121		\$532,000	\$532,000
								SHOPP/ 1012000018 4 0W600			

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 15-16, 2018

Reference No.: 2.5e.(10)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Dennis Agar
District 10 - Director

Subject: **SUPPLEMENTAL CAPITAL FUNDS ALLOCATION REQUEST FOR PREVIOUSLY VOTED PROJECT (PPNO 10-7352/EA 10-0G800, SAN JOAQUIN COUNTY) RESOLUTION FA-18-10**

ISSUE

Should the California Transportation Commission (Commission) approve the California Department of Transportation (Department) allocation request for an additional \$6,699,800 in Construction Capital for the State Highway Operation Protection Program (SHOPP) Roadway Rehabilitation project (PPNO 10-7352) on State Route (SR) 12, in San Joaquin County, to complete construction?

RECOMMENDATION

The Department recommends that the Commission allocate an additional \$6,699,800 in Construction Capital for the previously approved SHOPP Roadway Rehabilitation project (PPNO 10-7352) on SR 12, in San Joaquin County, to complete construction.

Component	Programmed Amount	Commission Allocation	G-12 Authority	Total Allotment	Total Expended to Date	Supplemental Allocation Request	Revised Commission Allocation	% Over Commission Allocation
Capital	\$31,000,000	\$38,089,000	\$3,444,800	\$41,533,800	\$36,359,470	\$6,699,800	\$44,788,800	17.60%
Support	\$ 9,037,000	\$ 5,692,000	N/A	\$9,037,000	\$6,631,669	N/A	N/A	N/A
Total Supplemental Allocation Request						\$6,699,800		

PROJECT LOCATION, DESCRIPTION, AND CONTRACT STATUS:

This project is located on SR 12 from the Mokelumne River Bridge to Potato Slough Bridge in San Joaquin County. The project proposes to construct a new roadway section which will include 12-foot travel lanes in each direction, with standard 8-foot outside and 5-foot inside shoulders, and with a concrete median barrier.



The contract was awarded to OC Jones & Sons on August 13, 2013 and construction operations began on April 22, 2014. To date, 85 percent of the contract work has been completed. The project was initially scheduled for 760 working days with 115 days added by change order, for a total of 875 working days. With approval of the additional funds, this project is currently scheduled for contract acceptance on October 31, 2018.

FUNDING STATUS:

This project was programmed in the 2012 SHOPP for \$31,000,000 and was allocated by the Commission in March 2013 for \$32,589,000. In July 2014, the Department used Commission Resolution G-12 authority to adjust the project allotment up by an additional \$3,444,800. At the January 2016 Commission meeting, the Department requested supplemental funds in the amount of \$5,500,000, increasing the current total allotment to \$41,533,800. The Department is requesting \$6,699,800 in additional funds, which would bring the revised Commission allocation to \$44,788,000.

REASON(S) FOR COST INCREASE:

This project is located on Bouldin Island which is composed of highly compressive mud and peat soils. As the project has progressed in construction, the Department identified areas of accelerated and excessive settlement that impacted the project and required the development of strategies to mitigate or avoid the impacts. This project utilizes a method of construction which compresses the native soft soils by applying a “surcharge pre-load” of additional soil to add weight on top of the native soils. After a time period determined by monitoring, the soft underlying soils are compressed and the surcharge is then removed having created a stable embankment. The structural section of the new roadway is then constructed on the newly compressed embankment. This construction method is extremely cost effective as opposed to building a rigid structure with piles. However, there still are risks associated with differential and severe soil settlements. This construction method was

successful for most of the project, though severe and differential settlements still occurred at spot locations that necessitate further remediation.

To undertake and address the severe and differential soil issues at these locations, an additional \$2,874,000 is needed. The risk associated with differential settlement was not identified on the risk register prior to allocation. However, the settlement risk was added to the Project Risk Management Plan during construction and managed.

In addition, supplemental funding is needed to address damages and item overruns associated with the historic 2016 rainy season, design changes, differing site conditions and maintenance repairs to the remaining one mile of the existing roadway that is currently being used by the traveling public. The costs associated with these issues is estimated at \$381,000.

The Risk Management Plan at the time of allocation did not identify risks associated with settlement and existing highway maintenance. These risks were added to the plan during construction. These risks will be documented upon final completion as lessons learned to enhance and manage risk on similar future projects.

CONSEQUENCES:

The public is currently using three miles of completed new alignment and one mile of the old alignment. Without the additional funds, the Department will be unable to complete the final one mile segment of new alignment and traffic will remain on the existing alignment. The existing one mile segment does not have a median barrier which is an important safety feature in the development of the project. Department's Office of Traffic Safety performed an evaluation during project development and recommended a continuous median barrier to prevent cross-median collisions, as this section of SR 12 has a history of such incidents. The additional funds will not only be used to complete the new alignment, and to make repairs associated with settlement at spot locations, but will also to be used to construct the median barrier.

The Department has exercised all feasible measures to minimize costs in carrying out work related to this project and has determined that this request is well supported and is the only viable alternative available.

The Department has determined that additional funds are needed to complete the construction contract and the additional funds requested are in the best interest of the State.

If this request for an additional \$6,699,800 in Construction Capital is not approved, the Department will not be able to complete this construction contract. The consequences of not completing this project include down scoping the project by 2.27 lane miles and eliminating 6,000 linear feet of median barrier.

RESOLUTION:

Resolved, that the Commission allocate \$6,699,800, of which \$3,255,000 is from the Budget Act of 2018, Budget Act Item 2660-302-0890 to provide funds to complete the construction contract for the State Highway Operation and Protection Program (SHOPP) to complete the rehabilitation project on SR 12 in San Joaquin County.

Attachment

2.5 Highway Financial Matters

Project #	Allocation Amount	Recipient	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.(10) Supplemental Funds for Previously Voted Projects										Resolution FA-18-10			
	\$6,700,000					Near Terminous on Bouldin Island, from Mokelumne River Bridge to Potato Slough Bridge. <u>Outcome/Output:</u>		Rehabilitate roadway.		10-7352 SHOPP/2012-13 302-0042 SHA	\$238,800		\$238,800
Department of Transportation		SJCOG	San Joaquin	10-SJ-12	0.1/R4.4	Supplemental funds are needed to Complete Construction.		Total revised amount \$48,092,800		302-0890 FTF 20.20.201.120	\$35,654,000		\$35,654,000
										SHOPP/2014-15 302-0042 SHA	\$110,000		\$110,000
										302-0890 FTF 20.20.201.120	\$5,390,000		\$5,390,000
										SHOPP/2018-19 302-0890 FTF 20.20.201.120 1000000052 4 0G800	\$6,700,000		\$6,700,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 15-16, 2018

Reference No: 2.4c.
Action Item

From: STEVEN KECK
Chief Financial Officer

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

Subject: **AIRSPACE LEASE – REQUEST TO APPROVE TERMS, CONDITIONS, AND EXECUTION OF A 40-YEAR LEASE WITH HOLLIDAY DEVELOPMENT (ALAMEDA COUNTY)**

ISSUE:

Should the California Transportation Commission (Commission) approve a request by the California Department of Transportation (Department) to approve terms, conditions, and execution of a 40-year airspace lease with Holliday Development (Holliday)?

RECOMMENDATION:

The Department recommends that the Commission authorize execution of a 40-year lease with Holliday.

SUBJECT PROPERTY ALA-BT-0050:

The proposed Freeway Lease Area ALA-BT-0050 (FLA) is an approximately 62,000 square foot (s.f.) undeveloped parcel under Interstate 880 at the West Grand Avenue and Frontage Road on-ramp (Attachments A-C). Holliday owns the adjacent two and a half (2.5) acre parcel at Wood Street.

BACKGROUND:

A request to directly negotiate a long-term lease was approved at the October 2016 Commission meeting, but lease negotiations were delayed due to recovery efforts from two separate arson fires which occurred on other Holliday construction projects in the City of Oakland in 2016 and 2017. Holliday could not proceed with this development while continuing reconstruction after the two fires. This caused the one and one half (1.5) year delay in finalizing the negotiated lease with Holliday.

Holliday proposes to improve the FLA with a paved, fenced, and illuminated parking lot to be used by employees and customers associated with their planned mixed-use development adjacent to the FLA. The project is a new mixed-use development consisting of 235 residential units and 13,615 s.f. of flex ground floor commercial space with 239 off-street parking spaces to be constructed within the FLA. The completed development will occupy a two and one half (2.5) acre block bounded by Wood Street, 20th Street, West Grand Avenue, and Frontage Road (Attachment D).

BENEFITS TO THE STATE:

- The Holliday lease provides a steady fair market value income stream from a vacant State property that historically the Department has been unable to lease.
- The Holliday lease saves the Department maintenance costs incurred from trespassing, homeless encampments, and dumping on the vacant property.
- The Holliday lease advances the Department’s mission to enhance neighborhood livability by providing aesthetic improvements to an undeveloped property.
- The Holliday lease improves the State’s parcel with an estimated \$1,300,000 in improvements (i.e. grading, paving, and landscaping) by constructing the parking facility.

LEASE TERMS:

Term:	40 years (minimum term for HUD 221 d.4 based construction financing)
Area:	Approximately 62,000 s.f. gross
Highest Use:	Vehicle parking and/or storage
Proposed Use:	Vehicle parking
Appraised Value:	\$0.15/s.f./month
Negotiated Rent:	\$7,500/month = \$0.15/s.f./month x 50,000 net s.f.
Improvements:	\$1,300,000 proposed for grading, pavement, lighting, and landscaping
Adjustment:	3 per cent (%) annual escalation
Re-evaluation:	After 10 years, then every five (5) years thereafter
Termination:	By either party with notice; or by the State in case of emergency or project requirements

SUMMARY:

It is in the Department’s best interest to authorize execution of the 40-year lease term with Holliday for the reasons above. The Department therefore requests authorization to execute the 40-year lease for the FLA per the described terms.

Attachments

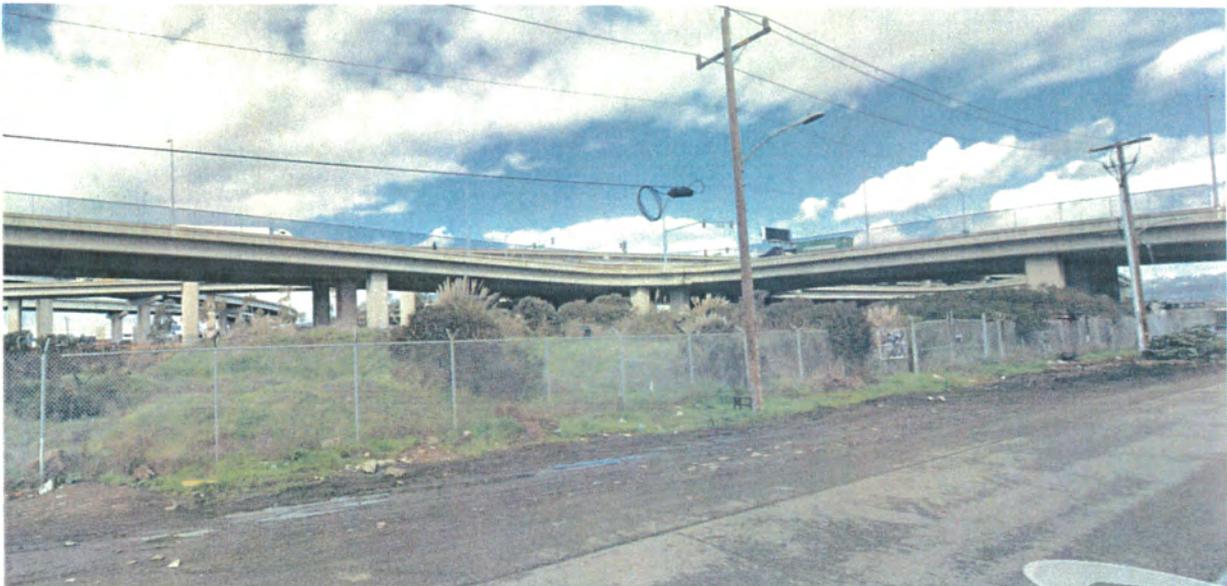
A - D – Parcel maps, photos, and diagrams



- ALA-BT-0050
- Right of Way
- Holliday Property Line

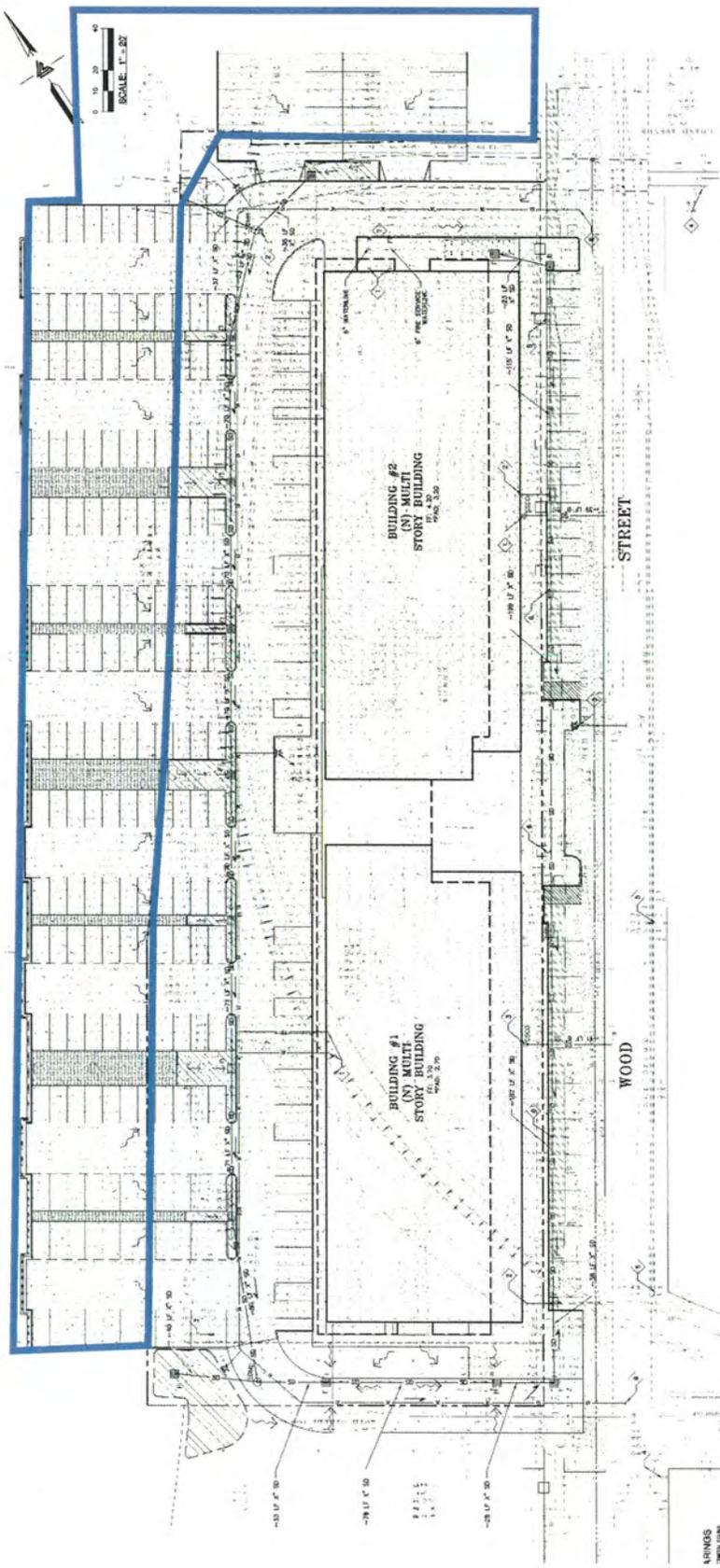


Looking southwest from Wood Street under the freeway



Looking northwest from Wood Street south of the freeway

Attachment D



— ALA-BT-0050

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 15-16, 2018

Reference No.: 2.1a.(1)
Action Item

From: STEVEN KECK
Chief Financial Officer

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

Subject: SHOPP AMENDMENT 18H-004

ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) request to amend the 2018 State Highway Operation and Protection Program (SHOPP) under SHOPP Amendment 18H-004?

RECOMMENDATION:

The Department recommends that the Commission approve SHOPP Amendment 18H-004 that will amend the 2018 SHOPP Program, in accordance with Senate Bill 486 and the Road Maintenance and Rehabilitation Program component of Senate Bill 1, which require the Commission to approve changes to projects in the SHOPP or to adopt new projects being amended into the SHOPP.

The Department recommends 35 new capital projects be amended into the 2018 SHOPP, as detailed in Attachment 1. These amendments, summarized below, would be funded from the Major Damage Restoration, Collision Reduction, and 2018 SHOPP programming capacity. These projects are consistent with the 2018 Transportation Asset Management Plan (TAMP).

2018 SHOPP Summary of New Projects by Category	No.	FY 2018-19 (\$1,000)	FY 2019-20 (\$1,000)	FY 2020-21 (\$1,000)	FY 2021-22 (\$1,000)
Major Damage Restoration	16	\$21,085	\$18,463	\$36,725	\$252,230
Collision Reduction	19	\$10,181	\$12,426	\$30,379	\$86,257
Total New Amendments	35	\$31,266	\$30,889	\$67,104	\$338,487

The Department also recommends an additional five new capital projects be amended into the 2018 SHOPP, targeted to the four asset classes highlighted in Senate Bill 1, as detailed in Attachment 2 and summarized below. The amendments would be funded from the Roadway Rehabilitation and Mobility components of Senate Bill 1. These projects are consistent with the 2018 TAMP.

2018 SHOPP Summary of New Projects by Category	No.	FY 2018-19 (\$1,000)	FY 2019-20 (\$1,000)	FY 2020-21 (\$1,000)	FY 2021-22 (\$1,000)
Roadway Preservation	4		\$6,900		\$141,979
Mobility	1			\$6,110	
Total New Amendments	5		\$6,900	\$6,110	\$141,979

The Department further recommends that the capital projects, detailed in Attachment 3 be amended in the 2018 SHOPP to update cost, scope and schedules and to make other technical changes. The amended projects are consistent with the Commission adopted 2018 TAMP plan.

BACKGROUND:

In each even numbered year, the Department prepares a four-year SHOPP which defines major capital improvements necessary to preserve and protect the State Highway System. Periodically, the Department proposes amendments to the SHOPP to address newly identified needs prior to the next programming cycle. Between programming cycles, the Department updates scope, schedule and cost to effectively deliver projects.

Senate Bill 486, approved by the Governor on September 30, 2014, requires Commission approval of projects amended into the SHOPP.

Attachments

List of New 2018 SHOPP Capital Project Amendments

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs (\$1,000)		Program Code Leg./Congress. Dists. Perf. Meas.	
Major Damage Restoration						
1 01-Hum-Var Var 2517 0118000157 0J080	In and near Eureka, on Routes 101, 253, and 255 at various locations. Repair highway facilities.	18-19	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$0 \$35 \$800 \$25 \$2,000 \$2,860	18-19 18-19 18-19 18-19	201.130 Assembly: 2 Senate: 2 Congress: 2 8 Location(s)
2 01-Men-101 37.4/40.0 8503 0118000177 0J160	Near Willits, from 2.0 miles south of Ridgewood Ranch Road to 0.9 mile south of Black Bart Drive. Repair and stabilize roadway.	18-19	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$0 \$50 \$2,750 \$50 \$14,600 \$17,450	18-19 18-19 18-19 18-19	201.130 Assembly: 2 Senate: 2 Congress: 2 1 Location(s)
3 02-Teh-32 20.2/20.3 3726 0218000162 4H460	Near Forest Ranch, west of Slate Creek Bridge. Replace damaged concrete sack retaining wall with Cased Secant Piling (CSP) retaining wall.	19-20	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$230 \$330 \$50 \$280 \$1 \$600 \$1,491	18-19 19-20 19-20 19-20 19-20 19-20	201.131 Assembly: 3 Senate: 4 Congress: 1 1 Location(s)
4 02-Tri-299 13.4/13.7 3720 0218000071 4H040	Near Burnt Ranch, from east of China Slide Road to Mill Creek Road. Stabilize the slope by constructing a retaining wall, reconstructing roadway, and modifying drainage systems.	21-22	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$920 \$1,280 \$130 \$2,790 \$360 \$11,500 \$16,980	18-19 20-21 20-21 21-22 20-21 21-22	201.131 Assembly: 2 Senate: 2 Congress: 2 1 Location(s)

List of New 2018 SHOPP Capital Project Amendments

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs (\$1,000)			Program Code Leg./Congress. Dists. Perf. Meas.
<i>Major Damage Restoration, continued</i>						
5 03-Pla-80 R62.9/69.7 4309 0318000177 4H110	Near Soda Springs, from east of South Yuba River Bridge to the Nevada County line; also in Nevada County from Placer County line to east of Soda Springs Overcrossing (PM 0.0/R3.0). Install concrete gutter to repair shoulder damage at various locations.	19-20	PA&ED	\$740	18-19	201.131
			PS&E	\$1,510	18-19	Assembly: 1
			R/W Sup	\$120	18-19	Senate: 1
			Con Sup	\$910	19-20	Congress: 1
			R/W Cap	\$10	19-20	
			<u>Const Cap</u>	<u>\$7,600</u>	19-20	7 Location(s)
			Total	\$10,890		
			PA&ED:	2/3/2019		
			R/W:	12/10/2019		
			RTL:	12/18/2019		
BC:	4/8/2020					
6 04-Ala-Var Var 2025T 0418000166 0Q870	In Alameda and Contra Costa Counties, on Routes 4, 13, 24, 80, 84, 92, 160, 238, 242, 580, 680, and 880 at various locations. Remove diseased, dead or dying drought damaged trees.	20-21	PA&ED	\$1,450	18-19	201.131
			PS&E	\$800	19-20	Assembly: 11, 13, 15,
			R/W Sup	\$20	20-21	16, 18, 20, 25
			Con Sup	\$1,450	20-21	Senate: 3, 7, 9, 10
			R/W Cap	\$10	20-21	Congress: 5, 9, 11, 13,
			<u>Const Cap</u>	<u>\$6,990</u>	20-21	15, 17
			Total	\$10,720		
			PA&ED:	9/9/2019		
			R/W:	7/5/2020		
			RTL:	8/6/2020		
BC:	2/8/2021		16 Location(s)			
7 04-Nap-128 9.2 1464C 0416000416 2K420	Near Saint Helena, at 1.8 miles east of Silverado Trail Road. Install Rock Slope Protection (RSP) over storm damaged embankment.	20-21	PA&ED	\$310	18-19	201.131
			PS&E	\$371	19-20	Assembly: 4
			R/W Sup	\$12	19-20	Senate: 3
			Con Sup	\$310	20-21	Congress: 5
			R/W Cap	\$5	20-21	
			<u>Const Cap</u>	<u>\$790</u>	20-21	1 Location(s)
			Total	\$1,798		
			PA&ED:	4/1/2019		
			R/W:	7/1/2020		
			RTL:	8/1/2020		
BC:	9/25/2020					

List of New 2018 SHOPP Capital Project Amendments

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs (\$1,000)			Program Code Leg./Congress. Dists. Perf. Meas.
<i>Major Damage Restoration, continued</i>						
8 04-SCI-Var Var 2025U 0418000170 0Q890	In Santa Clara, San Mateo, and San Francisco Counties on Routes 9, 17, 35, 84, 130, 280, and 880 at various locations. Remove dead or dying drought damaged trees.	20-21	PA&ED	\$1,300	18-19	201.131
			PS&E	\$700	19-20	Assembly: 24, 25, 27,
			R/W Sup	\$50	19-20	28, 29
			Con Sup	\$1,150	20-21	Senate: 10, 13, 15, 17
			R/W Cap	\$50	20-21	Congress: 17, 18, 19
			<u>Const Cap</u>	<u>\$4,580</u>	20-21	
			Total	\$7,830		9 Location(s)
PA&ED:	9/9/2019					
R/W:	6/4/2020					
RTL:	8/6/2020					
BC:	2/8/2021					
<hr/>						
9 04-SM-84 5.2 1455B 0416000472 2K610	Near La Honda, at 1.2 miles north of Madera Lane (North). Repair slope washout and place Rock Slope Protection (RSP) on existing embankment to prevent further erosion.	21-22	PA&ED	\$936	18-19	201.131
			PS&E	\$390	20-21	Assembly: 22
			R/W Sup	\$10	20-21	Senate: 13
			Con Sup	\$250	21-22	Congress: 14, 18
			R/W Cap	\$147	21-22	
			<u>Const Cap</u>	<u>\$895</u>	21-22	1 Location(s)
			Total	\$2,628		
PA&ED:	10/5/2020					
R/W:	3/7/2022					
RTL:	5/2/2022					
BC:	8/15/2022					
<hr/>						
10 04-Son-Var Var 2022J 0418000164 0Q850	In Sonoma, Solano, Napa, Marine, and Lake Counties, on Routes 1, 12, 29, 80, 101, 116, 128, 131, 680, and 780 at various locations. Remove dead or dying drought damaged trees.	20-21	PA&ED	\$1,380	18-19	201.131
			PS&E	\$680	19-20	Assembly: 4, 10, 11
			R/W Sup	\$20	19-20	Senate: 2, 3
			Con Sup	\$1,270	20-21	Congress: 2, 3, 4, 5
			R/W Cap	\$10	20-21	
			<u>Const Cap</u>	<u>\$6,370</u>	20-21	13 Location(s)
			Total	\$9,730		
PA&ED:	9/9/2019					
R/W:	6/4/2020					
RTL:	8/6/2020					
BC:	2/8/2021					

List of New 2018 SHOPP Capital Project Amendments

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs (\$1,000)			Program Code Leg./Congress. Dists. Perf. Meas.
<i>Major Damage Restoration, continued</i>						
11 05-SCr-9 1.0 2874 0518000125 1K120	In and near the city of Santa Cruz, at north of Vernon Street; also at south of Glengarry Road (PM 4.0). Construct sidehill viaducts, restore roadway and facilities, provide erosion control.	21-22	PA&ED	\$1,214	18-19	201.131
			PS&E	\$3,851	20-21	Assembly: 29
			R/W Sup	\$55	20-21	Senate: 17
			Con Sup	\$3,148	21-22	Congress: 20
			R/W Cap	\$46	20-21	
			<u>Const Cap</u>	<u>\$9,917</u>	21-22	2 Location(s)
			Total	\$18,231		
12 05-SCr-9 15.0 2875 0518000127 1K140	Near Boulder Creek, at Spring Creek Road. Construct soldier pile retaining wall, restore roadway and drainage facilities, and install permanent erosion control measures.	19-20	PA&ED	\$424	18-19	201.131
			PS&E	\$1,628	18-19	Assembly: 29
			R/W Sup	\$51	18-19	Senate: 17, 30
			Con Sup	\$1,197	19-20	Congress: 18
			R/W Cap	\$3	18-19	
			<u>Const Cap</u>	<u>\$2,779</u>	19-20	1 Location(s)
			Total	\$6,082		
13 05-SCr-9 20.0 2876 0518000126 1K130	Near Boulder Creek, 1.1 miles south of Route 236. Construct tieback wall, restore roadway and drainage facilities, and install permanent erosion control measures.	20-21	PA&ED	\$620	18-19	201.131
			PS&E	\$1,916	18-19	Assembly: 29
			R/W Sup	\$212	18-19	Senate: 17, 30
			Con Sup	\$1,250	20-21	Congress: 18
			R/W Cap	\$11	18-19	
			<u>Const Cap</u>	<u>\$2,638</u>	20-21	1 Location(s)
			Total	\$6,647		
PA&ED:	3/24/2021					
R/W:	11/8/2021					
RTL:	4/4/2022					
BC:	10/5/2022					
PA&ED:	12/3/2018					
R/W:	9/19/2019					
RTL:	11/21/2019					
BC:	4/13/2020					
PA&ED:	5/15/2019					
R/W:	11/10/2020					
RTL:	11/13/2020					
BC:	4/13/2021					

List of New 2018 SHOPP Capital Project Amendments

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs (\$1,000)			Program Code Leg./Congress. Dists. Perf. Meas.
<i>Collision Reduction, continued</i>						
18 03-Nev-49 8.3/8.7 4138 0318000027 3H650	Near Grass Valley, from 0.3 mile south to 0.1 mile north of Quail Creek Drive. Improve safety by constructing a two-way left turn lane and 8 foot shoulder.	19-20	PA&ED	\$480	18-19	201.010
			PS&E	\$640	19-20	Assembly: 1
			R/W Sup	\$50	19-20	Senate: 1
			Con Sup	\$680	19-20	Congress: 1
			R/W Cap	\$60	19-20	
			<u>Const Cap</u>	<u>\$2,300</u>	19-20	13 Collision(s) reduced
			Total	\$4,210		
	PA&ED: 7/15/2019					
	R/W: 1/15/2020					
	RTL: 2/6/2020					
	BC: 6/1/2020					
<hr/>						
19 05-Mon-68 3.4/3.8 2742 0517000113 1J460	Near Pacific Grove, from Skyline Forest Drive to west of Route 1; also from Haul Road to west of Skyline Forest Drive (PM 2.7/3.2). Increase safety by improving roadway cross slope at curve, sight distance, widen shoulders, install rumble strip, tapered edge treatment and construct drainage improvements.	21-22	PA&ED	\$1,207	18-19	201.010
			PS&E	\$2,053	20-21	Assembly: 29
			R/W Sup	\$356	20-21	Senate: 17
			Con Sup	\$1,531	21-22	Congress: 20
			R/W Cap	\$199	20-21	
			<u>Const Cap</u>	<u>\$7,081</u>	21-22	182 Collision(s) reduced
			Total	\$12,427		
	PA&ED: 12/4/2020					
	R/W: 5/27/2022					
	RTL: 6/9/2022					
	BC: 1/24/2023					
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20 05-SB-135 10.6/17.6 2703 0517000039 1H960	In Santa Maria, at various locations from Union Valley Parkway to Preisker Lane. Improve safety by modifying signals at intersections and constructing curb ramps.	21-22	PA&ED	\$0		201.010
			PS&E	\$2,234	18-19	Assembly: 35
			R/W Sup	\$2,646	18-19	Senate: 19
			Con Sup	\$2,604	21-22	Congress: 24
			R/W Cap	\$540	18-19	
			<u>Const Cap</u>	<u>\$11,111</u>	21-22	660 Collision(s) reduced
			Total	\$19,135		
	PA&ED: 6/22/2018					
	R/W: 4/13/2021					
	RTL: 8/31/2021					
	BC: 4/14/2022					

List of New 2018 SHOPP Capital Project Amendments

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs (\$1,000)			Program Code Leg./Congress. Dists. Perf. Meas.
<i>Collision Reduction, continued</i>						
21 05-SB-135 17.3/17.6 2745 0517000184 1J470	In Santa Maria, from Roemer Way to Preisker Lane; also at Bunny Avenue (PM 16.5). Improve safety by constructing signal systems, sidewalk, and highway lighting. PA&ED: 6/8/2018 R/W: 7/28/2018 RTL: 12/17/2020 BC: 8/3/2021	20-21	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$860 \$534 \$570 \$122 <u>\$1,696</u> \$3,782	18-19 18-19 20-21 18-19 20-21	201.010 Assembly: 35 Senate: 19 Congress: 24 5 Collision(s) reduced
22 05-SBt-25 54.0 2746 0517000185 1J480	Near Hollister, at the intersection of Route 25 and Route 156. Improve safety by constructing a roundabout. PA&ED: 6/29/2018 R/W: 4/10/2020 RTL: 8/27/2020 BC: 10/28/2021	20-21	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$1,295 \$215 \$1,455 \$4 <u>\$7,659</u> \$10,628	18-19 18-19 20-21 18-19 20-21	201.010 Assembly: 30 Senate: 12 Congress: 20 76 Collision(s) reduced
23 05-SLO-101 61.9 2766 0518000052 1J780	Near Wellsona, at the intersection of Route 101 and Wellsona Road. Improve safety by constructing an undercrossing. PA&ED: 10/1/2020 R/W: 4/1/2022 RTL: 5/16/2022 BC: 10/17/2022	21-22	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$1,373 \$3,386 \$546 \$3,286 \$1,271 <u>\$14,019</u> \$23,881	18-19 20-21 20-21 21-22 20-21 21-22	201.010 Assembly: Senate: Congress: 26 Collision(s) reduced
24 06-Ker-99 32.4 6964 0614000220 0S550	Near Bakersfield, at the Lerdo Canal Bridge No. 50 -0133 R/L. Widen shoulders and construct median barrier. PA&ED: 4/1/2016 R/W: 1/30/2018 RTL: 8/16/2018 BC: 3/1/2019	18-19	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$1,400 \$0 \$1,100 \$0 <u>\$2,100</u> \$4,600	18-19 18-19 18-19 18-19	201.235 Assembly: 32 Senate: 14 Congress: 22 1 Location(s)

List of New 2018 SHOPP Capital Project Amendments

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs (\$1,000)			Program Code Leg./Congress. Dists. Perf. Meas.
<i>Collision Reduction, continued</i>						
25 07-LA-1 2.8 5257 0717000201 34170	In Long Beach, at the intersection of Anaheim Street/Los Altos Plaza. Install protected left turn phases for north and south intersection approaches, upgrade existing signals, refresh crosswalk striping, and upgrade curb ramps to Americans with Disabilities Act (ADA) standards.	19-20	PA&ED	\$623	18-19	201.010
			PS&E	\$1,286	18-19	Assembly: 70
			R/W Sup	\$127	18-19	Senate: 34
			Con Sup	\$1,216	19-20	Congress: 47
			R/W Cap	\$152	18-19	
			<u>Const Cap</u>	<u>\$902</u>	19-20	18 Collision(s) reduced
			Total	\$4,306		
	PA&ED: 3/1/2019					
	R/W: 9/3/2019					
	RTL: 10/5/2019					
	BC: 5/1/2020					
26 07-LA-1 4.7/6.6 5434 0718000212 35200	In Long Beach, from Stanley Avenue to Cedar Avenue. Upgrade traffic signals, install protected left turn phases, install pedestrian push buttons and pedestrian signals, and upgrade curb ramps to Americans with Disabilities Act (ADA) standards to improve pedestrian and bicycle safety.	21-22	PA&ED	\$521	18-19	201.010
			PS&E	\$1,773	19-20	Assembly: 70
			R/W Sup	\$997	19-20	Senate: 33
			Con Sup	\$1,597	21-22	Congress: 47
			R/W Cap	\$786	19-20	
			<u>Const Cap</u>	<u>\$3,845</u>	21-22	12 Collision(s) reduced
			Total	\$9,519		
	PA&ED: 7/1/2019					
	R/W: 1/3/2022					
	RTL: 1/31/2022					
	BC: 9/1/2022					
27 07-LA-5 17.9/18.0 5433 0718000205 35180	In the city of Los Angeles, at Cesar Chavez Avenue. Upgrade traffic signal, Americans with Disabilities Act (ADA) curb ramps, and install flashing beacons.	20-21	PA&ED	\$442	18-19	201.010
			PS&E	\$975	19-20	Assembly: 53
			R/W Sup	\$64	19-20	Senate: 24
			Con Sup	\$760	20-21	Congress: 34
			R/W Cap	\$134	18-19	
			<u>Const Cap</u>	<u>\$1,312</u>	20-21	3 Collision(s) reduced
			Total	\$3,687		
	PA&ED: 4/30/2019					
	R/W: 7/31/2020					
	RTL: 8/31/2020					
	BC: 4/30/2021					

List of New 2018 SHOPP Capital Project Amendments

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs (\$1,000)			Program Code Leg./Congress. Dists. Perf. Meas.
<i>Collision Reduction, continued</i>						
28 07-LA-138 43.8 5435 0718000213 35210	In Palmdale, at the intersection of 2nd Street East. Install new traffic signal, install pedestrian signal heads with countdown and Audible Pedestrian Signals (APS), install marked crosswalks, and upgrade curb ramps to Americans with Disabilities Act (ADA) standards.	21-22	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$496 \$987 \$152 \$1,074 \$118 <u>\$975</u> \$3,802	18-19 19-20 19-20 21-22 19-20 21-22	201.010 Assembly: 36 Senate: 21 Congress: 25 5 Collision(s) reduced
	PA&ED: 4/1/2019 R/W: 9/15/2021 RTL: 10/1/2021 BC: 5/16/2022					
29 08-Riv-62 81.6/82.2 3010Q 0818000175 1E611	Near Twentynine Palms, from 3.4 to 2.8 miles west of Route 177 Junction. Widen shoulders to 8 feet, install shoulder and centerline rumble strips.	18-19	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$120 \$20 \$639 \$40 <u>\$1,200</u> \$2,019	18-19 18-19 18-19 18-19 18-19	201.010 Assembly: 33,42 Senate: 16 Congress: 8 8 Collision(s) reduced
	PA&ED: R/W: 12/3/2018 RTL: 1/3/2019 BC: 5/1/2019					
30 08-SBd-15 R21.5/R22.0 3010J 0817000237 1J200	Near Hesperia, from 0.1 mile north of the Route 138 Separation to Gish Overhead. Extend deceleration lane leading to southbound offramp.	20-21	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$775 \$1,190 \$40 \$1,840 \$125 <u>\$4,400</u> \$8,370	18-19 20-21 20-21 20-21 20-21 20-21	201.010 Assembly: 40 Senate: 23 Congress: 8 44 Collision(s) reduced
	PA&ED: 6/3/2020 R/W: 1/6/2021 RTL: 2/4/2021 BC: 7/1/2021					

List of New 2018 SHOPP Capital Project Amendments

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs (\$1,000)			Program Code Leg./Congress. Dists. Perf. Meas.
<i>Collision Reduction, continued</i>						
31 08-SBd-138 R15.0/R15.1 3010W 0817000138 1H820	Near Hesperia, from Cajon Boulevard to the Route 15 southbound offramp. Install traffic signals, realign Cajon Boulevard, widen southbound offramp, add left turn lane, and construct curb ramps.	21-22	PA&ED	\$570	18-19	201.010
			PS&E	\$1,160	19-20	Assembly: 40
			R/W Sup	\$255	19-20	Senate: 23
			Con Sup	\$1,050	21-22	Congress: 8
			R/W Cap	\$685	21-22	
			<u>Const Cap</u>	<u>\$2,488</u>	21-22	10 Collision(s) reduced
			Total	\$6,208		
PA&ED:	6/6/2019					
R/W:	6/3/2021					
RTL:	7/1/2021					
BC:	11/4/2021					
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32 09-Mno-395 60.0/69.9 0658 0915000016 36470	Near Bridgeport, from Conway Ranch Road to Route 270. Upgrade guardrail to meet current standards.	18-19	PA&ED	\$0		201.015
			PS&E	\$0		Assembly: 5
			R/W Sup	\$0		Senate: 8
			Con Sup	\$776	18-19	Congress: 8
			R/W Cap	\$0		
			<u>Const Cap</u>	<u>\$2,786</u>	18-19	27 Collision(s) reduced
			Total	\$3,562		
PA&ED:	12/15/2017					
R/W:	4/13/2018					
RTL:	6/21/2018					
BC:	1/25/2019					
Concurrent allocation under 2.5b.(1).						
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33 12-Ora-5 30.3/31.4 2834A 1217000112 0Q820	In Tustin and Santa Ana, from Route 55 to south of Grand Avenue. Cold plane existing asphalt concrete, overlay with Open Graded Friction Course (OGFC), and apply High Friction Surface Treatment (HFST).	21-22	PA&ED	\$918	18-19	201.010
			PS&E	\$1,311	19-20	Assembly: 69
			R/W Sup	\$0		Senate: 34
			Con Sup	\$1,660	21-22	Congress: 46
			R/W Cap	\$0		
			<u>Const Cap</u>	<u>\$7,396</u>	21-22	161 Collision(s) reduced
			Total	\$11,285		
PA&ED:	12/20/2019					
R/W:	9/1/2021					
RTL:	10/5/2021					
BC:	2/25/2022					

List of New 2018 SHOPP Capital Project Amendments

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs (\$1,000)			Program Code Leg./Congress. Dists. Perf. Meas.
<i>Collision Reduction, continued</i>						
34 12-Ora-22 R1.2 2873B 1217000083 0Q650	In Garden Grove, on the westbound offramp to Valley View Street. Modify existing traffic signals, add safety lighting, refresh pavement striping, and bring Americans with Disabilities Act (ADA) facilities to current standards.	20-21	PA&ED	\$320	18-19	201.010
			PS&E	\$380	19-20	Assembly: 72
			R/W Sup	\$0		Senate: 34
			Con Sup	\$458	20-21	Congress: 47
			R/W Cap	\$5	18-19	
			<u>Const Cap</u>	<u>\$672</u>	20-21	28 Collision(s) reduced
			Total	\$1,835		
	PA&ED: 9/30/2019					
	R/W: 10/19/2020					
	RTL: 1/29/2021					
	BC: 8/16/2021					
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35 12-Ora-39 9.7 3182 1217000080 0Q640	In Stanton, at the intersection of Chapman Avenue. Modify signals, add safety lighting, add crosswalk striping, and bring Americans with Disabilities Act (ADA) facilities to current standards.	20-21	PA&ED	\$345	18-19	201.010
			PS&E	\$475	18-19	Assembly: 65
			R/W Sup	\$76	18-19	Senate: 29
			Con Sup	\$385	20-21	Congress: 47
			R/W Cap	\$53	20-21	
			<u>Const Cap</u>	<u>\$743</u>	20-21	31 Collision(s) reduced
			Total	\$2,077		
	PA&ED: 5/1/2019					
	R/W: 10/1/2020					
	RTL: 11/1/2020					
	BC: 5/1/2021					

List of New 2018 SHOPP Capital Project Amendments for Senate Bill 1 Projects

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs (\$1,000)		Program Code Leg./Congress. Dists. Perf. Meas.
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Roadway Preservation

1 06-Fre-198 Var 6921 0618000015 0X060	In Fresno County, on Route 198 at various locations. Improve drainage facilities by repairing or replacing culverts.	21-22	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$3,000 \$1,600 \$1,600 \$2,800 \$660 <u>\$14,900</u> \$24,560	18-19 19-20 19-20 21-22 19-20 21-22	201.151 Assembly: 31 Senate: 12 Congress: 21 102 Culvert(s)
PA&ED: 12/6/2019 R/W: 2/28/2022 RTL: 3/18/2022 BC: 8/19/2022						

Performance Measure: Culverts (102 each)					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Linear Feet	0.0	0.0	9,900.0	9,900.0
Post Condition	Linear Feet	9,900.0	0.0	0.0	9,900.0

2 06-Kin-43 0.0/3.2 6965 0618000061 0X390	In and near Corcoran, from the Tulare County line to west of Santa Fe Avenue. Pavement rehabilitation.	19-20	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$550 \$900 \$150 \$700 \$100 <u>\$4,500</u> \$6,900	18-19 18-19 18-19 19-20 18-19 19-20	201.121 Assembly: 32 Senate: 14 Congress: 21 7.2 Lane mile(s)
PA&ED: 3/30/2019 R/W: 4/1/2020 RTL: 4/8/2020 BC: 9/1/2020						

Performance Measure: Pavement					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Lane Miles	0.8	6.4	0.0	7.2
Post Condition	Lane Miles	7.2	0.0	0.0	7.2

List of New 2018 SHOPP Capital Project Amendments for Senate Bill 1 Projects

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs (\$1,000)			Program Code Leg./Congress. Dists. Perf. Meas.
<i>Roadway Preservation, continued</i>						
3 11-SD-52 5.1/8.7 1302 1118000079 43025	In San Diego, from 0.4 mile west of Convoy Street Overcrossing to Santo Road Overcrossing. Roadway rehabilitation to mitigate highway settlement, construct auxiliary lane, transportation management systems, lighting, and roadside safety improvements.	21-22	PA&ED	\$2,066	18-19	201.120
			PS&E	\$3,452	20-21	Assembly: 71,77,79
			R/W Sup	\$45	20-21	Senate: 38,39
			Con Sup	\$5,654	21-22	Congress: 52,53
			R/W Cap	\$15	20-21	
			<u>Const Cap</u>	<u>\$33,738</u>	21-22	7.8 Lane mile(s)
			Total	\$44,970		
PA&ED:	7/10/2020					
R/W:	11/29/2021					
RTL:	3/18/2022					
BC:	7/29/2022					

Performance Measure: Pavement					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Lane Miles	0.0	7.8	0.0	7.8
Post Condition	Lane Miles	0.0	7.8	0.0	7.8

4 11-SD-125 10.0/13.0 1310 1118000033 43024	In and near Lemon Grove, from 0.1 mile north of Jamacha Boulevard Overcrossing to Route 94. Pavement rehabilitation.	21-22	PA&ED	\$3,071	18-19	201.122
			PS&E	\$5,557	19-20	Assembly: 79
			R/W Sup	\$317	19-20	Senate: 40
			Con Sup	\$9,027	21-22	Congress: 53
			R/W Cap	\$120	19-20	
			<u>Const Cap</u>	<u>\$54,357</u>	21-22	11.5 Lane mile(s)
			Total	\$72,449		
PA&ED:	7/10/2020					
R/W:	11/29/2021					
RTL:	2/18/2022					
BC:	7/18/2022					

Performance Measure: Pavement					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Lane Miles	0.0	11.5	0.0	11.5
Post Condition	Lane Miles	11.5	0.0	0.0	11.5

List of New 2018 SHOPP Capital Project Amendments for Senate Bill 1 Projects

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs (\$1,000)		Program Code Leg./Congress. Dists. Perf. Meas.	
<i>Mobility, continued</i>						
Mobility						
5 06-Fre-Var Var 6923 0617000152 0W180	In Fresno, Kern, Kings, Madera, and Tulare Counties, at various locations. Repair Transportation Management System (TMS) elements. PA&ED: 9/2/2019 R/W: 12/1/2020 RTL: 1/15/2021 BC: 7/1/2021	20-21	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$400 \$900 \$10 \$800 \$0 <u>\$4,000</u> \$6,110	18-19 19-20 19-20 20-21 20-21 20-21	201.315 Assembly: 31, 34 Senate: 14, 16 Congress: 23 76 Field element(s)

Performance Measure: TMS Elements				
	Unit	Good (Operational)	Poor (Not Operational)	Quantity
Existing Condition	Filed Elements	0.0%	100.0%	76.0
Post Condition	Field Elements	100.0%	0.0%	76.0

List of 2018 SHOPP Amendments (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code		Project Costs (\$1,000)			
1 03-Nev-20 25.8/45.7 4001 0318000129 4H030	In Nevada, El Dorado, Yuba, and Placer, and Yolo Counties, on Routes 46 , 20, 49, 50, 70, and 80 at various locations. Construct rumble strips.	18-19 201.010	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$110 \$340 \$40 \$400 \$3 <u>\$927</u> \$1,820	Prior 18-19 18-19 18-19 18-19 18-19 18-19	\$110 \$340 \$40 \$400 \$3 <u>\$927</u> \$1,820	Prior 18-19 18-19 18-19 18-19 18-19 18-19
	<u>Performance Measure</u> 117 Collision(s) reduced						

Note: Technical correction to project location description.

