

# **ESTIMATED TIMED AGENDA**

## **CALIFORNIA TRANSPORTATION COMMISSION**

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

**March 21-22, 2018**

**Orange, California**

### **Wednesday, March 21, 2018**

**1:00 PM**

**Commission Meeting**  
**Orange County Transportation Authority**  
**Boardroom**  
**550 South Main Street**  
**Orange, CA 92868**

**5:00 PM**

**Mobility 21 Reception**  
**Orange County Transportation Authority**  
**550 South Main Street**  
**Orange, CA 92868**

**7:00 PM**

**Commissioners Dinner**  
**Orange Hill Restaurant**  
**6410 East Chapman Avenue**  
**Orange, CA 92869**

### **Thursday, March 22, 2018**

**9:00 AM**

**Commission Meeting**  
**Orange County Transportation Authority**  
**Boardroom**  
**550 South Main Street**  
**Orange, CA 92868**

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

\* Please note - If you are viewing this electronically the links contained within this agenda are best viewed using Internet Explorer or Microsoft Edge.

**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](http://www.catc.ca.gov). Questions or inquiries about this meeting may be directed to the Commission staff at (916) 654-4245, 1120 N Street (MS-52), Sacramento, CA 95814. If any special accommodations are needed for persons with disabilities, please contact Doug Remedios at (916) 654-4245. Requests for special accommodations should be made as soon as possible but no later than at least five working days prior to the scheduled meeting.

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

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

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

**NEXT REGULARLY SCHEDULED CTC MEETING (Subject to Change):**

**CTC Meeting – May 16-17, 2018 in San Diego, 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).

<b>GENERAL BUSINESS</b>					
1	Roll Call	1.1	Fran Inman	I	C
2	Welcome to the Region	1.12	Lisa A. Bartlett Darrell E. Johnson	I	R
3	Approval of Minutes for January 31 - February 1, 2018	1.2	Fran Inman	A	C
4	Commissioners' Meetings for Compensation	1.5	Fran Inman	A	C
<b>REPORTS</b>					
5	Commission Executive Director	1.3	Susan Bransen	A	C
6	Commissioner Reports	1.4	Fran Inman	A	C
7	CalSTA Secretary and/or Undersecretary	1.6	Brian Annis	I	T
8	Caltrans Director and/or Deputy Director	1.7	Laurie Berman	I	D
9	FHWA California Division Administrator	1.11	Vincent Mammano	I	F
10	Regional Agencies Moderator	1.8	Patricia Chen	I	R
11	Rural Counties Task Force Chair	1.9	Maura Twomey	I	R
12	Self-Help Counties Coalition Executive Director	1.10	Keith Dunn	I	R
<b>POLICY MATTERS</b>					
13	Innovations in Transportation • Disruptive Trends in Transportation	4.3	Garth Hopkins Ron Milam	I	C
14	California Autonomous Vehicle Regulations	4.21	Garth Hopkins Jean Shiomoto	I	C
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	Draft 2019 Active Transportation Program Fund Estimate	4.20	Laurie Waters Steven Keck	I	C/D
<b>Road Repair and Accountability Act of 2017, Senate Bill 1</b>					
18	Road Repair and Accountability Act of 2017, Senate Bill 1 Implementation Update	4.4	Robert Nelson	I	C
19	Adoption of the Senate Bill 1 Accountability and Transparency Guidelines Resolution G-18-09	4.18	Dawn Cheser	A	C
20	Adoption of Updated Reporting Guidelines for the Road Maintenance and Rehabilitation Account Local Streets and Roads Funding Program Resolution G-18-08	4.13	Robert Nelson	A	C
21	Amendment to the 2018 Local Partnership Program Formulaic Program of Projects Resolution G-18-15, Amending Resolution G-18-04	4.16	Matthew Yosgott	A	C
22	Adoption of the 2017 Active Transportation Program Augmentation Guidelines - California Conservation Corps Resolution G-18-14	4.14	Laurie Waters	A	C
23	Presentation of the Draft 2019 Active Transportation Program Guidelines	4.19	Laurie Waters	I	C
24	Presentation of the 2018 State Transportation Improvement Program (STIP) Staff Recommendations	4.26	Teresa Favila	I	C



Tab #	Item Description	Ref. #	Presenter	Status*	
25	Adoption of the 2018 State Transportation Improvement Program Resolution G-18-16	4.29	Teresa Favila	A	C
26	Senate Bill 1 Funded University of California and California State University Research Efforts	4.32	Garth Hopkins Stephen Ritchie	I	C
<b>Transportation Asset Management Plan</b>					
27	Approval of Performance Targets for Supplementary Asset Classes on the State Highway System Resolution G-18-07	4.8	Rick Guevel Michael Johnson	A	D
28	Approval of Annual Benchmarks for the Four Primary Asset Classes on the State Highway System – Pavements, Bridges, Drainage Systems, and Transportation Management Systems	4.9	Rick Guevel Michael Johnson	A	D
29	Approval of the Transportation Asset Management Plan Resolution G-18-12	4.10	Rick Guevel	A	C
30	Draft Wetlands Regulations Update.	4.33	Garth Hopkins Phil Stolarski	I	D
<b>INFORMATION CALENDAR</b>			Stephen Maller		
31	<b><u>Informational Reports on Allocations Under Delegated Authority:</u></b> -- Emergency G-11 Allocations (2.5f. (1)): \$91,963,000 for 27 projects. -- SHOPP Safety Sub-Allocations (2.5f. (3)): \$35,510,000 for 5 projects. -- Minor G-05-16 Allocations (2.5f. (4)): \$4,471,000 for 5 projects.	2.5f.		I	D
<b>Monthly Reports on the Status of Contract Award for:</b>					
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
<b>Quarterly Reports – Second Quarter – FY 2017-18</b>					
37	Caltrans Finance Report	3.5		I	D
38	Proposition 1A – High-Speed Passenger Train Bond Program	3.6		I	D
39	Caltrans Rail Operations Report	3.7		I	D
40	Aeronautics – Acquisition & Development (A&D) and Airport Improvement Program (AIP)	3.8		I	D
<b>Other Reports</b>					
41	Quarterly Report – Local Assistance Lump Sum Allocation for the Period Ending December 31, 2017	3.10		I	D
42	First Quarter - Balance Report on AB 1012 “Use It or Lose It” Provision for Federal Fiscal Year 2016 Unobligated RSTP and CMAQ Funds.	3.11		I	D
43	Quarterly Report – Commission Comment Letters on Notices of Preparation and Draft Environmental Impact Reports	4.17		I	C



Tab #	Item Description	Ref. #	Presenter	Status*	
	<b>BEGIN CONSENT CALENDAR</b>		Stephen Maller		
44	<u>Approval of Projects for Future Consideration of Funding:</u> 03-Sac-99/160, PM 4.98 & R44.47 Lagoon Creek Bridge and American River Bridge Scour Repair Project Perform scour repair on four bridges at two locations on SR 99 and SR 160 in Sacramento County. (MND) (PPNO 6916) (SHOPP) Resolution E-18-15  04-Sol-80, PM 13.92 Dan Wilson Creek Bridge Deck Replacement Project Rehabilitate an existing bridge on Interstate 80 in Solano County. (MND) (PPNO 8315N) (SHOPP) Resolution E-18-16 <i>(Related Item under Ref. 2.5b. (1).)</i>  04-Sol-84, PM 12.0/12.4 Minor Slough Bridge Project Replace existing bridge on SR 84 in Solano County. (MND) (PPNO 0886) (SHOPP) Resolution E-18-17  06-Tul-99, PM 19.46 Tipton Bridge Replacement Project Replace existing bridge on SR 99 in Tulare County. (ND) (PPNO 6679) (SHOPP) Resolution E-18-18  07-LA-1, PM 56.4/56.9 Trancas Creek Bridge Replacement Project Replace existing bridge on SR 1 in Los Angeles County. (MND) (PPNO 4498) (SHOPP) Resolution E-18-19  07-LA-138, PM 44.2/44.7 State Route 138 Improvements Project Widen a portion of SR 138 in Los Angeles County. (MND) (EA 23620) (Local) Resolution E-18-20  10-Mer-140, PM 0.00/42.7 Merced State Route 140 Guardrail Upgrade Project Upgrade guardrails and other safety devices on a portion of SR 140 in Merced County. (MND) (PPNO 3018) (SHOPP) Resolution E-18-21 <i>(Related Item under Ref. 2.5b. (2).)</i>	2.2c.(1)		A	D
45	<u>Approval of Project for Future Consideration of Funding:</u> 03 – Sacramento County Meadowview Road and 24th Street Streetscape Improvements Project Construct alignment improvements along Meadowview Road. (MND) (PPNO 1771) (RSTP) Resolution E-18-22	2.2c.(2)		A	C



Tab #	Item Description	Ref. #	Presenter	Status*	
46	<u>Approval of Project for Future Consideration of Funding:</u> 04 – Marin County Francisco Boulevard West Multi-Use Pathway Project Construct Class II bicycle lanes, median islands, lane reductions and other improvements. (MND) (PPNO 2326A) (LPP) Resolution E-18-23 <i>(Related Item under Ref. 2.5s. (1).)</i>	2.2c.(3)		A	C
47	<u>Approval of Project for Future Consideration of Funding:</u> 05 – Monterey County Las Lomas Drive Bicycle Lane and Pedestrian Project Construct sidewalks, Class II bicycle lanes and other improvements. (MND) (PPNO 2810) (ATP) Resolution E-18-24	2.2c.(4)		A	C
48	<u>Approval of Project for Future Consideration of Funding:</u> 08 – San Bernardino County Apple Valley South Safe Routes to School Project Construct new sidewalk and replace pavement to create a Class I bike path. (ND) (PPNO 08-1207) (ATP) Resolution E-18-25 <i>(Related Item under Ref. 2.5w. (1b).)</i>	2.2c.(5)		A	C
49	<u>Approval of Project for Future Consideration of Funding:</u> 10 – San Joaquin County Elmwood Elementary School Access Improvements Project Reconstruct roadway and install sidewalks, curb ramps, adjust utilities and other improvements. (ND) (PPNO 3290) (ATP) Resolution E-18-26 <i>(Related Item under Ref. 2.5w. (3).)</i>	2.2c.(6)		A	C
50	<u>Approval of Project for Future Consideration of Funding:</u> 10 – San Joaquin County Minor Avenue Complete Streets Project Construct Class II bicycle lanes, median islands, lane reductions and other improvements. (MND) (PPNO 3170 - 3265) (ATP) (CMAQ) Resolution E-18-27 <i>(Related Items under Ref. 2.5w. (1a) &amp; 2.5w. (1b).)</i>	2.2c.(7)		A	C
51	<u>Approval of Project for Future Consideration of Funding</u> 05 – Santa Cruz County Rail Trail Segment 7 (Phase I) Multi-Use Trail Construct a paved pedestrian and bicycle path. (MND) (PPNO 2551) (STIP) Resolution E-18-31	2.2c.(11)		A	C
52	<u>Approval of Project for Future Consideration of Funding:</u> 12 – Orange County La Habra Union Pacific Rail Line Bikeway Project Construction of a Class 1 Bikeway. (MND) (PPNO 2170H) (ATP) Resolution E-18-28	2.2c.(8)		A	C
53	Approval of the FY 2016-17 Environmental Enhancement and Mitigation Program Resolution G-18-05	4.5		A	C
54	Allocation for FY 2016-17 California Natural Resources Agency Environmental Enhancement and Mitigation Program Projects Resolution FP-17-44	2.5c.(7)		A	C



Tab #	Item Description	Ref. #	Presenter	Status*	
55	<p><u>Request to de-allocate, a combined total of \$489,128 in project savings, from the following Aeronautics A&amp;D projects:</u></p> <ul style="list-style-type: none"><li>• \$35,508 from the Ravensdale Airport - Widen Runaway, Taxiway Rehabilitation and Restripe Pavement project in Lassen County due to savings upon project completion. (Las-4-10-1) Resolution FDOA-2018-04, Amending Resolution FDOA-2015-03 (2.7c.(1))</li><li>• \$107,333 from the Montague-Yreka Airport – Resurface Runway, Taxiways &amp; Ramps project in Siskiyou County due to savings upon project completion. (Sis-2-15-1) Resolution FDOA-2018-05, Amending FDOA-2015-12 (2.7c.(2))</li><li>• \$55,500 from the Herlong Airport – Overlay Runway, Taxiway &amp; Apron project in Lassen County due to savings upon project completion. (Las-5-11-1) Resolution FDOA-2018-06, Amending Resolution FDOA-2011-05 (2.7c.(3))</li><li>• \$16,550 from the Ravensdale Airport – Overlay Runway &amp; Tiedown Area project in Lassen County due to savings upon project completion. (Las-4-11-1) Resolution FDOA-2018-07, Amending Resolution FDOA-2015-04 (2.7c.(4))</li><li>• \$445 from the Taft Airport – Slurry Seal Runway &amp; Restripe, Renovate Runway Lighting project in Kern County due to savings upon project completion. (Ker-2-11-1) Resolution FDOA-2018-08, Amending Resolution FDOA-2014-01 (2.7c.(5))</li><li>• \$4,323 from the Cameron Air Park – Runway Crack Repair &amp; Slurry Seal project in El Dorado County due to savings upon project completion. (ED-6-14-1) Resolution FDOA-2018-09, Amending Resolution FDOA-2014-09 (2.7c.(6))</li><li>• \$125,884 from the Chiriaco Summit – Runway Paving &amp; Grading project in Riverside County due to savings upon project completion. (Riv-4-14-1) Resolution FDOA-2018-10, Amending Resolution FDOA-2014-09 (2.7c.(7))</li><li>• \$15,877 from the Ravensdale Airport – Overlay Runway &amp; Tiedown Area project in Lassen County due to savings upon project completion. (Las-4-14-1) Resolution FDOA-2018-11, Amending Resolution FDOA-2015-05 (2.7c.(8))</li><li>• \$97,304 from the Sierraville-Dearwater Airport – Slurry Seal &amp; Re-Stripe Runway project in Sierra County due to savings upon project completion. (Sie-1-15-1) Resolution FDOA-2018-12, Amending Resolution FDOA-2015-12 (2.7c.(9))</li><li>• \$30,404 from the Herlong Airport – Overlay Runway, Taxiway &amp; Apron project in Lassen County due to savings upon project completion. (Las-5-14-1) Resolution FDOA-2018-13, Amending Resolution FDOA-2014-08 (2.7c.(10))</li></ul> <p><u>Request to de-allocate, a combined total of \$909,000 in lapsed funding, due to timely use funds restrictions, from the following Aeronautics A&amp;D projects:</u></p> <ul style="list-style-type: none"><li>• \$495,000 from the Hayfork Airport – Repave Runway project in Trinity County due to the timely use of funds restriction. (Tri-2-15-1) Resolution FDOA-2018-14, Amending Resolution FDOA-2015-12 (2.7c.(11))</li><li>• \$414,000 from the Hyampom Airport – Runway Pavement Rehabilitation project in Trinity County due to the timely use of funds restriction. (Tri-5-15-1) Resolution FDOA-2018-15, Amending Resolution FDOA-2015-12 (2.7c.(12))</li></ul>	2.7c.(1) – 2.7c.(12)		A	D



Tab #	Item Description	Ref. #	Presenter	Status*	
56	Two Relinquishments: --02-Plu-89-PM 20.4 Right of way along Route 89 at Ayoob Alley, in the Town of Greenville, County of Plumas. Resolution R-4004  --04-Mrn-101-PM-23.2/23,9 Right of way along Route 101 on Redwood Boulevard, in the city of Novato. Resolution R-4005	2.3c.		A	D
57 8 Ayes	7 Resolutions of Necessity Resolutions C-21601 through C- 21604 and Resolutions C-21606 through 21608	2.4b.		A	D
58	Director's Deeds Items 1 through 13 Excess Lands - Return to State: \$1,585,837 Return to Others: \$0	2.4d.		A	D
59	TCRP Project Re-Allocation: Request to re-allocate \$3,622,000 in previously allocated TCRP funds for Project 35.2 – Pacific Surfliner - Triple Track Burlington Northern Santa Fe (BNSF) Railway Company project (PPNO 2002) in Los Angeles County. Resolution TFP-17-03	2.5t.		A	D
60	Grant Anticipation Revenue Vehicle (GARVEE) Bond Debt Update	4.15		A	C
<b>END OF CONSENT CALENDAR</b>					
<b>Environmental Matters</b>					
61	Approval of Project for Future Consideration of Funding: 06-Ker-58, PM T31.7/R55.6, 06-Ker-99, PM 21.2/26.2 Centennial Corridor Project Construct a new alignment for SR 58 and SR 99 in Kern County (FEIR) (PPNO 3705) (STIP) Resolution E-18-30 <i>(Related Item under Ref. 2.5b. (3).)</i>	2.2c.(10)	Garth Hopkins Phil Stolarski	A	D
<b>RIGHT OF WAY MATTERS</b>					
<b>Airspace Leases</b>					
62	Request to Directly Negotiate with Saint Vincent de Paul Management, Incorporated DBA Father Joe's Village (San Diego County).	2.4c.(1)	Stephen Maller Jennifer S. Lowden	A	D
63	Request to Authorize the Execution of a 50 year lease with the San Francisco-Marin Food Bank (San Francisco).	2.4c.(2)	Stephen Maller Jennifer S. Lowden	A	D
<b>PROGRAM UPDATES</b>					
<b>Proposition 1B Quarterly Report – Second Quarter – FY 2017-18</b>					
64	Proposition 1B --Corridor Mobility Improvement Account (3.9a.) --Route 99 Corridor Program (3.9b.) --Local Bridge Seismic Retrofit Program (3.9c.) --State-Local Partnership Program (3.9d.) --Traffic Light Synchronization Program (3.9e.) --Highway-Railroad Crossing Safety Account (3.9f.) --Intercity Rail Improvement Program (3.9g.) --Trade Corridors Improvement Fund (3.9h.)	3.9	Stephen Maller Bruce De Terra Rihui Zhang	I	D



Tab #	Item Description	Ref. #	Presenter	Status*	
	<b>SHOPP PROGRAM</b>				
65 9:00 AM Timed item	<u>Southern California Hearing for the 2018 State Highway Operation and Protection Program:</u> <ul style="list-style-type: none"><li>Overview of the 2018 State Highway Operation and Protection Program (SHOPP) Development. (4.11a)</li><li>Overview of the Proposed 2018 SHOPP. (4.11b)</li><li>Consistency of the Proposed 2018 SHOPP with the Transportation Asset Management Plan. (4.11c)</li></ul>	4.11	Rick Guevel Bruce DeTerra Michael Johnson	I	C
66	Amendment to the Major Damage Restoration Reserve for Fiscal Year 2017-18. Resolution G-18-06, Amending Resolution G-17-41	4.7	Stephen Maller Tony Tavares	A	D
	<b>Presidio Parkway Project</b>				
67	Amendment to add the Presidio Trust Landscape Work to the Presidio Parkway Project under the Private Public Partnership Program (P3). Resolution G-18-10	4.30	Stephen Maller Bijan Sartipi	A	D
68	Request to allocate \$37 million for the Presidio Trust Landscape Work for the Presidio Parkway Public-Private Partnership project, in San Francisco County. Resolution G-18-11	4.31	Stephen Maller Bijan Sartipi	A	D
	<b>Gerald Desmond Bridge</b>				
69	<u>Supplemental Funds for Construction Support Oversight:</u> Request of \$19,206,000 in supplemental funds for the Gerald Desmond Bridge Project on Route 710 in Los Angeles County for construction support oversight. This is an increase of 42 percent over the current budget for construction support oversight. (PPNO 4425) Resolution FA-17-14	2.5e.(1)	Stephen Maller Carrie Bowen	A	D
	<b>Supplemental Fund Allocations – Construction Capital</b>				
70	<u>Supplemental Funds to Award:</u> Request for an additional \$1,336,000 in Construction Capital for the SHOPP Roadside Safety project on Route 97 in Siskiyou County, to award a contract. This is an increase of 62.9 percent over the original allocated amount. (PPNO 3477) Resolution FA-17-15	2.5e.(2)	Stephen Maller Dave Moore	A	D
71	<u>Supplemental Funds to Award:</u> Request for an additional \$3,211,000 in Construction Capital for the SHOPP Maintenance Facilities Program project on Route 80 in Alameda County, to award a contract. This is an increase of 21.5 percent over the original allocated amount. (PPNO 0064Q) Resolution FA-17-16	2.5e.(3)	Stephen Maller Bijan Sartipi	A	D
72	Request for an additional \$2,653,000 in Construction Capital for the SHOPP Pavement Rehabilitation project on Route 1 in Santa Barbara County, to award a contract. This is an increase of 18.7 percent over the original allocated amount. (PPNO 2542) Resolution FA-17-18	2.5e.(4)	Stephen Maller Tim Gubbins	A	D
73	<u>Supplemental Funds to Complete Construction:</u> Request for an additional \$1,400,000 in Construction Capital for the SHOPP Emergency Response Category, Major Damage project on Route 35 in Santa Clara County, to complete construction. This is an increase of 46.7 percent over the original allocated amount. (PPNO 1459A) Resolution FA-17-17	2.5e.(5)	Stephen Maller Bijan Sartipi	A	D