2 04-Nap-128 R7.4 0587K 0418000436 1G43A	Near Rutherford, at Conn Creek Bridge No. 21 -0021. Plant establishment mitigation for bridge replacement project EA 1G430.	20-21 201.111	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$30 \$20 \$200 \$30 \$220 \$500	19-20 19-20 20-21 20-21 20-21 20-21	\$0 \$30 \$20 \$200 \$30 \$220 \$500	19-20 19-20 20-21 20-21 20-21 20-21
	<u>Performance Measure</u> 0 Bridge(s)						

Note: Split off plant establishment mitigation for project EA 1G430/PPNO 04-0587H.

3 10-SJ-4 R16.0/R19.4 3274 1016000077 1F180	In Stockton, from Route 5 to Route 99. Install ramp meters, traffic monitoring systems, Closed Circuit Television (CCTV), and synchronize intersection signals with ramp metering.	21-22 201.315	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$2,177 \$5,043 \$667 \$9,058 \$1,269 \$37,521 \$56,505	Prior 19-20 19-20 21-22 19-20 21-22 21-22	\$2,177 \$2,697 \$667 \$4,220 \$1,269 \$17,513 \$28,543	Prior 19-20 19-20 21-22 19-20 21-22 21-22
	<u>Performance Measure</u> 30 Field element(s) 8 Field element(s)						

Note: Reduce the number of project locations which will be delivered in a future project. The scope change will reduce the resources needed for PS&E, construction support, and construction capital.

Performance Measure: TMS Elements				
	Unit	Good (Operational)	Poor (Not Operational)	Quantity
Existing Condition	Filed Elements	0.0% N/A	100.0% N/A	7 0
Post Condition	Field Elements	100.0%	0.0%	30 8

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 15-16, 2018

Reference No.: 2.1a.(4)
Action Item

From: STEVEN KECK
Chief Financial Officer

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

Subject: SHOPP AMENDMENT 16H-026

ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation’s (Department) request to amend the 2016 State Highway Operation and Protection Program (SHOPP) under SHOPP Amendment 16H-026?

RECOMMENDATION:

The Department recommends that the Commission approve SHOPP Amendment 16H-026 that will amend the 2016 SHOPP Program, in accordance with Senate Bill 486 and the Road Maintenance and Rehabilitation Program component of Senate Bill 1, which require the Commission to approve changes to projects in the SHOPP or to adopt new projects being amended into the SHOPP.

The Department recommends eight new capital projects be amended into the 2016 SHOPP, as detailed in Attachment 1. These amendments, summarized below, would be funded from the Major Damage Restoration and 2016 SHOPP programming capacity. These projects are consistent with the 2018 Transportation Asset Management Plan (TAMP).

2016 SHOPP Summary of New Projects by Category	No.	FY 2016-17 (\$1,000)	FY 2017-18 (\$1,000)	FY 2018-19 (\$1,000)	FY 2019-20 (\$1,000)
Major Damage Restoration	8		\$13,300		
Total New Amendments	8		\$13,300		

Note: Although the 2016 SHOPP is superseded by the 2018 SHOPP upon adoption, the Commission adopted policy is that any major damage/emergency projects that began before June 30 during the previous SHOPP cycle continue to be reported at the next Commission meeting.

BACKGROUND:

In each even numbered year, the Department prepares a four-year SHOPP which defines major capital improvements necessary to preserve and protect the State Highway System. Periodically, the Department proposes amendments to the SHOPP to address newly identified needs prior to the next programming cycle. Between programming cycles, the Department updates scope, schedule and cost to effectively deliver projects.

Senate Bill 486, approved by the Governor on September 30, 2014, requires Commission approval of projects amended into the SHOPP.

Attachments

List of New 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 02-Sha-5 R54.6/R55.9 3729 0218000114 4H390	Near the city of Mount Shasta, from 1.3 miles north of Gibson Road to 1.5 miles south of Sims Road. Repair failed slope.	17-18	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$0 \$0 \$1,500 \$0 <u>\$5,100</u> \$6,600	17-18 17-18 17-18	201.130 Assembly: 1 Senate: 1 Congress: 1 1 Location(s)
2 03-ED-50 33.9 3334 0318000320 4H500	Near Fresh Pond, at 0.5 mile west of Forest Road. Repair slope and replace guardrail.	17-18	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$0 \$10 \$200 \$0 <u>\$500</u> \$710	17-18 17-18 17-18	201.130 Assembly: 5 Senate: 1 Congress: 4 1 Location(s)
3 03-Pla-80 R21.1 5139 0318000307 4H450	Near Auburn, at 0.1 mile west of Bell Road; also at 0.1 mile east of Gold Run Road (PM 41.5). Repair failed culverts.	17-18	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$0 \$5 \$150 \$5 <u>\$500</u> \$660	17-18 17-18 17-18 17-18	201.130 Assembly: 1 Senate: 1 Congress: 1 2 Location(s)
4 03-Pla-80 50.8 5138 0318000306 4H440	Near Alta, at the Whitmore Maintenance Station. Repair and replace failed culvert.	17-18	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$0 \$5 \$300 \$5 <u>\$1,400</u> \$1,710	17-18 17-18 17-18 17-18	201.130 Assembly: 1 Senate: 1 Congress: 1 1 Location(s)
5 03-Sac-99 2.8 6904 0318000298 4H380	In Galt, at 0.1 mile north of Walnut Avenue. Remove and replace damaged overhead Changeable Message Sign structure.	17-18	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$0 \$0 \$150 \$0 <u>\$500</u> \$650	17-18 17-18 17-18	201.130 Assembly: 9 Senate: 5 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.
<i>Major Damage Restoration, continued</i>						
6 08-Riv-10 R97.0 3010S 0818000193 1K110	Near Indio, at 8 miles west of Route 177. Repair damaged pavement and guardrail.	17-18	PA&ED	\$0		201.130
			PS&E	\$40	17-18	Assembly: 56
			R/W Sup	\$0		Senate: 28
			Con Sup	\$80	17-18	Congress: 36
			R/W Cap	\$10	17-18	
			<u>Const Cap</u>	<u>\$450</u>	17-18	1 Location(s)
	Total		\$580			
7 08-Riv-74 54.6 3010R 0818000178 1K080	Near Hemet, at 1.2 miles east of Strawberry Court. Restore embankment, replace failed culvert, repair pavement, and reconstruct guardrail.	17-18	PA&ED	\$50	17-18	201.130
			PS&E	\$120	17-18	Assembly: 71
			R/W Sup	\$50	17-18	Senate: 28
			Con Sup	\$250	17-18	Congress: 36
			R/W Cap	\$50	17-18	
			<u>Const Cap</u>	<u>\$600</u>	17-18	1 Location(s)
	Total		\$1,120			
8 08-SBd-15 160.8/161.1 3010V 0818000195 1K120	Near Baker, at Valley Wells Safety Roadside Rest Area (SRRRA). Abandon existing well and drill new well.	17-18	PA&ED	\$50	17-18	201.130
			PS&E	\$100	17-18	Assembly: 13
			R/W Sup	\$10	17-18	Senate: 16
			Con Sup	\$300	17-18	Congress: 8
			R/W Cap	\$10	17-18	
			<u>Const Cap</u>	<u>\$800</u>	17-18	1 Location(s)
	Total		\$1,270			

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 15-16, 2018

Reference No.: 2.1b.(1)
Information Item

From: STEVEN KECK
Chief Financial Officer

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

Subject: **STIP AMENDMENT 18S-05**

SUMMARY:

The California Department of Transportation will request that the California Transportation Commission (Commission) approve the requested State Transportation Improvement Program (STIP) amendment and authorize the project to proceed as an Assembly Bill (AB) 3090 reimbursement arrangement at the next scheduled Commission meeting following the notice period.

The San Bernardino County Transportation Authority (SBCTA) proposes to program an AB 3090 reimbursement project (PPNO 1230A) in order to advance the construction of the Redlands Passenger Rail project (PPNO 1230) with Local Measure I funds. It is proposed to schedule the AB 3090 reimbursement over a three-year period beginning in Fiscal Year (FY) 2020-21.

BACKGROUND:

The Redlands Passenger Rail project will construct nine miles of rail line. The rail service will run between the San Bernardino Transit Center, located in downtown San Bernardino, and the University of Redlands.

The project funding plan includes Senate Bill 1 (SB 1) funds (Solutions to Congested Corridor Program, Local Partnership Program [Competitive] and Local Partnership Program [Formulaic]), Regional Improvement Program (RIP) funds, and a variety of other local and federal funds. All SB 1 funds are programmed in FY 2018-19 while RIP funds are programmed in FY 2020-21. It is anticipated that the project will be ready for advertisement for construction in October 2018. SBCTA is planning to request an allocation of funds at that time.

This request follows AB 3090 Guidelines, which allow a local agency to use its own funds to complete a project component early to be later reimbursed with STIP funds currently programmed on the project.

The requested changes described above are tabulated on the following pages.

REVISE: Redlands Passenger Rail Project (PPNO 1230)

County	District	PPNO	EA	Element	Const. Year	PMBack	PMAhead	Route/Corridor					
San Bernardino	08	1230	R391GA	MT	2018-19								
Implementing Agency: (by component)	PA&ED	SBCTA				PS&E	SBCTA						
	R/W	SBCTA				CON	SBCTA						
RTPA/CTC:	San Bernardino County Transportation Authority												
Project Title:	Redlands Passenger Rail Project												
Location:	Located between the San Bernardino Transit Center in downtown San Bernardino and the University of Redlands.												
Description:	Construct nine-miles of rail line.												
(DOLLARS IN THOUSANDS)													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	18/19	19/20	20/21	21/22	22/23+	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
Regional Improvement Program (RIP)													
Existing	12,826	0	0	0	12,826	0	0	0	12,826	0	0	0	0
Change	(12,826)	0	0	0	(12,826)	0	0	0	(12,826)	0	0	0	0
Proposed	0	0	0	0	0	0	0	0	0	0	0	0	0
Local Measure I funds													
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0
Change	12,826	0	12,826	0	0	0	0	0	12,826	0	0	0	0
Proposed	12,826	0	12,826	0	0	0	0	0	12,826	0	0	0	0
State Bond - Highway-Railroad Crossing Safety Account													
Existing	19,109	19,109	0	0	0	0	0	0	19,109	0	0	0	0
Change	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed	19,109	19,109	0	0	0	0	0	0	19,109	0	0	0	0
State Bond - New Bond Funds													
Existing	5,157	5,157	0	0	0	0	0	0	5,157	0	0	0	0
Change	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed	5,157	5,157	0	0	0	0	0	0	5,157	0	0	0	0
SB1-Solutions for Congested Corridor Program (SCCP)													
Existing	65,000	0	65,000	0	0	0	0	0	65,000	0	0	0	0
Change	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed	65,000	0	65,000	0	0	0	0	0	65,000	0	0	0	0
SB1-Local Partnership Program (LPP) - Competitive													
Existing	10,831	0	10,831	0	0	0	0	0	10,831	0	0	0	0
Change	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed	10,831	0	10,831	0	0	0	0	0	10,831	0	0	0	0
FTA Funds													
Existing	8,011	0	8,011	0	0	0	0	0	8,011	0	0	0	0
Change	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed	8,011	0	8,011	0	0	0	0	0	8,011	0	0	0	0

.....
NOTE: Funding plan table continues on the next page.

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

Redlands Passenger Rail Project (PPNO 1230) (con't)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor					
San Bernardino	08	1230	R391GA	MT	2018-19								
Implementing Agency: (by component)	PA&ED	SBCTA				PS&E	SBCTA						
	R/W	SBCTA				CON	SBCTA						
RTPA/CTC:	San Bernardino County Transportation Authority												
Project Title:	Redlands Passenger Rail Project												
Location:	Located between the San Bernardino Transit Center in downtown San Bernardino and the University of Redlands.												
Description:	Construct nine-miles of rail line.												
(DOLLARS IN THOUSANDS)													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	18/19	19/20	20/21	21/22	22/23+	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
Other State - Mass Transit													
Existing	24,925	24,925	0	0	0	0	0	5,275	12,461	0	7,189	0	0
Change	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed	24,925	24,925	0	0	0	0	0	5,275	12,461	0	7,189	0	0
Other State - Intercity Rail													
Existing	9,204	0	9,204	0	0	0	0	0	9,204	0	0	0	0
Change	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed	9,204	0	9,204	0	0	0	0	0	9,204	0	0	0	0
Congestion Mitigation Air Quality (CMAQ)													
Existing	34,850	0	34,850	0	0	0	0	0	34,850	0	0	0	0
Change	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed	34,850	0	34,850	0	0	0	0	0	34,850	0	0	0	0
Local Funds - City Funds													
Existing	3,237	3,237	0	0	0	0	0	0	3,087	150	0	0	0
Change	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed	3,237	3,237	0	0	0	0	0	0	3,087	150	0	0	0
Local Funds - Private Funds													
Existing	4,686	878	3,808	0	0	0	0	0	3,808	0	878	0	0
Change	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed	4,686	878	3,808	0	0	0	0	0	3,808	0	878	0	0
Local Funds - Local Measure Funds													
Existing	69,594	69,594	0	0	0	0	0	6,942	24,641	10,165	27,846	0	0
Change	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed	69,594	69,594	0	0	0	0	0	6,942	24,641	10,165	27,846	0	0
Other Fed													
Existing	8,678	8,678	0	0	0	0	0	0	8,678	0	0	0	0
Change	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed	8,678	8,678	0	0	0	0	0	0	8,678	0	0	0	0
SBI-Local Partnership Program (LPP) - Formulaic													
Existing	6,169	0	6,169	0	0	0	0	0	6,169	0	0	0	0
Change	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed	6,169	0	6,169	0	0	0	0	0	6,169	0	0	0	0
Total													
Existing	282,277	131,578	137,873	0	12,826	0	0	12,217	223,832	10,315	35,913	0	0
Change	0	0	12,826	0	(12,826)	0	0	0	0	0	0	0	0
Proposed	282,277	131,578	150,699	0	0	0	0	12,217	223,832	10,315	35,913	0	0

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

ADD: AB 3090 Reimbursement (PPNO 1230A)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor					
San Bernardino	8	1230A		MT									
Implementing Agency: (by component)	PA&ED					PS&E							
	R/W					CON	SBCTA						
RTPA/CTC:	San Bernardino County Transportation Authority												
Project Title:	AB 3090 Reimbursement												
Location:	AB 3090 Reimbursement												
Description:	AB 3090 Reimbursement												
(DOLLARS IN THOUSANDS)													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	18/19	19/20	20/21	21/22	22/23+	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
RIP													
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0
Change	12,826	0	0	0	4,826	4,000	4,000	0	12,826	0	0	0	0
Proposed	12,826	0	0	0	4,826	4,000	4,000	0	12,826	0	0	0	0
Total													
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0
Change	12,826	0	0	0	4,826	4,000	4,000	0	12,826	0	0	0	0
Proposed	12,826	0	0	0	4,826	4,000	4,000	0	12,826	0	0	0	0

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 15-16, 2018

Reference No.: 2.1b.(2)
Information Item

From: STEVEN KECK
Chief Financial Officer

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

Subject: **STIP AMENDMENT 18S-06**

SUMMARY:

The California Department of Transportation (Department) will request that the California Transportation Commission (Commission) approve the requested State Transportation Improvement Program (STIP) amendment at the next scheduled Commission meeting following the notice period.

The Department and the Transportation Agency for Monterey County (TAMC), propose to amend the 2018 STIP to revise the implementing agency from TAMC to the Department for the Environmental (PA&ED) phase for the Highway 68 Corridor Improvement project, from Josselyn Canyon Road to Spreckels Boulevard (PPNO 1790) in Monterey County.

BACKGROUND:

The project proposes operational improvements and wildlife connectivity improvements along State Route 68 in Monterey County from Josselyn Canyon Road to Spreckels Boulevard. This project is a new project adopted in the 2018 STIP. At the time of the submittal for programming, it had not been determined who should be the implementing agency. Since the adoption of the 2018 STIP, TAMC has determined that the Department is best suited to be the implementing agency for PA&ED and the Department has agreed to serve in that capacity.

Proposed changes are shown in the following table on the next page:

REVISES: Highway 68 Corridor Improvement (PPNO 1790)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor					
Monterey County	05	1790	1J790	CO	2022-23	5.2	18.2	68					
Implementing Agency: (by component)	PA&ED	Transportation Agency For Monterey County Caltrans			PS&E	Transportation Agency For Monterey County							
	R/W	Transportation Agency For Monterey County			CON	Transportation Agency For Monterey County							
RTPA/CTC:	Transportation Agency For Monterey County												
Project Title:	Highway 68 Corridor												
Location:	On State Route 68 from Josselyn Canyon Road to Spreckels Blvd.												
Description:	Operational improvements.												
(DOLLARS IN THOUSANDS)													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	18/19	19/20	20/21	21/22	22/23+	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
RIP													
Existing	8,400	0	3,400	0	5,000	0	0	0	0	3,400	5,000	0	0
Change	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed	8,400	0	3,400	0	5,000	0	0	0	0	3,400	5,000	0	0
Local Funds - Measure X													
Existing	27,518	0	0	0	2,518	0	25,000	1,000	25,000	0	1,518	0	0
Change	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed	27,518	0	0	0	2,518	0	25,000	1,000	25,000	0	1,518	0	0
Future Need													
Existing	54,991	0	0	0	11,085	0	43,906	6,000	35,000	0	0	5,085	8,906
Change	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed	54,991	0	0	0	11,085	0	43,906	6,000	35,000	0	0	5,085	8,906
Total													
Existing	90,909	0	3,400	0	18,603	0	68,906	7,000	60,000	3,400	6,518	5,085	8,906
Change	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed	90,909	0	3,400	0	18,603	0	68,906	7,000	60,000	3,400	6,518	5,085	8,906

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 15-16, 2018

Reference No.: 2.1b.(3)
Information Item

From: STEVEN KECK
Chief Financial Officer

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

Subject: STIP AMENDMENT 18S-07

SUMMARY:

The California Department of Transportation (Department) will request that the California Transportation Commission (Commission) approve the requested State Transportation Improvement Program (STIP) amendment and authorize the project to proceed as an Assembly Bill (AB) 3090 reimbursement arrangement at the next scheduled Commission meeting following the notice period.

The Kern Council of Governments and the City of Bakersfield propose to amend the STIP to program an AB 3090 reimbursement arrangement (PPNO 3705B) in order to advance the construction of the Westside Parkway – State Route 58 Connector Mainline – Phase 1 (Centennial) Project (PPNO 3705) with local funds. It is proposed to schedule the AB 3090 reimbursement over a three-year period beginning in Fiscal Year (FY) 2019-20.

BACKGROUND:

The approximately 20 mile long Centennial Corridor, defined in the Centennial Corridor environmental document, spans from Interstate 5 to Cottonwood Road east of State Route 99. Over the past two decades, the City of Bakersfield and the Department have delivered major improvements to the corridor toward developing the ultimate project, which included the Westside Parkway, the State Route (SR) 58 Gap Closure project, and the SR 58/99 Bakersfield Freeway Connector project. The primary purpose of the Centennial Corridor, also referred to as Westside Parkway or SR 58 Corridor, is to improve regional and inter-regional travel and goods movement along SR 58, between the junctions with SR 99 and Interstate 5. The fiscal challenges have required that the improvements be phased as funds became available, through the STIP, Local Measure, federal programs and most recently Senate Bill 1 Trade Corridor Enhancement Program.

The project was originally programmed for construction in the 2012 STIP for delivery in FY 2015-16. In the subsequent STIP cycles it was repeatedly pushed out to future years due to insufficient STIP funding capacity, and most recently in the 2018 STIP it was pushed out to FY 2019-20 and split into two phases, Phase 1 and Phase 2. Phase 1 primarily provides improvement to the mainline connectors and is ready to proceed to construction. The Westside Parkway Interchange Phase 2 connector is programmed in FY 2022-23 and the final connector phase at Interstate 5

remains to be programmed. Every effort is being made to obtain and secure funding to complete the improvements in the corridor. This project remains the top priority for the region.

This request follows AB 3090 Guidelines, which allows a local agency to use its own funds to complete a project component early to be later reimbursed with STIP funds currently programmed on the project. The revised programming for the project and proposed AB 3090 reimbursement schedule are as follows:

REVISE: Westside Parkway – State Route 58 Connector Mainline – Phase 1 (Centennial) project (PPNO 3705)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor					
Kern County	06	3705	48460	CO	2019-20	50.5	55.5	58					
Implementing Agency: (by component)	PA&ED	Bakersfield, City of				PS&E	Bakersfield, City of						
	R/W	Bakersfield, City of				CON	Bakersfield, City of						
RTPA/CTC:	Kern Council of Governments												
Project Title:	Westside Parkway - State Route 58 Connector Mainline- Ph 1(Centennial)												
Location:	In and near Bakersfield, from Westside Parkway to SR 58/99 interchange.												
Description:	Construct new freeway alignment. The mainline phase will connect through traffic from existing Westside Parkway to existing State Route 58 at SR 99.												
(DOLLARS IN THOUSANDS)													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	18/19	19/20	20/21	21/22	22/23+	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
RIP													
Existing	63,211	0	0	63,211	0	0	0	0	63,211	0	0	0	0
Change	(63,211)	0	0	(63,211)	0	0	0	0	(63,211)	0	0	0	0
Proposed	0	0	0	0	0	0	0	0	0	0	0	0	0
Local Funds - Locally Generated Funds													
Existing	80,160	0	80,160	0	0	0	0	0	80,160	0	0	0	0
Change	63,211	0	63,211	0	0	0	0	0	63,211	0	0	0	0
Proposed	143,371	0	143,371	0	0	0	0	0	143,371	0	0	0	0
Total													
Existing	143,371	0	80,160	63,211	0	0	0	0	143,371	0	0	0	0
Change	0	0	63,211	(63,211)	0	0	0	0	0	0	0	0	0
Proposed	143,371	0	143,371	0	0	0	0	0	143,371	0	0	0	0

ADD: AB 3090 Reimbursement (PPNO 3705B)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor					
Kern County	06	3705B		CO				58					
Implementing Agency: (by component)	PA&ED					PS&E							
	R/W					CON							
RTPA/CTC:	Kern Council of Governments												
Project Title:	AB 3090 Reimbursement												
Location:	AB 3090 Reimbursement												
Description:	AB 3090 Reimbursement												
(DOLLARS IN THOUSANDS)													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	18/19	19/20	20/21	21/22	22/23+	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
RIP													
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0
Change	63,211	0	0	12,642	31,606	18,963	0	0	63,211	0	0	0	0
Proposed	63,211	0	0	12,642	31,606	18,963	0	0	63,211	0	0	0	0
Total													
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0
Change	63,211	0	0	12,642	31,606	18,963	0	0	63,211	0	0	0	0
Proposed	63,211	0	0	12,642	31,606	18,963	0	0	63,211	0	0	0	0

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 15-16, 2018

Reference No.: 2.1b.(4)
Information Item

From: STEVEN KECK
Chief Financial Officer

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

Subject: **STIP AMENDMENT 18S-09**

SUMMARY:

The California Department of Transportation (Department) will request that the California Transportation Commission (Commission) approve the requested program amendment at the next scheduled Commission meeting following the notice period.

The Department proposes to amend the State Route 11 – Siempre Viva Interchange, Commercial Vehicle Enforcement Facility (CVEF) and Tolling/Border Wait Time System Project – Segment 2 project (PPNO 0999B) in San Diego County, to split out a portion of scope to a new segment entitled Siempre Viva Interchange and Site Preparation Design for CVEF, Segment 2B (PPNO 0999E). The San Diego Association of Governments (SANDAG) concurs with this request.

BACKGROUND:

The State Route 11 Segment 2 project consists of constructing the Siempre Viva Interchange, the CVEF and Tolling/Border Wait Time System at the Otay Mesa East Port of Entry. When completed (along with the new Port of Entry), the project will increase capacity to the regional border-crossing infrastructure and create a new link between the United States regional highway system and Mexico's free and toll road system.

In May 2018, the Commission adopted the Senate Bill 1 - Trade Corridor Enhancement Program (TCEP), approving \$37,118,000 for a portion of the scope of Segment 2 to be delivered in Fiscal Year 2019-20. This new segment, Segment 2B (PPNO 0999E), consists of constructing the Siempre Viva Interchange and site preparation for the CVEF, including drainage and utilities. The work remaining in Segment 2 includes construction of the CVEF and the Tolling/Border wait time systems.

The Design (PS&E) and Right of Way (R/W) phases for Segment 2 are programmed with federal Border Infrastructure Program (BIP) funds. 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. Accordingly, Commission action is necessary to amend projects which are programmed with BIP funding. There are no changes to currently programmed BIP funding.

Consistent with the California Streets and Highways Code, as well as the TCEP adoption in May 2018, this amendment documents the following actions:

- Reduce scope of Segment 2 (PPNO 0999B) to remove the Siempre Viva Interchange and site preparation work for the CVEF, thereby reducing the total project cost by \$37,118,000, from \$179,647,000 to \$142,529,000 in local and BIP funding.
- Add new project Segment 2B (0999E) to construct the Siempre Viva Interchange and to begin site preparation for the CVEF, including drainage and utilities, for a total project cost of \$37,118,000 in TCEP funding.

The proposed changes are shown on the following tables:

REVISE: Siempre Viva Interchange, Commercial Vehicle Enforcement Facility and Tolling/Border Wait Time System (PPNO 0999B)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor					
San Diego County	11	0999B	05633	CO	2019-20- 2020-21	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:		Siempre Viva Interchange, CVEF Construction and Tolling/Border Wait Time System - Segment 2											
Location:		Route 905/11 Separation to 1.2 miles east of Enrico Fermi Drive; 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 Siempre Viva Interchange, CVEF and Tolling/Border Wait Time System (Segment 2)											
(DOLLARS IN THOUSANDS)													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	18-19	19-20	20-21	21-22	22-23+	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
Federal Discretionary - Border Infrastructure Program (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 - Border Infrastructure Program (STBGP)													
Existing	35,400	35,400	0	0	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	35,400	0	0	0	0	0	35,400	0	0	0	0	0
Local Funds (Future toll revenues, loans, grants, private)													
Existing	115,447	0	8,911	0	106,536	0	0	0	92,036	0	8,911	0	14,500
Change	(37,118)	0	(4,810)	0	(32,308)	0	0	0	(27,212)	0	(4,810)	0	(5,096)
Proposed	78,329	0	4,101	0	74,228	0	0	0	64,824	0	4,101	0	9,404
Total													
Existing	179,647	64,200	8,911	0	106,536	0	0	44,600	92,036	0	26,411	2,100	14,500
Change	(37,118)	0	(4,810)	0	(32,308)	0	0	0	(27,212)	0	(4,810)	0	(5,096)
Proposed	142,529	64,200	4,101	0	74,228	0	0	44,600	64,824	0	21,601	2,100	9,404

ADD: Siempre Viva Interchange and Site Preparation for Commercial Vehicle Enforcement Facility, Segment 2B (PPNO 0999E)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor					
San Diego County	11	0999E	05637	CO	2019-20	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:	Siempre Viva Interchange and Site Preparation Design for Commercial Vehicle enforcement Facility, Segment 2B												
Location:	Near San Diego at 1.9 miles east of Sanyo Avenue Undercrossing												
Description:	Construct new interchange and begin site preparation design for Commercial Vehicle Enforcement Facility, which includes grading, drainage and utilities.												
(DOLLARS IN THOUSANDS)													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	18-19	19-20	20-21	21-22	22-23+	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
State SB1 TCEP													
Existing	37,118	0	4,810	32,308	0	0	0	0	27,212	0	4,810	0	5,096
Change	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed	37,118	0	4,810	32,308	0	0	0	0	27,212	0	4,810	0	5,096
Total													
Existing	37,118	0	4,810	32,308	0	0	0	0	27,212	0	4,810	0	5,096
Change	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed	37,118	0	4,810	32,308	0	0	0	0	27,212	0	4,810	0	5,096

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 15-16, 2018

Reference No.: 2.1b.(5)
Information Item

From: STEVEN KECK
Chief Financial Officer

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

Subject: **STIP AMENDMENT 18S-08**

SUMMARY:

The California Department of Transportation (Department) will request that the California Transportation Commission (Commission) approve the requested program amendment at the next scheduled Commission meeting following the notice period.

The Department proposes to amend the Otay Mesa East Port of Entry Segment 3 project (PPNO 0999C) in San Diego County, to split out a portion of the scope to a new segment entitled Otay Mesa East Port of Entry, Segment 3A (PPNO 0999F). The San Diego Association of Governments (SANDAG) concurs with this request.

BACKGROUND:

The Otay Mesa East Port of Entry (POE) Segment 3 project will be located about 2.5 miles east of the existing Otay Mesa POE along the California-Mexico border and will be a new state-of-the-art transportation facility to accommodate increasing cross-border traffic. When the system is complete, including State Route 11 and associated interchanges, the project will increase capacity of the regional border-crossing infrastructure and create a new link between the United States regional highway system and Mexico's free and toll road system.

In May 2018, the Commission adopted the Senate Bill 1 - Trade Corridor Enhancement Program (TCEP), approving \$5,050,000 for a portion of the scope of Segment 3. The new segment, Segment 3A (PPNO 0999F), consists of site preparation work for the POE, including drainage and utilities. The work remaining in Segment 3 includes construction of the POE.

The Right of Way phase for Segment 3 is programmed with federal Border Infrastructure Program (BIP) funds. 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. Accordingly, Commission action is necessary to amend projects which are programmed with BIP funding. There are no changes to currently programmed BIP funding.

Consistent with the California Streets and Highways Code, as well as the TCEP adoption in May 2018, this amendment documents the following actions:

- Reduce scope of Segment 3 (PPNO 0999C) to remove the POE site preparation work, thereby reducing the total cost by \$40,350,000, from \$325,983,000 to \$285,633,000.
- Add new project Segment 3A (PPNO 0999F), consisting of site preparation work for the POE, including drainage and utilities, for a total cost of \$40,350,000.

The proposed changes are shown on the following tables:

REVISE: Otay Mesa East Port of Entry project (PPNO 0999C)

County	District	PPNO	EA	Element	Const. Year	PMBack	PM Ahead	Route/Corridor					
San Diego County	11	0999C	05634	CO	2016-17 2020-21	2.7	2.7	11					
Implementing Agency: (by component)	PA&ED	Caltrans				PS&E	San Diego Association of Governments						
	R/W	Caltrans				CON	San Diego Association of Governments						
RTPA/CTC:	San Diego Association of Governments												
Project Title:	Otay Mesa Port of Entry Segment 3 (Excluding Site Preparation, drainage and utility work)												
Location:	Near San Diego on Route 11 at 1.9 miles east of Sanyo Avenue undercrossing (Mexico Border).												
Description:	Construct Port of Entry at the border with Mexico.												
(DOLLARS IN THOUSANDS)													
FUND	TOTAL	Project Totals by Fiscal Year					Project Totals by Component						
		Prior	18-19	19-20	20-21	21-22	22-23+	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
Federal Discretionary - Border Infrastructure Program - SAFETEA-LU													
Existing	14,895	14,895	0	0	0	0	0	14,268	0	0	0	627	0
Change	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed	14,895	14,895	0	0	0	0	0	14,268	0	0	0	627	0
Federal Discretionary - Border Infrastructure Program - STBGP													
Existing	9,600	9,600	0	0	0	0	0	9,600	0	0	0	0	0
Change	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed	9,600	9,600	0	0	0	0	0	9,600	0	0	0	0	0
Local Funds (Future toll revenues, loans, grants, private)													
Existing	295,000	295,000	0	0	0	0	0	285,000	0	10,000	0	0	0
Change	(45,193)	(293,743)	0	0	248,550	0	0	(36,450)	0	(8,743)	0	0	0
Proposed	249,807	1,257	0	0	248,550	0	0	248,550	0	1,257	0	0	0
Local Funds (TRANSNET)													
Existing	6,488	6,488	0	0	0	0	0	6,215	0	0	0	273	0
Change	4,843	4,843	0	0	0	0	0	0	0	0	4,843	0	0
Proposed	11,331	11,331	0	0	0	0	0	6,215	0	0	4,843	273	0
Total													
Existing	325,983	325,983	0	0	0	0	0	30,083	285,000	0	10,000	900	0
Change	(40,350)	(288,900)	0	0	248,550	0	0	0	(36,450)	0	(3,900)	0	0
Proposed	285,633	37,083	0	0	248,550	0	0	30,083	248,550	0	6,100	900	0

ADD: Otay Mesa East Port of Entry - Segment 3A (PPNO 0999F)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor					
San Diego County	11	0999F	05639	CO	2019-20	2.7	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:	Otay Mesa East Port of entry-Segment 3A												
Location:	Near San Diego, on route 11 at 1.9 miles east of Sanyo Avenue Undercrossing (Mexico Border).												
Description:	Begin site preparation for the POE, including drainage and utilities.												
(DOLLARS IN THOUSANDS)													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	18-19	19-20	20-21	21-22	22-23+	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
State SB1 TCEP													
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0
Change	5,050	0	3,900	1,150	0	0	0	550	0	0	3,900	600	0
Proposed	5,050	0	3,900	1,150	0	0	0	550	0	0	3,900	600	0
Local Funds													
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0
Change	35,300	0	0	35,300	0	0	0	0	29,200	0	0	0	6,100
Proposed	35,300	0	0	35,300	0	0	0	0	29,200	0	0	0	6,100
Total													
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0
Change	40,350	0	3,900	36,450	0	0	0	550	29,200	0	3,900	600	6,100
Proposed	40,350	0	3,900	36,450	0	0	0	550	29,200	0	3,900	600	6,100

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 15-16, 2018

Reference No.: 4.26
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Rihui Zhang, Chief
Division of Local Assistance

Subject: ACTIVE TRANSPORTATION PROGRAM PROJECT SCOPE CHANGE REQUEST -
CITY OF PICO RIVERA
RESOLUTION ATP-A-18-01

ISSUE:

Should the California Transportation Commission (Commission) approve Resolution ATP-1-18-01 for the project scope change request for the Cycle 2 Active Transportation Program (ATP) Pico Rivera – Pico Rivera Regional Bikeway Project (PPNO 5113); which was adopted on October 21, 2015, with a score of 93.0, and programmed for \$3,392,000?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission approve this project scope change request for the Cycle 2 Active Transportation Program (ATP) Pico Rivera – Pico Rivera Regional Bikeway Project (PPNO 5113).

ISSUE:

The City of Pico Rivera (City) submitted a scope change request for the Pico Rivera Regional Bikeway Project (PPNO 5113). The project originally intended to install Class II bike lanes (in both directions) on Mines Avenue, Class I and II bike facilities on Dunlap Crossing Road and a bicycle/pedestrian bridge over the San Gabriel River, connecting Mines Avenue and Dunlap Crossing Road. The City, with the scope change request, proposes to construct:

1. A centerline Class I bike lane on Mines Avenue, and
2. Relocate the San Gabriel River crossing 3,200 feet north of the original location.

The scope changes are due to:

1. Mines Avenue Bike Lane - The City received additional funds through an Urban Rivers grant which allows the City to construct centerline bio-retention swales, and to upgrade approximately 1.25 miles of Class II bike lanes to a Class I bike facility, protected by bio-retention swales on both sides.

2. Bicycle/Pedestrian Bridge –Union Pacific Railroad’s (UPRR) concerns regarding the possible increase in cyclist volume crossing their tracks at the west bridge touchdown location, and Los Angeles County Flood Control District’s concerns with the City’s proposal to use their maintenance roads as public access to the east bridge touchdown location.

ANALYSIS:

Upgrading the bike facilities on Mines Avenue from a pair of Class II bike lanes to a centerline Class I bike lane creates a safer bike facility separated from vehicle traffic. It will result in an increase in non-motorized benefit. Relocating of the bridge leads to longer walks and bike rides for people crossing the bridge. One could speculate that the longer distance to walk or bike to the bridge may result in a reduction in the projected increase in local walking and bicycling. However, an increase to the number of people using the facility is still expected. In the overall analysis, the proposed scope change will still result in a project that meet the ATP purpose of increasing bicycling and walking. The application projected a pedestrian increase from 855 to 955, over a 10 year period. An increase of 11 percent, in the project area. The projected bicycling increase was from 708 to 1,192 or a 68 percent increase.

The City has worked closely with the Department to endeavor to maximize the non-motorized benefits derived from this project. The Department analyzed the location and could not determine an alternative with similar or better non-motorized benefits.

ANALYSIS RECOMMENDATION:

Based on the analysis of the proposed scope changes, the Department has determined that the changes will result in little or no net impact to the overall active transportation benefits of the project. Therefore, the Department supports the proposed scope change.

BACKGROUND:

Resolution G-16-29 amended the ATP Guidelines to stipulate that any agency implementing an ATP project present scope changes to the Department for consideration prior to allocation. The Department will make a recommendation to the Commission for final approval. Scope changes that result in a decrease of active transportation benefits may result in removal from the program.

August 3, 2018



BikeSGV's mission is to support a more bicycle-, pedestrian- and transit-friendly San Gabriel Valley.

Bike San Gabriel Valley

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www.bikeSGV.org
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Mr. James Enriquez
Acting City Manager
City of Pico Rivera
6615 Passons Boulevard
Pico Rivera, CA 90660

RE: Letter of Support for the Pico Rivera Regional Bikeway Project – Scope Change Request

Dear Mr. Enriquez,

On behalf of Bike San Gabriel Valley (BikeSGV), I am writing to underline our support for the ATP scope change request for the Pico Rivera Regional Bikeway Project.

The Pico Rivera Regional Bikeway Project will close a gap between two major Class I bicycle facilities, link schools, libraries and parks within the City of Pico Rivera, and connect to existing bicycle infrastructure in adjacent cities. The project follows recommendations made in both the *Los Angeles County Bicycle Master Plan* and the Circulation Element of the *City of Pico Rivera General Plan*. One of the key challenges of implementing these plans is regional connectivity. While the San Gabriel River Trail follows the length of the river, crossings are infrequent, and cyclists must drastically alter their path of travel to reach the other side by currently traveling on major traffic congested arterials, such as Whittier Boulevard (Route 72) and Washington Boulevard, where on and off ramps to the 605 FWY are also safety concerns.

Furthermore, there is no connection between the San Gabriel River Trail and the Rio Hondo Bike Path. The proposed Project will resolve these challenges and improve safety, mobility, will provide better protection from vehicular traffic for bicyclists and pedestrians. The Project will also provide local residents the opportunity to enjoy safe continuous bike rides or walks along Mines Avenue to the San Gabriel River Trail with a safe crossing over the San Gabriel River to connect to the adjacent city with existing bike lanes along Mines Avenue. As part of the scope change, the City is proposing to install the bike/pedestrian bridge away from a Union Pacific Railroad (UPRR) Crossing reducing the chances of injuries/accidents at the RR crossing. It will install dedicated bike lanes along Mines Avenue with traffic calming strategies, wayfinding signage, enhanced crosswalks, and traffic signal modifications for bicycle detection.

By helping make sustainable and low-cost forms of transportation like bicycling, walking, and scooting more viable for residents of all ages and abilities, the proposed scope change will reduce barriers to healthier, more active lifestyles in the region. If BikeSGV can be of any further assistance with regard to this effort, or you have questions regarding our support, please contact me at wes@bikeSGV.org.

Wesley Reutimann
Executive Director
Bike San Gabriel Valley

Memorandum **TAB 85**

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 15-16, 2018

Reference No.: 2.1c.(10) – **REPLACEMENT ITEM**
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Dara Wheeler, Chief
Division of Rail and Mass
Transportation

Subject: **LETTER OF NO PREJUDICE - TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM
RESOLUTION LONP TIRCP-1819-01**

ISSUE:

Should the California Transportation Commission (Commission) approve a Letter of No Prejudice (LONP) for the Los Angeles Region Transit System Integration and Modernization Program of Projects - Gold Line Foothill Extension to Montclair Component available under the authority of Senate Bill (SB) 9?

RECOMMENDATION:

The California Department of Transportation (Department) recommends the Commission consider this LONP, available under SB 9, for the Los Angeles Region Transit System Integration and Modernization Program of Projects, Gold Line Foothill Extension to Montclair Component, in Los Angeles and San Bernardino County.

Due to the majority of Transit and Intercity Rail Capital Program (TIRCP) funds becoming available through future auction and Senate Bill 1 proceeds, the Department recommends the Los Angeles County Metropolitan Transportation Authority (LACMTA) be authorized to substitute \$290,200,000 of programmed TIRCP funds with other funds to enable the project to proceed on schedule. If approved by the Commission, LACMTA plans to expend its own Measure M and R local funds for any component of the transportation project, and seek allocation and reimbursement from the TIRCP in the future.

The proposed repayment allocation schedule is as follows:

FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24
\$41,000,000	\$46,000,000	\$56,000,000	\$56,000,000	\$91,200,000

BACKGROUND:

Government Code Section 14556.33 allows an applicant agency that is either a regional or local entity, to seek approval of an LONP.

RESOLUTION LONP TIRCP-1819-01:

Be it Resolved, with all conditions stipulated still in effect, the California Transportation Commission hereby approves a Letter of No Prejudice (LONP) for the Los Angeles Region Transit System Integration and Modernization Program of Projects, Gold Line Foothill Extension to Montclair Component, programmed in, or otherwise funded by, the Transit and Intercity Rail Capital Program (TIRCP); and

Be it Further Resolved, that the agency understands that they proceed at their own risk, as reimbursement is dependent on future availability of TIRCP funding; and

Be it Further Resolved, that the project component covered by an LONP should be ready to proceed to contract award (or equivalent) once the LONP is approved; and

Be it Further Resolved, that LACMTA commits to expending its own Measure M and R local funds for any component of the transportation project, and seek allocation and reimbursement from the TIRCP in the future; and

Be it Further Resolved, that the agency shall report to the Department following LONP approval on progress in executing agreements and third party contracts needed to execute the work.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 15–16, 2018

Reference No: 3.5
Information Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Mary Beth Herritt, Chief (Acting)
Division of Aeronautics

Subject: **FISCAL YEAR 2017–18-FOURTH QUARTER REPORT-AERONAUTICS ACQUISITION AND DEVELOPMENT PROGRAM AND AIRPORT IMPROVEMENT PROGRAM**

SUMMARY:

The attached report is the California Department of Transportation’s (Department), Division of Aeronautics Fiscal Year 2017–18 Fourth Quarter Report for the Acquisition and Development (A&D) and Airport Improvement Program (AIP) Matching Grants Programs, which will be presented as an informational item at the California Transportation Commission’s (Commission) August 2018 meeting.

BACKGROUND:

The Department’s A&D and AIP Matching Grants Programs are funded by the Aeronautics Account in the State Transportation Fund. They are prepared in accordance with the California Public Utilities Code (PUC), Sections 21683 and 21706.

Section 21683.20 of the PUC provides that the Department, upon allocation by the Commission, may provide a matching grant to a public entity for five percent of the amount of a federal AIP Grant. Each year the Commission approves a lump sum to match AIP grants. This allocation provides the authority for the Department to subvent matching funds to individual projects as requested by airport sponsors.

The Department’s A&D Program is a biennial three-year program providing state grants to airports for planning, construction, and land acquisition. A&D projects are state funded at 90 percent of the total project cost with a 10 percent local match required.

The Department provides the Commission with quarterly reports on the status of all sub-allocations made for state AIP matching grant funds and the status of all projects in the A&D Program. It should be noted the Aeronautics Account is a continuously appropriated account, and any unused funds would revert to the Aeronautics account for use in future fiscal years.

Attachment



**Fiscal Year 2017–2018
Fourth Quarter Report**

Division of Aeronautics

**Acquisition and Development Grants Program
And
Airport Improvement Program
Matching Grants Programs**

**Quarterly Report to the
California Transportation Commission**

ACQUISITION AND DEVELOPMENT PROGRAM

BACKGROUND

The California Department of Transportation’s (Caltrans) Acquisition and Development (A&D) Grants Program is a biennial, three-year program providing state grants to eligible publicly-owned, public-use airports for planning, construction, and land acquisition. The current A&D Program covers Fiscal Years 2016-17 through 2018-19.

The A&D Program is funded by the Aeronautics Account in the State Transportation Fund. It is prepared in accordance with California Public Utilities Code, sections 21683 and 21706. Local agency project requests are categorized and ranked based on criteria set by the California Transportation Commission (Commission). Eligible project categories include enhancing safety, capacity, and security, as well as preparing Airport Land Use Compatibility Plans (ALUCP).

A&D projects are state funded at 90 percent of the total project cost with a 10 percent local match required.

PROGRAM SUMMARY

This report is for Caltrans’ A&D Program for the Fourth Quarter of the 2017–18 Fiscal Year. This report includes the status of the unallocated, allocated, and completed projects.

There are a total of 44 projects, valued at \$6.8 million, currently in the A&D Program. Of the 44 projects, 10 are allocated (valued at \$2.1 million) and no projects have been completed this quarter. A total of 34 projects are still unallocated (valued at \$4.7 million).

The following spreadsheets include the status of unallocated projects and allocated projects.

There wasn’t a sufficient funding transfer from the Department of Finance; therefore, several projects programmed in the 2016 A&D Program remain unallocated as of this report. The Division has re-evaluated projects to produce the new 2018 A&D Program, which is going to the August 2018 Commission meeting for adoption. This means that some of the unallocated projects in the 2016 A&D Program have been reprogrammed in the 2018 A&D Program and some of the unallocated projects have been removed from the A&D Program entirely.

The table below shows the summary of the actions that were taken during this quarter.

Meeting Date	Actions Taken
5/17/2018	Extension of Contract Award for Shelter Cove Airport
5/17/2018	Adoption of Ten Percent A&D Local Match
6/282018	Authorization of \$1.4 million Set-Aside for AIP Matching Grants

Acquisition and Development Projects Status and Detail

Unallocated Projects

FY 2017–18

District	Airport	Program Fiscal Year	County	Project Description	Project Status	Allocation Date	Notice to Proceed Date	Programmed Amount	Total Expenditure to Date	Estimated Date of Completion	Schedule
2	Southard Field	17-18	Lassen	Crack Seal and Restripe Runway and Taxiway	Unallocated			\$73,000			
2	Spaulding	17-18	Lassen	Pavement Maintenance and Remarking, Runway, Taxiway, and Tie-down	Unallocated			\$76,000			
8	Fort Bidwell	17-18	Modoc	Engineering, Design, and Add New Gravel for Runway	Unallocated			\$41,000			
7	Brackett Field	17-18	Los Angeles	Pavement Repair and Maintenance – Crack Sealing/Patching	Unallocated			\$45,000			
7	Compton/Woodley	17-18	Los Angeles	Pavement Repair and Maintenance – Crack Sealing/Patching	Unallocated			\$45,000			
7	El Monte	17-18	Los Angeles	Pavement Repair and Maintenance – Crack Sealing/Patching	Unallocated			\$45,000			
7	General William J. Fox	17-18	Los Angeles	Pavement Repair and Maintenance – Crack Sealing/Patching	Unallocated			\$45,000			
7	Whiteman	17-18	Los Angeles	Pavement Repair and Maintenance – Crack Sealing/Patching	Unallocated			\$45,000			
1	Ward Field	17-18	Del Norte	Runway Slurry Seal and Restripe Runway and Apron	Unallocated			\$225,000			
10	Alpine County	17-18	Alpine	Chip Seal and Restripe Runway	Unallocated			\$126,000			
1	Andy McBeth	17-18	Del Norte	Overlay and Restripe Runway and Restripe Apron Pavement	Unallocated			\$428,000			
6	Poso-Kern	17-18	Kern	Crack Fill and Slurry Seal Partial Runway	Unallocated			\$135,000			
1	Samoa Field	17-18	Humboldt	Resurface Runway-Repaint Markings	Unallocated			\$126,000			
2	Adin	17-18	Modoc	Engineering Design and Repave Taxiway Tie-down Apron Areas	Unallocated			\$270,000			
7	Whiteman	17-18	Los Angeles	Airport Compatibility Land Use Plan (ALUCP) Update	Unallocated			\$83,000			
9	Mammoth Yosemite	17-18	Mono	ALUCP Update	Unallocated			\$90,000			
5	Salinas Municipal	17-18	Monterey	ALUCP Update	Unallocated			\$159,000			
2	Susanville Municipal	17-18	Lassen	ALUCP Update	Unallocated			\$251,000			
7	El Monte	17-18	Los Angeles	ALUCP Update	Unallocated			\$83,000			
7	Compton/Woodley	17-18	Los Angeles	ALUCP Update	Unallocated			\$83,000			

Total **\$2,474,000**

Acquisition and Development Projects Status and Detail

Unallocated Projects

FY 2018–19

District	Airport	Program Fiscal Year	County	Project Description	Project Status	Allocation Date	Notice to Proceed Date	Total Allocation	Total Expenditure to Date	Estimated Date of Completion	Schedule
2	Herlong	18-19	Lassen	Pavement Maintenance and Remarketing; Runway and Taxiway	Unallocated			\$72,000			
2	Montague, Yreka Rohrer Field	18-19	Siskiyou	Resurface Taxiway and Ramps	Unallocated			\$495,000			
9	Shoshone	18-19	Inyo	Replace Runway Lighting Control System	Unallocated			\$32,000			
9	Shoshone	18-19	Inyo	Segmented Circle	Unallocated			\$21,000			
2	Southard Field	18-19	Lassen	Segmented Circle Repair	Unallocated			\$27,000			
2	Spaulding	18-19	Lassen	Design and Relocate Beacon and Reconstruct Segmented Circle	Unallocated			\$77,000			
8	Yucca Valley	18-19	San Bernardino	Hazard Relocate Tetrahedran	Unallocated			\$18,000			
2	Montague, Yreka Rohrer Field	18-19	Siskiyou	Automated Weather Observing System (AWOS) New	Unallocated			\$72,000			
1	Shelter Cove	18-19	Humboldt	Improve Drainage – Southeast Tie-down Area	Unallocated			\$127,000			
6	Taft	18-19	Kern	Rehabilitate Two Aircraft Parking Aprons	Unallocated			\$504,000			
11	Cliff Hatfield Memorial	18-19	Imperial	Airplane Tie-down Pavement Project	Unallocated			\$293,000			
11	Imperial County	18-19	Imperial	ALUCP Update	Unallocated			\$149,000			
2	Siskiyou	18-19	Siskiyou	ALUCP Update	Unallocated			\$251,000			
8	Redlands Municipal	18-19	San Bernardino	ALUCP Update	Unallocated			\$135,000			

**Total Projects In
3-Year Program = 34**

Total \$2,273,000
Total Unallocated \$4,747,000

Acquisition and Development Projects Status and Detail

Allocated Projects

District	Airport	Program Fiscal Year	County	Project Description	Project Status	Allocation Date	Notice to Proceed Date	Total Allocation	Total Expenditure to Date	Estimated Date of Completion	Behind Schedule
2	Trinity Center	14-15	Trinity	Slurry Seal Apron, Taxiway Area, and Restripe Pavement	Progress Pay	5/28/2015	11/15/2016	\$90,000	\$68,875	5/28/2019	X
4	Rio Vista	14-15	Solano	ALUCP	Progress Pay	3/26/2015	2/9/2016	\$144,000	\$62,245	3/26/2019	
5	Marina	15-16	Monterey	ALUCP	Progress Pay	8/27/2015	6/14/2016	\$162,000	\$55,310	8/1/2019	
5	Santa Barbara	15-16	Santa Barbara	ALUCP Study and Environmental Review County-wide	Progress Pay	12/9/2015	9/15/2016	\$140,000	\$44,060	12/9/2019	
3	Lake Tahoe	15-16	El Dorado	ALUCP	Progress Pay	6/29/2016	6/6/2017	\$170,000	\$52,479	6/29/2020	
6	Fresno County	15-16	Fresno	ALUCP	Progress Pay	6/29/2016	6/12/2017	\$270,000	\$162,151	6/29/2020	
9	Shoshone	16-17	Inyo	Runway 15/33 Crack Repairs, Slurry Seal, Marking	Grant Agreement Signed	5/18/2017	3/14/2018	\$180,000	0	5/18/2021	
1	Shelter Cove	16-17	Humboldt	Slurry Seal Taxiway/Miscellaneous Pavement	Plans, Specifications & Estimates (PS&E)	5/18/2017		\$192,000	0	5/18/2021	X
3	Sierraville Dearwater	16-17	Sierra	Reconstruct Tie-down Area	Grant Agreement Signed	5/18/2017	5/3/2018	\$489,000	0	5/18/2021	
1	Arcata	16-17	Humboldt	ALUCP Update	Allocated	5/18/2017	5/8/2018	\$250,000	0	5/18/2021	
Total Projects 10						Total		\$2,087,000	\$445,120		

Federal AIP Matching Grants
Acquisition and Development Status and Detail
Projects Behind Schedule

The following allocated projects are behind schedule:

Airport County Project Description	Status	Estimated Date of Completion
Trinity Center Airport Trinity County Slurry Seal Apron, Taxiway Area, and Restripe Pavement	The project was granted an extension due to a county staffing shortage to complete the Plans, Specifications and Estimates phase after wildfires in 2015. The project has been awarded. The project is in construction with 90 percent complete, and one progress payment is paid.	5/28/2019
Shelter Cove Airport Humboldt County Slurry Seal Taxiway/Miscellaneous Pavement	The project was granted an extension due to a sudden departure of consultant.	5/28/2020

Federal AIP Matching Grants

FEDERAL AIRPORT IMPROVEMENT PROGRAM MATCHING GRANTS

BACKGROUND:

The California Department of Transportation (Caltrans), Division of Aeronautics' AIP Matching Grants Program is funded by the Aeronautics Account in the State Transportation Fund. It is prepared in accordance with the California Public Utilities Code (PUC), sections 21683 and 21706.

Section 21683.1 of the PUC provides that Caltrans, upon allocation by the California Transportation Commission (Commission), may provide a matching grant to a public entity for five percent of the amount of a federal AIP grant.

Each year the Commission approves a lump sum to match Federal Aviation Administration (FAA) AIP grants. This allocation provides the authority for Caltrans to subvent matching funds to individual projects as requested by airport sponsors.

Caltrans provides the Commission with quarterly reports on the status of all sub-allocations made for state AIP Matching grant funds. It should be noted that the Aeronautics Account is a continuously appropriated account, and any unused funds revert to the Aeronautics Account for use in future fiscal years.

STATUS:

At its August 2017 meeting, the Commission allocated \$1.2 million for the AIP Matching Grants Program for Fiscal Year 2017–18. As of the Fourth Quarter, Caltrans has sub-allocated a total of \$1.2 million toward 28 projects.

Federal AIP Matching Grants

Federal AIP Matching Grants

Airport	Sponsor	Project Description	State Match Amount	State Grant Date	Total Project Costs
Lake Tahoe	City of South Lake Tahoe	Phase IV-Rehabilitate General Aviation Apron, including marking and miscellaneous drainage improvements	\$92,734	8/24/2017	\$2,060,755
Colusa County	County of Colusa	Rehabilitate Parallel Taxiway 'A,' Taxiway Connector A1-A5, and T-Hangar Taxilanes; Reconstruct Box-Hangar Taxilane, and Rehabilitate Tie-down Apron	\$21,860	8/24/2017	\$485,781
Yolo County	County of Yolo	Airport Drainage Basin Improvements (Phase I Design)	\$10,610	8/24/2017	\$235,778
Oxnard	County of Ventura	Update Airport Master Plan Study/Airport Layout Plan (ALP) Update	\$12,203	8/24/2017	\$271,176
Buchanan Field	County of Contra Costa	Update ALP Narrative Report Study; Update ALP Drawing Set and Aeronautical Survey	\$13,923	8/24/2017	\$309,400
Riverside Municipal	City of Riverside	Rehabilitate Apron; Rehabilitate Runway	\$41,533	8/31/2017	\$922,958
Benton Airpark	City of Redding	Install Automated Weather Observing System - AWOS II	\$14,262	9/5/2017	\$316,922
Fresno-Chandler	City of Fresno	Update Airport Master Plan Study including Aeronautical Survey	\$21,375	9/5/2017	\$475,000
Bishop	County of Inyo	Terminal Area Apron Pavement Rehabilitation and Markings (Construction)	\$83,597	9/5/2017	\$1,857,702
California City	City of California City	Eastside Taxiways Rehabilitation Project	\$40,583	9/15/2017	\$901,851
Camarillo	County of Ventura	Construct Northeast Apron	\$100,000	9/15/2017	\$10,703,202
Santa Ynez	County of Santa Barbara	Runway Incursion Markings (Lighted Runway Closure Markers), Improve Airport Erosion Control (Airfield Safety Grading), Access Control Gate	\$76,258	9/20/2017	\$1,694,628
Boonville	Anderson Valley Community Services District	Airport Layout Plan (ALP) Narrative Report including updated ALP Drawing Set	\$5,625	9/20/2017	\$125,000
Gnoss Field	County of Marin	Runway 13/31 Reconstruction, Construction	\$100,000	9/21/2017	\$2,527,096
Castle	County of Merced	ALP Update and Narrative Report and Obstruction Evaluation	\$10,864	9/25/2017	\$241,119
Rio Vista	City of Rio Vista	Construction of Drainage Improvements	\$14,276	9/27/2017	\$324,830
Reedley	City of Reedley	Design-Rehabilitate Runway 15/33 Crack Seal, Seal Coat, and Remarkings	\$3,197	10/3/2017	\$71,036
Columbia	County of Tuolumne	Design-Rehabilitate/Reconstruct 1600 feet of existing hangar taxilines	\$25,502	10/3/2017	\$566,713
Buchanan Field	County of Contra Costa	Reconstruct runway 14L/32R and replace runway edge lighting - Phase I Design	\$12,433	10/10/2017	\$276,299
Bakersfield Municipal	City of Bakersfield	Rehabilitate Northwest Apron Area	\$28,160	10/11/2017	\$625,780
Compton/Woodley	County of Los Angeles	Reconstruct Taxiway A, Reconstruct Runway 7R/25L Phase II	\$100,000	10/12/2017	\$6,338,166

Federal AIP Matching Grants

Airport	Sponsor	Project Description	State Match Amount	State Grant Date	Total Project Costs
Brackett Field	County of Los Angeles	Ramp/Apron Pavement Rehabilitation Project (Design)	\$27,000	10/12/2017	\$600,000
Palo Alto	City of Palo Alto	Construction Phase I of the Apron Reconstruction Project	\$100,000	10/12/2017	\$9,421,664
San Gabriel Valley	County of Los Angeles	Apron Ramp Rehabilitation Project Phase 2	\$26,789	10/12/2017	\$6,349,826
Hanford	City of Hanford	Rehabilitate Taxilane Drainage - Construction Phase 4	\$45,045	10/26/2017	\$1,001,006
Brawley Municipal	City of Brawley	Construction of the Airfield Lighting Rehabilitation; Install Runway Vertical/Visual Guidance System	\$63,688	10/26/2017	\$1,415,278
Madera Municipal	City of Madera	Rehabilitate Runway 12/30; Runway, Taxiway, and Apron crack seal and reseal joints	\$17,891	10/26/2017	\$397,569
Nevada County	County of Nevada	Install Perimeter Fencing Not Required by 49 Code of Federal Regulations 1542	\$52,180	11/3/2017	\$1,159,550
			\$1,161,588		

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 15–16, 2018

Reference No.: 4.24
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Mary Beth Herritt, Chief (Acting)
Division of Aeronautics

Subject: ADOPTION OF THE 2018 AERONAUTICS - ACQUISITION AND DEVELOPMENT PROGRAM
RESOLUTION G-18-44

ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) – Division of Aeronautics 2018 Acquisition and Development (A&D) Program, which was an Informational Item at the June 2018 Commission meeting?

RECOMMENDATION:

The Department recommends that the Commission approve the Division of Aeronautics' 2018 A&D Program, funded by the Aeronautics Account in the State Transportation Fund, which is prepared in accordance with California Public Utilities Code Sections 21683 and 21706.

BACKGROUND:

The 2018 A&D Program is currently proposed at \$4.05 million for a total of 26 projects. The 2018 A&D Program covers two Fiscal Years (FY): 2018–19 through 2019–20. These projects were selected based on the current Capital Improvement Plan (CIP), using the Commission approved priority ranking. The Commission approved the CIP on August 17, 2017. All projects in the 2018 A&D Program will be subject to the Commission's 2014 General Aviation Funding Policy Guidance (Resolution G-14-03). This program is consistent with the Fund Estimate for the Aeronautics Account approved by the Commission.

The California Aid to Airports Program consists of three types of grants funded in the following order of priority: (1) Annual Credit Grant Program of \$10,000 per airport to publicly owned General Aviation airports, (2) federal Airport Improvement Program (AIP) matching grants, and (3) A&D grants.

The Annual Credit Grant Program is fully funded for FY 2018–19. The federal AIP matching grants have been authorized for up to \$1.4 million and will be fully allocated during the Fiscal Year. The A&D Program is pending Department of Finance authorization for a funds transfer to award any grants.

Attached is a list of candidate projects to be funded from A&D grants and the explanation of priority ranking matrix.

Attachment

FY 2018-19

<u>AIRPORT</u>	<u>CATEGORY</u>	<u>COUNTY</u>	<u>PROJECT DESCRIPTION</u>	<u>PRIORITY RANK</u>	<u>TOTAL COST</u>	<u>STATE COST 90%</u>
	General Aviation (Non-National Plan of Integrated Airport Systems [Non-NPIAS])	Lassen	Crack Seal and Restripe Runway and Taxiway	1	\$81,000	\$73,000
SOUTHARD FIELD AIRPORT	General Aviation (Non-NPIAS)	Lassen	Pavement Maintenance and Remarking, Runway, Taxiway, and Tiedown	1	\$84,000	\$76,000
SPAULDING AIRPORT	General Aviation (Non-NPIAS)	Kern	Crack Fill and Slurry Seal Partial Runway	1	\$150,000	\$135,000
POSO-KERN COUNTY AIRPORT	General Aviation (Non-NPIAS)	Modoc	Engineering, Design, and Add New Gravel for Runway	1	\$50,000	\$45,000
FORT BIDWELL AIRPORT	Reliever	Los Angeles	Pavement Repairs and Maintenance - Crack Sealing/Patching	1	\$50,000	\$45,000
WHITEMAN AIRPORT	Reliever	Los Angeles	Pavement Repairs and Maintenance - Crack Sealing/Patching	1	\$50,000	\$45,000
COMPTON/WOODLEY AIRPORT	General Aviation	Solano	Tree Obstruction Removal	3	\$165,000	\$149,000
NUT TREE AIRPORT	General Aviation (Non-NPIAS)	Modoc	Engineering Design and Repave Taxiway Tie Down Apron Areas	4	\$300,000	\$270,000
ADIN AIRPORT	General Aviation (Non-NPIAS)	Siskiyou	Resurface Runway, Taxiways, and Ramps	4	\$599,000	\$540,000
MONTAGUE, YREKA ROHRER FIELD	General Aviation (Non-NPIAS)	Inyo	Replace Runway Lighting Control System	5	\$35,000	\$32,000
SHOSHONE AIRPORT	General Aviation (Non-NPIAS)	Inyo	Segmented Circle	6	\$23,000	\$21,000
SHOSHONE AIRPORT	General Aviation (Non-NPIAS)	Siskiyou	Automated Weather Observing System (AWOS) New	7	\$80,000	\$72,000
MONTAGUE, YREKA ROHRER FIELD	Commercial Service Primary	Mono	Airport Land Use Compatibility Plan (ALUCP) Update	N/A	\$100,000	\$90,000
MAMMOTH YOSEMITE	General Aviation	Monterey	ALUCP Update	N/A	\$176,000	\$159,000
SALINAS MUNICIPAL AIRPORT	General Aviation	Lassen	ALUCP Update	N/A	\$278,000	\$251,000
SUSANVILLE MUNICIPAL AIRPORT						
						\$2,003,000

FY 2019-20

ANDY MCBETH AIRPORT	General Aviation (Non-NPIAS)	Del Norte	Overlay and Restripe Runway and Restripe Apron Pavement	1	\$475,000	\$428,000
WARD FIELD AIRPORT	General Aviation (Non-NPIAS)	Del Norte	Runway Slurry Seal and Restripe Runway and Apron	1	\$250,000	\$225,000
ALPINE COUNTY AIRPORT	General Aviation (Non-NPIAS)	Alpine	Chip Seal and Restripe Runway	1	\$140,000	\$126,000
CLIFF HATFIELD MEMORIAL AIRPORT	General Aviation (Non-NPIAS)	Imperial	Airport Runway Maintenance	1	\$200,000	\$180,000
TAFT AIRPORT	General Aviation	Kern	Runway Pavement Rehabilitation and Restripe	1	\$350,000	\$315,000
SAMOA FIELD AIRPORT	General Aviation (Non-NPIAS)	Humboldt	Resurface Runway/Repaint Markings	1	\$140,000	\$126,000
BRYANT FIELD AIRPORT	General Aviation	Mono	Install Obstruction Lights	3	\$50,000	\$45,000
SAMOA FIELD AIRPORT	General Aviation (Non-NPIAS)	Humboldt	Removal/Pruning Willow Stand	3	\$50,000	\$45,000
IMPERIAL COUNTY AIRPORT	Commercial Service Non-Primary	Imperial	ALUCP Update	N/A	\$278,000	\$251,000
SISKIYOU AIRPORT	General Aviation	Siskiyou County	ALUCP Update	N/A	\$278,000	\$251,000
CHINO AIRPORT	Reliever	San Bernardino	ALUCP Update	N/A	\$60,000	\$54,000
						\$2,046,000

Total 2018 Aeronautics Acquisition and Development Program 2 Years \$4,049,000

Category	Description	Rank
Safety	Seal/Overlay/Rehab Existing Runway Pavement (including grading and drainage)	1
	Runway Safety Area Land Acquisition, New Pavement for Runway Turnaround (no parallel Taxiway)	2
	Obstruction Mitigation/Abatement (removal, trim, land acquisition, navigation easements for height restrictions), Obstruction Lighting (new)	3
	Seal/Overlay/Rehab Existing Taxiway Pavement (including grading and drainage), New Pavement for Run Up Area, Runway Protection Zone Land Acquisition	4
	Runway Lighting (e.g. Medium Intensity Runway Lighting [MIRL]) Repair or Replace	5
	Taxiway Lighting (e.g. Medium Intensity Taxiway Lighting [MITL]) Repair or Replace, Landing Aids (e.g. Runway End Identified Lights [REIL]), Marking, Signage, Segmented Circle, Precision Approach Path indicator, Wind Cone, AWOS, ASOS/AWSS Repair or Replace	6
	AWOS (new)	7
	Rotating Beacon (repair or replace)	8
	Seal/Overlay/Rehabilitate Existing Apron/Ramp Pavement (including grading and drainage)	9
Capacity	Runway Pavement (new), Extend or Widen	10
	Runway Lighting or Rotating Beacon (new)	11
	Taxiway Pavement (new), Extend or Widen	12
	Airport Layout Plan (new or update)	15
	Landing Aids (new), Taxiway Lighting (new)	16
	Apron/Ramp Pavement (new) or Service Roads (Air Operation Area)	17
	Utilities (drainage, water, sewage), Environmental Mitigation, Blast Wall, Fire Protection Systems, Radio Communication Equipment, Bond Servicing	18
	Land Acquisition for Airside Usage; Airport Master Plan	19
	Noise Monitoring Equipment (new)	20
Security	Security Fence (new)	13
	Apron/Ramp Lighting (new)	14

Notes:

- Projects in the 2018 Aeronautics Acquisition and Development (A&D) Grant Program are State funded at 90 percent of the total project cost with a 10 percent local match.
- The National Plan of Integrated Airport Systems (NPIAS) identifies airports that are significant to air transportation and are eligible to receive grants under the Federal Aviation Administration for the Airport Improvement Program.
- On June 25, 2008, the California Transportation Commission (Commission) passed a resolution for the 2008 Aeronautics Program set aside. The new set aside ratios were approved at the May 2015 Commission meeting for the A&D programmed projects: 25 percent for Airport Land Use Compatibility Plans, 35 percent for non-NPIAS airports, and 40 percent for NPIAS airports per year.
- The current Capital Improvement Plan priority ranking was adopted by the Commission in August 2015.
- The A&D Grant Program minimum amount is \$20,000, and the maximum amount is \$500,000 per airport per year.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 15-16, 2018

Reference No: 2.5b.(1)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Ron Sheppard, Chief (Acting)
Division of Budgets

Subject: FINANCIAL ALLOCATION FOR SHOPP PROJECTS
RESOLUTION FP-18-01

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of \$1,179,960,000 for 79 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 \$1,179,960,000 for 79 SHOPP projects.

BACKGROUND:

The attached vote list describes 79 SHOPP projects totaling \$1,179,960,000. The Department is ready to proceed with these projects, and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved that \$1,023,838,000 be allocated from the Budget Act of 2018, Budget Act Items 2660-302-0042, 2660-302-0890, 2660-302-3290 and Non-Budget Act Item 2660-802-3290 for construction and \$156,122,000 for construction engineering for 79 SHOPP projects described on the attached vote list.

Attachment

2.5 Highway Financial Matters

Project No. Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(1) SHOPP Projects		Resolution FP-18-01		
1 \$3,608,000 Del Norte 01-DN-199 33.4	Near Idlewild, at Collier Tunnel Safety Roadside Rest Area. <u>Outcome/Output:</u> Install required public water system in compliance with Federal and State statutes and regulatory requirements. Additional improvements include upgrading electrical system and installing new Supervisory Control and Data Acquisition (SCADA) system for remote monitoring capabilities. <u>Performance Measure:</u> Planned: 1, Actual: 1 Location(s) Preliminary <u>Engineering</u> PA&ED PS&E R/W Sup	01-1094 SHOPP/17-18 CON ENG \$932,000 CONST \$2,409,000 0112000287 4 OC470	001-0042 SHA 001-0890 FTF 20.10.201.235 2018-19 302-0042 SHA 302-0890 FTF 20.20.201.235	\$107,000 <u>\$825,000</u> \$932,000 \$307,000 <u>\$2,369,000</u> \$2,676,000
2 \$5,745,000 Humboldt 01-Hum-101 R102.9/R105.2	Near Trinidad, at northbound and southbound Trinidad Safety Roadside Rest Areas. <u>Outcome/Output:</u> Install public water system and sewer system in compliance with Federal and State statutes and regulatory requirements. <u>Performance Measure:</u> Planned: 2, Actual: 2 Location(s) Preliminary <u>Engineering</u> PA&ED PS&E R/W Sup	01-2365 SHOPP/17-18 CON ENG \$1,035,000 CONST \$4,544,000 0112000284 4 OC440	001-0042 SHA 001-0890 FTF 20.10.201.235 2018-19 302-0042 SHA 302-0890 FTF 20.20.201.235	\$119,000 <u>\$916,000</u> \$1,035,000 \$540,000 <u>\$4,170,000</u> \$4,710,000
	(CEQA - CE, 9/27/2017; Re-validation 6/21/2018) (NEPA - CE, 9/27/2017; Re-validation 6/21/2018)			
	(CEQA - CE, 9/28/2017; Re-validation 6/21/2018) (NEPA - CE, 9/28/2017; Re-validation 6/21/2018)			

2.5 Highway Financial Matters

Project No. Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
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2.5b.(1) SHOPP Projects **Resolution FP-18-01**

3 \$8,452,000 Modoc 02-Mod-299 Off Sys	Near Adin, at Butte Creek Bridge No. 03-001 (PM 0.51) and at Ash Creek Bridge No. 03-002 (PM 1.02). <u>Outcome/Output:</u> Replace aging bridges on existing alignment.	02-3484 SHOPP/17-18 CON ENG \$1,860,000 CONST	505-3290 RMRA 001-0890 FTF 20.10.201.110 2018-19	\$975,000 <u>\$975,000</u> \$1,950,000	
	Preliminary	\$5,600,000	302-3290 RMRA	\$3,251,000	
	<u>Engineering</u>	0212000072	302-0890 FTF	<u>\$3,251,000</u>	
	PA&ED	\$1,820,000	\$1,504,300		
	PS&E	\$1,150,000	\$817,102		
	R/W Sup	\$526,000	\$53,970		
			4	20.20.201.110	\$6,502,000
			4F210		

(CEQA - MND, 2/28/2017; Re-validation 6/14/2017)
(NEPA - CE, 3/1/2017; Re-validation 6/14/2017)

(Future consideration of funding approved under Resolution E-17-20; May 2017.)

Time Extension FY 17-18 CONST & CON ENG expires on October 31, 2018.

Performance Measure: Bridges (2 location(s))					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Square Feet	0.0	0.0	7,955.0	7,955.0
Post Condition	Square Feet	7,955.0	0.0	0.0	7,955.0

4 \$18,459,000 Siskiyou 02-Sis-263 56.8/57.2	About 8 miles north of Yreka, from 0.3 mile north of Shasta River Bridge to Route 96 (PM 56.8/57.194); also on Route 96, from 0.5 mile west to 0.2 mile east of Route 263 (PM 103.1/103.6). <u>Outcome/Output:</u> Replace the aging Klamath Bridge No. 02-0015 with a new structure on a new alignment to improve intersection geometrics.	02-3424 SHOPP/17-18 CON ENG \$2,620,000 CONST \$15,300,000 0200000586 4 2E480	505-3290 RMRA 001-0890 FTF 20.10.201.110 2018-19	\$1,550,000 <u>\$1,550,000</u> \$3,100,000 \$7,680,000 <u>\$7,679,000</u> \$15,359,000	
	Preliminary		302-3290 RMRA	\$7,680,000	
	<u>Engineering</u>		302-0890 FTF	<u>\$7,679,000</u>	
	PA&ED	\$2,700,000	\$2,446,596		
	PS&E	\$1,600,000	\$914,751		
	R/W Sup	\$280,000	\$156,387		
				20.20.201.110	\$15,359,000

(CEQA - EIR, 11/21/2016; Re-validation 12/15/2017)
(NEPA - CE, 11/21/2016; Re-validation 12/15/2017)

(Future consideration of funding approved under Resolution E-17-06; January 2017.)

Performance Measure: Bridges (1 location(s))					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Square Feet	0.0	12,874.0	0.0	12,874.0
Post Condition	Square Feet	12,874.0	0.0	0.0	12,874.0

2.5 Highway Financial Matters

Project No. Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
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2.5b.(1) SHOPP Projects Resolution FP-18-01

5 \$37,872,000 Placer 03-Pla-49 3.1/7.5	In and near Auburn, from 0.1 mile south of Routes 49/80 Separation to 0.1 mile north of Dry Creek Road. <u>Outcome/Output:</u> Rehabilitate roadway pavement and existing drainage systems, widen shoulders, upgrade guardrail, signals, and pedestrian facilities, and construct retaining walls. An additional contribution to the project is included for work to install a new signal and an Emergency Vehicle Preemption (EVP) system. This project will improve safety, ride quality, and traffic operations.	03-4781	505-3290 RMRA	\$493,000
		SHOPP/17-18	001-0890 FTF	<u>\$3,807,000</u>
		CON ENG	20.10.201.120	\$4,300,000
		CONST	2017-18	
		0300020616	802-3290 RMRA	\$3,851,000
		4	302-0890 FTF	<u>\$29,721,000</u>
		2F340	20.20.201.120	\$33,572,000

Preliminary		
<u>Engineering</u>	<u>Budget</u>	<u>Expended</u>
PA&ED	\$2,400,000	\$2,393,821
PS&E	\$2,400,000	\$2,315,694
R/W Sup	\$1,575,000	\$1,388,278

(CEQA - CE, 6/13/2016; Re-validation 6/19/2018)
(NEPA - CE, 6/13/2016; Re-validation 6/19/2018)

(Additional contribution: \$250,000 CONST in Regional Surface Transportation Program (RSTP) funds from Placer County Transportation Planning Agency (PCTPA).)

Time Extension FY 17-18 CONST & CON ENG expires on August 31, 2019.

Performance Measure: Pavement					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Lane Miles	0.2	18.5	0.0	18.7
Post Condition	Lane Miles	18.7	0.0	0.0	18.7

6 \$13,623,000 Yuba 03-Yub-20 8.0/10.2	Near Marysville, from 0.1 mile east of Loma Rica Road to 0.2 mile west of Spring Valley Road. <u>Outcome/Output:</u> Rehabilitate deteriorating pavement, realign new traveled way, and widen shoulders to meet current standards. The project is necessary to improve safety and ride quality.	03-9587	505-3290 RMRA	\$206,000
		SHOPP/18-19	001-0890 FTF	<u>\$1,594,000</u>
		CON ENG	20.10.201.120	\$1,800,000
		CONST	2017-18	
		0300020594	802-3290 RMRA	\$1,356,000
		4	302-0890 FTF	<u>\$10,467,000</u>
		2F320	20.20.201.120	\$11,823,000

(CEQA - ND, 5/12/2016; Re-validation 6/1/2018)
(NEPA - CE, 5/23/2016; Re-validation 6/1/2018)

(Future consideration of funding approved under Resolution E-16-54; August 2016.)

Performance Measure: Pavement					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Lane Miles	0.0	4.4	0.0	4.4
Post Condition	Lane Miles	4.4	0.0	0.0	4.4

2.5 Highway Financial Matters

Project No. Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
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2.5b.(1) SHOPP Projects **Resolution FP-18-01**

7 \$6,181,000 Alameda 04-Ala-238 R14.6	Between Livermore and Hayward, at East Connector Separation Bridge No. 33-0524F, N238/S880 Connector Bridge No. 33-0540G and I-580 Arroyo Seco Bridge No. 33-0066. <u>Outcome/Output:</u> Conduct bridge preventative maintenance by injecting epoxy into cracks of the concrete structure, replacing joint seal assemblies, and reconstructing hinges.	04-0448E SHOPP/17-18 CON ENG \$2,091,000 CONST 2018-19 \$7,164,000 0413000097 4 4H080	505-3290 RMRA 001-0890 FTF 20.10.201.119 2018-19 302-3290 RMRA 302-0890 FTF 20.20.201.119	\$1,046,000 <u>\$1,045,000</u> \$2,091,000 \$2,045,000 <u>\$2,045,000</u> \$4,090,000
Preliminary <u>Engineering</u> <u>Budget</u> <u>Expended</u> PA&ED \$864,000 \$577,838 PS&E \$995,000 \$658,362 R/W Sup \$72,000 \$1,612				

(CEQA - CE, 9/14/2016; Re-validation 6/22/2018)
(NEPA - CE, 9/14/2016; Re-validation 6/22/2018)

Performance Measure: Bridges (3 location(s))					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Square Feet	17,760.0	162,384.0	0.0	180,144.0
Post Condition	Square Feet	180,144.0	0.0	0.0	180,144.0

8 \$42,803,000 Alameda 04-Ala-580 R30.8/R41.5	In San Leandro and Oakland, from Routes 580/238 Separation to Fruitvale Avenue. <u>Outcome/Output:</u> Rehabilitate roadway by grinding existing concrete pavement and replacing failed slabs, resurfacing asphalt pavement shoulders and ramps, upgrade guardrails, concrete barrier, crash cushions, signs, curb ramps and sidewalks.	04-0135A SHOPP/17-18 CON ENG \$5,400,000 CONST 2017-18 \$36,000,000 0412000131 4 27010	505-3290 RMRA 001-0890 FTF 20.10.201.121 2017-18 802-3290 RMRA 2018-19 302-0890 FTF 20.20.201.121	\$619,000 <u>\$4,781,000</u> \$5,400,000 \$4,290,000 <u>\$33,113,000</u> \$37,403,000
Preliminary <u>Engineering</u> <u>Budget</u> <u>Expended</u> PA&ED \$1,400,000 \$1,400,000 PS&E \$2,655,000 \$2,315,768 R/W Sup \$120,000 \$39,236				

(CEQA - CE, 4/25/2016; Re-validation 4/2/2018)
(NEPA - CE, 4/25/2016; Re-validation 4/2/2018)

Performance Measure: Pavement					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Lane Miles	0.0	79.2	0.2	79.4
Post Condition	Lane Miles	55.8	23.6	0.0	79.4

2.5 Highway Financial Matters

Project No. Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(1) SHOPP Projects				
Resolution FP-18-01				

9 \$23,500,000 Alameda 04-Ala-680 M0.0/R21.9	In and near Fremont, Pleasanton, and Dublin, from 0.3 mile south of Scott Creek Road to 0.3 mile north of Alcosta Boulevard. <u>Outcome/Output:</u> Install ramp meters, ramp High Occupancy Vehicle (HOV) bypass lanes, closed circuit television cameras, changeable message signs, and traffic monitoring stations. Preliminary <u>Engineering</u> PA&ED PS&E R/W Sup	04-1463D SHOPP/18-19 CON ENG \$4,500,000 CONST \$19,000,000 0414000305 4 4G113	505-3290 RMRA 001-0890 FTF 20.10.201.315 2017-18 802-3290 RMRA 2018-19 302-0890 FTF 20.20.201.315	\$379,000 <u>\$4,121,000</u> \$4,500,000 \$1,602,000 <u>\$17,398,000</u> \$19,000,000
	<u>Budget</u> <u>Expended</u>			
	PA&ED \$0 \$0			
	PS&E \$5,600,000 \$2,086,851			
	R/W Sup \$100,000 \$73,958			

(CEQA - MND, 9/2/2016; Re-validation 6/14/2018)
(NEPA - CE, 9/2/2016; Re-validation 6/14/2018)

(Future consideration of funding approved under Resolution E-17-03; January 2017.)

(Concurrent SB 1 Baseline Agreement approval under Resolution SHOPP-P-1819-01B; August 2018.)