Tab #	Item Description	Ref. #	Presenter	Status*	
	<b>PROGRAM UPDATES</b>				
74	Update on the change to the Congestion Mitigation Air Quality Apportionment Distribution to Non-Attainment Areas for Ozone and Carbon Monoxide.	4.28	Teresa Favila Bruce De Terra	I	D
	<b>SHOPP PROGRAM</b>				
	<u>SHOPP Program Amendments for Approval</u>				
75	Request to: --Add 29 new projects into the 2016 SHOPP. --Revise 46 projects currently programmed in the 2016 SHOPP. SHOPP Amendment 16H-023 <i>(Related Item under Ref. 2.5b.(3))</i>	2.1a.(1)	Rick Guevel Bruce De Terra	A	D
76	Adoption of the 2018 State Highway Operation and Protection Program. Resolution G-18-13 <i>(Related Item under Ref 2.5b. (2) &amp; 2.5b. (3).)</i>	4.12	Stephen Maller	A	C
	<u>SHOPP Allocations</u>				
77	Request of \$111,362,000 for 13 SHOPP projects. Resolution FP-17-37 <i>(Related Item under Ref. 2.2c. (1).)</i>	2.5b.(1)	Rick Guevel Bruce De Terra	A	D
78	Request of \$30,960,000 for the Belle Terrance Overcrossing replacement and realignment of connector ramp on Route 58 SHOPP project in Kern County. (PPNO 06-6891) Resolution FP-17-39 <i>(Related Item under Ref. 2.2c. (10) &amp; 2.1a. (1).)</i>	2.5b.(3)	Rick Guevel Bruce De Terra	A	D
79	Request of \$226.9 million for 241 SHOPP preconstruction project phases for environmental, design and R/W support: <ul style="list-style-type: none"><li>• \$145.2 million for PA&amp;ED for 147 projects</li><li>• \$ 71.5 million for PS&amp;E for 51 projects</li><li>• \$ 10.2 million for R/W support for 43 projects</li></ul> Resolution FP-17-38 <i>(Related Item under Ref. 4.12)</i>	2.5b.(2)	Rick Guevel Bruce De Terra	A	D
	<b>STIP PROGRAM</b>				
	<u>STIP Allocations</u>				
80	Request of \$200,000 for the locally administered South East Gateway STIP project in Lassen County, on the State Highway System. (PPNO 02-3492) Resolution FP-17-40	2.5c.(2a)	Teresa Favila Bruce De Terra	A	D
81	Request of \$4,525,000 for six locally administered STIP projects, off the State Highway System. 2.5c. (3a) -- \$4,195,000 for five STIP projects. 2.5c. (3b) -- \$ 330,000 for one STIP Planning, Programming, and Monitoring project. Resolution FP-17-41	2.5c.(3)	Teresa Favila Bruce De Terra	A	D
	<u>Advance – STIP Allocation</u>				
82	Request of \$15,557,000 for the locally administered I-680 Southbound HOV Lane Gap Closure STIP project in Contra Costa County, programmed FY 18-19. (PPNO 04-0222E). Resolution FP-17-42	2.5c.(2b)	Teresa Favila Bruce De Terra	A	D
	<u>Federal Border Infrastructure Program (BIP) Allocation</u>				
83	Request of \$4,500,000 for the federally funded BIP Cesar Chavez Boulevard Widening and Improvement - 2 <sup>nd</sup> Street to Route 98 project in Imperial County. (PPNO 11-0606). Resolution FP-17-43	2.5c.(4)	Teresa Favila Bruce De Terra	A	D



Tab #	Item Description	Ref. #	Presenter	Status*	
	<b>SENATE BILL 1 PROGRAM</b>				
	<u>Local Partnership Program (LPP) Allocations</u>				
84	Request of \$1,319,000 for four locally administered LPP projects, off the State Highway System. Resolution LPP-A-1718-02 <i>(Related Item under Ref. 2.2c. (3).)</i>	2.5s.(1)	Matthew Yosgott Rihui Zhang	A	D
	<b>PROPOSITION 1B PROGRAM</b>				
	<u>Proposition 1B State Route 99 Project Allocation</u>				
85	Request of \$795,000 for the State Administered Proposition 1B State Route 99 Auxiliary Lanes Project, from I-5 Connector to West Elkhorn Boulevard Overcrossing project, in Sacramento County. (PPNO 03-6928) Resolution R99-A-1718-03	2.5g.(2)	Rick Guevel Bruce De Terra	A	D
	<b>ACTIVE TRANSPORTATION PROGRAM</b>				
86	Status of the Active Transportation Program Semi-Annual Progress Reports by Local Agencies	4.27	Laurie Waters Rihui Zhang	A	D
	<u>Active Transportation Program Scope Change Amendments</u>				
87	The County of Los Angeles proposes to amend the Cycle 2 Active Transportation Program - Aviation/LAX Green Line Station Community Linkages project (PPNO 5117) in Los Angeles County, to modify the scope of work by reducing bicycle elements and increasing pedestrian elements. Resolution ATP-A-17-04	4.22	Laurie Waters Rihui Zhang	A	D
88	The County of Los Angeles proposes to amend the Cycle 2 Active Transportation Program - Hawthorne/Lennox Green Line Station Community Linkages project (PPNO 5110) in Los Angeles County, to modify the scope of work by reducing the bicycle improvements and increasing the pedestrian improvements. Resolution ATP- A-17-05	4.23	Laurie Waters Rihui Zhang	A	D
89	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
	<u>Active Transportation Program (ATP) Project Allocations</u>				
90	Request of \$28,154,000 for 25 locally administered ATP projects: 2.5w. (1a) -- \$25,109,000 for 10 ATP projects. 2.5w. (1b) -- \$ 3,045,000 for 15 ATP SB1 Augmentation projects. Resolution FATP-1718-13 <i>(Related Items under Ref. 2.2c. (1), 2.2c. (7), 2.2c. (5).)</i>	2.5w.(1)	Laurie Waters Rihui Zhang	A	D
	<u>Advance – ATP Allocations</u>				
91	Request of \$1,229,000 for four locally administered ATP projects, programmed in FY 18-19. 2.5w. (2a) -- \$442,000 for one ATP project. 2.5w. (2b) -- \$787,000 for three ATP SB1 Augmentation projects. Resolution FATP-1718-14	2.5w.(2)	Laurie Waters Rihui Zhang	A	D
92	Request of \$1,137,000 for the locally administered Elmwood Elementary School Access Improvements ATP project, in San Joaquin County, programmed in FY 19-20. (PPNO 10-3290) Resolution FATP-1718-15 <i>(Related Item under Ref. 2.2c. (6).)</i>	2.5w.(3)	Laurie Waters Rihui Zhang	A	D



Tab #	Item Description	Ref. #	Presenter	Status*	
	<b><u>TIME EXTENSION REQUESTS</u></b>				
	<b><u>Project Allocation Time Extension</u></b>				
93	Request to extend the period of allocation for 4 ATP projects, per ATP Guidelines. Waiver 18-06	2.8a.(3)	Laurie Waters Rihui Zhang	A	D
94	Request to extend the start time of expenditures for 4 SHOPP pre-construction support phases for two projects, per Interim SHOPP Guidelines. Waiver 18-05	2.8a.(1)	Rick Guevel Bruce De Terra	A	D
	<b><u>Contract Award Time Extension</u></b>				
95	Request to extend the period of contact award for 18 SHOPP projects, on the State Highway System, per Interim SHOPP Guidelines. Waiver 18-07	2.8b.(1)	Rick Guevel Bruce De Terra	A	D
	<b><u>Project Expenditure Time Extension</u></b>				
96	Request to extend the period of expenditure for the locally administered State Route 88, Pine Grove Corridor Improvement STIP project in Amador County, on the State Highway System, per STIP Guidelines. (PPNO 2454) Waiver 18-09	2.8d.	Teresa Favila Bruce De Terra	A	D
	<b><u>OTHER MATTERS / PUBLIC COMMENT</u></b>		6.		
	<b><u>ADJOURN</u></b>				

<b><u>Highway Financial Matters</u></b>		
\$369,222,000	Total SHOPP	
\$20,202,000	Total STIP	
\$1,319,000	Senate Bill-1 Local Partnership Program	
\$795,000	Proposition 1B	
\$30,520,000	Active Transportation Program	
\$131,944,000	Delegated Allocations	
\$27,806,000	Supplementals	
\$4,500,000	Federal Border Infrastructure Program	
<u>\$586,308,000</u>	Sub-Total Highway Allocations	
 <u>\$586,308,000</u>	TOTAL VALUE	
 10,053	TOTAL JOBS CREATED	
<u>\$1,398,228</u>	Total Aeronautics De-Allocation	



**PUBLIC DISTRIBUTION**

CALIFORNIA TRANSPORTATION COMMISSION

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

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

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

Mr. Jim Earp, Vice Chair  
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Sacramento, CA 95814

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

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Ms. Lucetta Dunn  
Orange County Business Council  
2 Park Plaza, Suite 100  
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4670 Willow Road, Suite 200  
Pleasanton, CA 94588

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Silicon Valley Leadership Group  
2001 Gateway Place, Suite 101E  
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1620 5<sup>th</sup> Avenue, Suite 400  
San Diego, CA 92101

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

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

**Ex-Officio Members**

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

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

**Executive Director**  
Ms. Susan Bransen  
1120 N Street, Room 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.



# Memorandum

Tab 3

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 21-22, 2018

Reference No.: 1.2  
Action

Published Date: March 9, 2018

From: SUSAN BRANSEN  
Executive Director

Prepared By: Douglas Remedios  
Associate Governmental  
Program Analyst

Subject: **MEETING MINUTES FOR JANUARY 31-FEBRUARY 1, 2018**

## **ISSUE:**

Should the California Transportation Commission (Commission) approve the meeting minutes for the January 31-February 1, 2018 Commission meeting?

## **RECOMMENDATION:**

Staff recommends that the Commission approve the meeting minutes for the January 31-February 1, 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: January 31-February 1, 2018 Meeting Minutes



# Minutes

## CALIFORNIA TRANSPORTATION COMMISSION

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

January 31- February 1, 2018

Sacramento, California

Wednesday, January 31, 2018

1:00 PM

Commission Meeting

Lincoln Plaza

Auditorium, First Floor

400 P Street

Sacramento CA, 95814

Thursday, February 1, 2018

9:00 AM

Commission Meeting

Lincoln Plaza

Auditorium, First Floor

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).

Tab #	Item Description	Ref. #	Presenter	Status*
<b>GENERAL BUSINESS</b>				
1	Roll Call	1.1	Bob Alvarado	I C
Chair Bob Alvarado		Present	Commissioner Fran Inman	Present
Commissioner Yvonne Burke		Present	Commissioner Christine Kehoe	Present
Commissioner Lucetta Dunn		Present	Commissioner Jim Madaffer	Present
Commissioner Jim Earp		Present	Commissioner Joe Tavaglione	Present
Commissioner Jim Ghielmetti		Present	Commissioner Paul Van Konyenburg	Present
Commissioner Carl Guardino		Present		
<b>TOTAL</b>		<b>Present: 11</b> <b>Absent: 0</b>		
Senator Jim Beall, Ex-Officio			Absent	
Assembly member Jim Frazier, Ex-Officio			Present	

**NEXT REGULARLY SCHEDULED CTC MEETING (Subject to Change):**

**CTC Meeting – March 21-22, 2018 in Orange, CA**



Tab #	Item Description	Ref. #	Presenter	Status*	
2	Election of Commission Chair and Vice Chair	1.13	Bob Alvarado	A	C

**Motion:** Term of Chair with an option for 2 years, 1 year term for Vice-Chair

**Action Taken:** Approved

**Maker:** Burke

**Second:** Ghielmetti

**Recused:** None

**Absent:** None

**Vote result:** 11-0

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

**Nays:** None

**Abstained:** None

**Motion:** Fran Inman as Chair for 2 years

**Action Taken:** Approved

**Maker:** Dunn

**Second:** Burke

**Recused:** None

**Absent:** None

**Vote result:** 11-0

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

**Nays:** None

**Abstained:** None

**Motion:** Nomination of Jim Earp as Vice Chair

**Action Taken:** Approved

**Maker:** Ghielmetti

**Second:** Tavaglione

**Recused:** None

**Absent:** None

**Vote result:** 6-5

**Ayes:** Alvarado, Burke, Earp, Ghielmetti, Tavaglione, Van Konynenburg

**Nays:** Dunn, Inman, Guardino, Kehoe, Madaffer

**Abstained:** None

**Motion:** Nomination of Jim Madaffer as Vice Chair

**Action Taken:** Motion Failed

**Maker:** Dunn

**Second:** Guardino

**Recused:** None

**Absent:** None

**Vote result:** 5-6

**Ayes:** Dunn, Guardino, Inman, Kehoe, Madaffer

**Nays:** Alvarado, Burke, Earp, Ghielmetti, Tavaglione, Van Konynenburg

**Abstained:** None

3	Welcome to the Region	1.12	James Corless Derek Minnema	I	R
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Sacramento Area Council of Governments CEO James Corless and Capital SouthEast Connector Joint Powers Authority Executive Director Derek Minnema presented this informational item.

RESOLUTION OF NECESSITY – APPEARANCE					
4 8 Ayes	<u>Appearance - Via Correspondence (Letter)</u> --08-SBd-395-PM 37.67 Southern California Public Power Authority Resolution C-21585	2.4a.	Stephen Maller Mike Whiteside	A	D

**Recommendation:** Approval

**Action Taken:** Approved

**Motion:** Ghielmetti

**Second:** Earp

**Recused:** None

**Absent:** None

**Vote result:** 11-0

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

**Nays:** None

**Abstained:** None



Tab #	Item Description	Ref. #	Presenter	Status*	
5	Approval of Minutes for December 6-7, 2017	1.2	Bob Alvarado	A	C

**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, Van Konynenburg

**Nays:** None

**Abstained:** None

6	Commissioners' Meetings for Compensation	1.5	Bob Alvarado	A	C
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**Recommendation:** Approval

**Action Taken:** Approved

**Motion:** Earp

**Second:** Dunn

**Recused:** None

**Absent:** None

**Vote result:** 11-0

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

**Nays:** None

**Abstained:** None

REPORTS					
7	Commission Executive Director	1.3	Susan Bransen	A	C

**Recommendation:** Approval of Updated Meeting Schedule

**Action Taken:** Approved

**Motion:** Dunn

**Second:** Madaffer

**Recused:** None

**Absent:** None

**Vote result:** 11-0

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

**Nays:** None

**Abstained:** None

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

Report by the Commission Executive Director

**YELLOW MEETING HANDOUT**

8	Commissioner Reports	1.4	Bob Alvarado	A	C
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Commissioners Earp, Ghielmetti, and Alvarado provided reports for this informational item.

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

10	Caltrans Director and/or Deputy Director	1.7	Malcolm Dougherty	I	D
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California Department of Transportation Director Malcolm Dougherty presented this informational item.

11	FHWA California Division Administrator	1.11	Vincent Mammano	I	F
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FHWA's California Division Administrator Vince Mammano presented this informational item.

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

13	Rural Counties Task Force Chair	1.9	Maura Twomey	I	R
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Rural Counties Task Force Chair Maura Twomey presented this informational item.



Tab #	Item Description	Ref. #	Presenter	Status*	
14	Self-Help Counties Coalition Executive Director	1.10	Keith Dunn	I	R

Self Help Counties Coalition Chair Keith Dunn presented this informational item.

	<b>POLICY MATTERS</b>				
15	Innovations in Transportation <ul style="list-style-type: none"> <li>Promising Technologies in Traffic Operations – UC Berkeley Institute of Transportation Studies</li> </ul>	4.3	Garth Hopkins Alex Bayen	I	C

Commission Deputy Director Garth Hopkins and UC Berkley Institute of Transportation Studies Director Alex Bayen presented this informational item.

16	State and Federal Legislative Matters	4.1	Jofil Borja	A	C
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**Recommendation:** Accept staff report and adopt a position of opposition for AB1756 and send a letter to Assembly members Brough and Harper.

**Action Taken:** Approved

**Motion:** Dunn

**Second:** Madaffer

**Recused:** None

**Absent:** None

**Vote result:** 11-0

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

**Nays:** None

**Abstained:** None

17	Budget and Allocation Capacity	4.2	Jacqueline Campion Steven Keck	I	D
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Caltrans Chief of Budgets Steven Keck presented this informational item.

18	Update to the Federal Aid Project Funding Guidelines	4.9	Mitch Weiss Steven Keck	I	D
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This item was withdrawn prior to the meeting.

	<b>Road Repair and Accountability Act of 2017, Senate Bill 1</b>				
19	Road Repair and Accountability Act of 2017, Senate Bill (SB 1) Implementation Update	4.5	Mitch Weiss	A	C

Commission Deputy Director Robert Nelson presented this informational item.

20	Adoption of the 2018 Local Partnership Program – Formulaic Program of Projects Resolution G-18-04 (Related Item under Ref. 2.5s. (1) )	4.22	Matthew Yosgott	A	C
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**Recommendation:** Approval

**Action Taken:** Approved

**Motion:** Guardino

**Second:** Earp

**Recused:** None

**Absent:** Burke

**Vote result:** 10-0

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

**Nays:** None

**Abstained:** None



Tab #	Item Description	Ref. #	Presenter	Status*	
21	Adoption of the Fiscal Year 2017-18 Road Maintenance and Rehabilitation Account Local Streets and Roads Funding Subsequent Report of Eligible Cities and Counties Resolution G-18-03	4.21	Garth Hopkins	A	C

**Recommendation:** Approval

**Action Taken:** Approved

**Motion:** Ghielmetti      **Second:** Tavaglione      **Recused:** None      **Absent:** Burke, Earp

**Vote result:** 9-0

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

**Nays:** None

**Abstained:** None

22	Presentation of the Draft SB 1 Accountability and Transparency Guidelines	4.15	Dawn Cheser	I	C
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Commission Associate Deputy Director Dawn Cheser presented this informational item.

**Speakers:**

Dawn Vettese – San Diego Association of Governments

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

Presentation on the Draft SB 1 Accountability and Transparency Guidelines

**YELLOW MEETING HANDOUT**

23	Adoption of the 2017 ATP Augmentation Metropolitan Planning Organization Component – 3 of 10 Large MPOs Resolution G-18-02 (Related Item under Ref. 2.5w. (1).)	4.13	Laurie Waters	A	C
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**Recommendation:** Approval of staff recommendations

**Action Taken:** Approved

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

**Vote result:** 10-0

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

**Nays:** None

**Abstained:** None

**Speakers:**

Bill Thomas, Retired Congressman – Kern Council of Governments

24	North Coast Railroad Authority (NCRA) Update • NCRA's 2018 Strategic Plan	4.20	Jofil Borja Matthew Brady John McCowen	I	D/C/R
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Commission Assistant Deputy Director Jofil Borja, Caltrans District 1 Director Matthew Brady, and NCRA board member John McCowen presented this informational item.

**Speakers:**

Tom MacDonald – Private Citizen

Thomas Dewar – Private Citizen

Bernard Meyer – Private Citizen

Scott Greacen – Friends of the Eel River

David Keller – Friends of the Eel River

Carol Hart – North Coast Rail Authority



Tab #	Item Description	Ref. #	Presenter	Status*	
25	Caltrans Interim Efficiencies Report	4.4	Rick Guevel Karla Sutliff	I	D

Commission Associate Deputy Director Rick Guevel and Caltrans Chief Engineer Karla Sutliff presented this informational item.

Speakers:

Russel Snyder – California Asphalt Pavement Association

	<b>SHOPP Program</b>				
26	Approve the Transportation Assets Management Plan for the State Highway System - Performance Targets for all Asset Classes and Annual Benchmarks for the Four Primary Asset Classes	4.6	Stephen Maller Mike Johnson	A	D

**Recommendation:** Staff recommends conditional approval upon receipt of benchmarks and performance targets.

**Action Taken:** Approved

**Motion:** Dunn

**Second:** Tavaglione

**Recused:** None

**Absent:** Madaffer

**Vote result:** 10-0

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

**Nays:** None

**Abstained:** None

Speakers:

Esther Postiglione – California Walks

27	Overview of the Proposed 2018 State Highway Operation and Protection Program	4.7	Rick Guevel Bruce De Terra	I	D
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Commission Associate Deputy Director Rick Guevel and Caltrans Division Chief for Programming Bruce DeTerra presented this informational item.

	<b>INFORMATION CALENDAR</b>		Stephen Maller		
28	<b>Informational Reports on Allocations Under Delegated Authority:</b> -- Emergency G-11 Allocations (2.5f. (1)): \$57,390,000 for 22 projects. -- SHOPP Safety Sub-Allocations (2.5f. (3)): \$13,297,000 for four projects. -- Minor G-05-16 Allocations (2.5f. (4)): \$3,783,000 for five projects.	2.5f.		I	D

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:*

Allocations under Delegated Authority

**YELLOW REPLACEMENT ITEM**  
(Attachment 2.5f. (1) only)

	<b>Monthly Reports on the Status of Contract Award for:</b>				
29	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:*

Status of Contract Award – State Highway Projects

**PINK REPLACEMENT ITEM**

30	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.



Tab #	Item Description	Ref. #	Presenter	Status*	
31	Local Assistance ATP Projects, per Resolution G-15-04	3.2c.		I	D

This item was presented as part of the Information Calendar.

32	SHOPP Projects, Pre-Construction SHOPP Support Allocations, per Interim SHOPP Guidelines	3.3		I	D
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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:*

Status of Contract Award - SHOPP Preconstruction Support Allocations

**YELLOW REPLACEMENT ITEM**

<b>Quarterly Reports – First Quarter – FY 2017-18</b>					
33	Quarterly Report – Local Assistance Lump Sum Allocation for the Period Ending September 30, 2017	3.5		I	D

This item was presented as part of the Information Calendar.

<b>Other Reports</b>					
34	Fourth Quarter - Balance Report on AB 1012 "Use It or Lose It" Provision for Federal Fiscal Year 2015 Unobligated RSTP and CMAQ Funds.	3.6		I	D

This item was presented as part of the Information Calendar.

35	Traffic Congestion Relief Program (TCRP) Annual Report	4.8		I	D
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This item was presented as part of the Information Calendar.

<b>BEGIN CONSENT CALENDAR</b>			Stephen Maller		
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**Recommendation:** Approval of staff recommendations

**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, Van Konyneburg

**Nays:** None

**Abstained:** None

36	<u>Amendment for Approval (Border Infrastructure Program):</u> The city of Calexico proposes to re-program \$4,500,000 of Federal SAFETEA-LU Border Infrastructure Program funds for the Construction phase on the Cesar Chavez Boulevard Widening and Improvement - 2 <sup>nd</sup> Street to Route 98 project in Imperial County. (PPNO 0606) STIP Amendment 16S-018 (Related Item under Ref. 2.2c. (6).)	2.1a.(2)		A	D
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This item was presented and approved as part of the Consent Calendar.



Tab #	Item Description	Ref. #	Presenter	Status*	
37	<u>Amendment for Approval (Border Infrastructure Program):</u> The Department proposes to amend the Route 11 Highway and Commercial Vehicle Enforcement Facility project – Segment 2 (PPNO 0999B) in San Diego County to replace a portion of the local funds with a federal grant (FAST Act) and segment the project into Segment 2 (PPNO 0999B) and Segment 2A (PPNO 0999D), with Segment 2A being delivered in FY 2018-19. The Department also proposes to program \$3,350,000 of SAFETEA-LU Border Infrastructure Program funds to the new Segment 2A. STIP Amendment 16S-20	2.1a.(3)		A	D

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

38	<u>Approval of Projects for Future Consideration of Funding:</u>  02-But-70, PM 42.06/42.21/46.44 02-Plu-70, PM 23.67/31.82 Feather River Aquatic Organism Passage Project Construct fish passages at five locations along the Feather River in Butte and Plumas Counties. (MND) (EA 02-0H800/0H900) (SHOPP/US Forest Service Funds) Resolution E-18-01  03-Yub-20, PM 13.30/R17.80 Browns Valley Rehabilitation Project Construct roadway improvements and replace an existing bridge on SR 20 in Yuba County. (MND) (PPNO 9579) (SHOPP) Resolution E-18-02  03-Yub-20, PM R18.07/20.25 State Route 20 Timbuctoo Safety Improvement Project Construct roadway improvements on a portion of SR 20 in Yuba County. (MND) (PPNO 9590) (SHOPP) Resolution E-18-03  05-SB-192, PM 15.4/15.6 Arroyo Parida Creek Bridge Replacement Project Replace existing bridge on SR 192 in Santa Barbara County. (MND) (PPNO 0335) (SHOPP) Resolution E-18-04  08-Riv-10, PM R62.3/R63.7 Interstate 10/Avenue 50 New Interchange Project Construct a new interchange on I-10 at Avenue 50 in Riverside County. (MND) (EA 08-45210) (Local) Resolution E-18-05  10-Mer-99, PM 20.1/24.3 Merced 99 Pavement Rehabilitation Project Resurface and restore pavement on a portion of SR 99 in Merced County. (MND) (PPNO 5431) (SHOPP) Resolution E-18-06	2.2c.(1)		A	D
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This item was presented and approved as part of the Consent Calendar.



Tab #	Item Description	Ref. #	Presenter	Status*	
39	<u>Approval of Project for Future Consideration of Funding:</u> 01 – Mendocino County Covelo State Route 162 Corridor Multi-Purpose Trail Project Construct a multi-purpose trail along State Route 162. (MND) (PPNOs 01-4610B, 01-4632, 01-4634) (ATP) Resolution E-18-08 <i>(Related Item under Ref. 2.5w. (1).)</i>	2.2c.(3)		A	C

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

40	<u>Approval of Project for Future Consideration of Funding:</u> 05 – Santa Barbara County Old Town Sidewalk Improvement Project Construct sidewalks, access ramps, parking and other improvements. (MND) (PPNO 05-2695) (ATP) Resolution E-18-09 <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.

41	<u>Approval of Project for Future Consideration of Funding:</u> 11 – Imperial County Cesar Chavez Boulevard Improvement Project Construct lane and signalization improvements. (MND) (PPNO 0606) (BIP) (RMRA) Resolution E-18-11 <i>(Related Item under Ref. 2.1a. (1).)</i>	2.2c.(6)		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> 03 – Sacramento County Power Inn Road Sidewalk Improvements Project Construct sidewalks, bike lanes and other improvements. (ND) (PPNO 1684) (ATP) Resolution E-18-13 <i>(Related Item under Ref. 2.5w. (1).)</i>	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> 05 – Monterey County Monterey Bay Sanctuary Scenic Trail (MBSST) – Moss Landing Segment Bicycle/Pedestrian Path and Bridge Project Construct a bicycle and pedestrian path. (MND) (PPNO 2817) (ATP) Resolution E-18-14	2.2c.(9)		A	C
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This item was presented and approved as part of the Consent Calendar.

44	<u>Route Adoption:</u> --09-Iny-395-PM 29.9/41.9 Adopt US-395 as a controlled access highway on new alignment from 1.4 miles south of LA Aqueduct Bridge No. 48-0010 to 0.1 mile south of Ash Creek Bridge No. 48-0068R, in Inyo County. Resolution HRA 18-01 <i>(Related Items under 2.3a. (2).)</i>	2.3a.(1)		A	D
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This item was presented and approved as part of the Consent Calendar.



Tab #	Item Description	Ref. #	Presenter	Status*	
45	<u>Route Re-designation:</u> -09-Iny-190-PM 6.0/9.9 Re-designate superseded US-395 from 0.5 miles south of LA Aqueduct Bridge No. 40-0010 to the existing State Route 190 interchange at PM 9.9 as State Route 190. Resolution HRR 18-01 <i>(Related Item under 2.3a. (1).)</i>	2.3a.(2)		A	D

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

46 8 Ayes	15 Resolutions of Necessity Resolutions C-21586 through C-21600	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:

15 11 Resolutions of Necessity

Resolutions C-21586, Resolution C-21588, Resolution C-21589, Resolution C-21591 through C-21597, and Resolution C-21599 and C-21600

→ In the Book Item, on page 2 – Revised Resolution C-21586 from Shintaffer Properties, LLC to Dorothy Naomi Shintaffer, Trustee of the Shintaffer Family Revocable Trust, dated October 7, 1999, as to an undivided 50% interest, and Dorothy Shintaffer, as Trustee of The Dorothy Shintaffer Trust, dated April 12, 2005, as to an undivided 50% interest - 03-Yub-20-PM 8.38-9.25 - Parcel 36781-1, 2, 3, 4, 5, 6, 7, 8, 9, 10 - EA 2F3209

→ In the Book Item Attachment –

- Replace Resolution C-21586

**YELLOW REPLACEMENT ITEM**

- Replace the "Parcel Legal Description" for Resolutions C-21586, C-21588 & C-21589

**PINK REPLACEMENT ITEMS**

- Resolution C-21587 (Rose D. Edler, Trustee of the Fred W. Edler Jr. and Rose D. Edler, revocable Inter-Vivos Trust; 03-Yub-20-PM 9.83-10.2 – Parcel 36786-1, 2, 3, 4, 5, 6 – EA 2F3209) **Withdrawn prior to the CTC Meeting.**
- Resolution C-21590 (Roger O. Walther and Anne N. Walther, Co-Trustees of the Roger and Anne Walther Revocable Trust U/D/T Dated March 31, 1992, as amended April 21, 1992; 04-Nap-128-PM-7.4-Parcel 63230-1, 2 – EA 1G4309.) **Withdrawn prior to the CTC Meeting.**
- Resolution C-21598 (Madrid Fore Homeowners Association, Inc., a California Corporation; 12-Ora-5-PM 15.7 – Parcel 202023-1, 2 – EA 0K0229) **Withdrawn prior to the CTC Meeting.**
- Resolution C-21600 (Regency Centers, L.P., a Delaware Limited Partnership; 12-Ora-39; PM 1.9 - Parcel 103535-1, 2 - EA 0N9909) **Withdrawn prior to the CTC Meeting.**

47	<u>Resolution of Necessity - Rescission:</u> 08-SBd-18-PM 109.43 First Class Properties, LLC, a California Limited Liability Company, etc., et al. Rescinding Resolution C-21553 because of a change in ownership. Resolution CR-160	2.4e.		A	D
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This item was presented and approved as part of the Consent Calendar.

48	Director's Deeds Items 1 through 14 Excess Lands - Return to State: \$2,846,500 Return to Others: \$0	2.4d.(1)		A	D
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This item was presented and approved as part of the Consent Calendar.



Tab #	Item Description	Ref. #	Presenter	Status*	
49	<u>Five Relinquishment Resolutions:</u>  ~04-Son-101-PM 15.1 Right of way along Route 101 on Redwood Drive, in the city of Rohnert Park. Resolution R-3999  ~07-Ven-101-PM-14.7/15.1 Right of way along Route 101 on Ventura Boulevard and Carmen Drive, in the city of Camarillo. Resolution R-4000  ~08-SBd-10-PM-26.33/26.46 Right of way along Route 10 on Tippecanoe Avenue and Laurelwood Drive, in the city of San Bernardino. Resolution R-4001  ~08-SBd-10-PM-26.22/26.36 Right of way adjacent to Route 10 on Anderson Street and Redlands Boulevard, in the city of Loma Linda. Resolution R-4002  ~12-Ora-5-PM-32.5/33.3 Right of way along Route 5 between Seventeenth Street and Main Street, in the city of Santa Ana. Resolution R-4003	2.3c.		A	D

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

50	<u>Allocation Amendment – Proposition 1B STIP:</u> Request to de-allocate \$1,334,901 in Proposition 1B STIP construction from the Routes 210 and 215 Project in San Bernardino County, due to savings at project closeout. (PPNO 0194Q) Resolution CMIA-AA-1718-10, Amending Resolution CMIA-A-0910-001 Resolution STIP1B-AA-1718-01, Amending Resolution STIP1B-A-0910-005	2.5g.(1a)		A	D
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This item was presented and approved as part of the Consent Calendar.

51	<u>Allocation Amendment – Proposition 1B STIP:</u> Request to de-allocate \$112,232 in Proposition 1B STIP construction from the Route 101 Marin-Sonoma Narrows HOV Lanes Project in Marin County, due to savings at project closeout. (PPNO 0360F) Resolution CMIA-AA-1718-11, Amending Resolution CMIA-AA-1617-07 Resolution STIP1B-AA-1718-02, Amending Resolution STIP1B-AA-1617-03	2.5g.(1b)		A	D
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This item was presented and approved as part of the Consent Calendar.



Tab #	Item Description	Ref. #	Presenter	Status*	
52	<u>Allocation Amendment – Proposition 1B STIP:</u> Request to de-allocate \$71,763 in Proposition 1B STIP construction from the Route 580 Eastbound HOV Lane Segment 2 – Portola Avenue to Hacienda Drive Project in Alameda County, due to savings at project closeout. (PPNO 0112D) Resolution CMIA-AA-1718-12, Amending Resolution CMIA-AA-1617-04 Resolution STIP1B-AA-1718-03, Amending Resolution STIP1B-AA-1617-02	2.5g.(1c)		A	D

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

53	<u>Allocation Amendment – Proposition 1B STIP to CMIA:</u> Reduce the original STIP allocation for construction by \$3,548,000, (from \$3,548,000 to \$0), and increase the original CMIA allocation for construction by \$3,548,000, (from \$0 to \$3,548,000), for the Route 15/215 Interchange to Scott Road project in Riverside County. (PPNO 9991A) Resolution STIP1B-AA-1718-04, Amending Resolution STIP1B-A-0809-009 Resolution CMIA-A-1718-01	2.5g.(1d)		A	D
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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 – Proposition 1B STIP to CMIA:

**PINK REVISED ITEM**

→Revise agenda language as follows:

Reduce the original STIP allocation for construction **PS&E** by \$3,548,000 (from \$3,548,000 to \$0), and increase the original CMIA allocation for construction **PS&E** by \$3,548,000, (from \$0 to \$3,548,000) for the Route 15/215 Interchange to Scott Road project in Riverside County, (PPNO 0991A)

54	<u>Allocation Amendment – Proposition 1B STIP to CMIA:</u> Reduce the original STIP allocation for construction by \$11,047,000, (from \$11,047,000 to \$0) and increase the original CMIA allocation for construction by \$11,047,000, (from \$11,155,000 to \$22,202,000) for the East Sonora Bypass Stage II project in Tuolumne County. (PPNO 0021B) Resolution CMIA-AA-1718-13, Amending Resolution CMIA-A-1011-002 Resolution STIP1B-AA-1718-05, Amending Resolution STIP1B-A-1011-001	2.5g.(1e)		A	D
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This item was presented and approved as part of the Consent Calendar.

55	<u>Allocation Amendment – Proposition 1B ICR Project:</u> Request to de-allocate an additional \$470,000 in construction savings from the San Onofre to Pulgas Double Track Phase 1 project, in San Diego County, due to project savings at closeout. (PPNO 2094) Resolution ICR1B-AA-1718-02, Amending Resolution ICR1B-AA-1415-02 Resolution MPF-17-04, Amending Resolution MFP-14-09	2.5g.(8a)		A	D
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This item was presented and approved as part of the Consent Calendar.



Tab #	Item Description	Ref. #	Presenter	Status*	
56	<u>Allocation Amendment – Proposition 1B ICR Project:</u> Request to de-allocate \$128,000 in design savings from the San Onofre to Pulgas Double Track Phase 2 project, in San Diego County, due to project savings at closeout. (PPNO 2094) Resolution ICR1B-AA-1718-03 Amending Resolution ICR1B- A-1415-03	2.5g.(8b)		A	D

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

57	<u>Allocation Amendment – TCRP Project 115 &amp; 116:</u> Request to amend Resolution TFP-16-23, originally approved in June 2017, to correct the "Outcome/Outputs" descriptions for TCRP Project 115 – South LRT Extension – Meadowview - Calvine (PPNO 3L05) and TCRP Project 116 – Northeast Corridor Enhancement (PPNO 3148), which were omitted at the time of construction allocation. Resolution TFP-17-01, Amending Resolution TFP-16-23	2.5t.(1)		A	D
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This item was presented and approved as part of the Consent Calendar.

58	<u>Allocation Amendment - TCRP Project 116:</u> Request to amend Resolution TFP-16-26, originally approved in June 2017, to correct the "Outcome/Outputs" description for TCRP Project 116 – Northeast Corridor Enhancement (PPNO 3148), which was omitted at the time of the redistribution of the Right of Way savings to construction for this project. Resolution TFP-17-02, Amending Resolution TFP-16-29	2.5t.(2)		A	D
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This item was presented and approved as part of the Consent Calendar.

59	<u>Technical correction – STIP Project:</u> Request to correct the EA and Project ID for the Pelandale Avenue Interchange STIP project, in Stanislaus County, approved under Resolution FP-17-14, in October 2017. (PPNO 9460A);	2.9.		A	D
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This item was presented and approved as part of the Consent Calendar.

60	<u>ATP Amendment for Approval:</u> Request to amend the 2017 ATP Augmentation Statewide Component to reprogram \$250,000 of funds programmed in the environmental phase and \$250,000 of funds programmed in the design phase to the construction phase in FY 2018-19 for the Bay Regional Park District's Doolittle Drive Bay Trail Project. Resolution ATP-A-17-02	4.11		A	C
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This item was presented and approved as part of the Consent Calendar.