Performance Measure: TMS Elements				
	<u>Unit</u>	<u>Good (Operational)</u>	<u>Poor (Not Operational)</u>	<u>Quantity</u>
Existing Condition	Field element(s)	0.0%	0.0%	0.0
Post Condition	Field element(s)	100.0%	0.0%	44.0

10 \$8,125,000 Alameda 04-Ala-880 10.7	In Fremont, at Crandall Creek Bridge No. 33-0273. <u>Outcome/Output:</u> Seismically retrofit the bridge by strengthening the bridge supports and foundation, rehabilitating the bridge deck, replacing the approach slabs, and placing Rock Slope Protection (RSP) within the channel bank. Preliminary <u>Engineering</u> PA&ED PS&E R/W Sup	04-0086Q SHOPP/17-18 CON ENG \$1,700,000 CONST \$5,400,000 0413000058 4 4G880	505-3290 RMRA 001-0890 FTF 20.10.201.113 2018-19 302-3290 RMRA 302-0890 FTF 20.20.201.113	\$850,000 <u>\$850,000</u> \$1,700,000 \$3,213,000 <u>\$3,212,000</u> \$6,425,000
	<u>Budget</u> <u>Expended</u>			
	PA&ED \$1,130,600 \$1,041,483			
	PS&E \$1,874,000 \$1,783,461			
	R/W Sup \$90,000 \$81,631			

(CEQA - CE, 3/28/2016; Re-validation 5/15/2018)
(NEPA - CE, 3/28/2016; Re-validation 5/15/2018)

Time Extension FY 17-18 CONST & CON ENG expires on February 28, 2019.

Performance Measure: Bridges (1 location(s))					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Square Feet	0.0	20,290.0	0.0	20,290.0
Post Condition	Square Feet	20,290.0	0.0	0.0	20,290.0

2.5 Highway Financial Matters

Project No. Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
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2.5b.(1) SHOPP Projects **Resolution FP-18-01**

11 \$11,682,000 Alameda 04-Ala-880 28.5/29.2	In Oakland, from 0.2 mile south of 29th Street to 0.3 mile north of 23rd Street. <u>Outcome/Output:</u> Rehabilitate pavement, construct concrete median barrier, and install safety lighting to improve the safety, ride quality and service life of existing roadway. Preliminary <u>Engineering</u> PA&ED PS&E R/W Sup	04-0044Q SHOPP/17-18 CON ENG \$2,100,000 CONST \$8,000,000 0412000335 4 1A683	505-3290 RMRA 001-0890 FTF 20.10.201.120 2017-18 802-3290 RMRA 2018-19 302-0890 FTF 20.20.201.120	\$177,000 <u>\$1,923,000</u> \$2,100,000 \$808,000 <u>\$8,774,000</u> \$9,582,000
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(CEQA - CE, 3/2/2007; Re-validation 6/25/2018)
(NEPA - CE, 3/2/2007; Re-validation 6/25/2018)

(As part of this allocation request, the Department is requesting to extend the completion of construction an additional 8 months beyond the 36 month deadline.)

Performance Measure: Pavement					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Lane Miles	1.0	1.5	1.5	4.0
Post Condition	Lane Miles	3.9	0.0	0.0	3.9

12 \$2,992,000 Contra Costa 04-CC-4 48.1/48.3	Near Discovery Bay, from 0.2 mile west of Old River Bridge to Old River Bridge. <u>Outcome/Output:</u> Construct sheet pile retaining wall, place Rock Slope Protection (RSP), and install guardrail to repair storm damage slip-outs. <u>Performance Measure:</u> Planned: 2, Actual: 2 Location(s)	04-1484C SHOPP/17-18 CON ENG \$445,000 CONST \$2,527,000 0414000535 4 2J590	001-0042 SHA 001-0890 FTF 20.10.201.131 2018-19 302-0042 SHA 302-0890 FTF 20.20.201.131	\$56,000 <u>\$434,000</u> \$490,000 \$287,000 <u>\$2,215,000</u> \$2,502,000
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(CEQA - CE, 12/2/2016; Re-validation 5/9/2018)
(NEPA - CE, 12/2/2016; Re-validation 5/9/2018)

2.5 Highway Financial Matters

Project No. Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type																				
2.5b.(1) SHOPP Projects																								
Resolution FP-18-01																								
13 \$8,488,000 Contra Costa 04-CC-680 R11.0/R12.0	Near Alamo, from 0.3 mile south of Livorna Road to 0.6 mile south of Rudgear Road. <u>Outcome/Output:</u> Stabilize slope by constructing retaining walls at one location and reconstructing embankment using geosynthetic reinforced embankment at the second location. <u>Performance Measure:</u> Planned: 2, Actual: 2 Location(s) Preliminary <u>Engineering</u> PA&ED PS&E R/W Sup	04-0482S SHOPP/17-18 CON ENG \$1,474,000 CONST \$5,750,000 0413000462 4 0J380	001-0042 SHA 001-0890 FTF 20.10.201.131 2018-19 302-0042 SHA 302-0890 FTF 20.20.201.131	\$137,000 <u>\$1,484,000</u> \$1,621,000 \$579,000 <u>\$6,288,000</u> \$6,867,000																				
	(CEQA - CE, 9/27/2016; Re-validation 5/15/2018) (NEPA - CE, 9/27/2016; Re-validation 5/15/2018)																							
14 \$2,268,000 Marin 04-Mrn-1 0.3	Near Mill Valley, at 0.1 mile east of Tennessee Valley Road. <u>Outcome/Output:</u> Repair roadway slip-out on the north embankment by constructing a wall and side gutter. <u>Performance Measure:</u> Planned: 1, Actual: 1 Location(s) Preliminary <u>Engineering</u> PA&ED PS&E R/W Sup	04-1485J SHOPP/17-18 CON ENG \$1,200,000 CONST \$1,515,000 0414000529 4 2J560	001-0042 SHA 20.10.201.131 2018-19 302-0042 SHA 20.20.201.131	\$1,200,000 \$1,068,000																				
	(CEQA - CE, 6/2/2017; Re-validation 6/14/2018) (NEPA - CE, 6/2/2017; Re-validation 6/14/2018)																							
15 \$8,617,000 Marin 04-Mrn-101 0.0/9.0	In and near Sausalito, Corte Madera, and Larkspur, from north of Golden Gate Bridge to 0.3 mile north of Sir Francis Drake Boulevard. <u>Outcome/Output:</u> Install ramp metering and Traffic Operations System (TOS) elements. Preliminary <u>Engineering</u> PA&ED PS&E R/W Sup	04-0334J SHOPP/18-19 CON ENG \$1,600,000 CONST \$9,700,000 0414000446 4 15161	505-3290 RMRA 001-0890 FTF 20.10.201.315 2017-18 802-3290 RMRA 2018-19 302-0890 FTF 20.20.201.315	\$218,000 <u>\$1,682,000</u> \$1,900,000 \$770,000 <u>\$5,947,000</u> \$6,717,000																				
	(CEQA - CE, 4/4/2014; Re-validation 6/26/2018) (NEPA - CE, 4/4/2014; Re-validation 6/26/2018)																							
<table border="1"> <tr> <td colspan="5">Performance Measure: TMS Elements</td> </tr> <tr> <td></td> <td><u>Unit</u></td> <td>Good (Operational)</td> <td>Poor (Not Operational)</td> <td><u>Quantity</u></td> </tr> <tr> <td>Existing Condition</td> <td>Field Elements</td> <td>0.0%</td> <td>0.0%</td> <td>0.0</td> </tr> <tr> <td>Post Condition</td> <td>Field Elements</td> <td>100.0%</td> <td>0.0%</td> <td>11.0</td> </tr> </table>					Performance Measure: TMS Elements						<u>Unit</u>	Good (Operational)	Poor (Not Operational)	<u>Quantity</u>	Existing Condition	Field Elements	0.0%	0.0%	0.0	Post Condition	Field Elements	100.0%	0.0%	11.0
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Post Condition	Field Elements	100.0%	0.0%	11.0																				

2.5 Highway Financial Matters

Project No. Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type																								
2.5b.(1) SHOPP Projects																												
Resolution FP-18-01																												
16 \$12,485,000 Marin 04-Mrn-101 10.6/10.9	In San Rafael, from Route 101 northbound offramp to 2nd Street at San Rafael Harbor Bridge No. 27-0033. <u>Outcome/Output:</u> To address the seismic needs, replace existing bridge on a new alignment and widen the ramp. Preliminary <u>Engineering</u> PA&ED PS&E R/W Sup	04-0350H SHOPP/17-18 CON ENG \$2,571,000 CONST \$8,546,000 0413000049 4 4G820	505-3290 RMRA 001-0890 FTF 20.10.201.110 2018-19 302-3290 RMRA 302-0890 FTF 20.20.201.110	\$1,350,000 <u>\$1,350,000</u> \$2,700,000 \$4,893,000 <u>\$4,892,000</u> \$9,785,000																								
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Performance Measure: Bridges (1 location(s))																												
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Post Condition	Square Feet	6,867.0	0.0	0.0	6,867.0																							
17 \$1,832,000 Napa 04-Nap-121 20.5/20.7	Near the city of Napa, from 0.6 mile to 0.4 mile south of Route 128. <u>Outcome/Output:</u> Stabilize embankment by placing Rock Slope Protection (RSP) and repairing culverts at two locations. <u>Performance Measure:</u> Planned: 2, Actual: 2 Location(s)	04-1485Q SHOPP/17-18 CON ENG \$295,000 CONST \$1,822,000 0414000530 4 2J570	001-0042 SHA 001-0890 FTF 20.10.201.131 2018-19 302-0042 SHA 302-0890 FTF 20.20.201.131	\$40,000 <u>\$310,000</u> \$350,000 \$170,000 <u>\$1,312,000</u> \$1,482,000																								
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R/W Sup	\$42,000	\$9,505																										
	(CEQA - ND, 6/27/2017; Re-validation 6/29/2018) (NEPA - CE, 6/27/2017; Re-validation 6/29/2018)																											
	(Concurrent consideration of funding under Resolution E-18-92; August 2018.)																											
	Time Extension FY 17-18 CONST & CON ENG expires on December 31, 2018.																											

2.5 Highway Financial Matters

Project No. Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type																		
2.5b.(1) SHOPP Projects																						
Resolution FP-18-01																						
18 \$11,112,000	Near Rutherford, at Conn Creek Bridge No. 21-0021. <u>Outcome/Output:</u> Replace existing two-pier bridge with a one-pier pre-cast slab bridge to address bridge scour.	04-0587H SHOPP/17-18 CON ENG \$2,600,000	505-3290 RMRA 001-0890 FTF 20.10.201.111	\$1,425,000 <u>\$1,425,000</u> \$2,850,000																		
Napa 04-Nap-128 R7.4	Preliminary <u>Engineering</u> PA&ED PS&E R/W Sup	<u>Budget</u> <u>Expended</u> \$1,188,000 \$1,187,229 \$2,620,000 \$2,560,068 \$950,000 \$516,845	CONST 2018-19 302-3290 RMRA 302-0890 FTF 20.20.201.111	\$4,131,000 <u>\$4,131,000</u> \$8,262,000																		
(CEQA - CE, 9/8/2015; Re-validation 6/25/2018) (NEPA - CE, 9/8/2015; Re-validation 6/25/2018)																						
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	Unit	Good	Fair	Poor	Quantity																	
Existing Condition	Square Feet	6,781.0	0.0	0.0	6,781.0																	
Post Condition	Square Feet	6,781.0	0.0	0.0	6,781.0																	
19 \$9,780,000	In the city of Santa Clara, on El Camino Real from Portola Avenue to Lawrence Expressway. <u>Outcome/Output:</u> Rehabilitate all lanes and shoulders by grinding pavement and overlaying with rubberized asphalt. This pavement rehabilitation project is necessary to extend pavement service life and improve ride quality.	04-1490C SHOPP/17-18 CON ENG \$400,000	505-3290 RMRA 001-0890 FTF 20.10.201.121	\$46,000 <u>\$354,000</u> \$400,000																		
Santa Clara 04-SCI-82 R10.4/14.4	Preliminary <u>Engineering</u> PA&ED PS&E R/W Sup	<u>Budget</u> <u>Expended</u> \$469,000 \$386,555 \$870,000 \$624,904 \$20,000 \$2,888	CONST 2017-18 802-3290 RMRA 2018-19 302-0890 FTF 20.20.201.121	\$1,076,000 <u>\$8,304,000</u> \$9,380,000																		
(CEQA - CE, 7/13/2017; Re-validation 4/25/2018) (NEPA - CE, 7/13/2017; Re-validation 4/25/2018)																						
Performance Measure: Pavement																						
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	Unit	Good	Fair	Poor	Quantity																	
Existing Condition	Lane Miles	0.0	22.1	0.0	22.1																	
Post Condition	Lane Miles	22.1	0.0	0.0	22.1																	
20 \$982,000	Near Pigeon Point, at 0.3 mile and 0.6 mile north of the Santa Cruz County line. <u>Outcome/Output:</u> Repair slip-out and eroding embankment by constructing Rock Slope Protection (RSP) and filling subsurface voids with styrofoam injections at Elliott Creek; also repair drainage system at Finney Creek.	04-0482K SHOPP/17-18 CON ENG \$205,000 CONST \$740,000	001-0042 SHA 20.10.201.131 2018-19 302-0042 SHA 20.20.201.131	\$242,000 <u>\$740,000</u>																		
San Mateo 04-SM-1 0.3	<u>Performance Measure:</u> Planned: 1, Actual: 2 Location(s)	4 0J210																				
Preliminary <u>Engineering</u> PA&ED PS&E R/W Sup																						
<u>Budget</u> <u>Expended</u> \$435,000 \$435,000 \$391,000 \$345,440 \$188,000 \$832																						
(CEQA - CE, 10/30/2017; Re-validation 6/12/2018) (NEPA - CE, 10/30/2017; Re-validation 6/12/2018)																						

2.5 Highway Financial Matters

Project No. Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(1) SHOPP Projects		Resolution FP-18-01		
24 \$6,064,000 Monterey 05-Mon-1 58.3/59.8	Near Big Sur, from 1.0 miles south of Bixby Creek Bridge to 0.3 mile south of Rocky Creek Bridge. <u>Outcome/Output:</u> Widen shoulders and travel way to reduce the severity and number of collisions. <u>Performance Measure:</u> Planned: 5, Actual: 51 Collision(s) reduced Preliminary <u>Engineering</u> PA&ED PS&E R/W Sup	05-2313 SHOPP/17-18 CON ENG \$1,154,000 CONST \$5,349,000 0500020284 4 1A000	001-0042 SHA 001-0890 FTF 20.10.201.015 2018-19 302-0042 SHA 302-0890 FTF 20.20.201.015	\$132,000 <u>\$1,188,000</u> \$1,320,000 \$474,000 <u>\$4,270,000</u> \$4,744,000
	<u>Budget</u> <u>Expended</u> \$750,000 \$747,125 \$1,243,000 \$364,570 \$35,000 \$17,338			
	(CEQA - MND, 12/9/2016; Re-validation 5/24/2018) (NEPA - CE, 12/12/2016; Re-validation 5/24/2018) (Future consideration of funding approved under Resolution E-17-71; December 2017.)			
25 \$4,657,000 Monterey 05-Mon-68 1.6/L4.0	Near Pacific Grove, from Piedmont Avenue to Scenic Drive. <u>Outcome/Output:</u> Widen shoulders, install rumble strips, and upgrade guardrail to current standards to reduce the severity and number of collisions. <u>Performance Measure:</u> Planned: 7, Actual: 7 Collision(s) reduced Preliminary <u>Engineering</u> PA&ED PS&E R/W Sup	05-2378 SHOPP/17-18 CON ENG \$786,000 CONST \$3,600,000 0512000107 4 1C250	001-0042 SHA 001-0890 FTF 20.10.201.015 2018-19 302-0042 SHA 302-0890 FTF 20.20.201.015	\$18,000 <u>\$886,000</u> \$904,000 \$75,000 <u>\$3,678,000</u> \$3,753,000
	<u>Budget</u> <u>Expended</u> \$986,500 \$976,520 \$1,402,300 \$1,388,280 \$292,000 \$174,728			
	(CEQA - CE, 11/22/2016; Re-validation 1/16/2018) (NEPA - CE, 11/22/2016; Re-validation 1/16/2018)			

2.5 Highway Financial Matters

Project No. Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(1) SHOPP Projects				
Resolution FP-18-01				

26 \$71,828,000	In and near King City, from 0.2 mile south of Wild Horse Road to 0.1 mile south of Pi Bar Ranch Road. <u>Outcome/Output:</u> Rehabilitate structural and surface distressed pavement. Reconstruct roadway using Continuously Reinforced Concrete Pavement (CRCP). The project is necessary to improve safety, provide a 40 year design life and improve ride quality.	05-2548 SHOPP/17-18 CON ENG \$8,177,000 CONST \$56,260,000 0514000050 4 1F750	505-3290 RMRA 001-0890 FTF 20.10.201.122 2017-18 802-3290 RMRA 2018-19 302-0890 FTF 20.20.201.122	\$938,000 <u>\$7,239,000</u> \$8,177,000 \$7,301,000 <u>\$56,350,000</u> \$63,651,000											
Monterey 05-Mon-101 R36.9/43.2															
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<u>Engineering</u>	<u>Budget</u>	<u>Expended</u>													
PA&ED	\$0	\$0													
PS&E	\$2,820,200	\$2,765,898													
R/W Sup	\$70,000	\$15,232													

(CEQA - CE, 4/2/2014; Re-validation 6/20/2018)
(NEPA - CE, 3/20/2015; Re-validation 6/20/2018)

(As part of this allocation request, the Department is requesting to extend the completion of construction an additional 48 months beyond the 36 months deadline.)

(EA 1F750/PPNO 05-2548 combined with EA 1H620/PPNO 05-2673 and EA 1C960/PPNO 05-2454 for construction under EA 1F75U/Project ID 0518000092.)

Time Extension FY 17-18 CONST & CON ENG expires on October 31, 2018.

Performance Measure: Pavement					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Lane Miles	11.3	9.2	0.0	20.5
Post Condition	Lane Miles	20.5	0.0	0.0	20.5

2.5 Highway Financial Matters

Project No. Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(1) SHOPP Projects		Resolution FP-18-01		

27 \$29,599,000 Monterey 05-Mon-101 R41.4/R41.8	In and near King City, at the Salinas River Bridge No. 44-0032R/L. <u>Outcome/Output:</u> Seismically retrofit both northbound and southbound bridges, resurface bridge decks with polyester concrete overlay, widen and replace bridge rails to make standard. Preliminary <u>Engineering</u> PA&ED \$2,403,000 \$2,237,139 PS&E \$4,875,000 \$3,340,400 R/W Sup \$235,000 \$139,793	05-2454 SHOPP/17-18 CON ENG \$6,840,000 CONST \$29,850,000 0513000019 4 1C960	505-3290 RMRA 001-0890 FTF 20.10.201.113 2018-19 302-3290 RMRA 302-0890 FTF 20.20.201.113	\$3,420,000 <u>\$3,420,000</u> \$6,840,000 \$11,380,000 <u>\$11,379,000</u> \$22,759,000
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(CEQA - MND, 3/23/2017; Re-validation 6/6/2018)
(NEPA - CE, 4/25/2017; Re-validation 6/6/2018)

(Future consideration of funding approved under Resolution E-17-58; August 2017.)

(As part of this allocation request, the Department is requesting to extend the completion of construction an additional 48 months beyond the 36 months deadline.)

(EA 1F750/PPNO 05-2548 combined with EA 1H620/PPNO 05-2673 and EA 1C960/PPNO 05-2454 for construction under EA 1F75U/Project ID 0518000092.)

Time Extension FY 17-18 CONST & CON ENG expires on October 31, 2018.

Performance Measure: Bridges (2 location(s))					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Square Feet	0.0	144,709.0	0.0	144,709.0
Post Condition	Square Feet	144,709.0	0.0	0.0	144,709.0

2.5 Highway Financial Matters

Project No. Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type																																				
2.5b.(1) SHOPP Projects		Resolution FP-18-01																																						
28 \$5,459,000 Monterey 05-Mon-101 R41.6/47.7	Near King City, from 0.3 mile south of Jolon Undercrossing to Teague Avenue. <u>Outcome/Output:</u> Improve safety by installing median barrier, widen inside shoulders and construct rumble strips. This project will improve safety and reduce the number and severity of collisions. <u>Performance Measure:</u> Planned: 41, Actual: 41 Collision(s) reduced Preliminary <u>Engineering</u> PA&ED PS&E R/W Sup	05-2673 SHOPP/17-18 CON ENG \$1,834,000 CONST \$6,510,000 0516000104 4 1H620	001-0042 SHA 001-0890 FTF 20.10.201.010 2018-19 302-0042 SHA 302-0890 FTF 20.20.201.010	\$37,000 <u>\$1,797,000</u> \$1,834,000 \$72,000 <u>\$3,553,000</u> \$3,625,000																																				
	<table border="1"> <thead> <tr> <th></th> <th>Budget</th> <th>Expended</th> </tr> </thead> <tbody> <tr> <td>PA&ED</td> <td>\$0</td> <td>\$0</td> </tr> <tr> <td>PS&E</td> <td>\$1,415,000</td> <td>\$432,730</td> </tr> <tr> <td>R/W Sup</td> <td>\$51,000</td> <td>\$7,886</td> </tr> </tbody> </table> <p>(CEQA - CE, 8/29/2016; Re-validation 6/19/2018) (NEPA - CE, 10/11/2016; Re-validation 6/19/2018)</p> <p>(As part of this allocation request, the Department is requesting to extend the completion of construction an additional 48 months beyond the 36 months deadline.)</p> <p>(EA 1F750/PPNO 05-2548 combined with EA 1H620/PPNO 05-2673 and EA 1C960/PPNO 05-2454 for construction under EA 1F75U/Project ID 0518000092.)</p> <p>Time Extension FY 17-18 CONST & CON ENG expires on October 31, 2018.</p>		Budget	Expended	PA&ED	\$0	\$0	PS&E	\$1,415,000	\$432,730	R/W Sup	\$51,000	\$7,886																											
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PA&ED	\$0	\$0																																						
PS&E	\$1,415,000	\$432,730																																						
R/W Sup	\$51,000	\$7,886																																						
29 \$53,730,000 Monterey 05-Mon-101 87.3/R91.5	In Salinas, from East Market Street to 0.3 mile south of Russell/Espinosa Road. <u>Outcome/Output:</u> Rehabilitate roadway to improve safety and ride quality. Project will crack and seat existing concrete pavement and overlay with new asphalt pavement; construct new approach slabs at bridge structures; install precast transition slabs, and upgrade guardrail to current standards. Preliminary <u>Engineering</u> PA&ED PS&E R/W Sup	05-2474 SHOPP/17-18 CON ENG \$5,324,000 CONST \$43,740,000 0513000009 4 1C890	505-3290 RMRA 001-0890 FTF 20.10.201.122 2017-18 802-3290 RMRA 2018-19 302-0890 FTF 20.20.201.122	\$710,000 <u>\$5,479,000</u> \$6,189,000 \$5,453,000 <u>\$42,088,000</u> \$47,541,000																																				
	<table border="1"> <thead> <tr> <th></th> <th>Budget</th> <th>Expended</th> </tr> </thead> <tbody> <tr> <td>PA&ED</td> <td>\$806,000</td> <td>\$805,442</td> </tr> <tr> <td>PS&E</td> <td>\$2,466,000</td> <td>\$2,387,758</td> </tr> <tr> <td>R/W Sup</td> <td>\$180,000</td> <td>\$18,886</td> </tr> </tbody> </table> <p>(CEQA - CE, 10/20/2015) (NEPA - CE, 10/20/2015)</p> <table border="1"> <thead> <tr> <th colspan="6">Performance Measure: Pavement</th> </tr> <tr> <th></th> <th>Unit</th> <th>Good</th> <th>Fair</th> <th>Poor</th> <th>Quantity</th> </tr> </thead> <tbody> <tr> <td>Existing Condition</td> <td>Lane Miles</td> <td>0.6</td> <td>17.1</td> <td>0.0</td> <td>17.7</td> </tr> <tr> <td>Post Condition</td> <td>Lane Miles</td> <td>17.7</td> <td>0.0</td> <td>0.0</td> <td>17.7</td> </tr> </tbody> </table>		Budget	Expended	PA&ED	\$806,000	\$805,442	PS&E	\$2,466,000	\$2,387,758	R/W Sup	\$180,000	\$18,886	Performance Measure: Pavement							Unit	Good	Fair	Poor	Quantity	Existing Condition	Lane Miles	0.6	17.1	0.0	17.7	Post Condition	Lane Miles	17.7	0.0	0.0	17.7			
	Budget	Expended																																						
PA&ED	\$806,000	\$805,442																																						
PS&E	\$2,466,000	\$2,387,758																																						
R/W Sup	\$180,000	\$18,886																																						
Performance Measure: Pavement																																								
	Unit	Good	Fair	Poor	Quantity																																			
Existing Condition	Lane Miles	0.6	17.1	0.0	17.7																																			
Post Condition	Lane Miles	17.7	0.0	0.0	17.7																																			

2.5 Highway Financial Matters

Project No. Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(1) SHOPP Projects		Resolution FP-18-01		
30 \$3,240,000 San Benito 05-SBt-25 25.9/26.3	Near Hollister, from 0.1 mile south of La Gloria Road to 0.2 mile north of La Gloria Road. <u>Outcome/Output:</u> Reduce the number and severity of collisions by realigning the roadway to improve vertical and horizontal sight distance. <u>Performance Measure:</u> Planned: 3, Actual: 3 Collision(s) reduced Preliminary <u>Engineering</u> <u>Budget</u> <u>Expended</u> PA&ED \$1,200,000 \$1,077,584 PS&E \$1,647,000 \$1,126,197 R/W Sup \$242,000 \$93,807 (CEQA - MND, 9/22/2016; Re-validation 1/10/2018) (NEPA - CE, 9/22/2016; Re-validation 1/10/2018) (Future consideration of funding approved under Resolution E-17-12; March 2017.)	05-2379 SHOPP/17-18 CON ENG \$1,030,000 CONST 2018-19 \$2,750,000 0512000108 4 1C260	001-0042 SHA 001-0890 FTF 20.10.201.015 302-0042 SHA 302-0890 FTF 20.20.201.015	\$103,000 <u>\$927,000</u> \$1,030,000 \$221,000 <u>\$1,989,000</u> \$2,210,000
31 \$8,597,000 San Benito 05-SBt-25 R49.7/R52.4	In and near Hollister, from Sunnyslope/Tres Pinos Road to San Felipe Road. <u>Outcome/Output:</u> Widen shoulders, flatten embankment slopes, improve roadway cross-slope and stopping sight distance to reduce the severity and number of collisions. <u>Performance Measure:</u> Planned: 3, Actual: 3 Collision(s) reduced Preliminary <u>Engineering</u> <u>Budget</u> <u>Expended</u> PA&ED \$284,000 \$277,819 PS&E \$1,409,000 \$1,296,871 R/W Sup \$227,000 \$176,384 (CEQA - CE, 7/10/2015; Re-validation 8/28/2017) (NEPA - CE, 7/10/2015; Re-validation 8/28/2017)	05-2514 SHOPP/17-18 CON ENG \$741,000 CONST 2018-19 \$6,720,000 0513000151 4 1F430	001-0042 SHA 001-0890 FTF 20.10.201.015 302-0042 SHA 302-0890 FTF 20.20.201.015	\$87,000 <u>\$779,000</u> \$866,000 \$773,000 <u>\$6,958,000</u> \$7,731,000

2.5 Highway Financial Matters

Project No. Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type																							
2.5b.(1) SHOPP Projects				Resolution FP-18-01																							
32 \$9,281,000 Santa Cruz 05-SCr-9 22.1/23.8	In Castle Rock State Park, from 5 miles south to 3.3 miles south of Route 35. <u>Outcome/Output:</u> Construct centerline rumble strips, widen shoulders, replace guardrail, and improve roadway cross-slope. This project will reduce the severity and number of collisions <u>Performance Measure:</u> Planned: 73, Actual: 73 Collision(s) reduced Preliminary <u>Engineering</u> <u>Budget</u> <u>Expended</u> PA&ED \$2,068,000 \$2,004,919 PS&E \$1,842,000 \$751,710 R/W Sup \$63,000 \$16,644 (CEQA - CE, 4/28/2017) (NEPA - CE, 4/28/2017) Time Extension FY 17-18 CONST & CON ENG expires on October 31, 2018.	05-2418 SHOPP/17-18 CON ENG \$1,687,000 CONST 2018-19 \$7,658,000 0512000185 4 1C650	001-0042 SHA 001-0890 FTF 20.10.201.015 302-0042 SHA 302-0890 FTF 20.20.201.015	\$169,000 <u>\$1,518,000</u> \$1,687,000 \$759,000 <u>\$6,835,000</u> \$7,594,000																							
33 \$17,013,000 Santa Cruz 05-SCr-17 6.0/12.6	In and near Scotts Valley, from 0.6 mile north of Granite Creek Road to the Santa Clara County line (PM 12.553). <u>Outcome/Output:</u> Rehabilitate pavement by grinding, overlaying asphalt, improving drainage, and upgrading guardrail. This project will extend pavement service life and improve ride quality. Preliminary <u>Engineering</u> <u>Budget</u> <u>Expended</u> PA&ED \$0 \$0 PS&E \$1,932,000 \$1,612,212 R/W Sup \$64,000 \$42,297 (CEQA - CE, 7/23/2014; Re-validation 3/15/2018) (NEPA - CE, 7/23/2014; Re-validation 3/15/2018)	05-2538 SHOPP/17-18 CON ENG \$1,660,000 CONST \$15,381,000 0514000051 4 1F760	505-3290 RMRA 001-0890 FTF 20.10.201.121 2017-18 802-3290 RMRA 2018-19 302-0890 FTF 20.20.201.121	\$190,000 <u>\$1,470,000</u> \$1,660,000 \$1,761,000 <u>\$13,592,000</u> \$15,353,000																							
<table border="1"> <tr> <td colspan="5">Performance Measure: Pavement</td> </tr> <tr> <td></td> <td align="center"><u>Unit</u></td> <td align="center"><u>Good</u></td> <td align="center"><u>Fair</u></td> <td align="center"><u>Poor</u></td> <td align="center"><u>Quantity</u></td> </tr> <tr> <td>Existing Condition</td> <td>Lane Miles</td> <td align="center">3.4</td> <td align="center">22.8</td> <td align="center">0.0</td> <td align="center">26.2</td> </tr> <tr> <td>Post Condition</td> <td>Lane Miles</td> <td align="center">26.2</td> <td align="center">0.0</td> <td align="center">0.0</td> <td align="center">26.2</td> </tr> </table>					Performance Measure: Pavement						<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>	Existing Condition	Lane Miles	3.4	22.8	0.0	26.2	Post Condition	Lane Miles	26.2	0.0	0.0	26.2
Performance Measure: Pavement																											
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>																						
Existing Condition	Lane Miles	3.4	22.8	0.0	26.2																						
Post Condition	Lane Miles	26.2	0.0	0.0	26.2																						
34 \$2,234,000 Santa Cruz 05-SCr-152 1.3/R2.0	In Watsonville, from Wagner Avenue to Holohan Road. <u>Outcome/Output:</u> Construct sidewalks, upgrade curb ramps, driveways and other pedestrian facilities to meet Americans with Disability Act (ADA) standards. <u>Performance Measure:</u> Planned: 55, Actual: 55 Structure(s) Preliminary <u>Engineering</u> <u>Budget</u> <u>Expended</u> PA&ED \$374,000 \$373,340 PS&E \$987,600 \$972,785 R/W Sup \$331,000 \$278,127 (CEQA - CE, 10/15/2015) (NEPA - CE, 10/15/2015)	05-2464 SHOPP/17-18 CON ENG \$467,000 CONST \$1,709,000 0513000025 4 1E020	001-0042 SHA 20.10.201.378 2018-19 302-0042 SHA 20.20.201.378	\$540,000 \$1,694,000																							

2.5 Highway Financial Matters

Project No. Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type																								
2.5b.(1) SHOPP Projects																												
Resolution FP-18-01																												
35 \$3,350,000 San Luis Obispo 05-SLO-101 16.4	In Pismo Beach, at Pismo Creek Bridge No. 49-0015K. <u>Outcome/Output:</u> Repair stream erosion and scour to protect bridge foundation stability by placing rock slope protection. Preliminary <u>Engineering</u> PA&ED PS&E R/W Sup	05-2387 SHOPP/17-18 CON ENG \$846,000 CONST \$2,442,000 0512000135 4 1C370	505-3290 RMRA 001-0890 FTF 20.10.201.111 2018-19 302-3290 RMRA 302-0890 FTF 20.20.201.111	\$497,000 <u>\$496,000</u> \$993,000 \$1,179,000 <u>\$1,178,000</u> \$2,357,000																								
	<table border="1"> <thead> <tr> <th></th> <th><u>Budget</u></th> <th><u>Expended</u></th> </tr> </thead> <tbody> <tr> <td>PA&ED</td> <td>\$930,000</td> <td>\$763,340</td> </tr> <tr> <td>PS&E</td> <td>\$1,741,100</td> <td>\$1,489,616</td> </tr> <tr> <td>R/W Sup</td> <td>\$185,000</td> <td>\$13,492</td> </tr> </tbody> </table>		<u>Budget</u>	<u>Expended</u>	PA&ED	\$930,000	\$763,340	PS&E	\$1,741,100	\$1,489,616	R/W Sup	\$185,000	\$13,492															
	<u>Budget</u>	<u>Expended</u>																										
PA&ED	\$930,000	\$763,340																										
PS&E	\$1,741,100	\$1,489,616																										
R/W Sup	\$185,000	\$13,492																										
	(CEQA - MND, 8/31/2016; Re-validation 5/29/2018) (NEPA - CE, 9/14/2016; Re-validation 5/29/2018)																											
	(Future consideration of funding approved under Resolution E-16-86; December 2016.)																											
	Time Extension FY 17-18 CONST & CON ENG expires on October 31, 2018.																											
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Performance Measure: Bridges (1 location(s))																												
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>																							
Existing Condition	Square Feet	4,672.0	0.0	0.0	4,672.0																							
Post Condition	Square Feet	4,672.0	0.0	0.0	4,672.0																							
36 \$2,365,000 Kern 06-Ker-Var Var	In Kern, Tulare and Fresno Counties on various routes and at various locations. <u>Outcome/Output:</u> Remove and prune dead or dying trees that are in various stages of decline due to past drought conditions and subsequent susceptibility to pests and disease. <u>Performance Measure:</u> Planned: 10,000, Actual: 526 Location(s) Preliminary <u>Engineering</u> PA&ED PS&E R/W Sup	06-6878 SHOPP/17-18 CON ENG \$2,350,000 CONST \$15,353,000 0616000133 4 0U940	001-0042 SHA 20.10.201.131 2018-19 302-0042 SHA 20.20.201.131	\$840,000 \$1,525,000																								
	(CEQA - N/A) (NEPA - CE, 6/10/2014; Re-validation 8/2/2016)																											
	CEQA not applicable per Governor's Proclamation signed on October 30, 2015.																											

2.5 Highway Financial Matters

Project No. Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type																								
2.5b.(1) SHOPP Projects																												
Resolution FP-18-01																												
39 \$13,865,000 Tulare 06-Tul-201 Var	Near Kingsburg, on Route 201 at Sand Creek Bridge No. 46-0137 and Friant-Kern Canal Bridge No. 46-0065; also on Route 216, at Kaweah River Bridge No. 46-0091. <u>Outcome/Output</u> : Widen bridge and upgrade bridge rail to current standard. Preliminary <u>Engineering</u> PA&ED PS&E R/W Sup	06-6521 SHOPP/18-19 CON ENG \$2,357,000 CONST \$9,371,000 0612000157 4 OH200	505-3290 RMRA 001-0890 FTF 20.10.201.112 2018-19 302-3290 RMRA 302-0890 FTF 20.20.201.112	\$1,400,000 <u>\$1,400,000</u> \$2,800,000 \$5,533,000 <u>\$5,532,000</u> \$11,065,000																								
	<table border="1"> <thead> <tr> <th></th> <th><u>Budget</u></th> <th><u>Expended</u></th> </tr> </thead> <tbody> <tr> <td>PA&ED</td> <td>\$1,728,000</td> <td>\$1,821,861</td> </tr> <tr> <td>PS&E</td> <td>\$5,140,100</td> <td>\$4,645,223</td> </tr> <tr> <td>R/W Sup</td> <td>\$617,000</td> <td>\$605,518</td> </tr> </tbody> </table>		<u>Budget</u>	<u>Expended</u>	PA&ED	\$1,728,000	\$1,821,861	PS&E	\$5,140,100	\$4,645,223	R/W Sup	\$617,000	\$605,518															
	<u>Budget</u>	<u>Expended</u>																										
PA&ED	\$1,728,000	\$1,821,861																										
PS&E	\$5,140,100	\$4,645,223																										
R/W Sup	\$617,000	\$605,518																										
	(CEQA - MND, 4/14/2015; Re-validation 6/7/2018) (NEPA - CE, 4/14/2015; Re-validation 6/7/2018)																											
	(Future consideration of funding approved under Resolution E-15-20; June 2015.)																											
	<table border="1"> <thead> <tr> <th colspan="6">Performance Measure: Bridges (3 location(s))</th> </tr> <tr> <th></th> <th><u>Unit</u></th> <th><u>Good</u></th> <th><u>Fair</u></th> <th><u>Poor</u></th> <th><u>Quantity</u></th> </tr> </thead> <tbody> <tr> <td>Existing Condition</td> <td>Linear Feet</td> <td>0.0</td> <td>829.0</td> <td>320.0</td> <td>1,149.0</td> </tr> <tr> <td>Post Condition</td> <td>Linear Feet</td> <td>1,149.0</td> <td>0.0</td> <td>0.0</td> <td>1,149.0</td> </tr> </tbody> </table>	Performance Measure: Bridges (3 location(s))							<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>	Existing Condition	Linear Feet	0.0	829.0	320.0	1,149.0	Post Condition	Linear Feet	1,149.0	0.0	0.0	1,149.0			
Performance Measure: Bridges (3 location(s))																												
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Existing Condition	Linear Feet	0.0	829.0	320.0	1,149.0																							
Post Condition	Linear Feet	1,149.0	0.0	0.0	1,149.0																							
40 \$7,098,000 Los Angeles 07-LA-1 38.3/38.7	In the city of Los Angeles (Pacific Palisades), from 0.2 mile north of Temescal Canyon Road to Bay Club Drive. <u>Outcome/Output</u> : Construct shoulders and upgrade guardrail. This project will reduce the number and severity of collisions. <u>Performance Measure</u> : Planned: 11, Actual: 11 Collision(s) reduced Preliminary <u>Engineering</u> PA&ED PS&E R/W Sup	07-4159 SHOPP/17-18 CON ENG \$1,095,000 CONST \$6,100,000 0700000519 4 27510	001-0042 SHA 001-0890 FTF 20.10.201.015 2018-19 302-0042 SHA 302-0890 FTF 20.20.201.015	\$109,000 <u>\$986,000</u> \$1,095,000 \$600,000 <u>\$5,403,000</u> \$6,003,000																								
	(CEQA - CE, 5/5/2015; Re-validation 6/11/2018) (NEPA - CE, 5/5/2015; Re-validation 6/11/2018)																											
	Time Extension FY 17-18 CONST & CON ENG expires on October 31, 2018.																											