<b>END OF CONSENT CALENDAR</b>					
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Tab #	Item Description	Ref. #	Presenter	Status*	
	<b>ENVIRONMENTAL MATTERS</b>				
61	<u>Approval of Project for Future Consideration of Funding:</u> 04-Ala-84, PM 13.01/13.60 Alameda Creek Bridge Replacement Project Replace existing bridge on SR 84 in Alameda County. (FEIR) (PPNO 0084B) (SHOPP) Resolution E-18-07	2.2c.(2)	Jose Oseguera Phil Stolarski	A	D

**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, Van Konyneburg

**Nays:** None

**Abstained:** None

62	<u>Approval of Project for Future Consideration of Funding:</u> 04 – San Francisco County City/County of San Francisco Transit Effectiveness Project Construct pedestrian, bicycle and transit improvements. (FEIR) (PPNO 2319) (ATP) Resolution E-18-12 <i>(Related Item under Ref. 2.5w. (1).)</i>	2.2c.(7)	Jose Oseguera	A	C
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This item was withdrawn prior to the meeting

<b>RIGHT OF WAY MATTERS</b>					
<b>Airspace Lease</b>					
63	Request to Directly Negotiate with Chelsea Investments-Father Joe's Village (San Diego County)	2.4c.	Stephen Maller Jennifer S. Lowden	A	D

This item was withdrawn prior to the meeting.

<b>PROGRAM UPDATES</b>					
<b>Quarterly Reports – First Quarter – FY 2017-18</b>					
64	Proposition 1B --Corridor Mobility Improvement Account (3.9a.) --Route 99 Corridor Program (3.9b.) --Local Bridge Seismic Retrofit Program (3.9c.) --State-Local Partnership Program (3.9d.) --Traffic Light Synchronization Program (3.9e.) --Highway-Railroad Crossing Safety Account (3.9f.) --Intercity Rail Improvement Program (3.9g.) --Trade Corridors Improvement Fund (3.9h.)	3.9	Stephen Maller Bruce De Terra	I	D

Commission Deputy Director Stephen Maller and Caltrans Division Chief for Programming Bruce DeTerra presented this informational item.

65	Project Delivery	3.7	Stephen Maller Jim Davis	I	D
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Commission Deputy Director Stephen Maller and Caltrans Division Chief for Project Management Jim Davis presented this informational item.



Tab #	Item Description	Ref. #	Presenter	Status*	
	<b>Supplemental Fund Allocations</b>				
66	Request for an additional \$3,737,000 in Construction Capital for the SHOPP Installation of Ramp Metering project on Route 99 in Sacramento County, to award a contract. This is an increase of 22.9 percent over the original allocated amount. (PPNO 6913) Resolution FA-17-08	2.5e.(2)	Stephen Maller Amarjeet Benipal	A	D

Items 66 and 67 were taken together.

**Recommendation:** Approval

**Action Taken:** Approved

**Motion:** Tavaglione

**Second:** Earp

**Recused:** None

**Absent:** Madaffer

**Vote result:** 10-0

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

**Nays:** None

**Abstained:** None

67	Request for an additional \$1,174,000 in Construction Capital for the SHOPP Inspection Facilities Replacement project on Route 80 in Nevada County, to award a contract. This is an increase of 45.1 percent over the original allocated amount. (PPNO 4296) Resolution FA-17-09	2.5e.(3)	Stephen Mailer Amarjeet Benipal	A	D
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Items 66 and 67 were taken together.

**Recommendation:** Approval

**Action Taken:** Approved

**Motion:** Tavaglione

**Second:** Earp

**Recused:** None

**Absent:** Madaffer

**Vote result:** 10-0

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

**Nays:** None

**Abstained:** None

68	Request for an additional \$781,000 in Construction Capital for the SHOPP Collision Reduction project from Piedmont Avenue to Scenic Drive on Route 68 in Monterey County, to award a contract. This is an increase of 27.4 percent over the original allocated amount. (PPNO 2604) Resolution FA-17-10	2.5e.(4)	Stephen Maller Tim Gubbins	A	D
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Items 68, 69, and 70 were taken together.

**Recommendation:** Approval

**Action Taken:** Approved

**Motion:** Tavaglione

**Second:** Madaffer

**Recused:** None

**Absent:** Earp

**Vote result:** 10-0

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

**Nays:** None

**Abstained:** None



Tab #	Item Description	Ref. #	Presenter	Status*	
69	Request for an additional \$640,000 in Construction Capital for the SHOPP Installation of Traffic Management Systems project from Route 1 to Route 68 in Monterey County, to award a contract. This is an increase of 54.3 percent over the original allocated amount. (PPNO 4019) Resolution FA-17-11	2.5e.(5)	Stephen Mailer Tim Gubbins	A	D

Items 68, 69, and 70 were taken together.

**Recommendation:** Approval

**Action Taken:** Approved

**Motion:** Tavaglione

**Second:** Madaffer

**Recused:** None

**Absent:** Earp

**Vote result:** 10-0

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

**Nays:** None

**Abstained:** None

70	Request for an additional \$9,061,000 in Construction Capital for the SHOPP I-880 North of Fremont Boulevard Overcrossing to High Street Separation/Overhead Pavement Rehabilitation project on Route 880 in Alameda County, to award a contract. This is an increase of 19.6 percent over the original allocated amount. (PPNO 0483W) Resolution FA-17-13	2.5e.(7)	Stephen Mailer Bijan Sartipi	A	D
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Items 68, 69, and 70 were taken together.

**Recommendation:** Approval

**Action Taken:** Approved

**Motion:** Tavaglione

**Second:** Madaffer

**Recused:** None

**Absent:** Earp

**Vote result:** 10-0

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

**Nays:** None

**Abstained:** None

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

Supplemental Funds Request –Request of \$9,061,000 in Alameda County (PPNO 0483W)

→Revise agenda language as follows: Request for an additional ~~\$9,061,000~~ **\$8,935,000** for the SHOPP I-880 North of Fremont Boulevard Overcrossing to High Street Separation/Overhead Pavement Rehabilitation project on Route 880 in Alameda County, to award a contract.

→In the Book Item, on page 1, the notation under the chart should read as: *\*Includes \$1,856,277 from the Bay Area Infrastructure Financing Authority (BAIFA) for express lanes paving.*

71	Request for an additional \$1,650,000 in Construction Capital for the SHOPP Commercial Vehicle Enforcement Facility project on Route 15 in San Bernardino County, to close out a contract. This is an increase of 15 percent over the original allocated amount. (PPNO 0179B) Resolution FA-17-12	2.5e.(6)	Stephen Mailer John Bulinski	A	D
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**Recommendation:** Approval

**Action Taken:** Approved

**Motion:** Tavaglione

**Second:** Madaffer

**Recused:** None

**Absent:** Earp

**Vote result:** 10-0

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

**Nays:** None

**Abstained:** None



Tab #	Item Description	Ref. #	Presenter	Status*	
	<b><u>PROGRAM UPDATES</u></b>				
	<b><u>SHOPP PROGRAM</u></b>				
	<b><u>SHOPP Program Amendments for Approval:</u></b>				
72	Request to: --Add 23 new projects into the 2016 SHOPP. --Revise 70 projects currently programmed in the 2016 SHOPP. SHOPP Amendment 16H-022	2.1a.(1)	Rick Guevel Bruce De Terra	A	D

**Recommendation:** Approval

**Action Taken:** Approved

**Motion:** Tavaglione

**Second:** Burke

**Recused:** None

**Absent:** Earp

**Vote result:** 10-0

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

**Nays:** None

**Abstained:** None

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

SHOPP Amendments for Approval

On Attachment 2, changes are need for the following projects:

- Project 14 (PPNO 5833/EA 3F140) – Revise the "Project Description and Location of Work" as follows: In and near Woodland, from County Road 102 ~~East Main Street~~ to County Road 13 at various locations; also in the city of Sacramento, from Seamas Avenue to Richards Boulevard (PM 19.3/24.7) at various locations. Upgrade ADA facilities. (G13 Contingency Project.)
- Project 18 (PPNO 1480F/EA 2J00A) – Revise the Project ID as follows: 0414000412 ~~041800013~~ **0414000412**; Revise the EA as follows: ~~2J000 2J00A 2J000~~
- Project 21 (PPNO 0775H/EA 4G21A) – Revised the "Project Description and Location of Work" as follows: Near Napa, at Huichica Creek (PM 0.75). Mitigation planting monitoring, and reporting for EA ~~4G211~~ **4G210**.
- Project 22 (PPNO 0775G/4G211) - Revise the Project ID as follows: 0412000310 ~~041800216~~ **0412000310**; Revise the EA as follows: ~~4G211~~ **4G210**
- Project 55 (PPNO 3235B/EA 1H342) – Revised the "FY" from 17-18 to **19-20**
- Project 60 (PPNO 2246/EA 0H150) - Revise the Project ID as follows: 1216000055 ~~1218000056~~ **1216000055**; Revise the EA as follows: ~~0H150 0H152 0H150~~

	<b>Minor Program Allocations</b>				
73	Request of \$2,158,000 for two SHOPP Minor projects. Resolution FP-17-33	2.5a.	Rick Guevel Bruce De Terra	A	D

**Recommendation:** Approval

**Action Taken:** Approved

**Motion:** Dunn

**Second:** Burke

**Recused:** None

**Absent:** Earp

**Vote result:** 10-0

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

**Nays:** None

**Abstained:** None



Tab #	Item Description	Ref. #	Presenter	Status*
	<b>SHOPP Allocations</b>			
74	Request of \$149,112,000 for 16 SHOPP projects. Resolution FP-17-34	2.5b.(1)	Rick Guevel Bruce De Terra	A D

**Recommendation:** Approval

**Action Taken:** Approved

**Motion:** Guardino

**Second:** Madaffer

**Recused:** None

**Absent:** Earp

**Vote result:** 10-0

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

**Nays:** None

**Abstained:** None

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

*SHOPP Allocations - \$149,112,000 for 16 projects*

In Book Item Attachment, revise the "Expenditures" for the following projects:

- Project 4 (PPNO 3711/EA 0H490) revise the R/W Supp from \$0 to **\$2,981**
- Project 8 (PPNO 6326/EA 0H11U) revise the PS&E from \$0 to **\$631,441**
- Project 9 (PPNO 6754/EA 0U090) revise the PS&E from \$1,025 to **\$684,891**

75	Request of \$46.8 million for 60 SHOPP preconstruction project phases for environmental, design and R/W support: <ul style="list-style-type: none"> <li>• \$ 3.6 million for PA&amp;ED for 5 projects</li> <li>• \$40.8 million for PS&amp;E for 31 projects</li> <li>• \$ 2.4 million for R/W support for 24 projects</li> </ul> Resolution FP-17-35	2.5b.(2)	Rick Guevel Bruce De Terra	A D
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**Recommendation:** Approval

**Action Taken:** Approved

**Motion:** Tavaglione

**Second:** Dunn

**Recused:** None

**Absent:** Earp

**Vote result:** 10-0

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

**Nays:** None

**Abstained:** None

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

*SHOPP Allocations - \$46.8 million for 60 SHOPP preconstruction projects*

In the Book Item Attachment:

- Under PA&ED – Project 2 (PPNO 5870/EA 3H570) Revised "Location/Description" from: In Sacramento, Yolo, Placer and Glenn Counties on Routes 5, 16, 45, 49, 50, 65, 80, 99, 113, and 174 at various locations. Install traffic operations elements such as queue waiting systems, flashing beacons and lighting, and modify existing signals to new standards. to **Near Elk Grove, from Elk Grove Boulevard Overcrossing to 0.4 mile south of Laguna Boulevard Overcrossing. Extend Elk Grove Boulevard onramp merge lane in the northbound direction.**
- Under PA&ED – Project 3 (PPNO 3855/EA 4H020) Revised "Location/Description" from: Near Paso Robles, at Route 46 West Intersection with Vineyard Drive. Construct roundabout to **In Sacramento, Yolo, Placer and Glenn Counties on Routes 5, 16, 45, 49, 50, 65, 80, 99, 113, and 174 at various locations. Install traffic operations elements such as queue waiting systems, flashing beacons and lighting, and modify existing signals to new standards**
- Under PS&E - Project 17 (PPNO 5239/EA 33980) Revised "Location/Description" from Near Needles, from 2.7 miles to 3.4 miles north of Havasu Lake Road. Widen shoulders and install ground-in rumbles strips to **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.**
- Under PS&E – Project 34 (PPNO 1125/EA 41740) – Revise the Allocation Amount from \$757,400 to **\$758,000**
- Under R/W Supp - Project 45 (PPNO 5239/EA 33980) Revised "Location/Description" from Near Needles, from 2.7 miles to 3.4 miles north of Havasu Lake Road. Widen shoulders and install ground-in rumbles strips to **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.**



Tab #	Item Description	Ref. #	Presenter	Status*	
	<b>STIP PROGRAM</b>				
	<b>STIP Allocations</b>				
76	Request of \$1,423,000 for four locally administered STIP projects, off the State Highway System: 2.5c. (3a) – \$1,356,000 for two STIP projects. 2.5c. (3b) – \$ 67,000 for two STIP Planning, Programming, and Monitoring project. Resolution FP-17-36	2.5c.(3)	Teresa Favila Bruce De Terra	A	D

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

	<b>SENATE BILL 1 PROGRAM</b>				
	<b>Local Partnership Program (LPP)</b>				
77	Request of \$907,000 for the 7 <sup>th</sup> Street Grade Separation (East) LPP project in Alameda County. (PPNO 2103D) Resolution LPP-A-1718-01 <i>(Related Item under Ref. 4.22.)</i>	2.5s.(1)	Matthew Yosgott Rihui Zhang	A	D

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

	<b>PROPOSITION 1B PROGRAM</b>				
	<b>Trade Corridor Improvement Fund Program</b>				
78	<u>Trade Corridors Improvement Fund Baseline Amendment:</u> The Department and the San Diego Association of Governments (SANDAG) propose to amend the baseline agreement for TCIF Project 68, Segment 2 - State Route (SR) 11 and Commercial Vehicle Enforcement Facility (PPNO 0999B) in San Diego County to program \$7,825,000 in Proposition 1B TCIF regional savings to a segmented project Segment 2A: SR 11- Construct 4-lane highway project (PPNO 0999D). Resolution TCIF-P-1718-09, Amending Resolution TCIF-P-1112-40 <i>(Related item under Ref 2.1a. (2).)</i>	2.1c.(5)	Teri Anderson Bruce De Terra	A	D

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



Tab #	Item Description	Ref. #	Presenter	Status*	
79	<u>Trade Corridors Improvement Fund Program Amendment:</u> Add Project 127 - State Route 99 Auxiliary Lanes Project, from I-5 Connector to West Elkhorn Boulevard Overcrossing in Sacramento County into the Program. Resolution TCIF P-1718-07	4.16	Teri Anderson	A	C

Items 79 and 80 were taken together.

**Recommendation:** Approval

**Action Taken:** Approved

**Motion:** Ghielmetti

**Second:** Inman

**Recused:** None

**Absent:** Earp

**Vote result:** 10-0

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

**Nays:** None

**Abstained:** None

80	<u>Trade Corridors Improvement Fund Baseline Agreement:</u> Approve the Baseline Agreement for Project 127-State Route 99 Auxiliary Lanes Project, from I-5 Connector to West Elkhorn Boulevard Overcrossing in Sacramento County. Resolution TCIF P-1718-08B	4.17	Teri Anderson	A	C
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Items 79 and 80 were taken together.

**Recommendation:** Approval

**Action Taken:** Approved

**Motion:** Ghielmetti

**Second:** Inman

**Recused:** None

**Absent:** Earp

**Vote result:** 10-0

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

**Nays:** None

**Abstained:** None

	<b><u>State Route 99 Program</u></b>				
81	<u>State Route 99 Bond Program Amendment:</u> Add the State Route 99 Auxiliary Lanes Project, from I-5 Connector to West Elkhorn Boulevard Overcrossing in Sacramento County into the Program. Resolution R99-P-1718-02	4.18	Teri Anderson	A	C

Items 81 and 82 were taken together.

**Recommendation:** Approval

**Action Taken:** Approved

**Motion:** Tavaglione

**Second:** Dunn

**Recused:** None

**Absent:** Earp

**Vote result:** 10-0

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

**Nays:** None

**Abstained:** None



Tab #	Item Description	Ref. #	Presenter	Status*	
82	<u>State Route 99 Bond Baseline Agreement:</u> Approve the Baseline Agreement for the State Route 99 Auxiliary Lanes Project, from I-5 Connector to West Elkhorn Boulevard Overcrossing in Sacramento County. Resolution R99-P-1718-03	4.19	Teri Anderson	A	C

Items 81 and 82 were taken together.

**Recommendation:** Approval

**Action Taken:** Approved

**Motion:** Tavaglione

**Second:** Dunn

**Recused:** None

**Absent:** Earp

**Vote result:** 10-0

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

**Nays:** None

**Abstained:** None

	<u>State Route 99/TCIF Project Allocation</u>				
83	Request of \$4,500,000 from the State Route 99 and \$900,000 from the TCIF Proposition 1B Bond Programs for State Route 99 Auxiliary Lanes Project, from I-5 Connector to West Elkhorn Boulevard Overcrossing Project, in Sacramento County. (PPNO 03-6928/TCIF Project 127) Resolution R99-A-1718-02 Resolution TCIF-A-1718-03	2-5g.(2)	Teri Anderson Bruce De Terra	A	D

**Recommendation:** Approval

**Action Taken:** Approved

**Motion:** Ghielmetti

**Second:** Tavaglione

**Recused:** None

**Absent:** Earp

**Vote result:** 10-0

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

**Nays:** None

**Abstained:** None



Tab #	Item Description	Ref. #	Presenter	Status*	
	<b>Active Transportation Program (ATP)</b>				
	<b>ATP Project Allocations</b>				
84	Request of \$12,715,000 for 32 locally administered ATP projects, off the State Highway System. 2.5w. (1a) – \$4,931,000 for 16 ATP projects. 2.5w. (1b) – \$7,784,000 for 16 ATP SB1 Augmentation projects. Resolution FATP-1718-11 (Related Items under Ref. 2.2c. (2), 2.2c. (4), 2.2c. (7), 2.2c. (8) & 4.13.)	2.5w.(1)	Laurie Waters Rihui Zhang	A	D

**Recommendation:** Approval as revised

**Action Taken:** Approved

**Motion:** Guardino

**Second:** Burke

**Recused:** None

**Absent:** Earp

**Vote result:** 10-0

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

**Nays:** None

**Abstained:** None

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

*ATP Allocations - \$12,715,000 **\$10,365,000** for 32 **31** projects*

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

- Project 15 (PPNO 7421Y) – Revise the "Program" as follows: ~~RIP45-46~~ to **ATP/15-16**; revise the Project ID as follows: 1112000121 to **1118000117** and revise the "Adv Phase" as follows: S to **4**

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

- Project 2 (PPNO 1693A) – Revise the following in the vote box: (Statewide) to **(MPO)**
- Project 8 (PPNO 2328) – Revise the following in the vote box: (Statewide) to **(MPO)**
- Project 7 (PPNO 2319) – *Geneva Avenue Pedestrian & Bicycle Safety Improvement Project in San Francisco County for \$2,350,000*  
**Withdrawn prior to the CTC meeting**

<b>Advance – ATP Project Allocation</b>					
85	Request of \$746,000 for the Rexland Acres Community Sidewalk ATP project in Kern County, programmed in FY 18-19. (PPNO 6900) Resolution FATP-1718-12	2.5w.(2)	Laurie Waters Rihui Zhang	A	D

**Recommendation:** Approval

**Action Taken:** Approved

**Motion:** Tavaglione

**Second:** Dunn

**Recused:** None

**Absent:** Earp

**Vote result:** 10-0

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

**Nays:** None

**Abstained:** None

<b>Aeronautics Program</b>					
86	Allocation Amendment – Aeronautics A&D Project: Request to deallocate \$135,000 in CAAP A&D funding from the Jacqueline Cochran Airport project in Riverside County, due to project withdrawal by Riverside County. (Riv-2-15-1) Resolution FDOA-2018-03 Amending Resolution FDOA-2014-09	2.7c.	Rick Guevel Gary Cathey	A	D

**Recommendation:** Approval

**Action Taken:** Approved

**Motion:** Tavaglione

**Second:** Madaffer

**Recused:** None

**Absent:** Earp

**Vote result:** 10-0

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

**Nays:** None

**Abstained:** None



Tab #	Item Description	Ref. #	Presenter	Status*	
	Transit & Intercity Rail Capital Program (TIRCP) Project Allocations				
87	Request of \$12,173,000 for two TIRCP projects. Resolution TIRCP-1718-02	2.6g.	Teresa Favila Dara Wheeler	A	D

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

<b>TIME EXTENSION REQUESTS</b>					
<b>Project Allocation Time Extension</b>					
88	Request to extend the period of pre-construction support allocations for 15 SHOPP phases: <ul style="list-style-type: none"> <li>• 9 requests for the PS&amp;E phase</li> <li>• 6 requests for the R/W Support phase</li> </ul> Waiver 18-01	2.8a.(1)	Rick Guevel Bruce De Terra	A	D

**Recommendation:** Approval of Staff Recommendations**Action Taken:** Approved**Motion:** Dunn**Second:** Tavaglione**Recused:** None**Absent:** Earp**Vote result:** 10-0**Ayes:** Alvarado, Burke, Dunn, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione, 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:* Request to extend the period of pre-construction support allocations for 15 SHOPP phases.

In the Book Item Attachment:

→ PPNO 0738 –Under "Project Dist-EA" add: **04-00G680** and under "County – Route" add **SON-121**

<b>Contract Award Time Extension</b>					
89	Request to extend the contract award for 6 SHOPP projects, per Interim SHOPP Guidelines. Waiver 18-03	2.8b.(1)	Rick Guevel Bruce De Terra	A	D

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

90	Request to extend the period of contract award for 2 Active Transportation Projects, per ATP Guidelines. Waiver 18-02	2.8b.(2)	Laurie Waters Rihui Zhang	A	D
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**Recommendation:** Approval of Staff Recommendations**Action Taken:** Approved**Motion:** Burke**Second:** Tavaglione**Recused:** None**Absent:** Earp**Vote result:** 10-0**Ayes:** Alvarado, Burke, Dunn, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione, Van Konyneburg**Nays:** None**Abstained:** None



Tab #	Item Description	Ref. #	Presenter	Status*	
	<b><u>Project Completion Time Extension</u></b>				
91	Request to extend the period of project completion for the City of San Diego – Linda Vista Safe Routes to School (NI) ATP project, per ATP Guidelines. (PPNO 1140) Waiver 18-04	2.8c.	Laurie Waters Rihui Zhang	A	D

**Recommendation:** Approval of Staff Recommendations

**Action Taken:** Approved

**Motion:** Madaffer

**Second:** Guardino

**Recused:** None

**Absent:** Earp

**Vote result:** 10-0

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

**Nays:** None

**Abstained:** None

	<b><u>OTHER MATTERS / PUBLIC COMMENT</u></b>	6.	
	<b><u>ADJOURN Day 1</u></b> –In Honor of former Transportation Secretary Brian Kelly for his hard work and dedication to improving transportation in California		

Susan Bransen  
Susan Bransen, Executive Director

March 7, 2018  
Date



# Memorandum

Tab 4

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 21-22, 2018

Reference No.: 1.5  
Action

Published Date: March 9, 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 January 2018 ([Attachment A](#))
- 2) Amended Meetings for Compensation for October 2017 ([Attachment B](#))
- 3) Amended Meetings for Compensation for November 2017 ([Attachment C](#))
- 4) Amended Meetings for Compensation for December 2017 ([Attachment D](#))

## **RECOMMENDATION:**

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

- 1) Meetings for Compensation for January 2018 ([Attachment A](#))
- 2) Amended Meetings for Compensation for October 2017 ([Attachment B](#))
- 3) Amended Meetings for Compensation for November 2017 ([Attachment C](#))
- 4) Amended Meetings for Compensation for December 2017 ([Attachment D](#))

## **BACKGROUND:**

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



Attachments:

- Attachment A: Meetings for Compensation for January 2018
- Attachment B: Amended Meetings for Compensation for October 2017
- Attachment C: Amended Meetings for Compensation for November 2017
- Attachment D: Amended Meetings for Compensation for December 2017



**ATTACHMENT A**

**MEETINGS FOR COMPENSATION  
January 2018 (January 1<sup>st</sup> – 30<sup>th</sup>)**

**Bob Alvarado**

- January 25 – Teleconference with Commission Staff Re: Chair Briefing. Oakland

**Yvonne Burke**

- January 19 – Teleconference with Los Angeles County Metropolitan Transportation Authority Staff Re: January Commission Agenda. Los Angeles
- January 29 – Teleconference with Commission Staff Re: Agenda Briefing. Los Angeles

**Lucetta Dunn**

- January 16 – Teleconference with Susan Bransen Re: Commission Matters. Irvine
- January 22 – Teleconference with Susan Bransen Re: Commission Matters. Irvine
- January 23 – Meeting with Mike Hennessey Re: Orange County Projects. Irvine
- January 25 – Attended the Southern California Hearing for the 2018 STIP. Irvine
- January 25 – Teleconference with Commission Staff Re: Chair Briefing. Irvine
- January 26 – Attended the Interstate 405 Groundbreaking Event. Costa Mesa
- January 29 – Teleconference with Susan Bransen Re: Commission Matters. Irvine
- January 29 – Teleconference with Orange County Transportation Authority Staff Re: January Commission Agenda Items. Irvine

**Jim Earp**

- January 12 – Meeting with the Metropolitan Transportation Commission and Commission Staff Re: Bay Area Transportation Program Update. Roseville
- January 18 – Meeting with James Spering and Daryl Halls Re: Solano County SB 1 Project Application. Roseville
- January 24 – Meeting with Amarjeet Benipal Re: Supplemental Funds Requests. Rocklin
- January 29 – Teleconference with Commission Staff Re: Agenda Briefing. Sacramento

**James Ghielmetti**

- January 12 – Meeting with the Metropolitan Transportation Commission and Commission Staff Re: Bay Area Transportation Program Update. San Francisco
- January 29 – Teleconference with Commission Staff Re: Agenda Briefing. Pleasanton
- January 29 – Meeting with Tom MacDonald Re: North Coast Rail Authority. Pleasanton



**Carl Guardino**

- No Meetings Reported

**Fran Inman**

- January 3 – Teleconference with Susan Bransen Re: California Air Resources Board/Commission Joint Meeting. City of Industry
- January 8 – Attended the Transportation Research Board Annual Meeting. Washington D.C.
- January 9 – Attended the Transportation Research Board Annual Meeting. Washington D.C.
- January 10 – Teleconference with Brian Kelly Re: Transportation Budget. City of Industry
- January 16 – Attended the Los Angeles County Metropolitan Transportation Authority Freight Working Group Meeting. Los Angeles
- January 17 – Meeting with Cynthia Marvin Re: California Air Resources Board Freight Approaches. Sacramento
- January 24 – Attended the State of the Port Event. Long Beach
- January 25 – Teleconference with Commission Staff Re: Chair Briefing. City of Industry
- January 25 – Attended the Southern California Hearing for the 2018 STIP. Irvine
- January 26 – Attended the Interstate 405 Groundbreaking Event. Costa Mesa
- January 26 – Teleconference with Los Angeles County Metropolitan Transportation Authority Staff Re: January Meeting Agenda. City of Industry
- January 30 – Teleconference with Wendy Mitchell Re: Los Angeles County Metropolitan Transportation Authority STIP Hearing. City of Industry

**Christine Kehoe**

- January 29 – Meeting with San Diego Association of Governments Re: January Agenda Briefing. San Diego

**Jim Madaffer**

- No Meetings Reported

**Joseph Tavaglione**

- No Meetings Reported

**Paul Van Konynenburg**

- January 5 – Teleconference with Patrick Pettinger Re: Interregional Transportation Improvement Program and Air Resources Board. Modesto
- January 10 – Teleconference with Brian Kelly Re: Transportation Budget. Modesto
- January 17 – Teleconference with Commission and Caltrans Staff Re: Caltrans Planning Grants. Modesto
- January 17 – Meeting with Amber Collins Re: Highway 4 Wagon Trail Project. Modesto



- January 22 – Teleconference with Commission Staff Re: Accountability and Transparency Guidelines Workshop. Modesto
- January 22 – Teleconference with Commission Staff Re: Active Transportation Program Workshop. Modesto
- January 23 – Teleconference with Susan Bransen Re: Accountability and Transparency Guidelines. Modesto
- January 25 – Attended the Tulare County Association of Governments Annual Meeting. Visalia
- January 29 – Teleconference with Commission Staff Re: Agenda Briefing. Modesto



**ATTACHMENT B**

**AMENDED MEETINGS FOR COMPENSATION  
October 2017 (September 30<sup>th</sup> – October 31<sup>st</sup>)**

**Additional Meetings:**

**Joseph Tavaglione**

- October 13 – Meeting with Brian Kelly Re: Senate Bill 1. Riverside
- October 13 – Attended Riverside Legislative Conference. Riverside
- October 16 – Teleconference with Commission Staff Re: Agenda Briefing. Riverside
- October 16 – Teleconference with Commission Staff Re: Trade Corridor Enhancement Program. Riverside
- October 20 – Meeting with John Bulinski Re: Regional Transportation Issues. Riverside



**ATTACHMENT C**

**AMENDED MEETINGS FOR COMPENSATION  
November 2017 (November 1<sup>st</sup> – 30<sup>th</sup>)**

**Additional Meetings:**

**Jim Earp**

- November 20 – Meeting with Susan Bransen, Gene Endicott, Mark Watts and Derek Minnema Re: SouthEast Connector Joint Powers Authority. Roseville
- November 28 – Meeting with Commission Staff Re: Project Delivery Committee Meeting. Sacramento

**Joseph Tavaglione**

- November 6 – Attended the Schuyler Heim Bridge Tour. Wilmington
- November 17 – Teleconference with Senate Pro-Tempore De Leon Re: Senate Bill 1. Riverside
- November 17 – Teleconference with Susan Bransen Re: Confirmation Hearing. Riverside
- November 22 – Meeting with Anne Mayer Re: Regional Transportation Issues
- November 28 – Teleconference with Commission Staff Re: Project Delivery Committee. Riverside.
- November 30 – Meeting with Caltrans Re: Regional Transportation Priorities. Riverside



**ATTACHMENT D**

**AMENDED MEETINGS FOR COMPENSATION  
December 2017 (December 1<sup>st</sup> – 31<sup>st</sup>)**

**Additional Meetings:**

**Joe Tavaglione**

- December 4 – Teleconference with Commission Staff Re: Agenda Briefing. Riverside
- December 4 – Meeting with Caltrans, San Bernardino Association of Governments and Riverside County Transportation Commission Re: December Commission Agenda. Riverside



**2018 MEETING SCHEDULE**  
**CALIFORNIA TRANSPORTATION COMMISSION**

Revised March 21, 2018

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

- January 25, 2018 – STIP Southern California Hearing

**FEBRUARY 2018 – NO REGULARLY SCHEDULED COMMISSION MEETING**

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

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

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

**APRIL 2018 – NO REGULARLY SCHEDULED COMMISSION MEETING**

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

**MAY 16(W) – 17(TH), 2018 – SAN DIEGO**

- May 16 – Commission Retreat – San Diego
- May 23 – Legislative Briefing - Sacramento

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

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

**JULY 2018 – NO REGULARLY SCHEDULED COMMISSION MEETING**

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

- August 14 – Tri-State Commission Meeting – Bay Area
- August 15 – Commission Retreat

**SEPTEMBER 2018 – NO REGULARLY SCHEDULED COMMISSION MEETING**

- September 19 & 20– Town Hall Meeting - Gonzales

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

**NOVEMBER 2018 – NO REGULARLY SCHEDULED COMMISSION MEETING**

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

- December 4 (afternoon) – Joint Meeting with the California Air Resources Board – Los Angeles Area



**COMMISSION REPORTS**

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



**1.6**

**REPORT BY THE STATE TRANSPORTATION**  
**AGENCY SECRETARY**  
**AND/OR UNDERSECRETARY**

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



**1.7**

**REPORT BY CALTRANS' DIRECTOR**  
**AND/OR DEPUTY DIRECTOR**

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



**1.11**

**REPORT BY UNITED STATES**  
**DEPARTMENT OF TRANSPORTATION**

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



**1.8**

**REPORT BY REGIONAL AGENCIES MODERATOR**

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



**1.9**

**REPORT BY RURAL COUNTIES TASK FORCE CHAIR**

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



**1.10**

**REPORT BY SELF-HELP COUNTIES COALITION**  
**MODERATOR**

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



# Memorandum

Tab 13

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 21-22, 2018

Reference No.: 4.3  
Information

Published Date: March 9, 2018

From: SUSAN BRANSEN  
Executive Director

Prepared By: Garth Hopkins  
Deputy Director

Subject: **INNOVATIONS IN TRANSPORTATION - DISRUPTIVE TRENDS IN  
TRANSPORTATION**

## **SUMMARY:**

Ron Milam, Principal-In-Charge of Technical Development with the consulting firm Fehr and Peers, will discuss the emerging trends impacting transportation in the future. Mr. Milam is a recognized expert in the transportation field. Fehr and Peers specializes in providing transportation planning and engineering services to public and private sector clients.

## **BACKGROUND:**

Forecasting future conditions is an essential element of transportation planning and engineering that is becoming more challenging with the variety of disruptive trends that will influence current and future travel. While forecasting has always involved some degree of uncertainty, the disruptive trends of today and tomorrow are expanding uncertainty and raising new questions about how to achieve our desired future transportation outcomes. In response, it is important for public agencies to assess the risks and threats that disruptive trends pose and, where appropriate, to consider potential policy and regulatory actions.

This presentation will share a brief overview of today's key disruptive trends and provide quantitative insights about how those trends, especially transportation network companies and autonomous vehicles, may affect transportation network performance with respect to vehicle miles of travel, vehicle trips, congestion, and transit ridership. Potential policy responses will also be discussed in light of California's goals for reducing vehicle miles travelled and associated emissions of greenhouse gases and air pollutants.



# Memorandum

Tab 14

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 21-22, 2018

Reference No.: 4.21  
Information

Published Date: March 9, 2018

From: SUSAN BRANSEN  
Executive Director

Prepared By: Garth Hopkins  
Deputy Director

Subject: **CALIFORNIA AUTONOMOUS VEHICLE REGULATIONS**

## **SUMMARY:**

Director Jean Shiimoto, California Department of Motor Vehicles, will provide an overview of recently promulgated regulations for the testing and operation of fully autonomous vehicles on California's public roads. These new regulations will take effect on April 1, 2018.

## **BACKGROUND:**

Following approval by the California Office of Administrative Law on February 26, 2018, the Department of Motor Vehicles finalized regulations that allow companies to deploy and test fully autonomous, driverless cars. Although a human operator is not required to be in the vehicle, a communication link must be maintained between the testing vehicle and a remote operator. The manufacturer must continuously monitor the status of a driverless vehicle while the autonomous vehicle is tested. The autonomous vehicles must also be able to record information in the event of a crash.

Beginning April 2, 2018, the Department of Motor Vehicles can begin approving applications for driverless autonomous vehicle testing and deployment on any public road, including freeways. The autonomous vehicle operator will not be required to inform the California Department of Transportation. However, the testing company must develop a law enforcement interaction plan and must notify any city in which it plans to test the vehicles. These new regulations do not include testing of autonomous freight trucks.

There are currently 52 companies that have registered with the Department of Motor Vehicles to test autonomous vehicles. Companies have been testing autonomous cars on public streets for several years, primarily in Mountain View and San Francisco. During this prior testing, the vehicle was required to have someone sitting in the driver's seat to take control of the vehicle.



# Memorandum

Tab 15

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 21-22, 2018

Reference No.: 4.1  
Action

Published Date: March 9, 2018

Prepared By: Jacqueline Campion

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 Senate Bill (SB) 1328 (Beall)? This bill would extend the operation of the Road Usage Charge Technical Advisory Committee until January 1, 2023.

## **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 SB 1328 and approve the letter in Attachment B for transmittal to Senator Beall.

## **BACKGROUND:**

To date, the Assembly has introduced 3,577 bills this session, while the Senate has introduced 1,725. Staff has identified more than 50 bills that meet the Commission's monitoring criteria, though a number of these currently make non-substantive changes to current law and are considered "spot bills." A list of bills monitored by staff is presented in an updated format as Attachment A and is divided into three sections: 1) an update on the legislative recommendations from the Annual Report that were introduced into bills, 2) high-priority bills that directly impact the Commission's work, and 3) other bills that may not have a direct impact on the Commission but may present areas of concern or opportunities.



## **THE TRUMP ADMINISTRATION'S INFRASTRUCTURE PROPOSAL**

The Trump Administration's Infrastructure Proposal calls for \$200 billion in direct federal funding over ten years to leverage at least \$1.5 trillion in total investment (including state, local and private investment). However, no new federal revenue is identified to fund new programs, and the proposal does not suggest increasing the federal gas tax to stabilize the Highway Trust Fund.

The \$200 billion would be allocated as follows:

- \$100 billion for a competitive incentives program, divided into specific amounts administered by U.S. Department of Transportation (DOT), U.S. Army Corps of Engineers, and the U.S. Environmental Protection Agency.
- \$20 billion dedicated to a Transformative Projects Program for "bold and innovative projects" that would have a significant impact on state and local infrastructure, but may not attract private investment because of the nature of the projects.
- \$20 billion dedicated to expanding infrastructure financing programs.
- \$10 billion to a new Federal Capital Revolving Fund to allow incremental revenues from energy development on public lands to pay for the needs of public lands infrastructure.
- \$50 billion for a Rural Infrastructure Program, with a portion set aside for tribal infrastructure.

These objectives may be partially funded through savings achieved by eliminating and restructuring existing programs. For example, the U.S. DOT budget request discusses new state and local revenue and funding to replace the discretionary grant programs it eliminates.

Of particular concern, this proposal would cap federal funding at 20 percent of the total cost of a project, which is almost the inverse of the existing framework. According to Caltrans, the most common funding participation ratio is roughly 80-88 percent federal funding to 12-20 percent state funding. Under the Trump Administration's proposal, state, local, and private entities would be required to provide at least 80 percent of the funding for projects to receive federal transportation infrastructure funding.

Additionally, the Trump Administration's Infrastructure Proposal does not indicate how much money will fund each individual infrastructure mode. New grant programs would be created for which infrastructure projects would be eligible, not only in transportation (highways, mass transit, freight and passenger rail, airports, air traffic control, ports, and inland waterways) but also electrical grid, broadband, hydropower, drinking water, sewer, flood control, and brownfield/Superfund site redevelopment. Finally, the Plan says that funding for these new grant programs would be split between the U.S. DOT, the Department of Commerce, the U.S. Army Corps of Engineers, the Environmental Protection Agency, and the U.S. Department of Agriculture.



## **INTRODUCED LEGISLATION**

The following bills contain language that is consistent with recommendations from the Commission's 2017 Annual Report to the Legislature:

**SB 1328 (Beall, Mileage-based road usage fee)** would extend the operation of the Road Usage Charge Technical Advisory Committee provisions until 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.