2.5 Highway Financial Matters

Project No. Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type																				
2.5b.(1) SHOPP Projects		Resolution FP-18-01																						
41 \$17,016,000 Los Angeles 07-LA-2 Off Sys	In Los Angeles and Ventura Counties, on various routes and at various locations. <u>Outcome/Output:</u> Repair and Rehabilitate Ramp Metering Systems (RMS) and Vehicle Detection Systems (VDS) to reduce maintenance needs and to improve system reliability. Preliminary <u>Engineering</u> <u>Budget</u> <u>Expended</u> PA&ED \$0 \$0 PS&E \$3,047,000 \$2,686,036 R/W Sup \$200,000 \$23,954	07-5245 SHOPP/17-18 CON ENG \$4,840,000 CONST \$17,254,000 0717000174 4 34060	505-3290 RMRA 001-0890 FTF 20.10.201.315 2017-18 802-3290 RMRA 2018-19 302-0890 FTF 20.20.201.315	\$361,000 <u>\$2,789,000</u> \$3,150,000 \$1,590,000 <u>\$12,276,000</u> \$13,866,000																				
(CEQA - CE, 10/13/2017; Re-validation 5/29/2018) (NEPA - CE, 10/13/2017; Re-validation 5/29/2018)																								
<table border="1" style="width: 100%;"> <thead> <tr> <th colspan="5">Performance Measure: TMS Elements</th> </tr> <tr> <th></th> <th>Unit</th> <th>Good (Operational)</th> <th>Poor (Not Operational)</th> <th>Quantity</th> </tr> </thead> <tbody> <tr> <td>Existing Condition</td> <td>Field Elements</td> <td>0.0%</td> <td>170.0%</td> <td>170.0</td> </tr> <tr> <td>Post Condition</td> <td>Field Elements</td> <td>170.0%</td> <td>0.0%</td> <td>170.0</td> </tr> </tbody> </table>					Performance Measure: TMS Elements						Unit	Good (Operational)	Poor (Not Operational)	Quantity	Existing Condition	Field Elements	0.0%	170.0%	170.0	Post Condition	Field Elements	170.0%	0.0%	170.0
Performance Measure: TMS Elements																								
	Unit	Good (Operational)	Poor (Not Operational)	Quantity																				
Existing Condition	Field Elements	0.0%	170.0%	170.0																				
Post Condition	Field Elements	170.0%	0.0%	170.0																				
42 \$7,559,000 Los Angeles 07-LA-5 R77.5/R81.8	Near Gorman, at various locations, from 0.4 mile south of Smokey Bear Road Undercrossing to 0.3 mile south of Route 138 separation. <u>Outcome/Output:</u> Construct storm water mitigation devices, including drainage systems and erosion control measures in order to reduce pollutant discharge into the Santa Clara Estuary. <u>Performance Measure:</u> Planned: 45.1, Actual: 17.6 Acre(s) treated/pollutant Preliminary <u>Engineering</u> <u>Budget</u> <u>Expended</u> PA&ED \$1,498,000 \$1,370,363 PS&E \$2,100,000 \$1,016,643 R/W Sup \$60,000 \$16,201	07-4836 SHOPP/17-18 CON ENG \$1,500,000 CONST \$8,730,000 0715000067 4 31260	001-0042 SHA 001-0890 FTF 20.10.201.335 2018-19 302-0042 SHA 302-0890 FTF 20.20.201.335	\$149,000 <u>\$1,621,000</u> \$1,770,000 \$488,000 <u>\$5,301,000</u> \$5,789,000																				
(CEQA - CE, 12/28/2016; Re-validation 5/25/2018) (NEPA - CE, 12/28/2016; Re-validation 5/25/2018)																								
43 \$8,336,000 Los Angeles 07-LA-5 R81.8/R87.8	Near Gorman, from Route 138 to 0.8 mile south of Frazier Mountain Park Road, at various locations. <u>Outcome/Output:</u> Install storm water mitigation devices to reduce pollutants released to the Santa Clara Estuary. <u>Performance Measure:</u> Planned: 62.0, Actual: 23.6 Acre(s) treated/pollutant Preliminary <u>Engineering</u> <u>Budget</u> <u>Expended</u> PA&ED \$1,545,000 \$1,321,251 PS&E \$2,150,000 \$1,262,422 R/W Sup \$100,000 \$12,868	07-4835 SHOPP/17-18 CON ENG \$1,500,000 CONST \$11,025,000 0715000065 4 31250	001-0042 SHA 001-0890 FTF 20.10.201.335 2018-19 302-0042 SHA 302-0890 FTF 20.20.201.335	\$150,000 <u>\$1,630,000</u> \$1,780,000 \$553,000 <u>\$6,003,000</u> \$6,556,000																				
(CEQA - CE, 11/23/2016; Re-validation 5/25/2018) (NEPA - CE, 11/23/2016; Re-validation 5/25/2018)																								

2.5 Highway Financial Matters

Project No. Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type																								
2.5b.(1) SHOPP Projects		Resolution FP-18-01																										
44 \$39,531,000	In the cities of Santa Monica and Los Angeles, from Route 1 to Route 5/101 interchange; also on Route 1 from McClure Tunnel to Lincoln Boulevard.	07-4700 SHOPP/17-18 CON ENG \$4,361,000	505-3290 RMRA 001-0890 FTF 20.10.201.121	\$368,000 <u>\$3,993,000</u> \$4,361,000																								
Los Angeles 07-LA-10 2.1/18.4	<u>Outcome/Output</u> : Rehabilitate pavement, upgrade Americans with Disabilities Act (ADA) curb ramps, reconstruct approach slabs, and upgrade guardrail and crash cushions.	CONST \$33,000,000 0714000020	2017-18 802-3290 RMRA 2018-19	\$2,965,000																								
	Preliminary	4	302-0890 FTF	<u>\$32,205,000</u>																								
	<u>Engineering</u>	30150	20.20.201.121	\$35,170,000																								
	PA&ED			\$74,000																								
	PS&E			\$7,522,000																								
	R/W Sup			\$126,000																								
				\$24,001																								
	(CEQA - CE, 5/14/2015; Re-validation 12/18/2017) (NEPA - CE, 5/14/2015; Re-validation 12/18/2017)																											
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Performance Measure: Pavement																												
	Unit	Good	Fair	Poor	Quantity																							
Existing Condition	Lane Mile(s)	39.2	58.7	0.9	98.8																							
Post Condition	Lane Mile(s)	89.0	9.9	0.0	98.9																							
45 \$7,233,000	Near Santa Clarita and Palmdale at various locations, from 0.7 mile south of Soledad Canyon Road to 0.3 mile south of Mountain Springs Road.	07-4838 SHOPP/17-18 CON ENG \$1,360,000	001-0042 SHA 001-0890 FTF 20.10.201.335	\$184,000 <u>\$1,421,000</u> \$1,605,000																								
Los Angeles 07-LA-14 35.0/R53.5	<u>Outcome/Output</u> : Install storm water mitigation devices, such as infiltration trenches, sand filters, detention basins, erosion control, and gore paving.	CONST \$5,628,000 0715000069	2018-19 302-0042 SHA 302-0890 FTF	\$646,000 <u>\$4,982,000</u>																								
	<u>Performance Measure</u> : Planned: 22.2, Actual: 23.1 Acre(s) treated/pollutant	4 31280	20.20.201.335	\$5,628,000																								
	Preliminary																											
	<u>Engineering</u>																											
	PA&ED			\$1,641,000																								
	PS&E			\$2,351,000																								
	R/W Sup			\$75,000																								
				\$1,573,134																								
				\$1,365,507																								
				\$7,931																								
	(CEQA - CE, 9/29/2016; Re-validation 3/26/2018) (NEPA - CE, 9/29/2016; Re-validation 3/26/2018)																											

2.5 Highway Financial Matters

Project No. Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
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2.5b.(1) SHOPP Projects Resolution FP-18-01

51 \$215,934,000	In and near Beaumont and Banning, from Pennsylvania Avenue to Route 111. <u>Outcome/Output:</u> Rehabilitate pavement, in order to restore structural integrity and ride quality of both mainline and ramps.	08-0007N SHOPP/17-18 CON ENG \$11,215,000 CONST	505-3290 RMRA 001-0890 FTF 20.10.201.122 2017-18	\$962,000 <u>\$10,451,000</u> \$11,413,000
Riverside 08-Riv-10 8.2/R25.1	Preliminary <u>Engineering</u> PA&ED PS&E R/W Sup	\$178,910,000 0812000303 4 1C380	802-3290 RMRA 2018-19 302-0890 FTF 20.20.201.122	\$17,241,000 <u>\$187,280,000</u> \$204,521,000
	<u>Budget</u> <u>Expended</u>			
	PA&ED \$5,191,000 \$574,374			
	PS&E \$10,591,000 \$4,379,565			
	R/W Sup \$541,000 \$21,472			

(CEQA - CE, 6/7/2018; Re-validation 6/7/2018)
(NEPA - CE, 6/7/2018; Re-validation 6/7/2018)

(EA 1C380/PPNO 08-0007N combined with EA 1C210/PPNO 08-0005U for construction under EA 1C38U/Project ID 081700196)

Performance Measure: Pavement					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Lane Mile(s)	63.5	67.7	2.1	133.3
Post Condition	Lane Mile(s)	133.3	0.0	0.0	133.3

52 \$158,839,000	In the cities of Riverside and Jurupa Valley, from the Route 91/215 separation to the San Bernardino County Line; also in San Bernardino County, in Ontario, from the Riverside County Line to Euclid Avenue. <u>Outcome/Output:</u> Replacement of two outside lanes and damaged concrete slabs. The new pavement will provide a service life of up to 40 years, improve safety, improve ride quality, and minimize maintenance worker exposure.	08-0224N SHOPP/17-18 CON ENG \$10,372,000 CONST	505-3290 RMRA 001-0890 FTF 20.10.201.122 2017-18	\$1,312,000 <u>\$10,129,000</u> \$11,441,000
Riverside 08-Riv-60 R0.0/R12.2	Preliminary <u>Engineering</u> PA&ED PS&E R/W Sup	\$133,242,000 0817000114 4 0Q75U	802-3290 RMRA 2018-19 302-0890 FTF 20.20.201.122	\$16,907,000 <u>\$130,491,000</u> \$147,398,000
	<u>Budget</u> <u>Expended</u>			
	PA&ED \$0 \$0			
	PS&E \$6,037,000 \$2,387,946			
	R/W Sup \$70,000 \$25,081			

(CEQA - CE, 5/1/2018; Re-validation 5/1/2018)
(NEPA - CE, 5/1/2018; Re-validation 5/1/2018)

Performance Measure: Pavement					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Lane Mile(s)	3.7	86.6	4.2	94.5
Post Condition	Lane Mile(s)	94.6	0.0	0.0	94.6

2.5 Highway Financial Matters

Project No. Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(1) SHOPP Projects				Resolution FP-18-01
54 \$25,000,000 Riverside 08-Riv-60 22.2/26.6	Near Beaumont, from Gilman Springs Road to 1.4 miles west of Jack Rabbit Trail. <u>Outcome/Output:</u> Construct left and right shoulders for westbound direction. This project will increase safety and reduce the number and severity of collisions. <u>Performance Measure:</u> Planned: 382, Actual: 382 Collision(s) reduced Preliminary <u>Engineering</u> PA&ED \$2,000,000 \$1,141,196 PS&E \$0 \$0 R/W Sup \$0 \$0 (CEQA - MND, 5/16/2016) (NEPA - FONSI, 5/16/2016) (Future consideration of funding approved under Resolution E-16-74; October 2016.) (This is a Financial Contribution Only (FCO) to Riverside County Transportation Commission (RCTC).) (EA 1C090/PPNO 08-0033N combined with EA 0Q180/PPNO 08-0045G for construction under EA 0N69U/Project ID 0812000307) (Concurrent SB 1 Baseline Agreement approval under Resolution SHOPP-P-1819-01B; August 2018.)	08-0045G SHOPP/18-19 CON ENG \$0 CONST \$25,000,000 0800020220 4FCO 0Q180	001-0042 SHA 001-0890 FTF 20.10.201.010 2018-19 302-0042 SHA 302-0890 FTF 20.20.201.010	\$0 <u>\$0</u> \$0 \$2,500,000 <u>\$22,500,000</u> \$25,000,000
55 \$1,487,000 Riverside 08-Riv-74 11.8/14.4	In Lake Elsinore, from Macy Street to 0.1 mile east of Lakeshore Drive. <u>Outcome/Output:</u> Reconstruct sidewalks and curb ramps to improve mobility and bring facilities up to Americans with Disabilities Act (ADA) standards. <u>Performance Measure:</u> Planned: 22, Actual: 21 Curb ramp(s) Preliminary <u>Engineering</u> PA&ED \$712,000 \$711,766 PS&E \$962,000 \$828,719 R/W Sup \$463,000 \$245,481 (CEQA - CE, 11/3/2017; Re-validation 5/15/2018) (NEPA - CE, 11/3/2017; Re-validation 5/15/2018)	08-0050M SHOPP/17-18 CON ENG \$521,000 CONST \$1,280,000 0812000057 4 0R310	001-0042 SHA 20.10.201.378 2018-19 302-0042 SHA 20.20.201.378	\$575,000 \$912,000

2.5 Highway Financial Matters

Project No. Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(1) SHOPP Projects				
Resolution FP-18-01				
58 \$1,552,000 San Bernardino 08-SBd-10 R21.6/R23.6	In Colton, from 0.4 mile west of Rancho Avenue to Warm Creek Bridge. <u>Outcome/Output:</u> Roadside safety improvements, including maintenance vehicle pullouts and vegetation control. This project will reduce highway worker exposure to traffic. <u>Performance Measure:</u> Planned: 110, Actual: 18 Location(s) Preliminary <u>Engineering</u> PA&ED PS&E R/W Sup	08-3001T SHOPP/17-18 \$362,000 CONST \$2,203,000 0812000282 4 1C330	001-0042 SHA 20.10.201.235 2018-19 302-0042 SHA 20.20.201.235	\$362,000 \$1,190,000
	<u>Budget</u> \$354,000 \$417,000 \$43,000	<u>Expended</u> \$98,594 \$185,971 \$3,057		
	(CEQA - CE, 10/20/2017; Re-validation 6/19/2018) (NEPA - CE, 10/20/2017; Re-validation 6/19/2018) (EA 1F440/PPNO 08-3002P combined with EA 1C330/PPNO 08-3001T for construction under EA 1F44U/Project ID 0817000060.)			
59 \$17,973,000 San Bernardino 08-SBd-10 R23.8	In Colton, at Santa Ana River (Bridge No. 54-0292L/R and 54-0292G). <u>Outcome/Output:</u> Bridge rehabilitation and seismic retrofit to prevent further deterioration and ensure the safety and integrity of the bridges. Preliminary <u>Engineering</u> PA&ED PS&E R/W Sup	08-0133N SHOPP/17-18 CON ENG \$3,660,000 CONST \$23,171,000 0800020580 4 0Q910	505-3290 RMRA 001-0890 FTF 20.10.201.110 2018-19 302-3290 RMRA 302-0890 FTF 20.20.201.110	\$1,455,000 <u>\$1,455,000</u> \$2,910,000 \$7,532,000 <u>\$7,531,000</u> \$15,063,000
	<u>Budget</u> \$1,025,000 \$3,300,000 \$160,000	<u>Expended</u> \$823,625 \$2,448,803 \$72,319		
	(CEQA - CE, 11/24/2015; Re-validation 6/29/2018) (NEPA - CE, 11/24/2015; Re-validation 6/29/2018) Time Extension FY 17-18 CONST & CON ENG expires on February 28, 2019.			
	Performance Measure: Bridges (3 location(s))			
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>
Existing Condition	Square Feet	169,122.0	0.0	0.0
Post Condition	Square Feet	169,122.0	0.0	0.0
				<u>Quantity</u>
				169,122.0

2.5 Highway Financial Matters

Project No. Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
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2.5b.(1) SHOPP Projects **Resolution FP-18-01**

60 \$27,386,000 San Bernardino 08-SBd-60 R0.7/R3.0	In Chino, at Pipeline Avenue Overcrossing (OC) No. 54 -0744 (PM R0.86), Monte Vista Avenue OC No. 54 -0746 (PM R1.87), and Benson Avenue OC No. 54 -0748 (PM R2.87). <u>Outcome/Output:</u> Replace bridges to correct non-standard vertical clearance, which has resulted in multiple impacts by oversized vehicles. This project will eliminate the need for repair to the bridges due to impacts.	08-0033E SHOPP/17-18 CON ENG \$4,253,000 CONST \$20,472,000 0800020358 4 0F030	505-3290 RMRA 001-0890 FTF 20.10.201.110 2018-19 302-3290 RMRA 302-0890 FTF 20.20.201.110	\$2,371,000 <u>\$2,371,000</u> \$4,742,000 \$11,322,000 <u>\$11,322,000</u> \$22,644,000
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Preliminary			
<u>Engineering</u>	<u>Budget</u>	<u>Expended</u>	
PA&ED	\$2,243,000	\$2,124,025	
PS&E	\$3,320,000	\$3,005,442	
R/W Sup	\$1,030,000	\$259,424	

(CEQA - CE, 11/21/2016; Re-validation 6/8/2018)
(NEPA - CE, 11/21/2016; Re-validation 6/8/2018)

Time Extension FY 17-18 CONST & CON ENG expires on February 28, 2019.

Performance Measure: Bridges (3 location(s))					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Square Feet	0.0	45,241.0	0.0	45,241.0
Post Condition	Square Feet	45,241.0	0.0	0.0	45,241.0

61 \$9,065,000 San Bernardino 08-SBd-142 0.0/5.8	In Chino Hills, from Orange County Line to Route 71. <u>Outcome/Output:</u> Rehabilitate pavement by grinding, overlaying asphalt, improving drainage, and upgrading guardrail. This project will extend pavement service life and improve ride quality.	08-0241C SHOPP/17-18 CON ENG \$1,299,000 CONST \$7,560,000 0814000114 4 1E850	505-3290 RMRA 001-0890 FTF 20.10.201.121 2017-18 802-3290 RMRA 2018-19 302-0890 FTF 20.20.201.121	\$172,000 <u>\$1,328,000</u> \$1,500,000 \$868,000 <u>\$6,697,000</u> \$7,565,000
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(CEQA - CE, 8/12/2016; Re-validation 5/4/2018)
(NEPA - CE, 8/12/2016; Re-validation 5/4/2018)

Performance Measure: Pavement					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Lane Mile(s)	0.0	14.0	0.0	14.0
Post Condition	Lane Mile(s)	14.0	0.0	0.0	14.0

2.5 Highway Financial Matters

Project No. Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type																		
2.5b.(1) SHOPP Projects				Resolution FP-18-01																		
64 \$4,171,000 Inyo 09-Iny-190 69.2/69.8	In Death Valley National Park near Panamint Springs, east of Panamint Valley Road. <u>Outcome/Output:</u> Realign curves and widen shoulders to reduce the number and severity of collisions. <u>Performance Measure:</u> Planned: 26, Actual: 34 Collision(s) reduced Preliminary <u>Engineering</u> PA&ED PS&E R/W Sup	09-0610 SHOPP/17-18 CON ENG \$520,000 CONST \$4,323,000 0912000007 4 35320	001-0042 SHA 001-0890 FTF 20.10.201.015 2018-19 302-0042 SHA 302-0890 FTF 20.20.201.015	\$61,000 <u>\$554,000</u> \$615,000 \$356,000 <u>\$3,200,000</u> \$3,556,000																		
	<u>Budget</u> <u>Expended</u> \$685,000 \$661,429 \$1,017,000 \$419,060 \$130,000 \$43,323																					
	(CEQA - MND, 5/3/2017) (NEPA - FONSI, 9/22/2017) (Future consideration of funding approved under Resolution E-17-34; June 2017.)																					
65 \$8,859,000 Inyo 09-Iny-395 54.6/57.4	In and near Lone Pine, from 1.2 miles south of Route 136 to East Inyo Street; also on Route 136 at the Route 395 intersection (PM 0.0/0.1). <u>Outcome/Output:</u> Rehabilitate pavement by grinding, overlaying asphalt, and reconstruct curb ramps. This project will extend pavement service life and improve ride quality. Preliminary <u>Engineering</u> PA&ED PS&E R/W Sup	09-0657 SHOPP/17-18 CON ENG \$890,000 CONST \$7,170,000 0915000042 4 36590	505-3290 RMRA 001-0890 FTF 20.10.201.121 2017-18 802-3290 RMRA 2018-19 302-0890 FTF 20.20.201.121	\$102,000 <u>\$788,000</u> \$890,000 \$914,000 <u>\$7,055,000</u> \$7,969,000																		
	<u>Budget</u> <u>Expended</u> \$142,000 \$106,955 \$490,000 \$108,495 \$220,000 \$101																					
	(CEQA - CE, 6/19/2015; Re-validation 4/25/2018) (NEPA - CE, 10/2/2017; Re-validation 4/25/2018)																					
	Performance Measure: Pavement																					
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	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>																	
Existing Condition	Lane Miles	6.3	5.2	0.0	11.5																	
Post Condition	Lane Miles	11.5	0.0	0.0	11.5																	
66 \$3,562,000 Mono 09-Mno-395 60.0/69.9	Near Bridgeport, from Conway Ranch Road to Route 270. <u>Outcome/Output:</u> Reduce the number and severity of collisions by upgrading guardrail to current standards. <u>Performance Measure:</u> Planned: 12, Actual: 27 Collision(s) reduced Preliminary <u>Engineering</u> PA&ED PS&E R/W Sup	09-0658 SHOPP/18-19 CON ENG \$776,000 CONST \$2,786,000 0915000016 4 36470	001-0042 SHA 001-0890 FTF 20.10.201.015 2018-19 302-0042 SHA 302-0890 FTF 20.20.201.015	\$16,000 <u>\$760,000</u> \$776,000 \$56,000 <u>\$2,730,000</u> \$2,786,000																		
	<u>Budget</u> <u>Expended</u> \$496,000 \$237,046 \$1,054,000 \$200,444 \$2,000 \$0																					
	(CEQA - CE, 12/7/2017; Re-validation 6/21/2018) (NEPA - CE, 12/7/2017; Re-validation 6/21/2018)																					

2.5 Highway Financial Matters

Project No. Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type																								
2.5b.(1) SHOPP Projects		Resolution FP-18-01																										
67 \$5,502,000 Merced 10-Mer-Var Var	In Merced and Stanislaus counties at various bridge locations. <u>Outcome/Output:</u> Seismic retrofit of six bridges by placing steel column casings, abutment seat extensions and catcher blocks. Preliminary <u>Engineering</u> PA&ED PS&E R/W Sup	10-0338 SHOPP/17-18 CON ENG \$2,650,000 CONST \$23,373,000 1012000055 4 OP550	505-3290 RMRA 001-0890 FTF 20.10.201.113 2018-19 302-3290 RMRA 302-0890 FTF 20.20.201.113	\$1,325,000 <u>\$1,325,000</u> \$2,650,000 \$1,426,000 <u>\$1,426,000</u> \$2,852,000																								
	<table border="1"> <thead> <tr> <th></th> <th><u>Budget</u></th> <th><u>Expended</u></th> </tr> </thead> <tbody> <tr> <td>PA&ED</td> <td>\$1,224,000</td> <td>\$1,392,461</td> </tr> <tr> <td>PS&E</td> <td>\$3,928,000</td> <td>\$1,184,033</td> </tr> <tr> <td>R/W Sup</td> <td>\$50,000</td> <td>\$8,168</td> </tr> </tbody> </table>		<u>Budget</u>	<u>Expended</u>	PA&ED	\$1,224,000	\$1,392,461	PS&E	\$3,928,000	\$1,184,033	R/W Sup	\$50,000	\$8,168															
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Post Condition	Square Feet	54,217.0	52,183.0	0.0	106,400.0																							
68 \$3,843,000 San Joaquin 10-SJ-5 R16.1/25.4	In and near Lathrop and Stockton, from south of Louise Avenue to Charter Way; also from south of Hammer Lane to north of Eight Mile Road (PM 32.3/35.7). <u>Outcome/Output:</u> Extend gore pavement and construct Maintenance Vehicle Pullouts (MVPs) to reduce maintenance work exposure and enhance highway worker safety.	10-3112 SHOPP/18-19 CON ENG \$480,000 CONST \$2,770,000 1013000242 4 OX720	001-0042 SHA 001-0890 FTF 20.10.201.235 2018-19 302-0042 SHA 302-0890 FTF 20.20.201.235	\$65,000 <u>\$500,000</u> \$565,000 \$376,000 <u>\$2,902,000</u> \$3,278,000																								
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2.5 Highway Financial Matters

Project No. Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type																								
2.5b.(1) SHOPP Projects																												
Resolution FP-18-01																												
69 \$12,007,000 San Joaquin 10-SJ-99 0.0/0.7	In Ripon, at the Stanislaus River Bridge No. 29-0013L; also in Stanislaus County (PM R24.3/R24.750). <u>Outcome/Output:</u> Rehabilitate and restore structural integrity of bridge by replacing the arched southern portion between spans three and four. Preliminary <u>Engineering</u> PA&ED PS&E R/W Sup	10-0321 SHOPP/17-18 CON ENG \$3,250,000 CONST \$14,653,000 1013000053 4 0L020	505-3290 RMRA 001-0890 FTF 20.10.201.110 2018-19 302-3290 RMRA 302-0890 FTF 20.20.201.110	\$1,750,000 <u>\$1,750,000</u> \$3,500,000 \$4,254,000 <u>\$4,253,000</u> \$8,507,000																								
	<table border="1"> <thead> <tr> <th></th> <th>Budget</th> <th>Expended</th> </tr> </thead> <tbody> <tr> <td>PA&ED</td> <td>\$1,969,000</td> <td>\$1,712,741</td> </tr> <tr> <td>PS&E</td> <td>\$3,031,000</td> <td>\$2,332,952</td> </tr> <tr> <td>R/W Sup</td> <td>\$180,000</td> <td>\$72,683</td> </tr> </tbody> </table>		Budget	Expended	PA&ED	\$1,969,000	\$1,712,741	PS&E	\$3,031,000	\$2,332,952	R/W Sup	\$180,000	\$72,683															
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	<table border="1"> <thead> <tr> <th colspan="6">Performance Measure: Bridges (1 location(s))</th> </tr> <tr> <th></th> <th>Unit</th> <th>Good</th> <th>Fair</th> <th>Poor</th> <th>Quantity</th> </tr> </thead> <tbody> <tr> <td>Existing Condition</td> <td>Square Feet</td> <td>60,999.0</td> <td>77,597.0</td> <td>0.0</td> <td>138,596.0</td> </tr> <tr> <td>Post Condition</td> <td>Square Feet</td> <td>138,596.0</td> <td>0.0</td> <td>0.0</td> <td>138,596.0</td> </tr> </tbody> </table>				Performance Measure: Bridges (1 location(s))							Unit	Good	Fair	Poor	Quantity	Existing Condition	Square Feet	60,999.0	77,597.0	0.0	138,596.0	Post Condition	Square Feet	138,596.0	0.0	0.0	138,596.0
Performance Measure: Bridges (1 location(s))																												
	Unit	Good	Fair	Poor	Quantity																							
Existing Condition	Square Feet	60,999.0	77,597.0	0.0	138,596.0																							
Post Condition	Square Feet	138,596.0	0.0	0.0	138,596.0																							
70 \$2,043,000 San Joaquin 10-SJ-99 0.9	In Ripon, at Main Street Overcrossing; also in Lodi at Turner Road Overcrossing (PM 31.6). <u>Outcome/Output:</u> Upgrade pedestrian facilities to comply with Americans with Disabilities Act (ADA) requirements. Preliminary <u>Engineering</u> PA&ED PS&E R/W Sup	10-3156 SHOPP/18-19 CON ENG \$550,000 CONST \$1,553,000 1014000102 4 1C060	001-0042 SHA 001-0890 FTF 20.10.201.361 2018-19 302-0042 SHA 302-0890 FTF 20.20.201.361	\$11,000 <u>\$539,000</u> \$550,000 \$30,000 <u>\$1,463,000</u> \$1,493,000																								
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71 \$1,026,000 Stanislaus 10-Sta-99 R18.0/R19.7	In Modesto at Carpenter Road/Briggsmore Avenue southbound offramp. <u>Outcome/Output:</u> Replacement planting and irrigation system improvements as a landscape mitigation for EA 0X560. Preliminary <u>Engineering</u> PA&ED PS&E R/W Sup	10-3011Y SHOPP/17-18 CON ENG \$434,000 CONST \$450,000 1016000147 4 0X56Y	001-0042 SHA 001-0890 FTF 20.10.201.010 2018-19 302-0042 SHA 302-0890 FTF 20.20.201.010	\$10,000 <u>\$480,000</u> \$490,000 \$11,000 <u>\$525,000</u> \$536,000																								
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2.5 Highway Financial Matters

Project No. Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(1) SHOPP Projects		Resolution FP-18-01		
72 \$11,749,000	In Modesto, from north of West Modesto Overhead to north of Beckwith Road/Standiford Avenue. <u>Outcome/Output:</u> Construct acceleration and deceleration lanes at four northbound ramps and two southbound ramps to reduce the severity and number of collisions.	10-3130 SHOPP/17-18 CON ENG \$2,400,000 CONST \$8,300,000 1014000158 4 0V110	001-0042 SHA 001-0890 FTF 20.10.201.015 2018-19 302-0042 SHA 302-0890 FTF 20.20.201.015	\$275,000 <u>\$2,125,000</u> \$2,400,000 \$1,072,000 <u>\$8,277,000</u> \$9,349,000
Stanislaus 10-Sta-99 R18.0/R21.2	<u>Performance Measure:</u> Planned: 18, Actual: 18 Collision(s) reduced			
	Preliminary <u>Engineering</u> PA&ED PS&E R/W Sup	<u>Budget</u> \$954,000 \$1,280,000 \$10,000	<u>Expended</u> \$859,928 \$877,816 \$5,041	
	(CEQA - CE, 4/3/2017; Re-validation 6/13/2018) (NEPA - CE, 4/3/2017; Re-validation 6/13/2018)			
73 \$1,009,000	Near Haden Flat, east of Cherry Lake Road. <u>Outcome/Output:</u> Stabilize slope and improve drainage for the protective betterment of the roadway.	10-3136 SHOPP/18-19 CON ENG \$363,000 CONST \$1,200,000 1015000006 4 0Y790	001-0042 SHA 001-0890 FTF 20.10.201.150 2018-19 302-0042 SHA 302-0890 FTF 20.20.201.150	\$42,000 <u>\$321,000</u> \$363,000 \$74,000 <u>\$572,000</u> \$646,000
Tuolumne 10-Tuo-120 48.8	<u>Performance Measure:</u> Planned: 1, Actual: 1 Location(s)			
	Preliminary <u>Engineering</u> PA&ED PS&E R/W Sup	<u>Budget</u> \$950,000 \$493,000 \$48,000	<u>Expended</u> \$570,964 \$176,767 \$194	
	(CEQA - CE, 6/12/2017; Re-validation 6/13/2018) (NEPA - CE, 6/12/2017; Re-validation 6/13/2018)			

2.5 Highway Financial Matters

Project No. Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
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2.5b.(1) SHOPP Projects Resolution FP-18-01

74 \$12,035,000	In San Diego County, from 0.3 mile north of Lomas Santa Fe Drive Undercrossing to 0.2 mile north of Agua Hedionda Lagoon Bridge. <u>Outcome/Output:</u> Rehabilitate culverts using cured-in-place pipe, grouting, invert lining, and machine spiral wound PVC.	11-1192 SHOPP/17-18 CON ENG \$2,675,000 CONST \$9,360,000 1115000183	505-3290 RMRA 001-0890 FTF 20.10.201.151 2018-19 302-3290 RMRA 302-0890 FTF 20.20.201.151	\$1,338,000 <u>\$1,337,000</u> \$2,675,000 \$4,680,000 <u>\$4,680,000</u> \$9,360,000
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Preliminary Engineering	Budget	Expended
PA&ED	\$0	\$0
PS&E	\$0	\$0
R/W Sup	\$0	\$0

(CEQA - EIR, 10/23/2013; Re-validation 7/2/2018)
(NEPA - EIS, 1/27/2015; Re-validation 7/2/2018)

(Future consideration of funding approved under Resolution E-14-11; March 2014.)

(EA 42560/PPNO 11-1281 combined with EA 42260/PPNO 11-1192 for construction under STIP Project EA 2T218/Project ID 1116000174)

(Concurrent SB 1 Baseline Agreement approval under Resolution SHOPP-P-1819-03B; August 2018.)

Time Extension FY 17-18 CONST & CON ENG expires on October 31, 2018.

Performance Measure: Culverts (each)					
	Unit	Good	Fair	Poor	Quantity
Existing Condition	Drainage system(s)	0.0	2,660.0	2,114.0	4,774.0
Post Condition	Drainage system(s)	0.0	0.0	0.0	0.0

75 \$15,190,000	In the city of San Diego, on Routes 52, 15, 163, and 805 at various locations. <u>Outcome/Output:</u> Slab replacement, cold plane and overlay, and guardrail upgrade. This project will improve safety and ride quality and will extend the service life of the existing pavement.	11-1176 SHOPP/17-18 CON ENG \$2,086,000 CONST \$15,248,000 1115000036	505-3290 RMRA 001-0890 FTF 20.10.201.121 2017-18 802-3290 RMRA 2018-19 302-0890 FTF 20.20.201.121	\$239,000 <u>\$1,847,000</u> \$2,086,000 \$1,503,000 <u>\$11,601,000</u> \$13,104,000
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Preliminary Engineering	Budget	Expended
PA&ED	\$0	\$0
PS&E	\$1,558,000	\$1,393,987
R/W Sup	\$0	\$0

(CEQA - CE, 5/26/2015; Re-validation 6/15/2018)
(NEPA - CE, 5/26/2015; Re-validation 6/15/2018)

Performance Measure: Pavement					
	Unit	Good	Fair	Poor	Quantity
Existing Condition	Lane Mile(s)	1.8	24.6	0.0	26.4
Post Condition	Lane Mile(s)	24.5	1.8	0.0	26.3

2.5 Highway Financial Matters

Project No. Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(1) SHOPP Projects				
Resolution FP-18-01				
78 \$2,300,000	In the cities of Brea, Fullerton, and Placentia, from 0.2 mile south of Orangethorpe Avenue Undercrossing to 0.3 mile north of Lambert Road Undercrossing.	12-3799 SHOPP/17-18 CON ENG \$850,000	001-0042 SHA 001-0890 FTF 20.10.201.378	\$17,000 <u>\$833,000</u> \$850,000
Orange 12-Ora-57 16.2/21.2	<u>Outcome/Output:</u> Upgrade pedestrian facilities to meet current Americans with Disabilities Act (ADA) standards.	CONST \$1,300,000 1214000042	2018-19 302-0042 SHA 302-0890 FTF	\$29,000 <u>\$1,421,000</u>
	<u>Performance Measure:</u> Planned: 91, Actual: 91 Curb ramp(s)	4 0M480	20.20.201.378	\$1,450,000
	Preliminary <u>Engineering</u> <u>Budget</u> <u>Expended</u> PA&ED \$290,000 \$285,491 PS&E \$900,000 \$675,147 R/W Sup \$153,000 \$12,315			
	(CEQA - CE, 4/20/2017; Re-validation 5/22/2018) (NEPA - CE, 4/20/2017; Re-validation 5/22/2018)			
79 \$8,200,000	In Irvine, from Route 133 to Sand Canyon Avenue; also from Sand Canyon Avenue to University Drive/Jeffery Road. <u>Outcome/Output:</u> Construct southbound auxiliary lanes to reduce congestion and improve highway operations and mobility.	12-4956A SHOPP/18-19 CON ENG \$2,200,000	001-0042 SHA 001-0890 FTF 20.10.201.310	\$44,000 <u>\$2,156,000</u> \$2,200,000
Orange 12-Ora-405 2.4/3.9	<u>Performance Measure:</u> Planned: 1,003.0, Actual: 1,003.0 Daily vehicle hour(s) of delay (DVHD)	CONST \$6,000,000 1212000052	2018-19 302-0042 SHA 302-0890 FTF	\$120,000 <u>\$5,880,000</u>
		4 0H045	20.20.201.310	\$6,000,000
	Preliminary <u>Engineering</u> <u>Budget</u> <u>Expended</u> PA&ED \$0 \$0 PS&E \$0 \$0 R/W Sup \$0 \$0			
	(CEQA - CE, 2/8/2016; Re-validation 6/13/2018) (NEPA - CE, 2/8/2016; Re-validation 6/13/2018)			

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 15-16, 2018

Reference No: 2.5b.(2)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Ron Sheppard, Chief (Acting)
Division of Budgets

Subject: **FINANCIAL ALLOCATION FOR SHOPP PROJECTS**
PA&ED, PS&E AND R/W SUPPORT
RESOLUTION FP-18-02

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of \$118 million for Project Approval and Environmental Document (PA&ED), Plans, Specifications and Estimate (PS&E) and Right-of-Way (R/W) support for 126 phases programmed in the 2018 State Highway Operation and Protection Program (SHOPP)?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission approve an allocation of \$118 million for 126 support phases in the SHOPP, as follows:

- \$65.4 million for 81 SHOPP support phases and
- \$52.6 million for 45 SHOPP (SB 1) support phases.

The attached lists describe 126 SHOPP phases totaling \$118 million for PA&ED, PS&E and R/W support costs that are ready now.

BACKGROUND:

The 2018 SHOPP details both support and construction capital for rehabilitation projects on the State Highway System. The passage of the Road Repair and Accountability Act (SB 1) necessitates that the Department and the Commission establish baseline budgets for each phase of each project in the 2018 SHOPP, and requires an allocation of each support phase on or after July 1, 2017.

FINANCIAL RESOLUTION:

Resolved, that \$118 million be allocated for PA&ED, PS&E and R/W support for SHOPP projects described on the attached lists.

Attachments

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2a) Support Allocations for SHOPP Projects						Resolution FP-18-02	
1 01-DN-101 25.6/27.3	1095 0113000023	In and near Crescent City, from south of Elk Valley Road to north of Wilson Avenue/Burtschell Street. Upgrade Americans with Disabilities Act (ADA) facilities and construct traffic calming measures to improve operations and safety for non-motorized users. (Concurrent consideration of funding under Resolution E-18-90; August 2018.) <u>Program Code</u> 201.361 - Americans with Disabilities Act New Curb Ramps <u>Performance Measure</u> 87 Curb ramp(s)	0C660	19-20	PS&E R/W Sup	\$595,000 \$1,234,000	\$595,000 \$1,234,000
2 01-Hum-299 R14.7/R15.7	2435 0116000045	Near Blue Lake, from 2.2 miles east of Simpson Road to 3.2 miles east of Simpson Road. Widen shoulders, and install rumble strips and guardrailings. (The Department has determined this project is Categorically Exempt.) <u>Program Code</u> 201.010 - Safety Improvements <u>Performance Measure</u> 13 Collision(s) reduced	0F690	19-20	PS&E R/W Sup	\$697,000 \$9,000	\$697,000 \$9,000
3 02-Sha-44 51.6/52.2	3673 0217000045	Near Viola, from 0.4 mile east to 1.1 miles east of Bridge Creek Road. Curve improvement. (The Department has determined this project is Categorically Exempt.) <u>Program Code</u> 201.010 - Safety Improvements <u>Performance Measure</u> 14 Collision(s) reduced	2H990	19-20	R/W Sup	\$80,000	\$80,000
4 02-Teh-32 20.2/20.3	3726 0218000162	Near Forest Ranch, at west of Slate Creek Bridge. Replace damaged concrete sack retaining wall with cased secant piling (CSP) retaining wall. <u>Program Code</u> 201.131 - Permanent Restoration <u>Performance Measure</u> 1 Location(s)	4H460	19-20	PA&ED	\$230,000	\$230,000

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2a) Support Allocations for SHOPP Projects						Resolution FP-18-02	
5 02-Tri-299 10.9/11.2	3579 0215000019	Near Burnt Ranch, from 0.4 mile east of Hennessey Road to 0.3 mile west of Burnt Ranch Road. Install rockfall drapery system. (The Department has determined this project is Categorically Exempt.) <u>Program Code</u> 201.150 - Roadway Protective Betterments <u>Performance Measure</u> 1 Location(s)	0H410	18-19	PS&E R/W Sup	\$470,000 \$70,000	\$559,000 \$70,000
6 02-Tri-299 13.4/13.7	3720 0218000071	Near Burnt Ranch, from east of China Slide Road to Mill Creek Road. Stabilize the slope by constructing a retaining wall, reconstructing roadway, and modifying drainage systems. <u>Program Code</u> 201.131 - Permanent Restoration <u>Performance Measure</u> 1 Location(s)	4H040	21-22	PA&ED	\$920,000	\$920,000
7 03-ED-193 22.8/24.3	3631 0316000188	Near Placerville, at 1.1 miles north of the South Fork American River Bridge (PM 22.8/22.9); also at 2.5 miles north of the South Fork American River Bridge (PM 24.2/24.3). Restore embankment slope slipouts. (The Department has determined this project is Categorically Exempt.) <u>Program Code</u> 201.131 - Permanent Restoration <u>Performance Measure</u> 2 Location(s)	1H600	18-19	PS&E R/W Sup	\$1,201,000 \$106,000	\$1,201,000 \$106,000
8 03-Gle-5 R14.6	3710 0314000161	Near Willows, at the Willows Safety Roadside Rest Area (SRRRA). Upgrade potable water and wastewater systems. (The Department has determined this project is Categorically Exempt.) <u>Program Code</u> 201.235 - Roadside Safety Improvements/ Freeway Maintenance Access <u>Performance Measure</u> 1 Location(s)	4F420	18-19	PS&E R/W Sup	\$550,000 \$60,000	\$654,000 \$60,000

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2a) Support Allocations for SHOPP Projects						Resolution FP-18-02	
9 03-Nev-20 28.0/32.4	3996 0316000004	Near Nevada City and Junction House, from east of Conservation Road (Washington Ridge Road) to east of Washington Road. Operational improvements to widen for left-turn pockets and roadway turnouts.	0H660	19-20	PA&ED	\$340,000	\$404,000
		<u>Program Code</u> 201.310 - Operational Improvements					
		<u>Performance Measure</u> 20.0 Daily vehicle hour(s) of delay (DVHD)					
10 03-Nev-20 36.8/37.0	3999 0317000005	Near Bear Valley and Emigrant Gap, from 2.0 miles east of Chalk Bluff Road to 0.2 mile west of Excelsior Point Road. Operational improvement to make existing roadway turnout standard width with shoulders.	1H810	18-19	PA&ED	\$340,000	\$340,000
		<u>Program Code</u> 201.310 - Operational Improvements					
		<u>Performance Measure</u> 10.0 Daily vehicle hour(s) of delay (DVHD)					
11 03-Nev-49 1.5/2.6	4137 0318000026	Near Higgins Corner, at the intersection with Wolf Road/Combie Road. Improve safety by providing accelerations lanes at the intersection.	3H640	19-20	PA&ED	\$500,000	\$500,000
		<u>Program Code</u> 201.010 - Safety Improvements					
		<u>Performance Measure</u> 29 Collision(s) reduced					
12 03-Nev-49 8.3/8.7	4138 0318000027	Near Grass Valley, from 0.3 mile south to 0.1 mile north of Quail Creek Drive. Improve safety by constructing a two-way left turn lane and 8 foot shoulder.	3H650	19-20	PA&ED	\$480,000	\$480,000
		<u>Program Code</u> 201.010 - Safety Improvements					
		<u>Performance Measure</u> 29 Collision(s) reduced					
13 03-Pla-80 R62.9/69.7	4309 0318000177	Near Soda Springs, from east of South Yuba River Bridge to Nevada County line; also, in Nevada County from Placer County line to east of Soda Springs Overcrossing (PM 0.0/R3.0). Install concrete gutter to repair shoulder damage at various locations.	4H110	19-20	PA&ED	\$740,000	\$740,000
		<u>Program Code</u> 201.131 - Permanent Restoration					
		<u>Performance Measure</u> 7 Location(s)					

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2a) Support Allocations for SHOPP Projects						Resolution FP-18-02	
14 03-Sac-12 0.4/1.0	5961 0317000167	Near Rio Vista, at Route 160. Intersection improvements. (The Department has determined this project is Categorically Exempt.) <u>Program Code</u> 201.010 - Safety Improvements <u>Performance Measure</u> 26 Collision(s) reduced	2H640	18-19	PS&E R/W Sup	\$560,000 \$100,000	\$665,000 \$100,000
15 03-Yol-16 25.1/25.5	8663A 0318000216	Near Capay, from Capay Canal Bridge to County Road 85. Improve signs and lighting, and remove dead trees. (Concurrent consideration of funding under Resolution E-18-118; August 2018.) <u>Program Code</u> 201.015 - Collision Severity Reduction <u>Performance Measure</u> 3 Collision(s) reduced	4F172	18-19	PS&E R/W Sup	\$180,000 \$30,000	\$180,000 \$30,000
16 03-Yol-16 27.5/28.3	8663 0318000208	In Esparto, from Orleans Street to County Road 21A. Improve pedestrian safety by improving crosswalks, curb bulb-outs, and lighting. (Concurrent consideration of funding under Resolution E-18-118; August 2018.) <u>Program Code</u> 201.015 - Collision Severity Reduction <u>Performance Measure</u> 22 Collision(s) reduced	4F171	18-19	PS&E R/W Sup	\$1,060,000 \$990,000	\$1,060,000 \$990,000
17 04-Ala- 0.0	1462A 0417000383	In Oakland, at the Caltrans District 4 headquarters office building, 111 Grand Avenue. Rehabilitate the existing 13 building elevators with new systems to extend service life, increase efficiency, and correct performance failures. <u>Program Code</u> 201.353 - Office Facilities <u>Performance Measure</u> 1 Location(s)	4K980	19-20	PA&ED	\$260,000	\$260,000