Staff recommends that the Commission adopt a formal position of support as this bill is consistent with the Commission's recommendation to the Legislature included in the 2017 Annual Report.

**AB 2418 (Mullin, Transportation: advanced technologies: grant program)** states the intent of the Legislature to enact legislation to establish a pilot program that allows municipalities to compete for grant funding, and to leverage both public and private funding to promote flexible innovation and encourage the use of advanced technologies to improve the state's transportation system.

This intent language is consistent with the Commission's recommendation to dedicate specific revenue to infrastructure projects that support advanced technologies. Should Assembly Member Mullin's office engage with the Commission on the development of this policy recommendation as the bill moves forward, staff are ready to provide technical assistance.

The following bills address areas in promoting effective partnerships within transportation and legacy recommendations that were discussed in the Annual Report. While the bills may not specifically align with the Commission's recommendations, staff has reached out to the respective legislative members to provide technical assistance in moving these policy ideas forward.

1. **AB 2548 (Friedman, Commute benefit policies: Los Angeles County Metropolitan Transportation Authority: South Coast Air Quality Management District).** 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.
2. **SB 1029 (McGuire, North Coast Railroad Authority).** This bill contains legislative intent language pertaining to the North Coast Railroad Authority (NCRA). Staff are closely monitoring this bill and are ready to provide technical assistance if requested, as the bill could present an opportunity to address the Commission's recommendation for the Legislature to explore the creation of a committee to oversee the development of a plan for NCRA's future.



Finally, **AB 2734 (Frazier, California Transportation Commission)** 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.

**Attachments:**

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

Attachment B – Draft letter to Senator Beall in support of SB 1328

Attachment C – Text of AB 2418, AB 2548, AB 2734, SB 1029, and SB 1328



## CTC High Priority List

### Bills that could directly impact the Commission's work.

#### **AB 1756 (Brough R) Transportation funding.**

Desk	<b>Policy</b>	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Would repeal the Road Repair and Accountability Act of 2017. This bill contains other related provisions.

#### **AB 1759 (McCartv D) General plans: housing element: production report: withholding of transportation funds.**

Desk	<b>Policy</b>	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Would require the Department of Housing and Community Development, on or before June 30, 2022, and on or before June 30 every year thereafter and until June 30, 2051, to review each production report submitted by a city or county in accordance with the provisions as specified to determine whether that city or county has met the applicable minimum production goal for that reporting period. The bill would provide that, if the department determines that a city or county has met its applicable minimum production goal for that reporting period, the department shall, no later than June 30 of that year, submit a certification of that result to the Controller.

#### **AB 1806 (Ting D) Budget Act of 2018.**

Desk	<b>Policy</b>	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** This bill would make appropriations for the support of state government for the 2018-19 fiscal year. This bill contains other related provisions.

#### **AB 1866 (Fong R) Transportation funding.**

Desk	<b>Policy</b>	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Would create the Traffic Relief and Road Improvement Program to address traffic congestion and deferred maintenance on the state highway system and the local street and road system. The bill would provide for the deposit of various existing sources of revenue in the Traffic Relief and Road Improvement Account, which the bill would create in the State Transportation Fund, including revenues attributable to the sales and use tax on motor vehicles, revenues attributable to automobile and motor vehicle insurance policies from the insurer gross premiums tax, revenues from certain diesel fuel sales and use taxes, revenues from certain vehicle registration fees, and certain miscellaneous State Highway Account revenues.

#### **AB 1874 (Voepel R) Fuel taxes: Off-Highway Vehicle Trust Fund.**

Desk	<b>Policy</b>	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law requires the moneys attributable to the excise tax on gasoline related to specified off-highway motor vehicles and off-highway vehicle activities to be transferred monthly from the Motor Vehicle Fuel Account to the Off-Highway Vehicle Trust Fund. Current law requires the Controller to withhold \$833,000 from the monthly transfer to the Off Highway Vehicle Trust Fund, and transfer that amount to the General Fund. This bill would, on June 30, 2019, eliminate the requirement that the Controller withhold \$833,000 from the monthly transfer to the Off-Highway Vehicle Trust Fund and transfer that amount to the General Fund. The bill would thereby transfer this amount monthly to the Off-Highway Vehicle Trust Fund.



**AB 1898 (Mathis R) State highways: property leases.**

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

**Summary:** Current law authorizes the Department of Transportation to lease certain property, including the area above or below a state highway, and certain property held for future highway purposes, to public agencies under specified terms and conditions, including specific provisions governing leases of airspace and other property in the City and County of San Francisco for purposes of an emergency shelter or feeding program. Current law also requires that a lease be offered on a right of first refusal by the department to the city and county or a political subdivision of the city and county and authorizes leases of property for park, recreational, or open-space purposes. This bill would make these provisions applicable to any airspace under a freeway or real property acquired for highway purposes located in a disadvantaged community, as specified.

**AB 1901 (Obernolte R) California Environmental Quality Act: exemption: roadway projects.**

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

**Summary:** CEQA, until January 1, 2020, exempts a project or an activity to repair, maintain, or make minor alterations to an existing roadway, as defined, if the project or activity is carried out by a city or county with a population of less than 100,000 persons to improve public safety and meets other specified requirements. This bill would extend the above exemption indefinitely.

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

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

**Summary:** Would, in an action or proceeding seeking judicial review under the California Environmental Quality Act, prohibit a court from staying or enjoining a transportation project that is included in a sustainable communities strategy and for which an environmental impact report has been certified, unless the court makes specified findings.

**AB 2418 (Mullin D) Transportation: advanced technologies: grant program.**

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

**Summary:** Current law provides various sources of funding for transportation purposes, including funding for the state highway system and the local street and road system. This bill would state the intent of the Legislature to enact legislation to establish a pilot program that allows municipalities to compete for grant funding, and to leverage both public and private funding to promote flexible innovation and encourage the use of advanced technologies to improve the state's transportation system.

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

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

**Summary:** Current law creates the Los Angeles County Metropolitan Transportation Authority (LACMTA), with various powers and duties with respect to transportation planning, programming, construction, and operations. Current law establishes the South Coast Air Quality Management District vested with the authority to regulate air emissions from stationary sources located in the South Coast Air Basin, which incorporates a specified portion of the jurisdiction of the authority. This bill would authorize the authority, in coordination with the district, to jointly adopt a commute benefit ordinance that requires covered employers operating within the common area of the 2 entities with a specified number of employees to offer certain employees commute benefits, as specified.



**AB 2615 (Carrillo D) Department of Transportation: powers and duties: memoranda of understanding.**

<b>Desk</b>	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Would require the Department of Transportation to enter into memoranda of understanding with all appropriate public agencies, including the Department of Parks and Recreation and any local public entity, for purposes of providing maximum and safe pedestrian access to state and local parks.

**AB 2629 (Eggman D) Department of Transportation: state highways.**

<b>Desk</b>	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law establishes the Department of Transportation and the California Transportation Commission and provides that the department has full possession and control of all state highways and all property and rights in property acquired for state highway purposes and authorizes and directs the department to lay out and construct all state highways between the termini designated by law and on the locations as determined by the commission. This bill would make nonsubstantive changes to these provisions.

**AB 2734 (Frazier D) California Transportation Commission.**

<b>Desk</b>	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 2851 (Gravson D) Federal funds: highway safety improvements.**

<b>Desk</b>	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current federal law provides for apportionment of certain federal funds to the state for highway safety improvements. Current law requires these funds to be deposited in the State Highway Account and provides that these funds are appropriated for allocation by the California Transportation Commission. This bill would make nonsubstantive changes to these provisions.

**AB 2856 (Melendez R) California Environmental Quality Act: housing development projects.**

<b>Desk</b>	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** CEQA requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA. This bill would, except as provided, prohibit the court, in an action or proceeding brought alleging a violation of CEQA, from staying or enjoining the siting, construction, or operation of housing development projects, as defined.

**AB 2865 (Chiu D) High-occupancy toll lanes: Santa Clara Valley Transportation Authority.**

<b>Desk</b>	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law authorizes the Santa Clara Valley Transportation Authority (VTA) to conduct, administer, and operate a value pricing high-occupancy toll (HOT) lane program on 2 corridors included in the high-occupancy vehicle lane system in the County of Santa Clara and on State Highway Route 101 in the County of San Mateo in coordination with the City/County Association of Governments of San Mateo County and the San Mateo County Transportation Authority, as prescribed. This bill would make nonsubstantive changes to these provisions.



**AB 2919 (Frazier D) Transportation: permits.**

<b>Desk</b>	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Would state the intent of the Legislature to enact legislation that would require all permitting agencies that interact with the Department of Transportation, including, but not limited to, the Department of Fish and Wildlife, the State Water Resources Control Board, and the California Coastal Commission, to approve and complete permits within a 2-year timeframe.

**AB 2951 (Gloria D) Commute benefit policies.**

<b>Desk</b>	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law establishes a program that authorizes the Metropolitan Transportation Commission and the Bay Area Air Quality Management District to jointly adopt a commute benefit ordinance that requires covered employers operating within the common area of the 2 agencies with a specified number of covered employees to offer those employees certain commute benefits. Current law requires that the ordinance specify certain matters, including any consequences for noncompliance. This bill would make nonsubstantive changes to this program.

**AB 3024 (Nazarian D) City streets and highways.**

<b>Desk</b>	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law authorizes the legislative body of a city to do any and all things necessary to lay out, acquire, and construct any section or portion of any street or highway within its jurisdiction as a freeway and to make any current street or highway a freeway. This bill would make nonsubstantive changes to this provision.

**AB 3059 (Bloom D) Congestion pricing demonstration pilot projects.**

<b>Desk</b>	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law provides for the development of a congestion management program for each county that includes an urbanized area by a designated congestion management agency. Current law authorizes the Metropolitan Transportation Commission and the Bay Area Air Quality Management District to jointly adopt a commute benefit ordinance that requires covered employers operating within the common area of the 2 agencies with a specified number of covered employees to offer those employees certain commute benefits. This bill would authorize 2 congestion pricing demonstration projects in northern California and 2 in southern California.

**SB 839 (Mitchell D) Budget Act of 2018.**

Desk	<b>Policy</b>	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** This bill would make appropriations for the support of state government for the 2018-19 fiscal year. This bill would declare that it is to take effect immediately as a Budget Bill.

**SB 903 (Cannella R) Transportation Development Act: County of Stanislaus.**

Desk	<b>Policy</b>	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Would authorize the Stanislaus Council of Governments, a transportation planning agency, to consider population density when determining if specified operators have met the requirements for claims for transit funds, and to reduce the applicable ratio of fare revenues to operating cost for specified operators by up to 5 percentage points from the ratio that was effective during the 2016-17 fiscal year if the population density of the County of Stanislaus is less than, or equal to, 1000 persons per square mile.



**SB 963 (Allen D) State highways: relinquishment.**

Desk	<b>Policy</b>	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law gives the Department of Transportation full possession and control of all state highways. Current law describes the authorized routes in the state highway system and establishes a process for adoption of a highway on an authorized route by the California Transportation Commission. Current law also provides for the commission to relinquish to local agencies state highway segments that have been deleted from the state highway system by legislative enactment, and in certain other cases. This bill would make nonsubstantive changes to these provisions.

**SB 989 (Wieckowski D) State highways: relinquishment.**

Desk	<b>Policy</b>	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 1000 (Lara D) Charging stations: zero-emission vehicles.**

Desk	<b>Policy</b>	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law provides that it is the policy of the state to promote and encourage the use of electric vehicle charging stations and to limit obstacles to their use. This bill would state the intent of the Legislature to enact legislation to promote neutrality and interoperability in charging stations and zero-emission vehicles.

**SB 1029 (McGuire D) North Coast Railroad Authority.**

Desk	<b>Policy</b>	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law creates the North Coast Railroad Authority with various powers and duties relating to rail service in the north coast area of the state, including the authority to acquire, own, operate, and lease real and personal property reasonably related to the operation and maintenance of railroads. This bill would provide that it is the intent of the Legislature to enact legislation to add the creation of a system-wide trail to the priorities of the North Coast Railroad Authority and to seek funds for the maintenance of the active portion of its rail corridor.

**SB 1037 (Cannella R) State government finance: Road Maintenance and Rehabilitation Program.**

Desk	<b>Policy</b>	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Prior to receiving an apportionment of funds under the Road Maintenance and Rehabilitation Program from the Controller in a fiscal year, current law requires a city or county to submit to the California Transportation Commission a list of projects proposed to be funded with these funds. Current law requires the commission to report to the Controller the cities and counties that have submitted a list of projects and requires the Controller, upon receipt of an initial or subsequent report, to apportion funds to cities and counties included in the report, as specified. This bill would make nonsubstantive changes to the provisions requiring the commission to submit the specified reports to the Controller.

**SB 1289 (Committee on Judiciary) Maintenance of the codes.**

Desk	<b>Policy</b>	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law directs the Legislative Counsel to advise the Legislature from time to time as to legislation necessary to maintain the codes. This bill would make nonsubstantive changes in various provisions of law to effectuate the recommendations made by the Legislative Counsel to the Legislature.



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

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

**Summary:** Current law requires the Chair of the California Transportation Commission to create a Road Usage Charge (RUC) Technical Advisory Committee in consultation with the Secretary of the Transportation Agency. Under current law, the purpose of the technical advisory committee is to guide the development and evaluation of a pilot program to assess the potential for mileage-based revenue collection as an alternative to the gas tax system. Current law requires the technical advisory committee to study RUC alternatives to the gas tax and to make recommendations to the Secretary of the Transportation Agency on the design of a pilot program, as specified. Current law repeals these provisions on January 1, 2019. This bill would extend the operation of these provisions until January 1, 2023.

**SB 1427 (Hill D) High-occupancy vehicle and high-occupancy toll lanes.**

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

**Summary:** Current law provides that the Department of Transportation has full possession and control of the state highway system. Current law authorizes the department to construct exclusive or preferential lanes for high-occupancy vehicles. This bill would provide that it is the intent of the Legislature to enact legislation to improve the performance of HOV and HOT lanes by providing additional resources for, and authorizing new approaches to, the enforcement of lane occupancy requirements.

**SCR 90 (Roth D) Joseph Tavaglione Interchange.**

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 non-state sources covering that cost, to erect those signs.

## Secondary Bill List

**Bills that may not directly impact the Commission, but could present areas of concern or opportunities.**

**AB 87 (Ting D) Autonomous vehicles.**

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

**Summary:** Would require the Department of Motor Vehicles to include in regulations it adopts relating to application requirements for the testing of autonomous vehicles on public roads without the presence of a driver inside the vehicle, a requirement that the manufacturer certify that the local authorities within the jurisdiction where the autonomous vehicle will be tested have been provided with a written notification, as specified, and a requirement that the manufacturer provide certain law enforcement agencies with a copy of a law enforcement interaction plan.



**AB 118 (Committee on Budget) Transportation.**

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

**Summary:** Would require the Department of Transportation to develop and submit to the Legislature and specified legislative caucuses, by January 1, 2019, a detailed outreach plan intended to increase procurement opportunities for new and limited contracting small business enterprises, as defined, including, but not limited to, those owned by women, minority, disabled veterans, LGBT, and other disadvantaged groups, in all the department's transportation programs, to undertake specified outreach activities required to be included in the plan, and to update that plan and submit it to specified entities.

**AB 427 (Muratsuchi D) California Aerospace Commission.**

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

**Summary:** Would establish the California Aerospace and Aviation Commission consisting of 17 members, as specified, to serve as a central point of contact for businesses engaged in the aerospace and aviation industries and to support the health and competitiveness of these industries in California. The bill would require the commission to make recommendations on legislative and administrative action that may be necessary or helpful to maintain or improve the state's aerospace and aviation industries and would require the commission to report and provide recommendations to the Governor and the Legislature, as specified.

**AB 558 (Quirk-Silva D) Alternative fuel vehicles: flexible fuel vehicles.**

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

**Summary:** Current law creates the Joint Legislative Committee on Climate Change Policies and requires the committee to ascertain facts and make recommendations to the Legislature and to committees of the Legislature concerning the state's programs, policies, and investments related to climate change, as specified. This bill would provide that the joint committee may recommend that the State Air Resources Board provide education and support to local governments regarding specific components of local government climate action plans, such as the benefits of procuring flexible fuel vehicles and E85 fuel for those vehicles.

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

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 instead require the report to be submitted to the Controller within 7 months after the close of the fiscal year adopted by a county, city, or city and county. The bill would make other conforming changes.

**AB 1561 (Quirk-Silva D) Economic development: infrastructure: logistic hubs.**

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

**Summary:** Current law requires the Director of the Governor's Office of Business and Economic Development to provide to the Legislature, not later than February 1, 2019, a strategy for international trade and investment that includes, at minimum, specified components. Existing law requires that this strategy include a framework that enables the office to evaluate on an ongoing basis, as appropriate, current workforce, infrastructure, research and development, and other needs of small and large firms, including, among other things, airports. Instead require that the strategy identify the process the Governor's Office of Business and Economic Development will use to complete that evaluation, and would require that the strategy also evaluate logistic hubs.



**AB 2145 (Reves D) Vehicular air pollution.**

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

**Summary:** Would remove as an eligible projects for the California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program those projects that help to facilitate clean goods movements corridors and instead add as eligible projects those that are on or adjacent to the state's multimodal state freight system and those that support grid integration and integrated storage solutions and charging management demonstration and analytics.

**AB 2206 (Brough R) Vehicles: registration fees.**

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

**Summary:** Current law requires a registration fee to be paid to the Department of Motor Vehicles for the registration of each vehicle or trailer coach of a type subject to registration under the Vehicle Code, except those vehicles that are expressly exempted from the payment of registration fees. This bill would make a technical, nonsubstantive change to those provisions.

**AB 2252 (Limón D) State grants: state grant administrator.**

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

**Summary:** Would establish, within the State Clearinghouse, a state grant administrator who is designated by the Governor to serve as the state's primary point of contact for information on grants provided by state agencies. The bill would authorize the state grant administrator, among other things, to support the establishment of a statewide network of individuals who serve as point of contact for state grant opportunities in state agencies.

**AB 2296 (Waldron R) Department of Consumer Affairs: administrative expenses: charge.**

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

**Summary:** Current law provides for the licensure and regulation of various professions and vocations by boards within the Department of Consumer Affairs. Current law authorizes the department to levy a pro rata share of the department's administrative expenses against any of the boards at the discretion of the Director of Consumer Affairs and with the approval of the Department of Finance. This bill would make a nonsubstantive change to that provision.

**AB 2304 (Holden D) Transit pass programs: status report.**

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 authorizes the Department of Transportation to administer various programs and allocates moneys for various public transportation purposes. This bill would require the department to submit a report to specified committees of the Legislature on or before January 1, 2022, on the status of transit pass programs statewide, as specified.

**AB 2341 (Mathis R) California Environmental Quality Act: aesthetic impacts.**

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

**Summary:** The California Environmental Quality Act requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would specify that, except as provided, the aesthetic effects of projects meeting certain requirements are not significant effects on the environment for purposes of CEQA and that the lead agency is not required to evaluate the aesthetic effects of those projects.



**AB 2955 (Friedman D) Traffic: City of Burbank.**

<b>Desk</b>	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Would authorize the City of Burbank, when conducting an engineering and traffic survey of the public streets within the boundaries of the Rancho Master Plan area in the city, to consider equestrian safety, in addition to the specified factors set forth. This bill contains other related provisions.

**AB 2996 (Fong R) Department of Transportation: Job order contracting.**

<b>Desk</b>	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** The State Contract Act generally provides for a contracting process by state agencies for public works of improvement pursuant to a competitive bidding process, under which bids are awarded to the lowest responsible bidder, with specified alternative procurement procedures authorized in certain cases. This bill, until July 1, 2022, would authorize the Department of Transportation to use job order contracting, an alternative procurement procedure, for certain types of highway maintenance work.

**AB 3024 (Nazarian D) City streets and highways.**

<b>Desk</b>	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law authorizes the legislative body of a city to do any and all things necessary to lay out, acquire, and construct any section or portion of any street or highway within its jurisdiction as a freeway and to make any current street or highway a freeway. This bill would make nonsubstantive changes to this provision.

**AB 3079 (O'Donnell D) Ports.**

<b>Desk</b>	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
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**Summary:** Current law provides for the formation of port districts and prescribes procedures for the formation and operation of those districts. Under current law, a port district is governed by a board of port commissioners, comprised as specified. This bill would declare the intent of the Legislature to enact legislation relating to public ports in California.

**AB 3106 (Nazarian D) Autonomous vehicles.**

<b>Desk</b>	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law establishes regulations for the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle being operated if the manufacturer meets prescribed requirements. This bill would make technical, nonsubstantive changes to those provisions.

**AB 3132 (Chau D) Autonomous vehicles.**

<b>Desk</b>	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law authorizes an autonomous vehicle to be operated on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle being operated if specified requirements are met, including that the autonomous vehicle is being operated on roads in the state solely by employees, contractors, or other persons designated by the manufacturer of the autonomous technology. Current law defines "autonomous technology" and "autonomous vehicle" for those purposes. This bill would make technical, nonsubstantive changes to those provisions.



**AB 3165 (Friedman D) Hydrogen-fueled vehicles.**

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

**Summary:** Current law requires the State Energy Resources Conservation and Development Commission to allocate \$20 million annually, as specified, until there are at least 100 publicly available hydrogen-fueling stations in the state. Current law provides that the commission may cease providing funding for those stations once the commission determines, in consultation with the State Air Resources Board, that the private sector is establishing publicly available hydrogen-fueling stations without the need for government support. This bill would delete the latter provision.

**AB 3177 (Chávez R) North County Transit District.**

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

**Summary:** Would provide that it is the intent of the Legislature to enact legislation relating to the North County Transit District.

**SB 760 (Wiener D) Bikeways: design guides.**

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

**Summary:** Would authorize a city, county, regional, or other local agency, when using the alternative minimum safety design criteria, to consider additional design guides, including the Urban Street Design Guide of the National Association of City Transportation Officials. The bill would authorize a state entity that is responsible for the planning and construction of roadways to consider additional design guides, including the Urban Street Design Guide of the National Association of City Transportation Officials.

**SB 827 (Wiener D) Planning and zoning: transit-rich housing bonus.**

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

**Summary:** Would require a local government to, if requested, grant a development proponent of a transit-rich housing project a transit-rich housing bonus if that development meets specified planning standards, including complying with demolition permit requirements, local inclusionary housing ordinance requirements, preparing a relocation benefits and assistance plan, any locally adopted objective zoning standards, and any locally adopted minimum unit mix requirements. The bill would define a transit-rich housing project as a residential development project the parcels of which are all within a 1/2 mile radius of a major transit stop or a 1/4 mile radius of a stop on a high-quality transit corridor.

**SB 1289 (Committee on Judiciary) Maintenance of the codes.**

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
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**Summary:** Current law directs the Legislative Counsel to advise the Legislature from time to time as to legislation necessary to maintain the codes. This bill would make nonsubstantive changes in various provisions of law to effectuate the recommendations made by the Legislative Counsel to the Legislature.

**SB 1296 (Glazer D) Department of Housing & Community Development: database of local fees.**

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

**Summary:** Current law requires the Department of Housing and Community Development to collect, publish, and make available to the public information about laws regarding housing and community development and authorizes the department to provide a statistics and research service for the collection and dissemination of information affecting housing and community development. Current law also requires the department, by June 30, 2019, to complete a study to evaluate the reasonableness of local fees charged to new developments, as provided. This bill, by December 31, 2019, would additionally require the department to collect, publish, and make available a database of fees, as defined, charged by public agencies to new developments by jurisdiction.



**SB 1301 (Beall D) State permitting: environment: processing times.**

Desk	<b>Policy</b>	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Would require the Department of Fish and Wildlife, the San Francisco Bay Conservation and Development Commission, the California Coastal Commission, the State Water Resources Control Board, and a California Regional Water Quality Control Board, for certain permits that each entity administers, to keep an accurate record of permit processing times. The bill would require these entities to issue a quarterly report that discloses any legally mandated permit processing times and the average permit processing times for all projects and for large-sized projects, as specified.

**SB 1324 (Roth D) Director of Transportation.**

Desk	<b>Policy</b>	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law provides that any reference in any law or regulation to the State Highway Engineer shall be deemed to refer to the Director of Transportation. This bill would make nonsubstantive changes to that provision.

**SB 1342 (Cannella R) Autonomous vehicles.**

Desk	<b>Policy</b>	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law authorizes an autonomous vehicle to be operated on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle being operated if specified requirements are met, including that the autonomous vehicle is being operated on roads in the state solely by employees, contractors, or other persons designated by the manufacturer of the autonomous technology. Current law defines "autonomous technology" and "autonomous vehicle" for those purposes. This bill would make technical, nonsubstantive changes to those provisions

**SB 1387 (Beall D) Peninsula Rail Transit District.**

Desk	<b>Policy</b>	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law, operative under certain conditions, re-designates the Peninsula Corridor Study Joint Powers Board as the Peninsula Rail Transit District, comprised of 9 members appointed from various governing bodies situated in the City and County of San Francisco and the Counties of San Mateo and Santa Clara, with specified powers. This bill would repeal the provisions relating to the Peninsula Rail Transit District.

**SB 1479 (Stern D) Los Angeles County Metropolitan Transportation Authority.**

Desk	<b>Policy</b>	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law provides that the Los Angeles County Metropolitan Transportation Authority is the successor agency to the Southern California Rapid Transit District and the Los Angeles County Transportation Commission. Existing law provides that the authority, at a minimum, reserves to itself exclusively specified powers and responsibilities, including, among other things, approval of labor contracts covering employees of the authority and organizational units of the authority and the approval of transportation zones. This bill would make nonsubstantive changes to these provisions.



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SENATOR JIM BEALL, Ex Officio  
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SUSAN BRANSEN, Executive Director



## CALIFORNIA TRANSPORTATION COMMISSION

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March 21, 2018

The Honorable Jim Beall  
Member of the Senate  
State Capitol, Room 2082  
Sacramento, CA 95814

Re: Support for Senate Bill 1328

Dear Senator Beall:

On behalf of the California Transportation Commission (Commission), I am writing to express the Commission's support for Senate Bill (SB) 1328. As part of its statutory charge, the 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 to support SB 1328 at its March 21, 2018 meeting since this legislation seeks to extend the operation of the Road Usage Charge Technical Advisory Committee (TAC). The TAC, established pursuant to SB 1077 (DeSaulnier, Chapter 835, Statutes of 2014), has served an invaluable role by providing a public process to carefully study alternatives to the gas tax and issue recommendations on the design of and criteria to evaluate California's landmark pilot program. Most recently, the TAC has reviewed the Transportation Agency's pilot program report of its findings and is considering policy areas for purposes of informing the Commission's statutorily-required legislative recommendations related to alternatives to the fuel tax.



The Honorable Jim Beall  
Re: Support for Senate Bill 1328  
March 21, 2018  
Page 2 of 2

ATTACHMENT B

Maintaining this advisory body will ensure the continuity of a public process as alternatives are considered by a diverse membership of stakeholders, including industries such as telecommunications, privacy and security, highway user, social equity, regional transport, and national research and policymaking bodies.

With fuel consumption expected to decline and vehicle miles traveled expected to increase, the input of the TAC is critical as alternatives to the gas tax are explored. The Commission commends your leadership in addressing the need for sustainable funding for transportation infrastructure repairs, maintenance, and improvement. The Commissioners and staff are available to provide information that may assist you in moving this legislation forward.

If we can be of assistance, please contact the Commission's Executive Director, Susan Bransen, at 916-654-4245.

Sincerely,

FRAN INMAN  
Chair

c: Commissioners, California Transportation Commission  
Susan Bransen, California Transportation Commission, Executive Director  
The Honorable Jim Beall, Senate Transportation and Housing Committee, Chair  
The Honorable Anthony Cannella, Senate Transportation and Housing Committee, Vice-Chair  
The Honorable Jim Frazier, Assembly Transportation Committee, Chair  
The Honorable Vince Fong, Assembly Transportation Committee, Vice-Chair  
Brian Annis, California State Transportation Agency, Secretary



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AB-2418 Transportation: advanced technologies: grant program.

(2017-2018)

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Date Published: 02/14/2018 09:00 PM

CALIFORNIA LEGISLATURE— 2017–2018 REGULAR SESSION

**ASSEMBLY BILL****No. 2418**

Introduced by Assembly Member Mullin

February 14, 2018

**An act relating to transportation.****LEGISLATIVE COUNSEL'S DIGEST**

AB 2418, as introduced, Mullin. Transportation: advanced technologies: grant program.

Existing law provides various sources of funding for transportation purposes, including funding for the state highway system and the local street and road system.

This bill would state the intent of the Legislature to enact legislation to establish a pilot program that allows municipalities to compete for grant funding, and to leverage both public and private funding to promote flexible innovation and encourage the use of advanced technologies to improve the state's transportation system.

Vote: majority Appropriation: no Fiscal Committee: no Local Program: no

**THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:**

SECTION 1. It is the intent of the Legislature to enact legislation to establish a pilot program that allows municipalities to compete for grant funding, and to leverage both public and private funding to promote flexible innovation and encourage the use of advanced technologies to improve the state's transportation system.




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AB-2548 Commute benefit policies: Los Angeles County Metropolitan Transportation Authority: South Coast Air Quality Management District. (2017-2018)

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CALIFORNIA LEGISLATURE— 2017-2018 REGULAR SESSION

**ASSEMBLY BILL****No. 2548**

Introduced by Assembly Member Friedman

February 15, 2018

**An act to add Section 65080.9 to the Government Code, relating to transportation.****LEGISLATIVE COUNSEL'S DIGEST**

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

Existing law creates the Los Angeles County Metropolitan Transportation Authority (LACMTA), with various powers and duties with respect to transportation planning, programming, construction, and operations. Existing law establishes the South Coast Air Quality Management District vested with the authority to regulate air emissions from stationary sources located in the South Coast Air Basin, which incorporates a specified portion of the jurisdiction of the authority.

This bill would authorize the authority, in coordination with the district, to jointly adopt a commute benefit ordinance that requires covered employers operating within the common area of the 2 entities with a specified number of employees to offer certain employees commute benefits, as specified. The bill would require that the ordinance specify certain matters, including any consequences for noncompliance.

Vote: majority Appropriation: no Fiscal Committee: no Local Program: no

**THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:**

SECTION 1. Section 65080.9 is added to the Government Code, to read:

**65080.9.** (a) It is the intent of the Legislature to encourage metropolitan planning organizations, county transportation commissions, and local air quality management districts or air pollution control districts to work with local employers to adopt policies that encourage commuting by means other than driving alone. To encourage this, the Legislature hereby establishes a program in that regard in the County of Los Angeles.



(b) Notwithstanding Section 40717.9 of the Health and Safety Code, the Los Angeles County Metropolitan Transportation Authority, in coordination with the South Coast Air Quality Management District, with respect to the common area within their respective jurisdictions, may jointly adopt a commute benefit ordinance that requires covered employers operating within the common area of the authority and district to offer all covered employees a pretax option program, consistent with Section 132(f) of the Internal Revenue Code, allowing covered employees to elect to exclude from taxable wages employee commuting costs incurred for transit passes or vanpool charges, up to the maximum amount allowed by federal tax law.

(c) Nothing in this section shall prevent a covered employer from offering a more generous commuter benefit program that is otherwise consistent with the requirements of the applicable commute benefit ordinance. Nothing in this section shall require employees to change their behavior.

(d) An employer offering, or proposing to offer, an alternative commuter benefit program on the employer's own initiative, or an employer otherwise required to offer an alternative commuter benefit program as a condition of a lease, original building permit, or other similar requirement, if the alternative is not consistent with the program described in subdivision (b), may seek approval of the alternative from the authority or district. The authority or district may approve an alternative if it determines that the alternative provides at least the same benefit in terms of reducing single-occupant vehicle trips as the program described in subdivision (b). An employer that offers an approved alternative to covered employees in a manner otherwise consistent with this section is not required to offer the program described in subdivision (b).

(e) The commute benefit ordinance shall provide covered employers with at least six months to comply after the ordinance is adopted.

(f) An employer that participates in, or is represented by, a transportation management association that provides the employer's covered employees with the program described in subdivision (b) or an alternative commuter benefit program approved pursuant to subdivision (d), shall be deemed in compliance with the commute benefit ordinance and the transportation management association may act on behalf of those employers in that regard. The authority or district shall communicate directly with the transportation management association, rather than the participating employers, to determine compliance with the ordinance.

(g) A commute benefit ordinance adopted pursuant to this section shall specify all of the following:

(1) How the implementing agencies will inform covered employers about the ordinance.

(2) How compliance with the ordinance will be demonstrated.

(3) The procedures for proposing, and the criteria that will be used to evaluate, an alternative commuter benefit program pursuant to subdivision (d).

(4) Any consequences for noncompliance.

(h) Nothing in this section shall limit or restrict the statutory or regulatory authority of the authority or district.

(i) The authority shall not use federal planning funds in the implementation of the commute benefit ordinance.

(j) For purposes of this section, the following definitions shall apply:

(1) "Authority" means the Los Angeles County Metropolitan Transportation Authority.

(2) "Covered employee" means an employee who performed at least an average of 20 hours of work per week within the previous calendar month within the area where the ordinance adopted pursuant to this section operates.

(3) "Covered employer" means any employer for which an average of 50 or more employees per week perform work for compensation within the area where the ordinance adopted pursuant to this section operates. In determining the number of employees performing work for an employer during a given week, only employees performing work on a full-time basis shall be counted.

(4) "District" means the South Coast Air Quality Management District.



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AB-2734 California Transportation Commission.

(2017-2018)

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Date Published: 02/15/2018 09:00 PM

CALIFORNIA LEGISLATURE— 2017–2018 REGULAR SESSION

**ASSEMBLY BILL****No. 2734**

Introduced by Assembly Member Frazier

February 15, 2018

An act to amend Sections 13975 and 14500 of, and to repeal Section 14534.1 of, the Government Code, relating to transportation.

**LEGISLATIVE COUNSEL'S DIGEST**

AB 2734, as introduced, Frazier. California Transportation Commission.

Existing law establishes in state government the Transportation Agency, which includes various departments and state entities, including the California Transportation Commission. Existing law vests the California Transportation Commission with specified powers, duties, and functions relative to transportation matters. Existing law requires the commission to retain independent authority to perform the duties and functions prescribed to it under any provision of law.

This bill 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.

Vote: majority Appropriation: no Fiscal Committee: yes Local Program: no

**THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:**

SECTION 1. Section 13975 of the Government Code is amended to read:

13975. There is in the state government the Transportation Agency. The agency consists of the Department of the California Highway Patrol, the ~~California Transportation Commission, the~~ Department of Motor Vehicles, the Department of Transportation, the High-Speed Rail Authority, and the Board of Pilot Commissioners for the Bays of San Francisco, San Pablo, and Suisun.

SEC. 2. Section 14500 of the Government Code is amended to read:



14500. There is in ~~the Transportation Agency~~ state government a California Transportation Commission. The commission shall act in an independent oversight role.

SEC. 3. Section 14534.1 of the Government Code is repealed.

~~14534.1. Notwithstanding Section 12850.6 or subdivision (b) of Section 12800, as added to this code by the Governor's Reorganization Plan No. 2 of 2012 during the 2011-12 Regular Session, the commission shall retain independent authority to perform those duties and functions prescribed to it under any provision of law.~~



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SB-1029 North Coast Railroad Authority. (2017-2018)

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Date Published: 02/08/2018 09:00 PM

CALIFORNIA LEGISLATURE— 2017–2018 REGULAR SESSION

**SENATE BILL****No. 1029**

Introduced by Senator McGuire

February 08, 2018

**An act relating to transportation.****LEGISLATIVE COUNSEL'S DIGEST**

SB 1029, as introduced, McGuire. North Coast Railroad Authority.

Existing law creates the North Coast Railroad Authority with various powers and duties relating to rail service in the north coast area of the state, including the authority to acquire, own, operate, and lease real and personal property reasonably related to the operation and maintenance of railroads.

This bill would provide that it is the intent of the Legislature to enact legislation to add the creation of a system-wide trail to the priorities of the North Coast Railroad Authority and to seek funds for the maintenance of the active portion of its rail corridor.

Vote: majority Appropriation: no Fiscal Committee: no Local Program: no

**THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:**

SECTION 1. It is the intent of the Legislature to enact legislation to add the creation of a system-wide trail to the priorities of the North Coast Railroad Authority and to seek funds for the maintenance of the active portion of its rail corridor.



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SB-1328 Mileage-based road usage fee. (2017-2018)

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Date Published: 02/16/2018 09:00 PM

CALIFORNIA LEGISLATURE— 2017–2018 REGULAR SESSION

**SENATE BILL****No. 1328**

Introduced by Senator Beall

February 16, 2018

**An act to amend Sections 3090 and 3093 of the Vehicle Code, relating to vehicles.****LEGISLATIVE COUNSEL'S DIGEST**

SB 1328, as introduced, Beall. Mileage-based road usage fee.

Existing law requires the Chair of the California Transportation Commission to create a Road Usage Charge (RUC) Technical Advisory Committee in consultation with the Secretary of the Transportation Agency. Under existing law, the purpose of the technical advisory committee is to guide the development and evaluation of a pilot program to assess the potential for mileage-based revenue collection as an alternative to the gas tax system. Existing law requires the technical advisory committee to study RUC alternatives to the gas tax and to make recommendations to the Secretary of the Transportation Agency on the design of a pilot program, as specified. Existing law repeals these provisions on January 1, 2019.

This bill would extend the operation of these provisions until January 1, 2023. The bill would, in addition, require the technical advisory committee to assess the potential for mileage-based revenue collection for California's roads and highways as an alternative to the gas tax system.

Vote: majority Appropriation: no Fiscal Committee: yes Local Program: no

**THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:**

SECTION 1. Section 3090 of the Vehicle Code is amended to read:

3090. (a) The Chair of the California Transportation Commission shall create, in consultation with the Secretary of the Transportation Agency, a Road Usage Charge (RUC) Technical Advisory Committee.

(b) (1) The purpose of the technical advisory committee is to guide the development and evaluation of a pilot program to assess the potential for mileage-based revenue collection for California's roads and highways as an alternative to the gas tax system.



(2) Commencing January 1, 2019, the technical advisory committee shall also assess the potential for mileage-based revenue collection for California's roads and highways as an alternative to the gas tax system.

(c) The technical advisory committee shall consist of 15 members. In selecting the members of the technical advisory committee, the chair shall consider individuals who are representative of the telecommunications industry, highway user groups, the data security and privacy industry, privacy rights advocacy organizations, regional transportation agencies, national research and policymaking bodies, including, but not limited to, the Transportation Research Board and the American Association of State Highway and Transportation Officials, Members of the Legislature, and other relevant stakeholders as determined by the chair.

(d) Pursuant to Section 14512 of the Government Code, the technical advisory committee may request the Department of Transportation to perform such work as the technical advisory committee deems necessary to carry out its duties and responsibilities.