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2a) Support Allocations for SHOPP Projects						Resolution FP-18-02	
18 04-Ala-185 0.0	1487P 0415000099	In Oakland, San Leandro, Hayward, Union City and Fremont on Routes 185, 238, and 262 at various locations. Crosswalk safety enhancements. (The Department has determined this project is Categorically Exempt.) <u>Program Code</u> 201.015 - Collision Severity Reduction <u>Performance Measure</u> 231 Collision(s) reduced	3J190	18-19	PS&E R/W Sup	\$740,000 \$66,000	\$740,000 \$66,000
19 04-Ala-Var Var	2025T 0418000166	In Alameda and Contra Costa Counties, on Routes 4, 13, 24, 80, 84, 92, 160, 238, 242, 580, 680, and 880 at various locations. Remove diseased, dead or dying drought damaged trees. <u>Program Code</u> 201.131 - Permanent Restoration <u>Performance Measure</u> 16 Location(s)	0Q870	20-21	PA&ED	\$1,450,000	\$1,450,000
20 04-CC-24 1.0/R2.5	1418C 0414000411	In Orinda and Lafayette, from east of the Caldecott Tunnel to east of Camino Pablo and at Acalanes Road (PM R4.2/R4.99); also in Oakland on Route 13, at Redwood Road (PM 5.2/5.5). Install safety lighting and upgrade median barrier. (The Department has determined this project is Categorically Exempt.) <u>Program Code</u> 201.010 - Safety Improvements <u>Performance Measure</u> 65 Collision(s) reduced	1J990	18-19	PS&E R/W Sup	\$725,000 \$64,000	\$725,000 \$64,000
21 04-Nap-128 9.2	1464C 0416000416	Near Saint Helena, at 1.8 miles east of Silverado Trail Road. Install Rock Slope Protection (RSP) over storm damaged embankment. <u>Program Code</u> 201.131 - Permanent Restoration <u>Performance Measure</u> 1 Location(s)	2K420	20-21	PA&ED	\$310,000	\$310,000

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2a) Support Allocations for SHOPP Projects						Resolution FP-18-02	
22 04-SCI-Var Var	2025U 0418000170	In Santa Clara, San Mateo, and San Francisco Counties on Routes 9, 17, 35, 84, 130, 280, and 880 at various locations. Remove dead or dying drought damaged trees.	0Q890	20-21	PA&ED	\$1,300,000	\$1,300,000
		<u>Program Code</u> 201.131 - Permanent Restoration					
		<u>Performance Measure</u> 9 Location(s)					
23 04-SF-101 0.0/4.2	1490F 0415000340	In the City and County of San Francisco, from San Mateo County line to Route 101/80 Junction. Overlay existing pavement with open graded asphalt, groove concrete pavement and upgrade drainage system.	4J390	19-20	PS&E R/W Sup	\$1,700,000 \$30,000	\$2,000,000 \$30,000
		(The Department has determined this project is Categorically Exempt.)					
		<u>Program Code</u> 201.010 - Safety Improvements					
		<u>Performance Measure</u> 261 Collision(s) reduced					
24 04-SF-101 0.5/R5.2	1493G 0416000048	In the City and County of San Francisco, from Bayshore Boulevard Overcrossing (OC) to South Van Ness Avenue; also on Route 280, from Monterey Boulevard onramp OC to King Street onramp (PM R2.8 to T7.2). Install vandalism-resistant security fence and gates to reduce maintenance repairs and enhance highway worker safety.	4J970	18-19	PA&ED	\$950,000	\$950,000
		<u>Program Code</u> 201.235 - Roadside Safety Improvements/ Freeway Maintenance Access					
		<u>Performance Measure</u> 80 Location(s)					
25 04-SF-101 4.2	1453E 0417000057	In the City and County of San Francisco, at the District 4 Materials Laboratory beneath Route 101 (325 San Bruno Avenue). Construct permanent District 4 Materials Lab at alternative state-owned site to replace obsolete facility closed in March 2015 due to unsafe conditions.	2K950	19-20	PA&ED	\$2,210,000	\$2,210,000
		<u>Program Code</u> 201.354 - Materials Labs					
		<u>Performance Measure</u> 1 Location(s)					

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2a) Support Allocations for SHOPP Projects						Resolution FP-18-02	
26 04-SM-1 1.1	1450H 0416000105	Near Half Moon Bay, at 1.1 miles north of Santa Cruz County line. Repair slope washout by constructing a soldier pile wall and upgrading the drainage system.	0K570	19-20	PA&ED	\$300,000	\$350,000
		<u>Program Code</u> 201.131 - Permanent Restoration					
		<u>Performance Measure</u> 1 Location(s)					
27 04-SM-84 5.2	1455B 0416000472	Near La Honda, at 1.2 miles north of Madera Lane (North). Repair slope washout and place Rock Slope Protection (RSP) on existing embankment to prevent further erosion.	2K610	21-22	PA&ED	\$936,000	\$936,000
		<u>Program Code</u> 201.131 - Permanent Restoration					
		<u>Performance Measure</u> 1 Location(s)					
28 04-SM-280 R20.3/R20.6	1499H 0415000252	In San Bruno, from Jenevein Avenue to 0.1 mile south of San Bruno Avenue. Reconstruct failed concrete ditch and place Rock Slope Protection (RSP) at slope washouts as storm damage permanent restoration.	4J080	18-19	PA&ED	\$390,000	\$450,000
		<u>Program Code</u> 201.131 - Permanent Restoration					
		<u>Performance Measure</u> 1 Location(s)					
29 04-Son-Var Var	2022J 0418000164	In Sonoma, Solano, Napa, Marine, and Lake Counties on Routes 1, 12, 29, 80, 101, 116, 128, 131, 680, and 780 at various locations. Remove dead or dying drought damaged trees.	0Q850	20-21	PA&ED	\$1,380,000	\$1,380,000
		<u>Program Code</u> 201.131 - Permanent Restoration					
		<u>Performance Measure</u> 13 Location(s)					
30 05-Mon-68 3.4/3.8	2742 0517000113	Near Pacific Grove, from Skyline Forest Drive to west of Route 1; also, from Haul Road to west of Skyline Forest Drive (PM 2.7/3.2). Increase safety by improving roadway cross slope at curve, sight distance, widen shoulders, install rumble strip, tapered edge treatment and construct drainage improvements.	1J460	21-22	PA&ED	\$1,207,000	\$1,207,000
		<u>Program Code</u> 201.010 - Safety Improvements					
		<u>Performance Measure</u> 182 Collision(s) reduced					

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2a) Support Allocations for SHOPP Projects						Resolution FP-18-02	
31 05-SB-135 10.6/17.6	2703 0517000039	In Santa Maria, at various locations from Union Valley Parkway to Preisker Lane. Modify signals at and construct curb ramps.	1H960	21-22	PS&E R/W Sup	\$2,234,000 \$2,646,000	\$2,234,000 \$2,646,000
<p>(The Department has determined this project is Categorically Exempt.)</p> <p><u>Program Code</u> 201.010 - Safety Improvements</p> <p><u>Performance Measure</u> 660 Collision(s) reduced</p>							
32 05-SB-135 17.3/17.6	2745 0517000184	In Santa Maria, from Roemer Way to Preisker Lane; also at Bunny Avenue (PM 16.5). Construct signal system, sidewalk, and highway lighting.	1J470	20-21	PS&E R/W Sup	\$860,000 \$534,000	\$860,000 \$534,000
<p>(The Department has determined this project is Categorically Exempt.)</p> <p><u>Program Code</u> 201.010 - Safety Improvements</p> <p><u>Performance Measure</u> 5 Collision(s) reduced</p>							
33 05-SBt-25 54.0	2746 0517000185	Near Hollister, at the intersection of Route 25 and Route 156. Construct roundabout.	1J480	20-21	PS&E R/W Sup	\$1,295,000 \$215,000	\$1,295,000 \$215,000
<p>(The Department has determined this project is Categorically Exempt.)</p> <p><u>Program Code</u> 201.010 - Safety Improvements</p> <p><u>Performance Measure</u> 76 Collision(s) reduced</p>							
34 05-SCr-9 1.0	2874 0518000125	In and near the city of Santa Cruz, north of Vernon Street; also, south of Glengarry Road (PM 4.0). Construct sidehill viaducts, restore roadway and facilities, provide erosion control.	1K120	21-22	PA&ED	\$1,214,000	\$1,214,000
<p><u>Program Code</u> 201.131 - Permanent Restoration</p> <p><u>Performance Measure</u> 2 Location(s)</p>							

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2a) Support Allocations for SHOPP Projects						Resolution FP-18-02	
35 05-SCr-9 15.0	2875 0518000127	Near Boulder Creek, at Spring Creek Road. Construct soldier pile retaining wall, restore roadway and drainage facilities, and install permanent erosion control measures.	1K140	19-20	PA&ED	\$424,000	\$424,000
		<u>Program Code</u> 201.131 - Permanent Restoration					
		<u>Performance Measure</u> 1 Location(s)					
36 05-SCr-9 20.0	2876 0518000126	Near Boulder Creek, 1.1 miles south of Route 236. Construct tieback wall, restore roadway and drainage facilities, and install permanent erosion control measures.	1K130	20-21	PA&ED	\$620,000	\$620,000
		<u>Program Code</u> 201.131 - Permanent Restoration					
		<u>Performance Measure</u> 1 Location(s)					
37 05-SLO-101 61.9	2766 0518000052	Near Wellsona, at the intersection of Route 101 and Wellsona Road. Construct undercrossing.	1J780	21-22	PA&ED	\$1,373,000	\$1,373,000
		<u>Program Code</u> 201.010 - Safety Improvements					
		<u>Performance Measure</u> 26 Collision(s) reduced					
38 06-Ker-46 26.8/47.0	6865 0617000214	In and near Wasco, from 0.7 mile west of Brown Material Road to Scofield Avenue. Install centerline and shoulder rumble strips.	0W410	18-19	PS&E R/W Sup	\$525,000 \$5,000	\$525,000 \$5,000
		(The Department has determined this project is Categorically Exempt.)					
		<u>Program Code</u> 201.010 - Safety Improvements					
		<u>Performance Measure</u> 17 Collision(s) reduced					
39 06-Ker-99 32.4	6964 0614000220	Near Bakersfield, at the Lerdo Canal Bridge No. 50-0133 R/L. Widen shoulders and construct median barrier.	0S550	18-19	PS&E	\$1,400,000	\$1,400,000
		(The Department has determined this project is Categorically Exempt.)					
		<u>Program Code</u> 201.235 - Roadside Safety Improvements/ Freeway Maintenance Access					
		<u>Performance Measure</u> 1 Location(s)					

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2a) Support Allocations for SHOPP Projects						Resolution FP-18-02	
40 07-LA-1 2.8	5257 0717000201	In Long Beach, at the intersection of Anaheim Street/Los Altos Plaza. Install protected left turn phases for north and south intersection approaches, upgrade existing signals, refresh crosswalk striping, and upgrade curb ramps to Americans with Disabilities Act (ADA) standards.	34170	19-20	PA&ED	\$623,000	\$623,000
		<u>Program Code</u> 201.010 - Safety Improvements					
		<u>Performance Measure</u> 18 Collision(s) reduced					
41 07-LA-1 4.7/6.6	5434 0718000212	In Long Beach, from Stanley Avenue to Cedar Avenue. Upgrade traffic signals, install protected left turn phases, install pedestrian push buttons and pedestrian signals, and upgrade curb ramps to Americans with Disabilities Act (ADA) standards to improve pedestrian and bicycle safety.	35200	21-22	PA&ED	\$521,000	\$521,000
		<u>Program Code</u> 201.010 - Safety Improvements					
		<u>Performance Measure</u> 12 Collision(s) reduced					
42 07-LA-1 8.7	5323 0718000034	In Los Angeles County near Carson, at Texaco Railroad Overhead Bridge No. 53-2152. Construct soldier pile retaining walls to replace existing deteriorated crib walls.	34380	21-22	PA&ED	\$683,000	\$683,000
		<u>Program Code</u> 201.131 - Permanent Restoration					
		<u>Performance Measure</u> 1 Location(s)					
43 07-LA-5 17.9/18.0	5433 0718000205	In the city of Los Angeles, at Cesar Chavez Avenue. Upgrade traffic signal, Americans with Disabilities Act (ADA) curb ramps, and install flashing beacons.	35180	20-21	PA&ED	\$442,000	\$442,000
		<u>Program Code</u> 201.010 - Safety Improvements					
		<u>Performance Measure</u> 3 Collision(s) reduced					

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2a) Support Allocations for SHOPP Projects						Resolution FP-18-02	
44 07-LA-138 43.8	5435 0718000213	In Palmdale, at the intersection of 2nd Street East. Install new traffic signal, install pedestrian signal heads with countdown and audible pedestrian signals (APS), install marked crosswalks, and upgrade curb ramps to Americans with Disabilities Act (ADA) standards.	35210	21-22	PA&ED	\$496,000	\$496,000
		<u>Program Code</u> 201.010 - Safety Improvements					
		<u>Performance Measure</u> 5 Collision(s) reduced					
45 08-Riv-62 81.6/82.2	3010Q 0818000175	Near Twentynine Palms, from 3.4 to 2.8 miles west of Route 177 Junction. Widen shoulders to 8 feet, install shoulder and centerline rumble strips.	1E611	18-19	PS&E R/W Sup	\$120,000 \$20,000	\$120,000 \$20,000
		(The Department has determined this project is Categorically Exempt.)					
		<u>Program Code</u> 201.010 - Safety Improvements					
		<u>Performance Measure</u> 8 Collision(s) reduced					
46 08-Riv-74 7.0/R14.4	3001Y 0812000334	In and near Lake Elsinore, from 1.7 miles east of El Cariso Road to Lehr Drive. Stabilize slopes to decrease sediment transport.	1C590	18-19	PS&E R/W Sup	\$452,000 \$20,000	\$505,000 \$20,000
		(The Department has determined this project is Categorically Exempt.)					
		<u>Program Code</u> 201.335 - Storm Water Mitigation					
		<u>Performance Measure</u> 12.0 Acre(s) treated/pollutant					
47 08-Riv-215 R9.0/R16.0	3002A 0812000341	In Murrieta and Menifee, from Route 215 to north of Scott Road. Stabilize slopes to decrease sediment transport.	1C660	19-20	PS&E R/W Sup	\$1,795,000 \$20,000	\$1,373,000 \$20,000
		(The Department has determined this project is Categorically Exempt.)					
		<u>Program Code</u> 201.335 - Storm Water Mitigation					
		<u>Performance Measure</u> 36.0 Acre(s) treated/pollutant					

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2a) Support Allocations for SHOPP Projects						Resolution FP-18-02	
48 08-SBd-15 R21.5/R22.0	3010J 0817000237	Near Hesperia, from 0.1 mile north of of the Route 138 Separation to Gish Overhead. Extend deceleration lane leading to southbound offramp. <u>Program Code</u> 201.010 - Safety Improvements <u>Performance Measure</u> 44 Collision(s) reduced	1J200	20-21	PA&ED	\$775,000	\$775,000
49 08-SBd-40 R75.0/R100.0	3001R 0812000025	Near Essex, from west of Kelbaker Road to Essex Road. Regrade and flatten median cross slope. (The Department has determined this project is Categorically Exempt.) <u>Program Code</u> 201.015 - Collision Severity Reduction <u>Performance Measure</u> 281 Collision(s) reduced	0R150	19-20	PS&E R/W Sup	\$2,500,000 \$200,000	\$2,025,000 \$200,000
50 08-SBd-138 R15.0/R15.1	3010W 0817000138	Near Hesperia, from Cajon Boulevard to the Route 15 southbound offramp. Install traffic signals, realign Cajon Boulevard, widen southbound offramp, add left turn lane, and construct curb ramps. <u>Program Code</u> 201.010 - Safety Improvements <u>Performance Measure</u> 10 Collision(s) reduced	1H820	21-22	PA&ED	\$570,000	\$570,000
51 10-Mpa-140 42.0/42.7	0280 1014000148	Near El Portal and Yosemite National Park, 0.5 miles west of South Fork Merced River. Construct rock shed. (Future consideration of funding approved under Resolution E-14-20; May 2014.) <u>Program Code</u> 201.131 - Permanent Restoration <u>Performance Measure</u> 1 Location(s)	0P921	21-22	PS&E	\$5,500,000	\$5,500,000

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2a) Support Allocations for SHOPP Projects						Resolution FP-18-02	
52 11-SD-52 0.4/5.5	1219 1112000155	In the city of San Diego, from 0.1 mile east of Route 5 to 0.1 mile east of Convoy Street. Construct Maintenance Vehicle Pullouts (MVPs), pave slopes under bridge structures, pave narrow areas and beyond gores.	41180	19-20	PA&ED	\$394,000	\$450,000
		<u>Program Code</u> 201.235 - Roadside Safety Improvements/ Freeway Maintenance Access					
		<u>Performance Measure</u> 28 Location(s)					
53 11-SD-163 1.6/2.8	1276 1117000171	In the city of San Diego, at various locations from Quince Street Overcrossing Bridge No. 57 -0216K to Washington Street Overcrossing Bridge No. 57-0220. Replace bridge rail within Cabrillo Freeway Historic District. (Long Lead Project)	43013	18-19	PA&ED	\$4,740,000	\$2,520,000
		<u>Program Code</u> 201.112 - Bridge Rail Replacement and Upgrade					
		<u>Performance Measure</u> 1959.0 Linear feet					
54 11-SD-Var 0.0	1200 1116000094	At various locations, on Routes 5, 8, 15, 52, 54, 56, 67, 75, 76, 78, 94, 125, 163, 805 and 905 in San Diego County. Upgrade and install curve warning signs.	42490	18-19	PA&ED	\$498,000	\$498,000
		<u>Program Code</u> 201.015 - Collision Severity Reduction					
		<u>Performance Measure</u> 30 Collision(s) reduced					
55 12-Ora-1 5.5/7.9	2255 1216000003	In Laguna Beach, from 7th Avenue to north of Moss Street. Upgrade existing curb ramps, sidewalks, and driveways to Americans with Disabilities Act (ADA) Standards.	0P690	18-19	PS&E	\$3,399,000	\$4,000,000
		(The Department has determined this project is Categorically Exempt.)					
		<u>Program Code</u> 201.361 - Americans with Disabilities Act New Curb Ramps					
		<u>Performance Measure</u> 56 Curb ramp(s)					

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2a) Support Allocations for SHOPP Projects						Resolution FP-18-02	
56 12-Ora-5 30.3/31.4	2834A 1217000112	In Tustin and Santa Ana, from Route 55 to south of Grand Avenue. Cold plane existing asphalt concrete, overlay with Open Graded Friction Course (OGFC), and apply High Friction Surface Treatment (HFST).	0Q820	21-22	PA&ED	\$918,000	\$918,000
		<u>Program Code</u> 201.010 - Safety Improvements					
		<u>Performance Measure</u> 161 Collision(s) reduced					
57 12-Ora-5 34.5/36.8	2860N 1216000046	In and near Anaheim, from Santa Ana Bridge No. 55-0811 to 0.6 mile south of Harbor Boulevard Overcrossing. Enhance highway worker safety by access trails and access gates, relocating facilities away from traffic, and installing features to reduce repetitive maintenance activities.	0P900	18-19	PA&ED	\$270,000	\$270,000
		<u>Program Code</u> 201.235 - Roadside Safety Improvements/ Freeway Maintenance Access					
		<u>Performance Measure</u> 40 Location(s)					
58 12-Ora-5 34.5/37.4	2860P 1217000116	In the cities of Orange and Anaheim, from Santa Ana River Bridge to Harbor Boulevard. Improve wet pavement safety by repairing and placing a grooved polyester concrete overlay on three undercrossing bridge decks, and upgrading guardrail.	0Q850	19-20	PA&ED	\$776,000	\$776,000
		<u>Program Code</u> 201.010 - Safety Improvements					
		<u>Performance Measure</u> 102 Collision(s) reduced					
59 12-Ora-5 36.8/38.5	2861E 1216000047	In Anaheim, from north of Anaheim Boulevard to Santa Ana Street. Enhance highway worker safety by access trails and access gates, relocating facilities away from traffic, and installing features to reduce repetitive maintenance activities.	0P910	19-20	PA&ED	\$200,000	\$200,000
		<u>Program Code</u> 201.235 - Roadside Safety Improvements/ Freeway Maintenance Access					
		<u>Performance Measure</u> 40 Location(s)					

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2a) Support Allocations for SHOPP Projects						Resolution FP-18-02	
60 12-Ora-22 R1.2	2873B 1217000083	In Garden Grove, on the westbound offramp to Valley View Street. Modify existing traffic signals, add safety lighting, refresh pavement striping, and bring Americans with Disabilities Act (ADA) facilities to current standards.	0Q650	20-21	PA&ED	\$320,000	\$320,000
		<u>Program Code</u> 201.010 - Safety Improvements					
		<u>Performance Measure</u> 28 Collision(s) reduced					
61 12-Ora-39 9.7	3182 1217000080	In Stanton, at the intersection of Chapman Avenue. Modify signals, add safety lighting, add crosswalk striping, and bring Americans with Disabilities Act (ADA) facilities to current standards.	0Q640	20-21	PA&ED	\$345,000	\$345,000
		<u>Program Code</u> 201.010 - Safety Improvements					
		<u>Performance Measure</u> 31 Collision(s) reduced					
62 12-Ora-133 8.5/M9.3	4846 1214000130	In Irvine, from southbound Route 5 connector to the northbound Route 405 connector. Construct a new auxiliary lane to improve traffic flow.	0N890	19-20	PA&ED	\$1,503,000	\$1,503,000
		<u>Program Code</u> 201.310 - Operational Improvements					
		<u>Performance Measure</u> 271.0 Daily vehicle hour(s) of delay (DVHD)					

Component	No. of Phases	Total Amount
PA&ED	39	\$29,958,000
PS&E	22	\$28,913,000
R/W Sup	20	\$6,499,000
Total	81	\$65,370,000

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2b) Support Allocations for SHOPP SB 1 Projects of Primary Asset Classes						Resolution FP-18-02	
1 01-DN-101 8.2/8.7	1072 0100020444	Near Klamath, at Panther Creek Bridge No. 01-0025 and at Hunter Creek Bridge No. 01-0003. Seismic retrofit. (Concurrent consideration of funding under Resolution E-18-89; August 2018.) <u>Program Code</u> 201.113 - Bridge Seismic Restoration <u>Performance Measure</u> 2 Bridge(s)	0B090	18-19	PS&E R/W Sup	\$3,720,000 \$373,000	\$3,720,000 \$373,000
2 01-Men-101 R0.1/R9.6	4442 0116000024	Near Hopland, from 0.7 mile south of Geysers Road to Hopland Overhead. Pavement rehabilitation. (The Department has determined this project is Categorically Exempt.) <u>Program Code</u> 201.121 - Pavement Rehabilitation (CAPM) <u>Performance Measure</u> 36.2 Lane mile(s)	46630	18-19	PS&E R/W Sup	\$635,000 \$4,000	\$635,000 \$4,000
3 03-ED-50 R13.7/18.5	3317 0317000003	In and near Placerville, from west of El Dorado Road to west of Schnell School Road. Rehabilitate deteriorated culverts. <u>Program Code</u> 201.151 - Drainage System Restoration <u>Performance Measure</u> 32 Culvert(s)	1H800	19-20	PA&ED	\$200,000	\$200,000
4 03-ED-50 18.5/22.5	3335 0318000294	In and near Placerville, from west of Schnell School Road to east of Braeburn Lane. Rehabilitate deteriorated culverts and provide access for wildlife crossing the route. <u>Program Code</u> 201.151 - Drainage System Restoration <u>Performance Measure</u> 4 Culvert(s)	4H370	19-20	PA&ED	\$90,000	\$103,000
5 03-Pla-80 28.7/R63.5	5097 0300020615	In Placer and Nevada Counties, at various locations. Rehabilitate or replace bridges at six locations. (Concurrent consideration of funding under Resolution E-18-91; August 2018.) <u>Program Code</u> 201.110 - Bridge Major Rehabilitation <u>Performance Measure</u> 6 Bridge(s)	2F570	19-20	PS&E R/W Sup	\$6,350,000 \$485,000	\$6,350,000 \$485,000

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2b) Support Allocations for SHOPP SB 1 Projects of Primary Asset Classes						Resolution FP-18-02	
6 04-Ala-580 R30.8/46.5	1487A 0415000075	In and near Oakland and San Leandro, from Route 238 to Route 80. Install and upgrade Transportation Management System (TMS) elements. (The Department has determined this project is Categorically Exempt.) <u>Program Code</u> 201.315 - Transportation Management Systems <u>Performance Measure</u> 89 Field element(s)	3J050	19-20	PS&E R/W Sup	\$2,700,000 \$50,000	\$2,700,000 \$50,000
7 04-Mrn-1 28.5	0756K 0413000350	Near Point Reyes Station, at Lagunitas Creek Bridge No. 27-0023. Replace bridge. (Concurrent consideration of funding under Resolution E-18-116; August 2018.) <u>Program Code</u> 201.113 - Bridge Seismic Restoration <u>Performance Measure</u> 1 Bridge(s)	0G642	20-21	PS&E R/W Sup	\$2,850,000 \$750,000	\$2,850,000 \$750,000
8 04-SCI-17 2.8/13.9	1480B 0414000404	In and near Los Gatos, Campbell and San Jose, from Hebard Way to Route 280. Pavement rehabilitation. (The Department has determined this project is Categorically Exempt.) <u>Program Code</u> 201.121 - Pavement Rehabilitation (CAPM) <u>Performance Measure</u> 50.0 Lane mile(s)	1J970	19-20	R/W Sup	\$150,000	\$175,000
9 04-SM-101 16.5/23.0	1487J 0415000080	In the cities of Burlingame, Millbrae, San Bruno and South San Francisco, from Broadway to Oyster Point Boulevard. Pavement rehabilitation. (The Department has determined this project is Categorically Exempt.) <u>Program Code</u> 201.121 - Pavement Rehabilitation (CAPM) <u>Performance Measure</u> 58.6 Lane mile(s)	3J060	19-20	PS&E R/W Sup	\$1,342,000 \$132,000	\$1,342,000 \$132,000

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2b) Support Allocations for SHOPP SB 1 Projects of Primary Asset Classes						Resolution FP-18-02	
10 04-Sol-80 1.1/34.5	0480N 0414000017	In and near Vallejo, Dixon and Vacaville, at Route 80/29 Separation Bridge No. 23-0087, McCune Creek Bridge No. 23-0084L/R and Horse Creek Bridge No. 23-0077L. Bridge preventative maintenance. (The Department has determined this project is Categorically Exempt.) <u>Program Code</u> 201.119 - Bridge Preventative Maintenance <u>Performance Measure</u> 4 Bridge(s)	OJ600	18-19	PS&E	\$880,000	\$880,000
11 04-Sol-80 1.8/4.4	0481R 0414000029	In Vallejo, from Magazine Street Overcrossing No. 23-0066 to Redwood Street Overcrossing No. 23-0114. Increase vertical clearance at six overcrossing structures. ACCELERATED BRIDGE (The Department has determined this project is Categorically Exempt.) <u>Program Code</u> 201.322 - Trans Permit Requirements for Bridges <u>Performance Measure</u> 6 Bridge(s)	OJ710	18-19	PS&E	\$2,154,000	\$2,154,000
12 05-Mon-1 39.8/74.6	2534 0514000046	In and near Big Sur and Carmel, from Torre Canyon Bridge to San Luis Avenue. Pavement rehabilitation. (Concurrent consideration of funding under Resolution E-18-93; August 2018.) <u>Program Code</u> 201.121 - Pavement Rehabilitation (CAPM) <u>Performance Measure</u> 72.1 Lane mile(s)	1F680	18-19	PS&E R/W Sup	\$1,427,000 \$41,000	\$1,427,000 \$41,000
13 05-SB-1 R36.4/49.2	2586 0514000110	Near Santa Maria, from Solomon Road to Route 166. Pavement rehabilitation. (Concurrent consideration of funding under Resolution E-18-95; August 2018.) <u>Program Code</u> 201.121 - Pavement Rehabilitation (CAPM) <u>Performance Measure</u> 18.6 Lane mile(s)	1G130	19-20	PS&E R/W Sup	\$916,000 \$104,000	\$916,000 \$104,000

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2b) Support Allocations for SHOPP SB 1 Projects of Primary Asset Classes						Resolution FP-18-02	
14 05-SB-101 2.6/9.2	2426 0517000082	In Carpinteria, from Casitas Pass Overcrossing to 0.2 miles north of Sheffield Avenue Undercrossing. Rehabilitate roadway. (G13 Contingency)	1C821	19-20	PS&E R/W Sup	\$1,380,000 \$220,000	\$1,380,000 \$220,000
<p>(Future consideration of funding approved under Resolution E-14-61; December 2014.)</p> <p>(As part of this allocation request, the Department is requesting to extend the completion of the R/W Support phase an additional 20 months beyond the 36 months deadline.)</p> <p><u>Program Code</u> 201.120 - Roadway Rehabilitation (3R)</p> <p><u>Performance Measure</u> 8.0 Lane mile(s)</p>							
15 05-SB-101 4.4/R7.7	2426A 0517000083	In and near Summerland, from 0.9 mile south of South Padaro Lane Undercrossing to 0.6 mile north of Padaro Lane Overcrossing. Rehabilitate roadway.	1C822	20-21	PS&E R/W Sup	\$4,370,000 \$290,000	\$4,370,000 \$290,000
<p>(Future consideration of funding approved under Resolution E-14-61; December 2014.)</p> <p>(As part of this allocation request, the Department is requesting to extend the completion of the R/W Support phase an additional 20 months beyond the 36 months deadline.)</p> <p><u>Program Code</u> 201.120 - Roadway Rehabilitation (3R)</p> <p><u>Performance Measure</u> 11.6 Lane mile(s)</p>							
16 05-SB-101 R7.3/9.2	2426C 0517000084	In and near Summerland, from 0.2 mile north of Padaro Lane Overcrossing to 0.2 mile north of Sheffield Avenue. Rehabilitate roadway.	1C823	20-21	PS&E R/W Sup	\$330,000 \$90,000	\$330,000 \$90,000
<p>(Future consideration of funding approved under Resolution E-14-61; December 2018.)</p> <p>(As part of this allocation request, the Department is requesting to extend the completion of the R/W Support phase an additional 20 months beyond the 36 months deadline.)</p> <p><u>Program Code</u> 201.120 - Roadway Rehabilitation (3R)</p> <p><u>Performance Measure</u> 6.8 Lane mile(s)</p>							

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2b) Support Allocations for SHOPP SB 1 Projects of Primary Asset Classes						Resolution FP-18-02	
17 05-SLO-1 32.6	0072 0515000097	In Morro Bay, at Toro Creek Bridge. Replace bridge. (Concurrent consideration of funding under Resolution E-18-94; August 2018.) <u>Program Code</u> 201.110 - Bridge Major Rehabilitation <u>Performance Measure</u> 1 Bridge(s)	0L721	19-20	PS&E R/W Sup	\$2,300,000 \$275,000	\$2,300,000 \$275,000
18 06-Fre-198 Var	6921 0618000015	In Fresno County, on Route 198 at various locations. Improve drainage facilities by repairing or replacing culverts. <u>Program Code</u> 201.151 - Drainage System Restoration <u>Performance Measure</u> 102 Drainage system(s)	0X060	22-23	PA&ED	\$3,000,000	\$3,000,000
19 06-Fre-Var Var	6923 0617000152	In Fresno, Kern, Kings, Madera, and Tulare Counties, at various locations. Repair Transportation Management System (TMS) elements. <u>Program Code</u> 201.315 - Transportation Management Systems <u>Performance Measure</u> 76 Field element(s)	0W180	20-21	PA&ED	\$400,000	\$400,000
20 06-Ker-5 82.0/87.0	6820 0615000301	Near Kettleman City, from 0.34 mile south of Twisselman Road Overcrossing to Kings County line. Cold plane pavement, repair concrete pavement panels, place Hot Mix Asphalt (HMA) and Rubberized Hot Mix Asphalt (RHMA) pavement to rehabilitate roadway. (The Department has determined this project is Categorically Exempt.) <u>Program Code</u> 201.122 - Roadway Rehabilitation (2R) <u>Performance Measure</u> 21.0 Lane mile(s)	0U470	19-20	PS&E R/W Sup	\$1,200,000 \$25,000	\$1,200,000 \$25,000
21 06-Kin-43 0.0/3.2	6965 0618000061	In and near Corcoran, from Tulare County line to west of Santa Fe Avenue. Pavement rehabilitation. <u>Program Code</u> 201.121 - Pavement Rehabilitation (CAPM) <u>Performance Measure</u> 6.4 Lane mile(s)	0X390	19-20	PA&ED	\$550,000	\$550,000

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2b) Support Allocations for SHOPP SB 1 Projects of Primary Asset Classes						Resolution FP-18-02	
22 07-LA-14 28.9	5219 0717000036	In the City of Santa Clarita, near southbound offramp to Sierra Highway. Replace damaged drainage system that includes seventeen culverts. (The Department has determined this project is Categorically Exempt.) <u>Program Code</u> 201.151 - Drainage System Restoration <u>Performance Measure</u> 1 Culvert(s)	33760	19-20	PS&E	\$1,881,000	\$1,881,000
23 07-LA-101 11.8/35.3	4770 0714000217	In the cities of Los Angeles, Calabasas and Agoura Hills, from Route 170 to Kanan Road. Rehabilitate pavement, construct and upgrade Americans with Disabilities Act (ADA) curb ramps. (The Department has determined this project is Categorically Exempt.) <u>Program Code</u> 201.121 - Pavement Rehabilitation (CAPM) <u>Performance Measure</u> 4.0 Lane mile(s)	30750	19-20	R/W Sup	\$649,000	\$649,000
24 08-SBd-38 47.5/59.4	0205C 0812000111	Near Big Bear Lake, from Zaca Road to Route 18. Replace culverts. (The Department has determined this project is Categorically Exempt.) <u>Program Code</u> 201.151 - Drainage System Restoration <u>Performance Measure</u> 43 Culvert(s)	0G800	19-20	PS&E R/W Sup	\$1,730,000 \$2,822,000	\$1,730,000 \$2,822,000
25 10-Mer-152 0.0	3139 1015000005	In Merced County on Routes 152, 59, and 99 and in San Joaquin County on Routes 5 and 12, at various locations. Rehabilitate culverts. (Concurrent consideration of funding under Resolution E-18-103; August 2018.) <u>Program Code</u> 201.151 - Drainage System Restoration <u>Performance Measure</u> 16 Culvert(s)	0S120	19-20	PS&E R/W Sup	\$743,000 \$124,000	\$743,000 \$124,000

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2b) Support Allocations for SHOPP SB 1 Projects of Primary Asset Classes						Resolution FP-18-02	
26 10-SJ-5 R21.4	3235 1018000077	Near Lathrop, at Mathews Road Undercrossing 29-0218L. Improve to standard truck capacity. (The Department has determined this project is Categorically Exempt.) <u>Program Code</u> 201.322 - Trans Permit Requirements for Bridges <u>Performance Measure</u> 1 Bridge(s)	1H341	17-18	R/W Sup	\$5,000	\$5,000
27 10-SJ-5 R21.4/27.9	3250 1016000053	In and near Stockton, on Routes 4 (PM 14.6/21.2), 5 and 99 (PM 15.8/18.5) at various locations. Install Intelligent Transportation System (ITS) elements. (The Department has determined this project is Categorically Exempt.) <u>Program Code</u> 201.315 - Transportation Management Systems <u>Performance Measure</u> 22 Field element(s)	1F400	18-19	R/W Sup	\$380,000	\$380,000
28 10-SJ-120 R0.6/R6.1	3230 1017000021	In and near Manteca and Lathrop, from Route 5 to Route 99; also on Route 5 at PM R13.34 and on Route 99 at PM 4.56. Install Intelligent Transportation System (ITS) field elements. (The Department has determined this project is Categorically Exempt.) <u>Program Code</u> 201.315 - Transportation Management Systems <u>Performance Measure</u> 59 Field element(s)	1C960	20-21	PS&E	\$1,221,000	\$1,221,000
29 11-SD-Var 0.0	1262 1117000102	In San Diego County, at various locations. Repair and install Vehicle Detection Station (VDS) elements including Microwave Vehicle Detection Systems (MVDS) and loop detectors. (The Department has determined this project is Categorically Exempt.) <u>Program Code</u> 201.315 - Transportation Management Systems <u>Performance Measure</u> 239 Field element(s)	42970	19-20	PS&E	\$2,160,000	\$2,160,000

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2b) Support Allocations for SHOPP SB 1 Projects of Primary Asset Classes						Resolution FP-18-02	
30 12-Ora-Var 0.0	3450A 1217000003	In Costa Mesa, at the Route 55/73 Connector Overcrossing Bridge No. 55-538F (PM 4.74), Route 91 Carmenita Road Pedestrian Overcrossing Bridge No. 55-0473 (PM 0.02) and Route 405 Laguna Canyon Road Overcrossing Bridge No. 55-0247 (PM 2.20). Seismic restoration.	0Q390	18-19	PA&ED	\$1,048,000	\$1,048,000
		<u>Program Code</u> 201.113 - Bridge Seismic Restoration					
		<u>Performance Measure</u> 3 Bridge(s)					

Component	No. of Phases	Total Amount
PA&ED	6	\$5,301,000
PS&E	20	\$40,289,000
R/W Sup	19	\$6,994,000
Total	45	\$52,584,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 15-16, 2018

Reference No: 2.5b.(5)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Ron Sheppard, Chief (Acting)
Division of Budgets

Subject: FINANCIAL ALLOCATION FOR A SHOPP PROJECT
RESOLUTION FP-18-19

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of \$3,829,000 for the State Highway Operation and Protection Program (SHOPP) ITS (PPNO 1174) project, on various routes, in San Diego County?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission approve an allocation of \$3,829,000 for the SHOPP ITS (PPNO 1174) project, on various routes, in San Diego County.

BACKGROUND:

The attached vote list describes one SHOPP project totaling \$3,829,000. The Department is ready to proceed with this project, and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that \$3,004,000 be allocated from the Budget Act of 2018, Budget Act Item 2660-302-0890 and Non-Budget Act Item 2660-802-3290 for construction and \$825,000 for construction engineering for the SHOPP project described on the attached vote list.

Attachment

2.5 Highway Financial Matters

Project No. Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type																				
2.5b.(5) SHOPP Projects				Resolution FP-18-19																				
1 \$3,829,000 San Diego 11-SD-Var 0.0	In San Diego County, on various routes at various locations. <u>Outcome/Output:</u> Replace Changeable Message Signs (CMS) panels with Advanced Variable Message Signs (AVMS) panels. This project will replace message signs at the end of their lifecycle with new technology.	11-1174 SHOPP/18-19 CON ENG \$886,000 CONST \$4,586,000 1115000060	505-3290 RMRA 001-0890 FTF 20.10.201.315 2017-18 802-3290 RMRA 2018-19 302-0890 FTF 20.20.201.315	\$95,000 <u>\$730,000</u> \$825,000 \$345,000 <u>\$2,659,000</u> \$3,004,000																				
	<table border="0"> <tr> <td>Preliminary</td> <td></td> <td></td> </tr> <tr> <td><u>Engineering</u></td> <td><u>Budget</u></td> <td><u>Expended</u></td> </tr> <tr> <td>PA&ED</td> <td>\$389,000</td> <td>\$381,367</td> </tr> <tr> <td>PS&E</td> <td>\$993,000</td> <td>\$907,023</td> </tr> <tr> <td>R/W Sup</td> <td>\$0</td> <td>\$0</td> </tr> </table>	Preliminary			<u>Engineering</u>	<u>Budget</u>	<u>Expended</u>	PA&ED	\$389,000	\$381,367	PS&E	\$993,000	\$907,023	R/W Sup	\$0	\$0	4 42080							
Preliminary																								
<u>Engineering</u>	<u>Budget</u>	<u>Expended</u>																						
PA&ED	\$389,000	\$381,367																						
PS&E	\$993,000	\$907,023																						
R/W Sup	\$0	\$0																						
	(CEQA - CE, 10/20/2016; Re-validation 6/18/2018) (NEPA - CE, 10/20/2016; Re-validation 6/18/2018)																							
<table border="1"> <tr> <td colspan="5">Performance Measure: TMS Elements</td> </tr> <tr> <td></td> <td><u>Unit</u></td> <td><u>Good (Operational)</u></td> <td><u>Poor (Not Operational)</u></td> <td><u>Quantity</u></td> </tr> <tr> <td>Existing Condition</td> <td>Field element(s)</td> <td>0.0%</td> <td>100.0%</td> <td>25.0</td> </tr> <tr> <td>Post Condition</td> <td>Field element(s)</td> <td>100.0%</td> <td>0.0%</td> <td>25.0</td> </tr> </table>					Performance Measure: TMS Elements						<u>Unit</u>	<u>Good (Operational)</u>	<u>Poor (Not Operational)</u>	<u>Quantity</u>	Existing Condition	Field element(s)	0.0%	100.0%	25.0	Post Condition	Field element(s)	100.0%	0.0%	25.0
Performance Measure: TMS Elements																								
	<u>Unit</u>	<u>Good (Operational)</u>	<u>Poor (Not Operational)</u>	<u>Quantity</u>																				
Existing Condition	Field element(s)	0.0%	100.0%	25.0																				
Post Condition	Field element(s)	100.0%	0.0%	25.0																				

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 15-16, 2018

Reference No: 2.5b.(4)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Ron Sheppard, Chief (Acting)
Division of Budgets

Subject: **FINANCIAL ALLOCATION FOR SHOPP PROJECTS (ADVANCEMENT)**
RESOLUTION FP-18-18

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of \$22,616,000 for the State Highway Operation and Protection Program (SHOPP) ITS Route 5/8 Separation to north of Route 5/76 Separation project (PPNO 1281), in San Diego County, programmed in Fiscal Year (FY) 2019-20?

RECOMMENDATION:

In order to align funding and move forward in a timely manner, the California Department of Transportation (Department) recommends that the Commission approve an allocation of \$22,616,000 for the SHOPP ITS Route 5/8 Separation to north of Route 5/76 Separation project (PPNO 1281), in San Diego County, programmed in FY 2019-20. All advance funding will be deducted from future year capacity.

BACKGROUND:

The attached vote list describes one SHOPP project programmed in FY 2019-20 totaling \$22,616,000. The Department is ready to proceed with this project, and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved that \$19,621,000 be allocated from the Budget Act of 2018, Budget Act Item 2660-302-0890 and Non-Budget Act Item 2660-802-3290 for construction and \$2,995,000 for construction engineering for the SHOPP project described on the attached vote list.

Attachment

2.5 Highway Financial Matters

Project No. Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(4) SHOPP Projects (Advancements)			Resolution FP-18-18	

1 \$22,616,000	In San Diego County, from 0.6 mile south of Route 5/8 Separation to 1.5 miles north of Route 5/76 Separation.	11-1281 SHOPP/19-20	505-3290 RMRA 001-0890 FTF	\$252,000 <u>\$2,743,000</u>
San Diego 11-SD-5 R19.5/R55.4	<u>Outcome/Output</u> : Install Vehicle Detection Stations (VDS), Changeable Message Signs (CMS), Closed Circuit Television (CCTV), Ramp Metering, Traffic Signal and Fiber Optic Network elements to reduce user delay and improve system reliability.	CON ENG \$2,995,000 CONST \$19,621,000 1116000101	20.10.201.315 2017-18 802-3290 RMRA 2018-19	\$2,995,000 \$1,654,000
	Preliminary	4	302-0890 FTF	<u>\$17,967,000</u>
	<u>Engineering</u>	42560	20.20.201.315	\$19,621,000

	<u>Budget</u>	<u>Expended</u>
PA&ED	\$0	\$0
PS&E	\$1,497,000	\$340,461
R/W Sup	\$122,000	\$0

(CEQA - EIR, 10/23/2013; Re-validation 7/2/2018)
(NEPA - EIS, 1/27/2015; Re-validation 7/2/2018)

(Future consideration of funding approved under Resolution E-14-11; March 2014.)

(EA 42560/PPNO 11-1281 combined with EA 42260/PPNO 11-1192 for construction under STIP Project EA 2T218/Project ID 1116000174)

(Concurrent SB-1 Baseline Agreement approval under Resolution SHOPP-P-1819-03B; August 2018.)

Performance Measure: TMS Elements				
	<u>Unit</u>	<u>Good (Operational)</u>	<u>Poor (Not Operational)</u>	<u>Quantity</u>
Existing Condition	Field element(s)	0.0%	100.0%	103.0
Post Condition	Field element(s)	100.0%	0.0%	103.0

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 15-16, 2018

Reference No: 2.5c.(6)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Ron Sheppard, Chief (Acting)
Division of Budgets

Subject: FINANCIAL ALLOCATION FOR A SEISMIC RETROFIT (PROPOSITION 192) PROJECT
RESOLUTION FP-18-17

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of \$1,000,000 in Proposition 192 Bond fund to the Bay Area Toll Authority (BATA) for the Toll Bridge Seismic Retrofit Program (TBSRP)?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission approve an allocation of \$1,000,000 in Proposition 192 Bond fund to BATA for the TBSRP.

BACKGROUND:

Assembly Bill (AB) 144 (2005) established a funding level of \$8.685 billion for the TBSRP and required a contribution of \$790 million in Proposition 192 Bond funds to the TBSRP. Over time, the Commission allocated \$789 million in Proposition 192 Bond funds to the various TBSRP toll bridges. This request is for the Commission to allocate the final \$1 million of Proposition 192 Bond funds to BATA to fulfill the required of AB 144.

FINANCIAL RESOLUTION:

Resolved that \$1,000,000 be allocated from Non-Budget Act Item 2660-801-0653 for the use of the Toll Bridge Seismic Retrofit Program.

Attachment

2.5 Highway Financial Matters

Project #	Allocation Amount	Recipient	Project Title	PPNO	Budget Year	Amount by	
<u>RTPA/CTC</u>	County	Dist-Co-Rte	Location	Program/Year	Item #	Fund Type	
Postmile	Project Description	Project Support Expenditures	Phase	Prgm'd Amount	Fund Type	Fund Type	
			EA	EA	Program Code		
2.5c.(6)		Seismic Retrofit Allocation (Proposition 192)				Resolution FP-18-17	
1	\$1,000,000	Bay Area Toll Authority	Allocate of Proposition 192 Bond funds for the use of the Toll Bridge Seismic Retrofit Account.	04	801-0653	\$1,000,000	
		<u>MTC</u>		TBSRP/18-19	20.20.202.837		
		04-San Francisco		\$1,000,000			
				0416000289			
				013581			

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 15-16, 2018

Reference No: 2.5c.(2)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Ron Sheppard, Chief (Acting)
Division of Budgets

Subject: **FINANCIAL ALLOCATION FOR A LOCALLY-ADMINISTERED STIP PROJECT
ON THE STATE HIGHWAY SYSTEM
RESOLUTION FP-18-04**

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of \$31,555,000 for the locally-administered State Transportation Improvement Program (STIP) State Route 60 Truck Climbing/Descending Lanes project (PPNO 0046J), in Riverside County?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve an allocation of \$31,555,000 for the locally-administered STIP State Route 60 Truck Climbing/Descending Lanes project (PPNO 0046J), in Riverside County.

BACKGROUND:

The attached vote list describes one STIP project totaling \$31,555,000. The local agency is ready to proceed with this project, and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved that \$31,555,000 be allocated from the Budget Act of 2017, Budget Act Items 2660-301-0042 and 2660-301-0890 for the locally-administered STIP project described on the attached vote list.

Attachment

2.5 Highway Financial Matters

Project #	Allocation Amount	Recipient <u>RTPA/CTC</u> County	Dist-Co-Rte	Postmile	Project Title Location	Project Description Project Support Expenditures	PPNO Program/Year Phase	Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(2) Locally-Administered STIP Projects On the State Highway System										
										Resolution FP-18-04
1	\$31,555,000	Riverside County Transportation Commission <u>RCTC</u>	08-Riv-60	22.1/26.6	SR60 Truck Climbing/ Descending Lanes. Near Beaumont. Construct new eastbound and westbound truck lanes from Gilman Springs Road to 1.47 miles west of Jack Rabbit Trail and upgrade existing inside and outside shoulders to standard width.	Final Project Development : N/A Final Right of Way : N/A (CEQA - MND, 05/16/2016.) (NEPA - FONSI, 05/16/2016) (Future consideration of funding approved under Resolution E-16-74; October 2016) (Right of Way Certification:6/11/2018) (Contribution from other sources: \$87,085,000 that includes SHOPP=\$40,000,000 [Concurrent allocation requests under Resolution FP-18-01]) (For construction purposes, this contract will be combined with two SHOPP contracts: PPNO 0045G, EA 0Q180, Project ID 0800020220 and PPNO 0033N, EA 1C090, Project ID 0812000287)	08-0046J RIP/18-19 CONST \$31,555,000 0812000307 4CONL 0N69U	2017-18 301-0042 SHA 301-0890 FTF 20.20.075.600	\$3,619,000 <u>\$27,936,000</u> \$31,555,000	
<u>Outcome/Output:</u> Truck climbing lane-miles constructed: 4.5										

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 15-16, 2018

Reference No: 2.5c.(3)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Ron Sheppard, Chief (Acting)
Division of Budgets

Subject: FINANCIAL ALLOCATION FOR LOCALLY-ADMINISTERED STIP PROJECTS
OFF THE STATE HIGHWAY SYSTEM
RESOLUTION FP-18-05

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of \$18,019,000 for 25 State Transportation Improvement Program (STIP) projects, off the State Highway System?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve an allocation of \$18,019,000 for 25 STIP projects, as follows:

- o \$10,275,000 for four STIP projects and
- o \$7,744,000 for 21 STIP Planning, Programming, and Monitoring projects.

BACKGROUND:

The attached vote list describes 25 STIP projects totaling \$18,019,000. The local agencies are ready to proceed with these projects, and are requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved that \$18,019,000 be allocated from the Budget Act of 2017, Budget Act Items 2660-101-0042 and 2660-101-0890 for 25 locally-administered STIP projects described on the attached vote list.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3a) Locally-Administered STIP Projects Off the State Highway System			Resolution FP-18-05	
1 \$6,800,000 Lassen County <u>LCTC</u> 02-Lassen	Skyline Road Extension (Phase 2). In Susanville, from Route 139 to Route 36 east (Skyline East and Extension), outside the City of Susanville. Skyline Road corridor improvements. Construct two lane highway with a Class I bike way, complete with traffic signals at each intersection and bridge across Susan River. (CEQA - EIR 06/22/2011; Revalidation, 06/20/2018.) (NEPA - EA, 03/16/2005) (Right of Way Certification: 06/13/2018) (Future consideration of funding approved under Resolution 11-40; June 2011.) <u>Outcome/Output:</u> Skyline Road Extension will connect SR 133 to SR 36 and provide an alternate route for travel to/from SR 139 and the northern Susanville area. Relieve traffic congestion	02-2121A RIP/18-19 CONST \$6,800,000 0200000069 S	2017-18 101-0890 FTF 20.30.600.620	\$6,800,000
2 \$100,000 Trinity County <u>Trinity CTC</u> 02-Trinity	Lowden Park to Senior Center Bike/Pedestrian Path. In Weaverville, on Browns Ranch Road from Lowden Park to the Golden Age Senior Center and residential area. New pedestrian/bicycle bridge crossing East Weaver Creek. (CEQA - EIR, 06/11/2009.) (NEPA - FONSI, 5/17/2017) (Future consideration of funding approved under Resolution E-09-48; June 2009.) <u>Outcome/Output:</u> This Bike/Pedestrian trail will provide a safe connection from Lowden Park and the adjacent elementary school to residential areas and senior facilities.	02-2487 RIP/18-19 PS&E \$100,000 0200000428 S	2017-18 101-0042 SHA 101-0890 FTF 20.30.600.620	\$12,000 \$88,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3a) Locally-Administered STIP Projects Off the State Highway System			Resolution FP-18-05	
3 \$181,000 Santa Cruz County Regional Transportation Commission <u>SCCRTC</u> 05-Santa Cruz	Cruz511 Traveler Information Program. Transportation demand management, including centralized traveler information system and ride matching services. (CEQA - NOE, 6/27/2018.) (SB 184 effective July 1, 2018) <u>Outcome/Output:</u> Reduce traffic congestion, vehicle trips, vehicle miles traveled, greenhouse gases, improve health and air quality by shifting single occupancy vehicle trips to sustainable mode.	05-2826 RIP/18-19 CONST \$181,000 0518000236 S	2017-18 101-0042 SHA 20.30.010.810	\$181,000
4 \$3,194,000 City of Tracy <u>SJCOG</u> 10-San Joaquin	MacArthur Drive Widening and Reconstruction. In Tracy, on MacArthur Drive, from Schulte Road to Valpico Road. Widen from two to four lanes. (CEQA - MND, 10/21/2013 (NEPA - CE, 08/15/2017 (Time extension for FY 16-17 CONST expires on 10/31/2018) (Right of Way Certification No. 1, 07/25/2018) (Concurrent Consideration of Funding under Resolution E-18-108, August 2018) <u>Outcome/Output:</u> Widening is required to accommodate curent traffic flow from south side of the City.	10-6629 RIP/16-17 CONST \$3,194,000 1000020296 S	2017-18 101-0890 FTF 20.30.600.620	\$3,194,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3b) Local STIP Planning, Programming and Monitoring Projects			Resolution FP-18-05	
1 \$42,000 Del Norte Local Transportation Commission <u>DNLTC</u> 01-Del Norte	Planning, Programming and Monitoring (SB 184 effective July 1, 2018)	01-1032 RIP/18-19 CONST \$42,000 0117000208 S	2017-18 101-0042 SHA 20.30.600.670	\$42,000
2 \$35,000 Lake County/City Area Planning Council <u>Lake CCAPC</u> 01-Lake	Planning, Programming and Monitoring (SB 184 effective July 1, 2018)	01-3002P RIP/18-19 CONST \$35,000 0117000244 S	2017-18 101-0042 SHA 20.30.600.670	\$35,000
3 \$89,000 Mendocino County Council of Governments <u>MCOG</u> 01-Mendocino	Planning, Programming and Monitoring (SB 184 effective July 1, 2018)	01-4002P RIP/18-19 CONST \$89,000 0117000247 S	2017-18 101-0042 SHA 20.30.600.670	\$89,000
4 \$110,000 Lassen County Transportation Commission <u>LCTC</u> 02-Lassen	Planning, Programming and Monitoring	02-2124 RIP/18-19 CONST \$111,000 0217000023 S	2017-18 101-0042 SHA 20.30.600.670	\$110,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3b) Local STIP Planning, Programming and Monitoring Projects			Resolution FP-18-05	
5 \$29,000 Plumas County Transportation Commission <u>PCTC</u> 02-Plumas	Planning, Programming and Monitoring	02-2057 RIP/18-19 CONST \$29,000 0216000082 S	2017-18 101-0042 SHA 20.30.600.670	\$29,000
6 \$20,000 Trinity County Transportation Commission <u>TrinityCTC</u> 02-Trinity	Planning, Programming and Monitoring	02-2066 RIP/18-19 CONST \$20,000 0214000129 S	2017-18 101-0042 SHA 20.30.600.670	\$20,000
7 \$79,000 Nevada County Transportation Commission <u>NCTC</u> 03-Nevada	Planning, Programming and Monitoring (SB 184 effective July 1, 2018)	03-0L83 RIP/18-19 CONST \$79,000 0318000333 S	2017-18 101-0042 SHA 20.30.600.670	\$79,000
8 \$559,000 Sacramento Area Council of Governments <u>SACOG</u> 03-Sacramento	Planning, Programming and Monitoring (SB 184 effective July 1, 2018) This allocation combines 4 projects programmed in the 2018 STIP: PPNO 0L30 (Sacramento) for \$412,000, PPNO 1L53 (Sutter) for \$38,000, PPNO 0L37 (Yolo) for \$80,000, PPNO 0L41 (Yuba) for 29,000.	03-VARIOUS RIP/18-19 CONST \$559,000 0318000338 S	2017-18 101-0042 SHA 20.30.600.670	\$559,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3b) Local STIP Planning, Programming and Monitoring Projects			Resolution FP-18-05	
9 \$565,000 Alameda County Transportation Commission <u>MTC</u> 04-Alameda	Planning, Programming and Monitoring (SB 184 effective July 1, 2018)	04-2179 RIP/18-19 CONST \$565,000 0418000463 S	2017-18 101-0042 SHA 20.30.600.670	\$565,000
10 \$676,000 Metropolitan Transportation Commission <u>MTC</u> 04-Alameda	Planning, Programming and Monitoring (SB 184 effective July 1, 2018) This allocation combines 9 projects programmed in the 2018 STIP: PPNO 2100 (Alameda) for \$140,000, PPNO 2118 (Contra Costa) for \$91,000, PPNO 2127 (Marin) for \$26,000, PPNO 2130 (Napa) for \$16,000, PPNO 2131 (San Francisco) for \$71,000, PPNO 2140 (San Mateo) for \$74,000, PPNO 2144 (Santa Clara) for \$163,000, PPNO 2152 (Solano) for \$43,000, PPNO 2156 (Sonoma) for \$52,000.	04-VARIOUS RIP/18-19 CONST \$676,000 0418000475 S	2017-18 101-0042 SHA 20.30.600.670	\$676,000
11 \$454,000 Contra Costa Transportation Authority <u>MTC</u> 04-Contra Costa	Planning, Programming and Monitoring (SB184 effective July 1, 2018)	04-2011O RIP/18-19 CONST \$454,000 0418000465 S	2017-18 101-0042 SHA 20.30.600.670	\$454,000
12 \$783,000 Santa Clara Valley Transportation Authority <u>MTC</u> 04-Santa Clara	Planning, Programming and Monitoring (SB184 effective July 1, 2018)	04-2255 RIP/18-19 CONST \$783,000 0418000464 S	2017-18 101-0042 SHA 20.30.600.670	\$783,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3b) Local STIP Planning, Programming and Monitoring Projects			Resolution FP-18-05	
13 \$338,000 City/County Association of Governments of San Mateo County <u>MTC</u> 04-San Mateo	Planning, Programming and Monitoring (SB184 effective July 1, 2018)	04-2140A RIP/18-19 CONST \$338,000 0418000460 S	2017-18 101-0042 SHA 20.30.600.670	\$338,000
14 \$204,000 Solano Transportation Authority <u>MTC</u> 04-Solano	Planning, Programming and Monitoring (SB 184 effective July 1, 2018)	04-2263 RIP/18-19 CONST \$204,000 0418000453 S	2017-18 101-0042 SHA 20.30.600.670	\$204,000
15 \$231,000 Transportation Agency For Monterey County <u>TAMC</u> 05-Monterey	Planning, Programming and Monitoring	05-1165 RIP/18-19 CONST \$231,000 0518000190 S	2017-18 101-0042 SHA 20.30.600.670	\$231,000
16 \$174,000 Santa Cruz County Regional Transportation Commission <u>SCCRTC</u> 05-Santa Cruz	Planning, Programming and Monitoring	05-0921 RIP/18-19 CONST \$174,000 0518000235 S	2017-18 101-0042 SHA 20.30.600.670	\$174,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3b) Local STIP Planning, Programming and Monitoring Projects			Resolution FP-18-05	
17 \$199,000 Kern Council of Governments <u>KCOG</u> 06-Kern	Planning, Programming and Monitoring	06-6L03 RIP/18-19 CONST \$199,000 0618000239 S	2017-18 101-0042 SHA 20.30.600.670	\$199,000
18 \$19,000 Alpine County Local Transportation Commission <u>ACLTC</u> 10-Alpine	Planning, Programming and Monitoring	10-A1950 RIP/18-19 CONST \$19,000 1018000286 S	2017-18 101-0042 SHA 20.30.600.670	\$19,000
19 \$52,000 Calaveras Council of Governments <u>CCOG</u> 10-Calaveras	Planning, Programming and Monitoring	10-C1950 RIP/18-19 CONST \$52,000 1018000285 S	2017-18 101-0042 SHA 20.30.600.670	\$52,000
20 \$1,605,000 San Diego Association of Governments <u>SANDAG</u> 11-San Diego	Planning, Programming and Monitoring (SB 184 effective July 1, 2018.)	11-7402 RIP/18-19 CONST \$1,605,000 1118000269 S	2017-18 101-0042 SHA 20.30.600.670	\$1,605,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3b) Local STIP Planning, Programming and Monitoring Projects		Resolution FP-18-05		
21 \$1,481,000 Orange County Transportation Authority <u>OCTA</u> 12-Orange	Planning, Programming and Monitoring (SB 184 effective July 1, 2018.)	12-2132 RIP/18-19 CONST \$1,481,000 1219000007 S	2017-18 101-0042 SHA 20.30.600.670	\$1,481,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 15-16, 2018

Reference No.: 2.6a.(1)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Ron Sheppard, Chief (Acting)
Division of Budgets

Subject: **FINANCIAL ALLOCATION FOR A STIP TRANSIT ASSEMBLY BILL (AB) 3090
REIMBURSEMENT PROJECT
RESOLUTION MFP-18-01**

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of \$17,200,000 for the locally-administered State Transportation Improvement Program (STIP) Transit AB 3090 reimbursement project (PPNO 4027A), in Los Angeles County?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve an allocation of \$17,200,000 for the locally-administered STIP Transit AB 3090 reimbursement project (PPNO 4027A), in Los Angeles County.

BACKGROUND:

The attached vote list describes one locally-administered STIP Transit AB 3090 reimbursement project for \$17,200,000 located in Los Angeles County. AB 3090 reimbursement authority allows local agencies to use local funds to start work on their projects programmed in the STIP and be reimbursed with State funds in a future year when funds are made available. For the agency with an approved AB 3090 reimbursement agreement, as identified on the attached vote list, the year of reimbursement is Fiscal Year (FY) 2018-19. The agency has requested 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 \$17,200,000 be allocated from the Budget Act of 2017, Budget Act Item 2660-101-0046 for the locally-administered STIP Transit AB 3090 reimbursement project, programmed in FY 2018-19 described on the attached vote list.

Attachment

2.6 Mass Transportation Financial Matters

Project #	Allocation Amount	Recipient	Project Title	PPNO Program/Year	Budget Year	Amount by
<u>RTPA/CTC</u>			Location	Phase	Item #	Fund Type
District-County			Project Description	Prgm'd Amount	Fund Type	Amount by
				Project ID	Program Code	Fund Type
				Adv. Phase		
2.6a.(1)			AB 3090 Reimbursement for STIP Transit Projects			Resolution MFP-18-01
1	\$17,200,000		AB 3090 Reimbursement Project. AB 3090 Reimbursement Project	07-4027A	2017-18	\$17,200,000
				RIP/18-19	101-0046	
				CONST	PTA	
Los Angeles County			<u>Outcome/Output:</u> AB 3090 reimbursement for Crenshaw/LAX Transit Corridor Project.	\$17,200,000	30.10.070.625	
Metropolitan				0719000007		
Transportation				S		
Authority			<u>ALLOCATION IS CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.</u>			
<u>LACMTA</u>						
07-Los Angeles						

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 15-16, 2018

Reference No: 2.6a.(2)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Ron Sheppard, Chief (Acting)
Division of Budgets

Subject: FINANCIAL ALLOCATION FOR LOCALLY-ADMINISTERED STIP RAIL PROJECTS
RESOLUTION MFP-18-02

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of \$4,177,000 for two locally-administered State Transportation Improvement Program (STIP) Rail projects?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve an allocation of \$4,177,000 for two locally-administered STIP Rail projects.

BACKGROUND:

The attached vote list describes two locally-administered STIP Rail projects totaling \$4,177,000. The local agencies are ready to proceed with these projects, and are requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved that \$4,177,000 be allocated from the Budget Act of 2017, Budget Act Item 2660-301-0046 for two locally administered STIP Rail projects described on the attached vote list.

Attachment

2.6 Mass Transportation Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.6a.(2) Financial Allocations for Locally-Administered STIP Rail Projects			Resolution MFP-18-02	
1 \$3,000,000 Orange County Transportation Authority Southern California Regional Rail Authority <u>OCTA</u> 75-Orange	Laguna Niguel to San Juan Capistrano Passing Siding. In the City of San Juan Capistrano on the Pacific Surfliner Corridor, adjacent to the existing main track between MP 193.9 & 195.7 and partially in the City of Laguna Niguel MP 194.0 & 194.2. Construct 1.8 miles of new passing siding railroad track & relocate existing spur track. (CEQA - MND, 2/24/2014.) (NEPA - CE, 3/19/2014) (Future consideration of funding approved under Resolution E-16-48; June 2016.) <u>Outcome/Output:</u> Addition of 1.8 miles of new track to improve operational capacity and flexibility.	75-2107 IIP/18-19 CONST \$3,000,000 0019000030 S4	2017-18 301-0046 PTA 30.20.020.720	\$3,000,000
2 \$1,177,000 San Diego Association of Governments <u>SANDAG</u> 75-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, construct 1.6 miles of additional second main track capacity adjacent to the main track, including new bridges at MP 217.3 and MP 218. (CEQA - Pre-empted: 49 U.S.C.10501(b).) <u>Outcome/Output:</u> Addition of 1.6 miles of new track to improve operational capacity and flexibility.	75-2190 IIP/18-19 PS&E \$1,177,000 0019000029 S1	2017-18 301-0046 PTA 30.20.020.720	\$1,177,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 15-16, 2018

Reference No: 2.5c.(4)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Ron Sheppard, Chief (Acting)
Division of Budgets

Subject: FINANCIAL ALLOCATION FOR THE LOCALLY-ADMINISTERED STIP PROJECT ON THE STATE HIGHWAY SYSTEM (ADVANCEMENT FY 19-20) RESOLUTION FP-18-06

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of \$8,600,000 for the locally-administered State Transportation Improvement Program (STIP) Silicon Valley Express Lanes Program – Phase 4 ETS project (PPNO 2015G), in Santa Clara County, programmed in Fiscal Year (FY) 2019-20?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission defer an allocation of \$8,600,000 for the locally-administered STIP Silicon Valley Express Lanes Program – Phase 4 ETS project (PPNO 2015G), in Santa Clara County, programmed in FY 2019-20.

BACKGROUND:

The attached vote list describes one STIP project programmed in FY 2019-20 totaling \$8,600,000. 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 <u>RTPA/CTC</u> County	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.(4) Locally-Administered STIP Projects On the State Highway System (Advancements FY 19-20)							
Resolution FP-18-06							
1	\$8,600,000	Santa Clara Valley Transportation Authority <u>MTC</u> Santa Clara 04-SCI-85 0.0/5.2	Silicon Valley Express Lanes Program - Phase 4 ETS. On SR 85, from US 101 to SR 87. Develop and install Electronic Tolling System (ETS) components.	(CEQA - ND, 04/20/2015.) (NEPA - FONSI, 04/20/2015) (Future consideration of funding approved under Resolution E-15-29; June 2015.) (Contribution from other sources: \$0.) (The agency is requesting State-Only funds) <u>Outcome/Output:</u> Complete design package.	04-2015G RIP/19-20 PS&E \$8,600,000 0417000232 4PSEL 1K552	2018-19 301-0042 SHA 20.20.075.600	\$8,600,000
<u>THE DEPARTMENT RECOMMENDS THIS ITEM BE DEFERRED AT THIS TIME.</u>							

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 15-16, 2018

Reference No.: 2.6g.
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Ron Sheppard, Chief (Acting)
Division of Budgets

Subject: **FINANCIAL ALLOCATION FOR TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM PROJECTS**
RESOLUTION TIRCP-1819-01

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of \$122,473,000 for 11 Transit and Intercity Rail Capital Program (TIRCP) projects?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve an allocation of \$122,473,000 for 11 TIRCP projects.

BACKGROUND:

The attached vote list describes 11 TIRCP projects totaling \$122,473,000. The local agencies are ready to proceed with these projects, and are requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved that \$122,473,000 be allocated from the Budget Act of 2017, Budget Act Items 2660-101-0046 and 2660-301-0046R for 11 TIRCP projects described on the attached vote list.

Attachment

2.6 Mass Transportation Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.6g. Transit and Intercity Rail Capital Program Projects (SB 1 Augmentation)		Resolution TIRCP-1819-01		
3 \$21,000,000 Sonoma-Marín Area Rail Transit <u>MTC</u> 04-Marín 04-Sonoma	SMART Larkspur to Windsor Corridor. Construction of the rail extensions to Larkspur and Windsor to facilitate the growth of passenger rail service in the corridor. Includes funding for Network Integration efforts. (Future consideration of funding approved under Resolution E-09-56; July 2009.) The programmed amount for this project award is \$21,000,000. Upon approval of this allocation, the project will be fully allocated. The current allocation includes the following funding split: \$9,311,000 GGRF and \$11,689,000 SB1. <u>Outcome/Output:</u> Increased ridership, reduction in greenhouse gas emissions and improved safety.	04-CP041 TIRCP/18-19 CONST \$9,311,000 0018000358 TIRCP/18-19 CONST \$10,689,000 0018000358 TIRCP/18-19 CONST \$1,000,000 0019000014 S	2017-18 301-0046R PTA 30.20.301.100 2017-18 101-0046 PTA 30.10.030.200 2017-18 101-0046 PTA 30.10.030.200	\$9,311,000 \$1,000,000
4 \$3,000,000 Península Corridor Joint Powers Board <u>MTC</u> 04-Various	Península Corridor Electrification Expansion Project. Network integration efforts throughout the corridor including development of integrated regular interval schedules and connections to other corridors. The programmed amount for this project is \$164,522,000. Upon approval of this request, the remaining balance will be \$161,522,000 to be requested at future CTC meetings. The current allocation includes \$3,000,000 from SB1. <u>Outcome/Output:</u> Increased ridership, reduced greenhouse gas emissions, improved safety, and improved network integration.	04-CP039 TIRCP/18-19 CONST \$3,000,000 0018000356 S	2017-18 101-0046 PTA 30.10.030.200	\$3,000,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 15-16, 2018

Reference No: 2.5c.(5)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Ron Sheppard, Chief (Acting)
Division of Budgets

Subject: **FINANCIAL ALLOCATION FOR A EUREKA NON-FREEWAY ALTERNATIVE FUND PROJECT RESOLUTION FP-18-07**

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of \$2,337,000 for the Waterfront Drive Connection Phase II (PPNO 0302D) Eureka Non-Freeway Alternative Program project, in Humboldt County?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve an allocation of \$2,337,000 for the Waterfront Drive Connection Phase II (PPNO 0302D) Eureka Non-Freeway Alternative Program project, in Humboldt County.

BACKGROUND:

The attached vote list describes the Eureka Non-Freeway Alternative Fund project totaling \$2,337,000. The local agency is ready to proceed with this project, and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved that \$2,337,000 be allocated from the Budget Act of 2017, Budget Act Item 2660-101-0042 for the Eureka Non-Freeway Alternative Fund project described on the attached vote list.

Attachment

2.5 Highway Financial Matters

Project #	Project Title	PPNO	Budget Year	Amount by
Allocation Amount	Location	Program/Year	Item #	Fund Type
Recipient	Project Description	Phase	Fund Type	Amount by
<u>RTPA/CTC</u>		Prgm'd Amount	Program Code	Fund Type
District-County		Project ID		
		Adv. Phase		
2.5c.(5) Eureka Non-Freeway Alternative Program Projects Resolution FP-18-07				
1	Waterfront Drive Connection Phase II. In Eureka, along	01-0302D	2017-18	
\$2,337,000	Waterfront Drive between G Street and J Street.	ENFAP/18-19	101-0042	\$2,337,000
City of Eureka	Construction of full width roadway with bike lanes,	CONST	SHA	
<u>HCAOG</u>	sidewalks, railroad crossing, street lighting and public	\$2,337,000	20.30.600.620	
01-Humboldt	amenities on Waterfront Drive, 'G' to 'J' Street in	0100000059		
	Eureka California.	S		
	(CEQA - MND, 05/21/2002.)			
	(NEPA - CE, 05/16/2015)			
	(Future consideration of funding approved under			
	Resolution 15-17; May 2002.)			
	(Right of Way Certification: 04/20/2018)			
	<u>Outcome/Output:</u> Completion of Waterfront Drive			
	between "G" to "J" Streets to complete a continuous			
	multi-modal thoroughfare along Humboldt Bay through			
	the City of Eureka for the purpose of decrease			
	congestion on Highway 101, enhance multimodal use			
	of the waterfront drive corridor (Eureka Waterfront			
	Trail), rerouting of the Pacific Coast Bike Route, orderly			
	city development, coastal access and safety and			
	quality of life.			

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 15-16, 2018

Reference No.: 2.5s.(2)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Ron Sheppard, Chief (Acting)
Division of Budgets

Subject: **FINANCIAL ALLOCATION FOR THE LOCALLY-ADMINISTERED SENATE BILL 1
LOCAL PARTNERSHIP PROGRAM PROJECT (COMPETITIVE) ON THE STATE
HIGHWAY SYSTEM
RESOLUTION LPP-A-1819-01**

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of \$17,000,000 for the locally-administered Senate Bill 1 (SB 1) Local Partnership Program (LPP) (Competitive) Mathilda Avenue Improvements at State Route 237 and US 101 project (PPNO 0462H), in Santa Clara County?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve an allocation of \$17,000,000 for the locally-administered SB 1 LPP (Competitive) Mathilda Avenue Improvements at State Route 237 and US 101 project (PPNO 0462H), in Santa Clara County.

BACKGROUND:

The attached vote list describes one SB 1 LPP (Competitive) project totaling \$17,000,000. The local agency is ready to proceed with this project, and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved that \$17,000,000 be allocated from Non-Budget Act Item 2660-801-3290 for the locally-administered SB 1 LPP (Competitive) project described on the attached vote list.

Attachment

2.5 Highway Financial Matters

Project #	Allocation Amount	Recipient <u>RTPA/CTC</u> 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
2.5s.(2)				Locally-Administered Senate Bill 1 - LPP Projects On the State Highway System (Competitive)			Resolution LPP-A-1819-01
1	\$17,000,000	Santa Clara Valley Transportation Authority <u>MTC</u> Santa Clara	04-SCI-101/237 2.7/3.3 - 45.2/45.8	<p>Mathilda Avenue Improvements at SR 237 and US 101. In the City of Sunnyvale, on Mathilda Avenue from Almanor Avenue to Innovation Way, construct improvements including on and off ramp improvements at SR 237 (from the interchange to 0.3 miles in each direction) and US 101 (from the interchange to 0.3 miles in each direction). The project also proposes to improve local roadway operations and traffic flow on Mathilda Avenue.</p> <p>(CEQA - EIR, 01/20/2017.)</p> <p>(Concurrent Consideration of Funding under Resolution E-18-114; August 2018.)</p> <p>(Concurrent SB-1 Baseline Agreement approval under Resolution LPP-P-1819-02B; August 2018.)</p> <p>(Contribution from other sources: \$17,000,000.)</p> <p>(Right of Way Certification: 06/15/2018)</p> <p><u>Outcome/Output:</u> Local road operational improvement(s): 1 Pedestrian/Bicycle facilities (mile)s constructed: 1 Intersection(s) modified: 6 Modified/Improved interchange(s): 4</p>	04-0462H LPP-C/18-19 CONST \$17,000,000 0413000204 4CONL 4H290	2018-19 801-3290 RMRA 20.20.724.000	\$17,000,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 15-16, 2018

Reference No.: 2.5s.(3)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Ron Sheppard, Chief (Acting)
Division of Budgets

Subject: **FINANCIAL ALLOCATION FOR LOCALLY-ADMINISTERED SENATE BILL 1
LOCAL PARTNERSHIP PROGRAM PROJECTS (FORMULAIC AND COMPETITIVE)
OFF THE STATE HIGHWAY SYSTEM
RESOLUTION LPP-A-1819-02**

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of \$16,300,000 for three locally-administered Senate Bill 1 (SB 1) Local Partnership Program (LPP) – Formulaic and Competitive projects?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve an allocation of \$16,300,000 for three locally-administered SB 1 LPP – Formulaic and Competitive projects as follows:

- o \$7,300,000 for one LPP – Formulaic project and
- o \$9,000,000 for two LPP – Competitive projects.

BACKGROUND:

The attached vote list describes three locally-administered SB 1 LPP – Formulaic and Competitive projects totaling \$16,300,000. The local agencies are ready to proceed with these projects, and are requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved that \$16,300,000 be allocated from Non-Budget Act Item 2660-601-3290 for three locally-administered SB 1 LPP – Formulaic and Competitive projects described on the attached vote list.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5s.(3a)	Locally-Administered Senate Bill 1 - LPP Projects Off the State Highway System (Formulaic)		Resolution LPP-A-1819-02	
1 \$7,300,000 Riverside County <u>RCTC</u> 08-Riverside	Temescal Canyon Road Gap Closure (widen to 4 lanes). In western Riverside County southeast of Corona, widen Temescal Canyon Road from two to four lanes including but not limited to curb and gutter and curb ramps in two different segments; Segment 1: Dos Lagos Drive to Leroy Road (0.6mile) and Segment 2: Dawson Canyon Road to north 0.7 miles. (CEQA - MND, 11/14/2017.) (Future consideration of funding approved under Resolution E-18-64; June 2018) (Right of Way Certification, 06/13/2018.) (Contribution from other sources: \$7,300,000.) <u>Outcome/Output:</u> Additional 2.4 miles of vehicular and bicycle lane miles and construction of 0.8 miles of sidewalk.	08-1240 LPP-F/18-19 CONST \$7,300,000 0818000150 S	2017-18 601-3290 RMRA 20.30.210.200	\$7,300,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5s.(3b) Locally-Administered Senate Bill 1 - LPP Projects Off the State Highway System (Competitive)		Resolution LPP-A-1819-02		
1 \$2,000,000 City of Woodland <u>SACOG</u> 03-Yolo	West Main Street Bicycle/Pedestrian Mobility and Safety. On West Main Street in the City of Woodland from West Street to County Road 98. New bicycle lanes, sidewalk gap closures and ADA accessible ramps, transit access improvements, narrowing of travel lanes, pavement rehabilitation on failed road way and overall aesthetic improvements for the corridor. (CEQA - CE, 02/20/2018.) (NEPA - CE, 02/23/2018) (Contribution from other sources: \$6,800,000.) Right of Way Certification: 06/26/2018 <u>Outcome/Output:</u> Restore roadway pavement to full function with 20-year service life and improve safety for walking and biking.	03-1926 LPP-C/18-19 CONST \$2,000,000 0318000004 S	2017-18 601-3290 RMRA 20.30.210.200	\$2,000,000
2 \$7,000,000 City of Claremont <u>LACMTA</u> 07-Los Angeles	Claremont: Foothill Boulevard Master Plan Green Streets Improvements Project. Project Limits: Foothill Boulevard in the City of Claremont from Towne Avenue to Monte Vista Avenue (city limit to county line). This project is complete street project to improve 2.5 mile corridor to include closure of sidewalk gap, 2.35 miles of bike lanes and cycle tracks, curb extensions, bulb outs. (CEQA - NOE, 7/2/2018.) (Right of Way Certification: June 12, 2018) (Contribution from other sources: \$8,386,446) <u>Outcome/Output:</u> Install 2,300 linear foot of sidewalk, bulb out, curb extensions, pedestrian count down/reduce pedestrian exposure. Install 2.35 miles bike infrastructure/reduce collisions and injuries.	07-5498 LPP-C/18-19 CONST \$7,000,000 0718000352 S	2017-18 601-3290 RMRA 20.30.210.200	\$7,000,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 15-16, 2018

Reference No.: 2.6s.(1)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Ron Sheppard, Chief (Acting)
Division of Budgets

Subject: **FINANCIAL ALLOCATION FOR LOCALLY ADMINISTERED SENATE BILL 1 LOCAL PARTNERSHIP PROGRAM (FORMULAIC) TRANSIT PROJECTS RESOLUTION LPP-A-1819-03**

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of \$26,701,000 for two locally-administered Senate Bill 1 (SB 1) Local Partnership Program (LPP) (Formulaic) Transit projects?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve an allocation of \$26,701,000 for two locally-administered SB 1 LPP (Formulaic) Transit projects.

BACKGROUND:

The attached vote list describes two locally-administered SB 1 LPP (Formulaic) Transit projects totaling \$26,701,000. The local agencies are ready to proceed with these projects, and are requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved that \$26,701,000 be allocated from the Non-Budget Act Item 2660-601-3290 for two locally-administered SB 1 LPP (Formulaic) Transit projects described on the attached vote list.

Attachment

2.6 Mass Transportation Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.6s.(1) Senate Bill 1 - Local Partnership Program Mass Transit Projects (Formulaic)		Resolution LPP-1819-03		
1 \$18,500,000 Los Angeles County Metropolitan Transportation Authority <u>LACMTA</u> 07-Los Angeles	West Santa Ana Branch Transit Corridor (WSAB). Proposed light rail transit (LRT) line that would extend approximately 20 miles from downtown Los Angeles through southeast Los Angeles County to the City of Artesia. (Contribution from other sources: \$926,259,000.) <u>Outcome/Output:</u> Reduce travel times on local and regional transportation networks.	07-5501 LPP-F/18-19 PA&ED \$18,500,000 0719000008 S	2017-18 601-3290 RMRA 30.10.724.100	\$18,500,000
2 \$8,201,000 Los Angeles County Metropolitan Transportation Authority <u>LACMTA</u> 07-Los Angeles	Transit Access Pass (TAP) Bus Farebox and Rail Station Validator Upgrades. Upgrade of bus farebox and rail station validators across LA Metro and local municipal transit operators in Los Angeles County. (CEQA - CE Section 15301(b), 12/02/2016.) (Contribution from other sources: \$27,500,000.) <u>Outcome/Output:</u> Enhance system security, provide real-time communication, and enable new payment technologies.	07-5510 LPP-F/18-19 PS&E \$8,201,000 0719000011 S	2017-18 601-3290 RMRA 30.10.724.100	\$8,201,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 15-16, 2018

Reference No.: 2.5s.(4)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Ron Sheppard, Chief (Acting)
Division of Budgets

Subject: FINANCIAL ALLOCATION FOR THE LOCALLY-ADMINISTERED SENATE BILL 1
TRADE CORRIDOR ENHANCEMENT PROGRAM PROJECT ON THE STATE HIGHWAY
SYSTEM
RESOLUTION TCEP-A-1819-01

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of \$4,200,000 for the locally-administered Senate Bill 1 (SB 1) Trade Corridor Enhancement Program (TCEP) US 101/State Route 25 Interchange – Phase 1 project (PPNO 0462G), in Santa Clara County?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve an allocation of \$4,200,000 for the locally-administered SB 1 TCEP US 101/State Route 25 Interchange – Phase 1 project (PPNO 0462G), in Santa Clara County.

BACKGROUND:

The attached vote list describes one locally-administered SB 1 TCEP project totaling \$4,200,000. The local agency is ready to proceed with this project, and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved that \$4,200,000 be allocated from the Budget Act of 2017, Budget Act Item 2660-301-3291 for the locally-administered SB 1 TCEP project described on the attached vote list.

Attachment

2.5 Highway Financial Matters

Project #	Allocation Amount	Recipient <u>RTPA/CTC</u> 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
2.5s.(4)				Locally-Administered Senate Bill 1 - TCEP Projects on the State Highway System				Resolution TCEP-A-1819-01	
1	\$4,200,000	Santa Clara Valley Transportation Authority <u>MTC</u> Santa Clara 04-SCI-101 2.8/3.7		US 101 / State Route 25 Interchange - Phase 1. In unincorporated southern Santa Clara County and Northern San Benito County south of Gilroy, at the interchange of US 101 and SR 25. Construct/relocate interchange north of the existing location by replacing a two-lane bridge with four-lane bridge/interchange, construct auxiliary lane, modify/construct frontage roadway, construct bike lanes, sidewalks, and install traffic signals.	(CEQA - EIR, 06/06/2013.) (Concurrent Consideration of Funding under Resolution E-18-115: August 2018) (Concurrent SB-1 Baseline Agreement under Resolution TCEP-P-1819-02B; August 2018.) (Contribution from other sources: \$1,800,000.) <u>Outcome/Output:</u> Complete Design for Phase 1 of US 101/ State Route 25 Interchange.	04-0462G TCEP-R/18-19 PS&E \$4,200,000 0400000931 4PSEL 3A160	2017-18 301-3291 TCEA 20.20.723.200	\$4,200,000	

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 15-16, 2018

Reference No.: 2.5s.(5)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Ron Sheppard, Chief (Acting)
Division of Budgets

Subject: **FINANCIAL ALLOCATION FOR STATE-ADMINISTERED SENATE BILL 1
TRADE CORRIDOR ENHANCEMENT PROGRAM PROJECTS
ON THE STATE HIGHWAY SYSTEM
RESOLUTION TCEP-A-1819-02**

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of \$11,710,000 for three State-administered Senate Bill 1 (SB 1) Trade Corridor Enhancement Program (TCEP) projects?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission approve an allocation of \$11,710,000 for three State-administered SB 1 TCEP projects.

BACKGROUND:

The attached vote list describes three State-administered SB 1 TCEP projects totaling \$11,710,000. The Department is ready to proceed with these projects, and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved that \$11,710,000 be allocated from the Budget Act of 2018, Budget Act Item 2660-001-3291 for three State-administered SB 1 TCEP projects described on the attached vote list.

Attachment

2.5 Highway Financial Matters

Project #	Allocation Amount	Recipient <u>RTPA/CTC</u> 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
2.5s.(5) State-Administered Senate Bill 1 - TCEP Projects on the State Highway System										Resolution TCEP-A-1819-02
1	\$3,000,000	Department of Transportation <u>ICTC</u> Imperial	11-Imp-7	0.0	Calexico East Port of Entry Truck Crossing Improvement. Near the city of Calexico, 0.7 mile south of Route 7 near the U.S./Mexico border, at the Calexico East Port of Entry Truck Crossing. Widen bridge over the All American Canal to add truck lanes and passenger lanes along with eight foot shoulders.	(Concurrent SB-1 Baseline Agreement approval under Resolutions TCEP-P-1819-03B and Resolution SHOPP-P-1819-02B; August 2018.)	11-1335 TCEP-S/18-19 PA&ED \$3,000,000 1118000265 0 43050	001-3291 TCEA 20.10.723.100	\$3,000,000	
<u>Outcome/Output:</u> Environmental work for bridge widening over the All American Canal.										
2	\$4,810,000	Department of Transportation <u>SANDAG</u> San Diego	11-SD-11	2.0/2.7	Siempre Viva Interchange and Site Preparation Design for Commercial Vehicle Enforcement Facility, Segment 2B. Near San Diego at 1.9 miles east of Sanyo Avenue Undercrossing. Construct interchange at Siempre Viva Road and site preparation design for Commercial Vehicle Enforcement Facility, which includes grading, drainage and utilities.	(CEQA - EIR, 09/27/2017.) (NEPA - EIS, 09/27/2017)	11-0999E TCEP-S/18-19 PS&E \$4,810,000 1117000087 1 05637	001-3291 TCEA 20.10.723.100	\$4,810,000	
(Future consideration of funding approved under Resolution E-12-35; June 2012.)										
(Concurrent SB 1 Baseline Agreement approval under Resolution TCEP-P-1819-03B and Resolution SHOPP-P-1819-02B; August 2018.)										
(Related STIP Amendment under Resolution STIP Amendment 18S-07; August 2018)										
<u>Outcome/Output:</u> Construct Interchange, local road operational improvements and site design preparation for future Commercial Vehicle Enforcement Facility.										

2.5 Highway Financial Matters

Project #	Allocation Amount	Recipient	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
<p>2.5s.(5) State-Administered Senate Bill 1 - TCEP Projects on the State Highway System</p> <p style="text-align: right;">Resolution TCEP-A-1819-02</p>																					
3	\$3,900,000	Department of Transportation	SANDAG	San Diego	11-SD-11	2.7	Otay Mesa East Port of Entry-Segment 3A.	In and near San Diego, on route 11 at 1.9 miles east of Sanyo Aveue Undercrossing. Site preparation for Otay Mesa East Port of Entry, which includes grading, drainage and utilities.		11-0999F	TCEP-S/18-19	PS&E	\$3,900,000	1117000151	1	05639	001-3291	TCEA	20.10.723.100		\$3,900,000
<p>(CEQA - EIR, 09/27/2017.)</p> <p>(NEPA - EIS, 09/27/2017)</p> <p>(Future consideration of funding approved under Resolution E-12-35; June 2012.)</p> <p>(Concurrent SB 1 Baseline Agreement approval under Resolution TCEP-P-1819-03B and Resolution SHOPP-P-1819-02B; August 2018.)</p> <p>(Related STIP Amendment under Resolution STIP Amendment 18S-08; August 2018)</p> <p><u>Outcome/Output:</u> Site preparation for International Port of Entry - 100 acres.</p>																					

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 15-16, 2018

Reference No.: 2.6s.(2)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Ron Sheppard, Chief (Acting)
Division of Budgets

Subject: **FINANCIAL ALLOCATION FOR THE LOCALLY-ADMINISTERED SENATE BILL 1
TRADE CORRIDOR ENHANCEMENT PROGRAM RAIL PROJECT
RESOLUTION TCEP-A-1819-03**

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of \$7,000,000 for the locally-administered Senate Bill 1 (SB 1) Trade Corridor Enhancement Program (TCEP) Etiwanda Avenue Grade Separation Rail project (PPNO T0011), in San Bernardino County?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve an allocation of \$7,000,000 for the locally-administered SB 1 TCEP Etiwanda Avenue Grade Separation Rail project (PPNO T0011), in San Bernardino County.

BACKGROUND:

The attached vote list describes one locally-administered SB 1 TCEP Rail project totaling \$7,000,000. The local agency is ready to proceed with this project, and is requesting an allocation at this time. The allocation is contingent upon the approval of a budget revision by the Department of Finance.

FINANCIAL RESOLUTION:

Resolved that \$7,000,000 be allocated from the Budget Act of 2017, Budget Act Item 2660-301-3291 for the locally-administered SB 1 TCEP Rail project described on the attached vote list.

Attachment

2.6 Mass Transportation Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.6s.(2) Senate Bill 1 - Trade Corridors Enhancement Program Rail Projects		Resolution TCEP-A-1819-03		
1 \$7,000,000 City of Rancho Cucamonga <u>SBCTA</u> 75-San Bernardino	<p>Etiwanda Avenue Grade Separation. This project is located in the south east portion of the City of Rancho Cucamonga. The project will construct an overcrossing, with an overhead concrete girder bridge with a raised roadway profile and road widening, along Etiwanda Avenue and over the SCRRRA San Gabriel subdivision.</p> <p>(CEQA - Section 15282 (g), 06/06/2018.)</p> <p>The City not be requesting PA&ED funds in the amount of \$850,000 for FY 18-19 as City funds were used to fund PA&ED for the project. The Project Study Report and Notice of Exemption were approved by the City Council on 6/6/18.</p> <p>(Concurrent SB 1 Baseline Agreement approved under Resolution TCEP-P-1819-02B; August 2018.)</p> <p><u>Outcome/Output:</u> The project will eliminate the at-grade crossing, improve vehicle and rail safety, mobility and surface transportation.</p> <p><u>ALLOCATION IS CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.</u></p>	<p>75-T0011 TCEP-S/18-19 PA&ED \$850,000 \$0</p> <p>TCEP-S/18-19 PS&E \$2,000,000 R/W \$5,000,000 0018000305 S1,S9</p>	<p>2017-18 301-3291 TCEA</p> <p>301-3291 TCEA 30.20.723.100</p>	<p>\$0</p> <p>\$2,000,000</p> <p>\$5,000,000</p>

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 15-16, 2018

Reference No.: 2.5s.(6)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Ron Sheppard, Chief (Acting)
Division of Budgets

Subject: **FINANCIAL ALLOCATION FOR THE LOCALLY-ADMINISTERED MULTI-FUNDED SENATE BILL 1 LOCAL PARTNERSHIP PROGRAM/STATE TRANSPORTATION IMPROVEMENT PROGRAM PROJECT OFF THE STATE HIGHWAY SYSTEM RESOLUTION LPP-A-1819-04 RESOLUTION FP-18-08**

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of \$3,300,000 for the locally-administered multi-funded Senate Bill 1 (SB 1) Local Partnership Program (LPP)/State Transportation Improvement Program (STIP) Green Valley Road Widening project (PPNO 1668), in Sacramento County?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve an allocation of \$3,300,000 for the locally-administered multi-funded SB 1 LPP/STIP Green Valley Road Widening project (PPNO 1668), in Sacramento County.

BACKGROUND:

The attached vote list describes one multi-funded SB 1 LPP/STIP project totaling \$3,300,000. The local agency is ready to proceed with this project, and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved that \$3,300,000 be allocated from Budget Act of 2017, Budget Act Item 2660-101-0890 and Non-Budget Act Item 2660-601-3290 for the locally-administered multi-funded SB 1 LPP/STIP project described on the attached vote list.

Attachment

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 15-16, 2018

Reference No.: 2.5s.(9)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Ron Sheppard, Chief (Acting)
Division of Budgets

Subject: **FINANCIAL ALLOCATION FOR THE LOCALLY-ADMINISTERED MULTI-FUNDED SENATE BILL 1 TRADE CORRIDOR ENHANCEMENT PROGRAM/ STATE TRANSPORTATION IMPROVEMENT PROGRAM PROJECT ON THE STATE HIGHWAY SYSTEM RESOLUTION TCEP-A-1819-04 RESOLUTION FP-18-09**

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of \$33,625,000 for the locally-administered multi-funded Senate Bill 1 (SB 1) Trade Corridor Enhancement Program (TCEP)/State Transportation Improvement Program (STIP) Route 395 Widening from State Route 18 to Chamberlaine Way project (PPNO 0260J), in San Bernardino County?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve an allocation of \$33,625,000 for the locally-administered multi-funded SB 1 TCEP/STIP Route 395 Widening from State Route 18 to Chamberlaine Way project (PPNO 0260J), in San Bernardino County.

BACKGROUND:

The attached vote list describes one multi-funded SB 1 TCEP/STIP project totaling \$33,625,000. The local agency is ready to proceed with this project, and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved that \$33,625,000 be allocated from the Budget Act of 2017, Budget Act Items 2660-301-0890 and 2660-301-3291 for the locally-administered multi-funded SB 1 TCEP/STIP project described on the attached vote list.

Attachment

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 15-16, 2018

Reference No.: 2.5s.(7)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Ron Sheppard, Chief (Acting)
Division of Budgets

Subject: **FINANCIAL ALLOCATION FOR THE STATE-ADMINISTERED MULTI-FUNDED SENATE BILL 1 SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM/ STATE TRANSPORTATION IMPROVEMENT PROGRAM PROJECT ON THE STATE HIGHWAY SYSTEM (ADVANCEMENT FY 19-20) RESOLUTION SCCP-A-1819-01 RESOLUTION FP-18-10**

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of \$266,078,000 for the State-administered multi-funded Senate Bill 1 (SB 1) Solutions for Congested Corridors Program (SCCP)/State Transportation Improvement Program (STIP) I-5 North Coast Corridor HOV Extension – Phase 1 – Encinitas HOV project (PPNO 0615F), in San Diego County, programmed in Fiscal Year (FY) 2019-20?

RECOMMENDATION:

In order to align funding and move forward in a timely manner, the California Department of Transportation (Department) recommends that the Commission approve an advanced allocation of \$266,078,000 for the State-administered multi-funded SB 1 SCCP/STIP I-5 North Coast Corridor HOV Extension – Phase 1 – Encinitas HOV project (PPNO 0615F), programmed in FY 2019-20. All advanced funding will be deducted from future year capacity.

BACKGROUND:

The attached vote list describes one multi-funded SB 1 SCCP/STIP project programmed in FY 2019-20 totaling \$266,078,000. 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 \$227,078,000 be allocated from the Budget Act of 2017, Budget Act Items 2660-301-0890 and 2660-309-0042 for construction and \$39,000,000 for construction engineering for the State-administered multi-funded SB 1 SCCP/STIP project described on the attached vote list.

Attachment

2.5 Highway Financial Matters

Project #	Allocation Amount	Recipient	Project Title	PPNO	Budget Year	Amount by
<u>RTPA/CTC</u>	County	Dist-Co-Rte	Location	Program/Year	Item # Fund Type	Fund Type
Postmile	Project Description	Project Support Expenditures	Prgm'd Amount	Phase	Program Code	
			Project ID	Adv Phase		
			EA			
2.5s.(7) Multi-Funded SCCP/STIP Project (Advancement FY 19-20)						
					Resolution SCCP-A-1819-01	
					Resolution FP-18-10	
1	\$266,078,000	Department of Transportation	I-5 North Coast Corridor HOV Extension - Phase 1 - Encinitas HOV. In the cities of Encinitas and Carlsbad from Manchester Avenue to Palomar Airport Road. Construct one High Occupancy Vehicle (HOV) lane in each direction; construct multi-use facility at Manchester; construct bike paths.	11-0615F RIP/19-20 CON ENG \$7,000,000	001-0890 FTF 20.10.075.600	\$7,000,000
<u>SANDAG</u>		San Diego		CONST	2017-18	
11-SD-5				301-0890 FTF		\$64,078,000
38.4/47.3			Final Project Development (RIP): N/A	\$64,078,000	20.20.075.600	
			Final Right of Way (RIP): N/A	SCCP/18-19 CON ENG \$32,000,000	009-0042 SHA 20.10.705.100	\$32,000,000
			(CEQA - EIR, 07/02/2018.)	CONST	2017-18	
			(NEPA - EIS, 07/02/2018)	\$163,000,000	309-0042 SHA	\$163,000,000
			(Future consideration of funding approved under Resolution E-14-11; March 2014.)	1116000174	20.20.705.100	
			(Right of Way Certification: 5/21/2018)	3,4		
			(Contribution from other sources: \$34,651,000.)	2T218		
			(This project to be combined with SHOPP EA 11-42560 (PPNO 1281) and SHOPP EA 11-42260 (PPNO 1192) and delivered under the Construction Management/General Contractor (CMGC) procurement method.)			
			(Related SHOPP allocations under Resolutions FP-18-01 and FP-18-18; August 2018)			
			(Concurrent SB 1 Baseline Agreement approval under Resolution SCCP-P-1819-02B and SHOPP-P-1819-03B; August 2018.)			
			<u>Outcome/Output:</u> Construct 17.8 miles of HOV Lanes in each direction, 0.6 miles of auxiliary lanes, multi-use facility and bicycle/pedestrian paths.			
<u>ALLOCATION IS CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.</u>						

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 15-16, 2018

Reference No.: 2.5s.(8)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Ron Sheppard, Chief (Acting)
Division of Budgets

Subject: **FINANCIAL ALLOCATION FOR THE LOCALLY-ADMINISTERED MULTI-FUNDED SENATE BILL 1 SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM/ STATE TRANSPORTATION IMPROVEMENT PROGRAM PROJECT ON THE STATE HIGHWAY SYSTEM (ADVANCEMENT FY 19-20) RESOLUTION SCCP-A-1819-02 RESOLUTION FP-18-11**

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of \$47,468,000 for the locally-administered multi-funded Senate Bill 1 (SB 1) Solutions for Congested Corridors Program (SCCP)/State Transportation Improvement Program (STIP) Silicon Valley Express Lanes Program – Phase 3 project (PPNO 2015E), in Santa Clara County, programmed Fiscal Year (FY) 2019-20?

RECOMMENDATION:

In order to align funding and move forward in a timely manner, the California Department of Transportation recommends that the Commission approve an advanced allocation of \$47,468,000 for the locally-administered multi-funded SB 1 SCCP/STIP Silicon Valley Express Lanes Program – Phase 3 project (PPNO 2015E), programmed in FY 2019-20. All advanced funding will be deducted from future year capacity.

BACKGROUND:

The attached vote list describes one multi-funded SB 1 SCCP/STIP project programmed in FY 2019-20 totaling \$47,468,000. The local agency is ready to proceed with this project, and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved that \$47,468,000 be allocated from the Budget Act of 2017 and 2018, Budget Act Items 2660-301-0042 and 2660-309-0042 for the locally-administered multi-funded SB 1 SCCP/STIP project described on the attached vote list.

Attachment

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 15-16, 2018

Reference No.: 2.5w.(1)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Ron Sheppard, Chief (Acting)
Division of Budgets

Subject: **FINANCIAL ALLOCATION FOR ACTIVE TRANSPORTATION PROGRAM PROJECTS
RESOLUTION FATP-1819-01**

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of \$3,544,000 for 12 Active Transportation Program (ATP) projects?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve an allocation of \$3,544,000 for 12 ATP projects as follows:

- o \$331,000 for two ATP projects and
- o \$3,213,000 for 10 ATP projects (SB1 Augmentation).

BACKGROUND:

The attached vote list describes 12 ATP projects totaling \$3,544,000. The local agencies are ready to proceed with these projects, and are requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved that \$3,544,000 be allocated from the Budget Act of 2017, Budget Act Items 2660-108-0042, 2660-108-0890 and 2660-108-3290 for 12 ATP projects described on the attached vote list.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1a) Active Transportation Program Projects		Resolution FATP-1819-01		
1 \$31,000 City of Fortuna <u>HCAOG</u> 01-Humboldt	South Fortuna Elementary School Safe Routes to School Project. South Fortuna Elementary School located at 2089 Newburg Road, Fortuna, CA. The non-infrastructure portion will work with students, staff and families about how to safely interact with the new infrastructure. Statewide (CEQA - NOE, 10/30/2017.) (PPNO 2441A is the infrastructure component to PPNO 2441B.) <u>Outcome/Output:</u> Encourage and educate students to safely use active modes of transportation to and from school.	01-2441B ATP/18-19 CONST \$31,000 0117000047 S	2017-18 108-0042 SHA 20.30.720.100	\$31,000
2 \$300,000 City of Westminster <u>OCTA</u> 12-Orange	Garden Grove Boulevard Complete Street Project. Construct curb, gutter, sidewalk, ADA-compliant curb ramps, and a travel lane to install Class IV bicycle lanes, flashing beacons, vehicle speed feedback signs, roadway signing and striping. Project combines infrastructure and a non-infrastructure bike safety pilot program. MPO (CEQA - NOE, 03/27/2018.) (NEPA - CE, 3/30/2018) Time extension for FY 16-17 PS&E expires on 12/31/2018. <u>Outcome/Output:</u> The implementation of a Class IV bikeway and road diet will provide vehicle/bike separation and enhanced safe mobility for all users, including bicyclists, pedestrians, and motorists appropriate to the function and context of the facility.	12-1015 ATP/16-17 PS&E \$300,000 1217000049 S	2017-18 108-0890 FTF 20.30.720.100	\$300,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1b) Active Transportation Program Projects (SB 1 Augmentation)		Resolution FATP-1819-01		
1 \$185,000 City of Berkeley <u>MTC</u> 04-Alameda	Sacramento Street Complete Streets Improvements. Street improvements along Sacramento Street, Virginia Street, University Avenue, and Addison Street. Statewide (CEQA - NOE, 06/11/2018.) (Contribution from other sources: \$33,000.) (SB 1 Augmentation) <u>Outcome/Output:</u> This project will provide a safer bicycle and pedestrian environments for those commuting to and from North Berkeley Bart station, and trails like Ohlone Greenway and the West Street Pathway.	04-2322 ATP/18-19 PS&E \$185,000 0418000455 S	2017-18 108-3290 RMRA 20.30.720.100	\$185,000
2 \$78,000 San Luis Obispo County <u>SLOCOG</u> 05-San Luis Obispo	Oceano Elementary Safe Routes to School - Oceano, CA. Project is located in the coastal unincorporated community of Oceano, CA. Improvements are located on Wilmar Avenue and Paso Robles Street. Project is to install curb, gutter, and sidewalk on Wilmar Avenue and Paso Robles Street near Oceano Elementary School. Small Urban and Rural (CEQA - NOE, 06/20/2018.) (SB 1 Augmentation) <u>Outcome/Output:</u> Construction of these curbs, gutters and sidewalks will provide pedestrian routes for use by school children to and from school.	05-2813 ATP/18-19 PS&E \$70,000 R/W \$8,000 0518000153 S	2017-18 108-3290 RMRA 108-3290 RMRA 20.30.720.100	\$70,000 \$8,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1b) Active Transportation Program Projects (SB 1 Augmentation)			Resolution FATP-1819-01	
3 \$780,000 City of Pasadena <u>LACMTA</u> 07-Los Angeles	Pasadena-PUSD Safe Routes to School Education and Encouragement Program. Non Infrastructure: In and around nine disadvantaged Pasadena Unified School District school sites: Washington, Madison, Cleveland, Jefferson, Roosevelt, and Longfellow Elementary schools; Washington and Wilson Middle schools; John Muir High School. Provide comprehensive active transportation education and encouragement programming, including supporting the implementation of infrastructure projects in the adopted Bicycle Transportation Action Plan, to students at nine disadvantaged elementary, middle, and high schools in the Pasadena Unified School District. MPO (CEQA - NOE , 07/05/2018.) (SB 1 Augmentation) <u>Outcome/Output:</u> Engage students and families in the implementation of planned pedestrian and bicycle improvements; greater use of existing, pedestrian and bicycle -friendly streets in the project area via school mapping, student/parent groups, and special activities.	07-5446 ATP/18-19 CONST \$780,000 0718000360 S	2017-18 108-3290 RMRA 20.30.720.100	\$780,000
4 \$500,000 Riverside County <u>RCTC</u> 08-Riverside	Riverside County Safe Routes to Schools program, Lake Elsinore (Non Infrastructure). Implementation of comprehensive SRTS program in the City of Lake Elsinore, which includes community training for pedestrian/bicycle safety, walk-ability workshops, safety campaigns on school campus, increased targeted enforcement and walk/bike to school days. Statewide (CEQA - Letter, 4/9/2018.) (SB 1 Augmentation) <u>Outcome/Output:</u> Implement an educational program, which is designed to mobilize community partners, citizens, biking advocates and youth to encourage and educate school age children to safely use active transportation modes, such as walking and biking.	08-1218 ATP/18-19 CONST \$500,000 0818000166 S	2017-18 108-3290 RMRA 20.30.720.100	\$500,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1b) Active Transportation Program Projects (SB 1 Augmentation)			Resolution FATP-1819-01	
5 \$849,000 Riverside County <u>RCTC</u> 08-Riverside	<p>Riverside County Safe Routes to School Program (Non-infrastructure). A comprehensive Safe Routes to School Program in the Banning/ Cabazon /Eastern Coachella Valley area including community training, walkability workshops, safety campaigns, targeted enforcement, and walk/bike to school days.</p> <p>MPO</p> <p>(CEQA - Letter, 4/10/2018.)</p> <p>(SB 1 Augmentation)</p> <p><u>Outcome/Output:</u> Implement an education program, which is designed to mobilize community partners, citizens, biking advocates and youth to encourage and educate school age children to safely use active transportation modes,such as walking and biking.</p>	08-1219 ATP/18-19 CONST \$849,000 0818000167 S	2017-18 108-3290 RMRA 20.30.720.100	\$849,000
6 \$65,000 City of Imperial Beach <u>SANDAG</u> 11-San Diego	<p>Imperial Beach Boulevard Improvement Project and Safe Routes to Schools (Non-Infrastructure). The City of Imperial Beach is the most southwesterly city in the US. The project is on a residential collector street, between Connecticut Street and Seacoast Drive It provides connectivity to a cluster of four schools, City Sports Park/Recreation Center, Tijuana River National Estuarine Research Reserve and the beach. This non-infrastructure project will educate Parents to feel confident in their child's safety to walk and bike to school.</p> <p>Statewide</p> <p>(CEQA - NOE, 12/13/2017.)</p> <p>(PPNO 11-1296B is the non-infrastructure component to PPNO 11-1296A)</p> <p>(SB 1 Augmentation)</p> <p><u>Outcome/Output:</u> This project enhances safety, connectivity, and mobility along Imperial Beach Boulevard</p>	11-1296B ATP/18-19 CONST \$65,000 1118000272 S	2017-18 108-3290 RMRA 20.30.720.100	\$65,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1b) Active Transportation Program Projects (SB 1 Augmentation)			Resolution FATP-1819-01	
7 \$1,000 City of Chula Vista <u>SANDAG</u> 11-San Diego	<p>Chula Vista Rides to School. All bicycle parking is located on Chula Vista Elementary School District right of way on campuses in the City of Chula Vista. Chula Vista Rides to School! is a infrastructure/non-infrastructure SRTS project that will install bicycle parking and provide bicycle safety instruction in 11 schools. Five schools will be provided enhanced bicycle safety education.</p> <p>MPO</p> <p>(CEQA - NOE , 05/31/2018.)</p> <p>(PPNO 1317A is the Infrastructure component to PPNO 1317B)</p> <p>(Time extension for FY 17-18 PS&E expires August 31, 2018.)</p> <p>(SB 1 Augmentation)</p> <p><u>Outcome/Output:</u> Eleven schools will have bike parking. Increase pedestrian safety, mobility and accessibility.</p>	11-1317A ATP/17-18 PS&E \$1,000 1118000201 S	2017-18 108-3290 RMRA 20.30.720.100	\$1,000
8 \$180,000 City of Chula Vista <u>SANDAG</u> 11-San Diego	<p>Chula Vista Rides to School. All bicycle parking is located on Chula Vista Elementary School District right of way on campuses in the City of Chula Vista. Chula Vista Rides to School is an infrastructure/non-infrastructure SRTS project that will install bicycle parking and provide bicycle safety instruction in 11 schools. Five schools will be provided enhanced bicycle safety education.</p> <p>MPO</p> <p>(CEQA - NOE, 05/31/2018.)</p> <p>(PPNO 1317B is the non infrastructure component to PPNO 1317A)</p> <p>(SB 1 Augmentation)</p> <p><u>Outcome/Output:</u> Eleven schools will have bike parking. Increase pedestrian safety, mobility and accessibility.</p>	11-1317B ATP/18-19 CONST \$180,000 1118000202 S	2017-18 108-3290 RMRA 20.30.720.100	\$180,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1b) Active Transportation Program Projects (SB 1 Augmentation)			Resolution FATP-1819-01	
9 \$500,000 San Diego Association of Governments <u>SANDAG</u> 11-San Diego	Inland Rail Trail-City of Vista Segment. The Project is located along the SPRINTER light-rail corridor between Mar Vista Drive and Civic Center Drive in the City of Vista. The Project constructs one mile of Class I bikeway, generally within railroad right-of-way, extending the Inland Rail Trail Corridor in the City of Vista to the Civic Center SPRINTER rail station. Other project improvements including pedestrian improvements at roadway crossings, fencing, lighting, and a pocket park. MPO (CEQA - MND, 03/16/2016.) (NEPA - CE, 01/11/2016) (Future Consideration of Funding approved under Resolution E -16-18; March 2018) (SB 1 Augmentation) <u>Outcome/Output:</u> The project will provide a safe, low-stress environment to make bicycling and walking more practical and desirable for a broad range of users while connecting to transit station.	11-1328 ATP/18-19 PS&E \$500,000 1118000226 S	2017-18 108-3290 RMRA 20.30.720.100	\$500,000
10 \$75,000 City of Buena Park <u>OCTA</u> 12-Orange	Buena Park School District Safe Routes to School (SRTS) Improvements. Detailed planning and outreach to identify improvements around six elementary schools and their bus stops. The project includes the evaluation and consolidation of school bus stops along with design of sidewalk improvements, ADA ramps, pavement markings, and signage. Statewide (CEQA - NOE, 11/28/2017) (PPNO 1273A is the Infrastructure component to PPNO 1273B.) (SB 1 Augmentation) <u>Outcome/Output:</u> The project outcome will encourage biking and walking to schools while increasing the safety and mobility for non-motorized users.	12-1273A ATP/18-19 PS&E \$75,000 1218000097 S	2017-18 108-3290 RMRA 20.30.720.100	\$75,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 15-16, 2018

Reference No.: 2.8b.(1)
Action Item

From: STEVEN KECK
Chief Financial Officer

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

Subject: **REQUEST TO EXTEND THE PERIOD OF CONTRACT AWARD FOR A STATE
ADMINISTERED PROJECT, ON THE STATE HIGHWAY SYSTEM, PER INTERIM
SHOPP GUIDELINES
WAIVER 18-39**

ISSUE:

Should the California Transportation Commission (Commission) extend the period of contract award for the Shaver to Huntington Capital Preventive Maintenance and Culvert Rehabilitation project (PPNO 6754A) on Route 168 in Fresno County programmed in the State Highway Operation and Protection Program (SHOPP) by eight months, to March 31, 2019?

RECOMMENDATION:

The California Department of Transportation (Department) recommends the Commission extend the period of contract award, for the Shaver to Huntington Capital Preventive Maintenance and Culvert Rehabilitation project (PPNO 6754A) on Route 168 in Fresno County programmed in the SHOPP by eight months, to March 31, 2019.

BACKGROUND:

The Shaver to Huntington Capital Preventive Maintenance and Culvert Rehabilitation SHOPP Roadway Preservation and Drainage System Restoration project was advertised on April 16, 2018. Three bids were received on May 24, 2018. All bids were significantly over the Engineer's Estimate (EE). The EE was recently certified and included an adjustment for increased material, labor and subcontractor cost trends, of similar projects in the area, at the time the project was allocated. The Department has reviewed the bid results for possible mathematical or material unbalancing in accordance with 23 CFR 635.102 and 23 CFR 635.114 and found no evidence of material unbalancing in the bids. The Department has also determined that the lowest responsible bidder has met the required Disadvantaged Business Enterprise project requirements.

The Department also has a concurrent supplemental funds request to award this contract on the August 2018 Commission meeting agenda.

This 8-month award time extension request will allow the Department sufficient time to re-package and re-advertise if the supplemental funds are not approved, process and award this project to the lowest responsible bidder.

On January 31, 2018, the Commission allocated \$13,200,000 for Construction Capital for this SHOPP project. In accordance with the Interim SHOPP Guidelines, the deadline to award contracts for projects allocated in January 2018 is July 31, 2018. The Department was not be able to meet the deadline for this project and is requesting a time extension for the period of contract award.

The Department is also requesting an 8-month concurrent time extension for Phase 3 Construction Support for this project.

Current Interim SHOPP Guidelines, stipulate that the Department or implementing agency 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.

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 15-16, 2018

Reference No.: 2.8b.(2)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Rihui Zhang, Chief
Division of Local Assistance

Subject: **REQUEST TO EXTEND THE PERIOD OF CONTRACT AWARD FOR ACTIVE TRANSPORTATION PROGRAM PROJECTS, PER ATP GUIDELINES WAIVER 18-40**

ISSUE:

Should the California Transportation Commission (Commission) extend the period of contract award for two projects listed on the attached document, for the time periods shown, in the Active Transportation Program (ATP)?

RECOMMENDATION:

The California Department of Transportation (Department) recommends the Commission extend the period of contract award for two projects listed on the attached document, for the time periods shown, in the ATP.

BACKGROUND:

The Commission allocated \$21,695,000 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 <i>Construction Only</i>	Allocation Date Resolution Number Initial Request Extended Deadline Department Recommendation
1	City of Los Angeles Los Angeles County PPNO: 07-5190 San Fernando Road Bike Path – Phase 3 project	\$21,195,000	03/22/2018 FATP-1718-13 11 Months 08/31/2019 Support
<p>The City of Los Angeles (City) requests an 11-month time extension to the period of contract award for the construction (CON) phase of the San Fernando Road Bike Path – Phase 3 project. The City experienced an unexpected delay during the Right of Way (RW) phase of the project.</p> <p>The City submitted the Authorization to Proceed (E76) for CON in April 2018 prior to advertisement. As part of the E76 package, a Public Interest Finding was included to justify the sole source of \$7 million worth of railroad improvement work. In June 2018, the City was notified that the railroad improvement work needed to be programmed and obligated under the RW phase of the project for the PIF and E76 to be able to be processed. Since all the ATP funds were only programmed and allocated in the CON phase, the City would be required to transfer the funds from the Federal Highway Administration (FHWA) to Federal Transit Administration (FTA). The City is requesting for additional time to request a transfer of Federal Funds to FTA, enter into a project agreement with FTA, and advertise and award the project by August 2019.</p> <p>Therefore, the City requests an 11-month extension to award the CON phase by August 31, 2019.</p>			
2	City of El Cajon San Diego County PPNO: 11-1298 Cajon Valley Union School District Safe Routes to School Plan (Phase 2) project	\$500,000	02/01/2018 FATP-1718-11 3 Months 11/30/2018 Support
<p>The City of El Cajon (City) requests a three-month time extension to the period of contract award for the construction (CON) phase of the Cajon Valley Union School District Safe Routes to School Plan (Phase 2) project. The City experienced an unexpected delay in advertising the project.</p> <p>The City received their CON allocation in February 2018 and proceeded with readying the project for advertisement and award. However, the City experienced delays in preparing the Request for Proposal (RFP). The RFP has been completed and is currently being advertised. City staff will evaluate the proposals in early August and expectation of awarding prior to their deadline. However, given the uncertainty of the bids, the City is requesting a three-month extension to allow for any unforeseen delays that may affect the schedule prevent the City from awarding by the August 31st deadline.</p> <p>Therefore, the City requests a three-month extension to award the CON phase by November 30, 2018.</p>			

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 15-16, 2018

Reference No.: 2.8c.(1)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Rihui Zhang, Chief
Division of Local Assistance

Subject: **REQUEST TO EXTEND THE PERIOD OF PROJECT COMPLETION FOR LOCALLY-ADMINISTERED ATP PROJECTS, PER ATP GUIDELINES WAIVER 18-41**

ISSUE:

Should the California Transportation Commission (Commission) extend the period of project completion for three projects, totaling \$2,250,000, programmed in the Active Transportation Program (ATP)?

RECOMMENDATION:

The California Department of Transportation (Department) recommends the Commission extend the period of project completion for three projects, totaling \$2,250,000, programmed in the ATP.

BACKGROUND:

The Commission allocated \$2,250,000 for the construction of the locally administered ATP projects identified on the attachment. The responsible agencies will be unable to complete the projects by the deadlines. The attachment describes the details of the projects and the explanations for the delays. The respective agencies request extensions in accordance with program guidelines.

Current STIP Guidelines stipulate that a local agency has up to 36 months from the time of contract award to accept the contract. The local agency has 180 days after the contract acceptance to prepare and submit the final invoices and reports to the Department. The Guidelines further stipulate that the Commission may approve a waiver to the project completion deadline, one time only, for up to 12 months, in accordance with Section 14529.8 of the Government Code.

Attachment

Time Extension/Waiver – Project Completion Deadline
 Active Transportation Program

Project #	Applicant County PPNO Project Description Reason for Project Delay	Extension Amount <i>Construction Only</i>	Award Date Allocation Resolution Number Number of Months Requested Extended Deadline CT Recommendation
1	City of Glendale Los Angeles County PPNO: 07-4889 Citywide Pedestrian Plan	\$500,000	09/15/2015 FATP-1415-04 6 Months 03/31/2019 Support
<p>The City of Glendale (City) requests a six-month time extension to complete construction (CON) of the Citywide Pedestrian Plan. The City has experienced an unexpected delay during finalization of the plan.</p> <p>The City received the CON allocation in March 2015 and awarded the contract in September 2015. The plan proposes a series of pedestrian improvement projects along high collision corridors, first/last mile transit access projects and projects that close gaps in the city pedestrian network. The City developed a robust website to extend its public outreach efforts that included a draft plan and comment section. The City received 268 comments from this effort, in addition to comments received during a live presentation. The City began evaluating the responses and incorporating some changes, however, additional time is needed to evaluate the impacts of the proposed improvement projects on the City street network and respond to comments before being able to finalize the plan for adoption. The City anticipates finalization of the plan by March 2019.</p> <p>Therefore, the City is requesting a six-month time extension to March 31, 2019.</p>			
2	City of Glendale Los Angeles County PPNO: 07-4890 Citywide Safety Education Initiative	\$500,000	09/15/2015 FATP-1415-04 6 Months 03/31/2019 Support
<p>The City of Glendale (City) requests a six-month time extension to complete construction (CON) of the Citywide Safety Education Initiative. The City has experienced an unexpected delay during completion of the program.</p> <p>The City received the CON allocation in March 2015 and awarded the contract in September 2015. The project's final report is in draft form and currently under review. Some elements of the public outreach efforts are still in progress and the City will need additional time to complete evaluation of its reach and effect on behavioral changes among the City's diverse populations. This Education Initiative (PPNO 4890) and the Citywide Pedestrian Plan (PPNO 4889), also being requested for allocation on this month's Commission agenda meeting, have been developed simultaneously to ensure the two projects incorporate each other's elements. The City anticipates finalizing and adopting the Citywide Pedestrian Plan by March 2019 at which time the Safety Education Initiative can be finalized.</p> <p>Therefore, the City is requesting a six-month time extension to March 31, 2019.</p>			
3	Department of Transportation Various Counties PPNO: 53-0773 State Technical Assistance Resource Center (TARC)	\$1,250,000	08/27/2015 FATP-1618-01 12 Months 08/30/2019 Support
<p>The Department requests a 12-month time extension to complete construction (CON) of the State Technical Assistance Resource Center. The Department has experienced an unexpected delay in completing the project.</p> <p>The Department received the CON allocation in August 2015. The Department relies on multiple external consultants to implement the TARC. All external consultants have finished implementing their contract except for the California State University, Sacramento (CSUS). CSUS assists the TARC with managing the Active Transportation Resource Center by conducting needs assessment, developing resource materials and providing training. CSUS requires additional time to complete its efforts. The Department is requesting a 12-month time extension to allow CSUS to utilize all its funding and complete the contract.</p> <p>Therefore, the Department is requesting a 12-month time extension to August 31, 2019.</p>			

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 15-16, 2018

Reference No.: 2.8c.(2)
Action Item

From: STEVEN KECK
Chief Financial Officer

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

Subject: **REQUEST TO EXTEND THE PERIOD OF PROJECT COMPLETION FOR A STATE ADMINISTERED PROJECT, ON THE STATE HIGHWAY SYSTEM, PER INTERIM SHOPP GUIDELINES WAIVER 18-42**

ISSUE:

Should the California Transportation Commission (Commission) extend the period of project completion for the State-Administered Colfax Truck Climbing Lane project (PPNO 5067) on Interstate 80 (I-80) in Placer County, on the State Highway System, programmed in the State Highway Operation and Protection Program (SHOPP) by seven months, to October 31, 2019?

RECOMMENDATION:

The California Department of Transportation (Department) recommends the Commission extend the period of project completion for the State-Administered Colfax Truck Climbing Lane project (PPNO 5067) on I-80 in Placer County, on the State Highway System, programmed in the SHOPP by seven months, to October 31, 2019.

BACKGROUND:

The Commission allocated \$42,362,000 in Construction Capital for the State-Administered Colfax Truck Climbing Lane Colfax Truck Climbing Lane project at the August 2015 Commission meeting. The project was awarded in March 2016.

Due to the winter storms of 2016, the Stage 2 construction work was delayed by almost two months and did not start until late May 2016. The Stage 2 and Stage 3 construction work was originally scheduled to be completed in the 2017 construction season. The late start of the Stage 2 construction work delayed the completion of the Stage 2 construction work and the start of the Stage 3 construction work. The contract plans and specifications do not allow any Stage 3 construction work between October 15 and May 1. Therefore, the Stage 3 construction work started in May 2018.

This 7-month time extension will allow the Department sufficient time to complete the Stage 3 construction work.

On March 10, 2016, the construction contract was awarded for this SHOPP project. In accordance with the Interim SHOPP Guidelines, the deadline to complete construction for this project awarded in March 2016 is March 31, 2019. The Department will not be able to meet the deadline for this project and is requesting a time extension for the period of contract completion.

The Department is also requesting a 7-month concurrent time extension for Phase 3 Construction Support for this project.

Current Interim SHOPP guidelines stipulate that the Department has up to 36 months from the award of the contract in which to complete the project. The Commission may approve waivers to the timely use of funds deadline one time only for up to 20 months.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 15-16, 2018

Reference No.: 2.8d.
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Rihui Zhang, Chief
Division of Local Assistance

Subject: **REQUEST TO EXTEND THE PERIOD OF PROJECT DEVELOPMENT EXPENDITURES FOR ACTIVE TRANSPORTATION PROGRAM PROJECTS, PER ATP GUIDELINES WAIVER 18-43**

ISSUE:

Should the California Transportation Commission (Commission) extend the period of project development expenditure for the John Yehall Chin Safe Routes to School project, in San Francisco County, totaling \$337,000, programmed in the Active Transportation Program (ATP), for the time period identified in the attachment?

RECOMMENDATION:

The California Department of Transportation recommends the Commission extend the period of project development expenditure for the John Yehall Chin Safe Routes to School project, in San Francisco County, totaling \$337,000, programmed in the ATP, for the time period identified in the attachment.

BACKGROUND:

The Commission allocated \$337,000 for one ATP project as identified on the attachment. The responsible agency has been unable to complete the phase within the expenditure period. The attachment describes the details of the project and the explanation for delay. The agency is requesting an extension, and the planning agency concur.

Current ATP Guidelines, adopted by the Commission, stipulate that funds programmed for all components of local grant projects are available for expenditure only until the end of the second fiscal year following the year of allocation. The Commission may approve a waiver to the “timely use of funds” deadline, one-time only, for up to 12 months.

Attachment

Time Extension/Waiver – Project Development Expenditure Deadline
 Active Transportation Program

Project #	Applicant County PPNO Project Description Reason for Project Delay	Phase Allocation Amount Balance Remaining	Allocation Date Allocation Resolution Number Number of Months Requested Extended Deadline CT Recommendation
1	San Francisco Department of Public Works San Francisco County PPNO: 04-2023B John Yehall Chin Safe Routes to School project	Plans, Specifications and Estimates Allocated: \$337,000 Balance: \$272,000	01/21/2016 FATP-1516-05 8 Months 02/28/2019 Support
<p>The San Francisco Department of Public Works (SFDPW) is requesting an eight-month time extension to the expenditure period of the Plans, Specifications and Estimates (PS&E) phase for the John Yehall Chin Safe Routes to School project. The City experienced unforeseen delays during design work.</p> <p>The SFDPW began design work in March 2016, before the San Francisco Board of Supervisors adopted Ordinance No. 51-16 which established new accessibility requirements for paths of travel into buildings with a place of public accommodation (ABE). The design work was near completion, but has been revisited to determine if potential design revisions are required to comply with ABE. The SFDPW submitted a scope change request and received approval on July 17, 2018. SFDPW will require an additional 8 months to review and revise the plans to address all project locations affected by the new requirements.</p> <p>Therefore, the City is requesting an eight-month expenditure extension from June 30, 2018 to February 28, 2019.</p>			

California Transportation Commission										
August 15-16, 2018 Meeting - Extension Requests / Staff Recommendation										
Agenda Item #	Ref #	Extension Type	Proj #	PPNO	County	Agency	Agency Request	Caltrans Extension Request	CTC Staff Recommendation	Notes
112	2.8b(2)	Contract Award - Active Transportation Program	1	07-5190	Los Angeles County	City of Los Angeles	11 months	11 months	11 months	The City experienced an unexpected delay during RW. The City is requesting 11 months to request a transfer of federal funds to FTA, enter into a project agreement with FTA, and anticipates advertising and awarding by August 31, 2019.
112	2.8b(2)	Contract Award - Active Transportation Program	2	11-1298	San Diego County	City of El Cajon	3 months	3 months	3 months	The City experienced an unexpected delay in advertising the project. The RFP is currently being advertised, however given uncertainty of bids, the City is requesting an extension to award CON by November 30, 2018.
113	2.8c(1)	Project Completion Deadline - Active Transportation Program	1	07-4889	Los Angeles County	City of Glendale	6 months	6 months	6 months	The City experienced an unexpected delay during finalization of the plan due to a large amount of public input which needs to be incorporated and responded to. The City anticipates finalizing the plan by March 31, 2019.
113	2.8c(1)	Project Completion Deadline - Active Transportation Program	2	07-4890	Los Angeles County	City of Glendale	6 months	6 months	6 months	The City experienced an unexpected delay during completion of the program which coincides with the completion of the plan. The City anticipates finalizing the program by March 31, 2019.
113	2.8c(1)	Project Completion Deadline - Active Transportation Program	3	53-0773	Various Counties	Department of Transportation	12 months	12 months	12 months	The Department experienced an unexpected delay in completing the project due to CSUS needing additional time to complete their contract and utilize all its funding. The Department anticipates project completion by August 31, 2019.
115	2.8d	Project Development Expenditure Deadline - Active Transportation Program	1	04-2023B	San Francisco County	San Francisco Department of Public Works	8 months	8 months	8 months	The City experienced unforeseen delays during design work due to a newly adopted ordinance. The City is requesting an extension to February 28, 2019 to address the new requirements and revise the plans.