(e) The technical advisory committee shall study RUC alternatives to the gas tax. The technical advisory committee shall gather public comment on issues and concerns related to the pilot program and shall make recommendations to the Secretary of the Transportation Agency on the design of a pilot program to test alternative RUC approaches. The technical advisory committee may also make recommendations on the criteria to be used to evaluate the pilot program.

(f) In studying alternatives to the current gas tax system and developing recommendations on the design of a pilot program to test alternative RUC approaches pursuant to subdivision (e), the technical advisory committee shall take all of the following into consideration:

(1) The availability, adaptability, reliability, and security of methods that might be used in recording and reporting highway use.

(2) The necessity of protecting all personally identifiable information used in reporting highway use.

(3) The ease and cost of recording and reporting highway use.

(4) The ease and cost of administering the collection of taxes and fees as an alternative to the current system of taxing highway use through motor vehicle fuel taxes.

(5) Effective methods of maintaining compliance.

(6) The ease of reidentifying location data, even when personally identifiable information has been removed from the data.

(7) Increased privacy concerns when location data is used in conjunction with other technologies.

(8) Public and private agency access, including law enforcement, to data collected and stored for purposes of the RUC to ensure individual privacy rights are protected pursuant to Section 1 of Article I of the California Constitution.

(g) The technical advisory committee shall consult with highway users and transportation stakeholders, including representatives of vehicle users, vehicle manufacturers, and fuel distributors as part of its duties pursuant to subdivision (f).

SEC. 2. Section 3093 of the Vehicle Code is amended to read:

3093. This chapter shall remain in effect only until January 1, ~~2019~~, 2023, and as of that date is repealed, unless a later enacted statute, that is enacted before January 1, ~~2019~~, 2023, deletes or extends that date.



## Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 21-22, 2018

Reference No.: 4.2  
Informational Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Steven Keck, Chief  
Division of Budgets

Subject: **BUDGET AND ALLOCATION CAPACITY UPDATE**

### **SUMMARY:**

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

### **BACKGROUND:**

As of February 28, 2018, the Commission has allocated over \$2.4 billion toward 426 projects in Fiscal Year 2017-18. Adjustments totaled approximately negative 35 million, leaving approximately \$1.6 billion (40 percent) in remaining allocation capacity.

2017-18 Capital Allocations vs. Capacity Summary through February 28, 2018 (\$ in millions)								
	SHOPP	STIP	AERO	LPP	ATP	TIRCP	BONDS	TOTAL
Allocation Capacity	\$2,509	\$328	\$2	\$200	\$283	\$462	\$257	\$4,041
Total Votes	2,193	179	1	1	50	20	25	2,468
Authorized Changes <sup>1,2</sup>	-79	12	0	0	0	32	0	-35
<b>Remaining Capacity</b>	<b>\$395</b>	<b>\$137</b>	<b>\$1</b>	<b>\$199</b>	<b>\$233</b>	<b>\$410</b>	<b>\$232</b>	<b>\$1,608</b>

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

<sup>1</sup> Authorized changes include project increases and decreases through February 28, 2018, pursuant to the Commission's G-12 process and project rescissions.

<sup>2</sup> Authorized changes under TIRCP reflect \$32,000,000 towards the ACE Expansion Lathrop to Merced project authorized by Senate Bill 132.



**PROJECT SAVINGS REPORT (G-12):**

Through February 28, 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 \$79 million of the programmed amounts. This is the result of increases to 102 projects and decreases to 136 projects. The STIP experienced an increase of approximately \$12.5 million as a result of increases to six projects.

Savings is added to, or subtracted from, current year capacity in order to make funding immediately available for advancements and project cost increases. These amounts appear under “Authorized Changes,” in the Capital Allocation vs. Capacity Summary on the preceding page.

**PRICE BASED EXCISE TAX:**

The Board of Equalization met on February 27, 2018, in order to confirm the revenue neutral excise tax rate that took the place of statewide sales tax on gasoline as per statute. In a two-two split, the board failed to approve any recommendation, leaving the price based excise tax at 11.7 cents per gallon for the 2018-19 fiscal year. This is four cents per gallon less than Department of Finance’s calculations and 2.3 cents less than the STIP Fund Estimate projection.

While this has a negligible impact on the State Highway Operation Protection Program, it has a measureable impact on the STIP and Local Streets and Roads funding. Fortunately, this only impacts the 2018-19 fiscal year, because Senate Bill 1 returns the rate to 17.3 cents in the 2019-20 fiscal year. Because of the limited impact, the Department does not recommend any changes to the adoption of the STIP program of projects. The department will submit any further recommendations as part of the draft capacity at the June 2018 Commission meeting.



## **M e m o r a n d u m**

**To:** CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

**CTC Meeting:** March 21-22, 2018

**Reference No:** 4.20  
Information Item

**From:** NORMA ORTEGA  
Chief Financial Officer

**Prepared by:** Steven Keck, Chief  
Division of Budgets

**Subject:** **DRAFT 2019 ACTIVE TRANSPORTATION PROGRAM FUND ESTIMATE**

### **SUMMARY:**

The California Department of Transportation (Department) will present to the California Transportation Commission (Commission) the Draft 2019 Active Transportation Program (ATP) Fund Estimate, as an Informational Item at the Commission's March 2018 meeting. The Department will continue to work with Commission staff to finalize the 2019 ATP Fund Estimate, which is scheduled to be presented for adoption at the Commission's May 2018 meeting.

### **BACKGROUND:**

The 2019 ATP Fund Estimate capacity is based on Senate Bill (SB) 99 (Statutes of 2013), Assembly Bill (AB) 101 (Statutes of 2013), and SB 1 (Statutes of 2017), along with the Federal Highway Administration (FHWA), Commission, and California State Transportation Agency guidance.

The ATP, as articulated in SB 99 and AB 101, replaced the existing system of small, dedicated grant programs, which funded Safe Routes to Schools, bicycle programs, and Recreational Trails. The intent of combining this funding was to improve flexibility and reduce the administrative burden of having several small, independent grant programs.

SB 1 created the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway as well as on local streets and roads. After deducting amounts for other appropriations in the annual Budget Act, the Road Maintenance and Rehabilitation Account shall make available \$100 million annually for expenditure on the ATP. Combined with existing resources, the Program is expected to divide approximately \$223 million annually over the 2019 ATP Fund Estimate period for active transportation projects between the State and regions.



The Department has consulted with Commission staff during the development of the Draft 2019 ATP Fund Estimate. The 2019 ATP Fund Estimate displays adjustments that are intended to show previously committed resources, as well as resources that are reserved for programming in outer years.

The following assumptions were used to calculate the 2019 ATP Fund Estimate program capacities:

- Distribution to Metropolitan Planning Organizations (MPO) is based upon total population.
- Recreational Trails is not subject to Surface Transportation Block Grant distribution guidelines.
- Federal Highway Safety Improvement Program funds will not be used in the ATP.
- 95 percent obligation authority for all federal funding apportionments.
- Population based on 2010 census data.
- State and federal resources will remain stable throughout the fund estimate period.
- Fiscal year 2020-21, and thereafter, extends beyond the current Fixing America's Surface Transportation (FAST) Act authorization. Federal funding beyond the FAST Act funding horizon is assumed to be consistent with the known levels of funding provided by the FAST Act.
- California Conservation Corps is designated to receive \$4 million annually from fiscal years 2017-18 through 2021-22.

Attachment



# DRAFT

## ACTIVE TRANSPORTATION PROGRAM (ATP) FUND ESTIMATE (\$ in thousands)

	2019-20	2020-21	2021-22	2022-23	4-Year Total
<b>RESOURCES</b>					
<b>STATE RESOURCES</b>					
Road Maintenance and Rehabilitation Account (RMRA) <sup>[1]</sup>	\$100,000	\$100,000	\$100,000	\$100,000	\$400,000
State Highway Account (SHA)	34,200	34,200	34,200	34,200	136,800
<b>State Resources Subtotal</b>	<b>\$134,200</b>	<b>\$134,200</b>	<b>\$134,200</b>	<b>\$134,200</b>	<b>\$536,800</b>
<b>FEDERAL RESOURCES</b>					
STBG Set-Aside for Transportation Alternatives <sup>[2]</sup>	\$66,730	\$66,730	\$66,730	\$66,730	\$266,920
Recreational Trails	1,900	1,900	1,900	1,900	7,600
Other Federal	19,950	19,950	19,950	19,950	79,800
<b>Federal Resources Subtotal</b>	<b>\$88,580</b>	<b>\$88,580</b>	<b>\$88,580</b>	<b>\$88,580</b>	<b>\$354,320</b>
<b>TOTAL RESOURCES AVAILABLE</b>	<b>\$222,780</b>	<b>\$222,780</b>	<b>\$222,780</b>	<b>\$222,780</b>	<b>\$891,120</b>
<b>ADJUSTMENTS</b>					
Previously Programmed Resources <sup>[3]</sup>	\$122,780	\$122,780	\$0	\$0	\$245,560
Reserved Resources Available for 2021 ATP <sup>[4]</sup>	\$0	\$0	\$100,000	\$100,000	\$200,000
<b>PROGRAMMABLE RESOURCES AVAILABLE</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>\$122,780</b>	<b>\$122,780</b>	<b>\$445,560</b>
<b>DISTRIBUTIONS</b>					
<b>CALIFORNIA CONSERVATION CORPS<sup>[5]</sup></b>	<b>(\$4,000)</b>	<b>(\$4,000)</b>	<b>(\$4,000)</b>	<b>\$0</b>	<b>(\$12,000)</b>
<b>URBAN REGIONS (MPO Administered)</b>					
State	(\$51,587)	(\$51,587)	(\$51,587)	(\$53,187)	(\$207,949)
Federal	(35,925)	(35,925)	(35,925)	(35,925)	(143,699)
<b>Urban Regions Subtotal</b>	<b>(\$87,512)</b>	<b>(\$87,512)</b>	<b>(\$87,512)</b>	<b>(\$89,112)</b>	<b>(\$351,648)</b>
<b>SMALL URBAN &amp; RURAL REGIONS (State Administered)</b>					
State	(\$14,463)	(\$14,463)	(\$14,463)	(\$14,863)	(\$58,251)
Federal	(7,415)	(7,415)	(7,415)	(7,415)	(29,661)
<b>Small Urban &amp; Rural Regions Subtotal</b>	<b>(\$21,878)</b>	<b>(\$21,878)</b>	<b>(\$21,878)</b>	<b>(\$22,278)</b>	<b>(\$87,912)</b>
<b>STATEWIDE COMPETITION (State Administered)</b>					
State	(\$64,150)	(\$64,150)	(\$64,150)	(\$66,150)	(\$258,600)
Federal	(45,240)	(45,240)	(45,240)	(45,240)	(180,960)
<b>Statewide Competition Subtotal</b>	<b>(\$109,390)</b>	<b>(\$109,390)</b>	<b>(\$109,390)</b>	<b>(\$111,390)</b>	<b>(\$439,560)</b>
<b>TOTAL DISTRIBUTIONS</b>	<b>(\$222,780)</b>	<b>(\$222,780)</b>	<b>(\$222,780)</b>	<b>(\$222,780)</b>	<b>(\$891,120)</b>

<sup>[1]</sup> SEC. 36 of Senate Bill 1 adds Streets and Highways Code, Section 2032, appropriates \$100 million annually for ATP.

<sup>[2]</sup> Surface Transportation Block Grant (STBG) Set-Aside for Transportation Alternatives (TA) was formerly the Transportation Alternatives Program (TAP) included in MAP-21.

<sup>[3]</sup> Resources that are already programmed from the 2017 ATP FE.

<sup>[4]</sup> Resources set-aside to be reserved for programming in the 2021 ATP FE.

<sup>[5]</sup> Item 2660-108-3290, Budget Act of 2017 (Chs. 14, 22, and 54, Stats. 2017) appropriates no less than \$4 million per year for five fiscal years to the California Conservation Corps for active transportation projects.

Notes: Individual numbers may not add to total due to independent rounding.

STBG Set-Aside for TA reflects preliminary FHWA estimates pursuant to Fixing America's Surface Transportation (FAST) Act.

Final dollar amounts may vary based on actual apportionment and obligational authority by FHWA or any changes in Federal guidance.

Fiscal Year 2020-21 extends beyond FAST Act authorization, but is assumed to be funded at the same level as in prior years.



### ANNUAL DISTRIBUTION FOR FISCAL YEARS 2019-20 & 2020-21

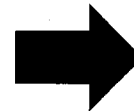
URBAN REGIONS	FEDERAL STBG	FEDERAL OTHER	STATE	TOTAL
MTC Region	\$ -	\$ -	\$ 8,045	\$ 8,045
SACOG Region	-	-	2,559	\$ 2,559
SCAG Region	-	-	20,310	\$ 20,310
Fresno COG (Fresno UZA)	-	-	1,047	\$ 1,047
Kern COG (Bakersfield)	-	-	945	\$ 945
Lake Tahoe (Bi-State)	-	-	163	\$ 163
SANDAG (San Diego UZA)	-	-	3,483	\$ 3,483
San Joaquin COG (Stockton)	-	-	771	\$ 771
Stanislaus COG (Modesto)	-	-	579	\$ 579
Tulare CAG (Visalia)	-	-	498	\$ 498
<b>Total</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 38,400</b>	<b>\$ 38,400</b>



Disadvantaged Communities*
\$ 2,011
640
5,078
262
236
41
871
193
145
124
<b>\$ 9,600</b>

### ANNUAL DISTRIBUTION FOR FISCAL YEARS 2021-22 & 2022-23

URBAN REGIONS	FEDERAL STBG	FEDERAL OTHER	STATE	TOTAL
MTC Region	\$ 5,484	\$ 1,907	\$ 2,898	\$ 10,290
SACOG Region	1,538	607	1,129	3,273
SCAG Region	15,135	4,815	6,026	25,976
Fresno COG (Fresno UZA)	584	248	507	1,339
Kern COG (Bakersfield)	467	224	517	1,208
Lake Tahoe (Bi-State)	129	39	41	209
SANDAG (San Diego UZA)	2,638	826	991	4,454
San Joaquin COG (Stockton)	331	183	473	986
Stanislaus COG (Modesto)	320	137	284	740
Tulare CAG (Visalia)	196	118	323	636
<b>Total</b>	<b>\$ 26,822</b>	<b>\$ 9,103</b>	<b>\$ 13,187</b>	<b>\$ 49,112</b>



Disadvantaged Communities*
\$ 2,572
818
6,494
335
302
52
1,114
247
185
159
<b>\$ 12,278</b>

Note: Individual numbers may not add to total due to independent rounding.

Final dollar amounts may vary based on actual apportionment and obligational authority by FHWA or any changes in Federal guidance.

Fiscal Years 2019-20 & 2020-21 Federal resources have already been programmed from the 2017 ATP FE.

\* Per Senate Bill 99, guidelines shall include a process to ensure no less than 25 percent of overall program funds benefit disadvantaged communities.



# Memorandum

Tab 18

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 21-22, 2018

Reference No.: 4.4  
Information

Published Date: March 9, 2018

From: SUSAN BRANSEN  
Executive Director

Prepared By: Robert Nelson  
Deputy Director

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

## **SUMMARY:**

Following the January 2018 California Transportation Commission (Commission) meeting, applications were received for the Local Partnership Program - Competitive Program, Trade Corridor Enhancement Program, and Solutions for Congested Corridors Program. In total, 165 applications were received seeking approximately \$5.3 billion, which is \$2.7 billion greater than the \$2.6 billion currently available for the three programs. The attached SB1 Implementation Plan Overview reflects the current status of these programs.

At the March 2018 Commission meeting, the following action items will be considered:

- **Adoption of the 2018 State Highway Operation and Protection Program**
- **Adoption of the 2018 State Transportation Improvement Program**
- **Adoption of the Senate Bill 1 Accountability and Transparency Guidelines**
- **Adoption of the Updated Reporting Guidelines for the Road Maintenance and Rehabilitation Account Local Streets and Roads Funding Program**
- **Adoption of the 2018 Active Transportation Program Augmentation Guidelines California Conservation Corps**

Applications were received for the following SB1 programs:

- **Local Partnership Program - Competitive Program**
  - Received 90 applications seeking approximately \$900 million
  - \$300 million available
- **Trade Corridor Enhancement Program**
  - Received 43 applications seeking approximately \$1.9 billion
  - \$1.34 billion available
- **Solutions for Congested Corridors**
  - Received 32 applications seeking approximately \$2.5 billion
  - \$1 billion available



**BACKGROUND:**

On April 28, 2017, the Governor signed SB 1. On May 17, 2017 the Commission approved the SB 1 Implementation Plan and in June 2017 the Commission began holding workshops to develop guidelines for the various SB 1 programs under its purview.

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

- **2017 Active Transportation Program Augmentation Guidelines** – Adopted June 28, 2017
- **Interim State Highway Operation and Protection Program (SHOPP) Guidelines** – Adopted June 28, 2017 and amended October 18, 2017
- **Transportation Asset Management Plan Guidelines** which inform SHOPP investments – Adopted June 28, 2017
- **2018 State Transportation Improvement Program Guidelines** – Adopted August 16, 2017
- **2017 Local Streets and Roads Funding Reporting Guidelines** – Adopted August 16, 2017 and amended October 18, 2017
- **2018 Local Partnership Program Guidelines** – Adopted October 18, 2017
- **2018 Trade Corridor Enhancement Program Guidelines** – Adopted October 18, 2017
- **2017 Active Transportation Program Augmentation Guidelines** – Statewide and Small Urban & Rural Components – Adopted October 18, 2017
- **2018 Solutions for Congested Corridors Program Guidelines** - Adopted December 6, 2017
- **Local Streets and Roads Funding List of Eligible Cities and Counties** – Adopted December 6, 2017 and amended January 31, 2018
- **Local Partnership Program Formulaic Shares** - Adopted December 6, 2017
- **Sustainable Communities and Adaptation Planning Grants Project Allocations**- Adopted December 6, 2017
- **2017 Active Transportation Program Augmentation** – Metropolitan Planning Organization Component – Adopted December 6, 2017 and amended January 31, 2018
- **Adoption of 2018 Local Partnership Program** – Formulaic Program of Projects – Adopted January 31, 2018

The Commission has met the initial timelines and is ahead of the schedule as set in the SB1 Implementation Plan in the following programs:

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

Attachment: SB 1 Implementation Update





## 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. In providing this funding, the Legislature has provided additional funding for transportation infrastructure, increased the role of the California Transportation Commission (Commission) in a number of existing programs, and created new transportation funding programs for the Commission to oversee. The timelines below are intended to be a guide and will be updated as necessary during the programming process.

PROGRAMS UNDER COMMISSION OVERSIGHT	
Active Transportation Program Augmentation	Solutions for Congested Corridors Program
<p>The Active Transportation Program funds projects that increase the proportion of trips accomplished by biking and walking and increase the safety and mobility of non-motorized users.</p> <ul style="list-style-type: none"> <li>Augmented 2017 Program - \$100 million per year <ul style="list-style-type: none"> <li>Program Adopted - January 2018</li> <li>\$192 million to 121 New Projects for a Two-Year Augmentation through 2018-19</li> <li>Advanced 52 Projects to 2017-18 and 2018-19</li> </ul> </li> <li>2019 Active Transportation Program: <ul style="list-style-type: none"> <li>2019 Program Adoption - Spring 2019</li> <li>Approximately \$446 million</li> <li>4 year program through 2022-23</li> </ul> </li> </ul>	<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 that provide environmental benefits.</p> <ul style="list-style-type: none"> <li>\$250 million per year</li> <li>4 year program through 2021-22</li> <li>Program Adoption - \$1.0 billion, May 2018</li> <li>Received 32 project applications seeking approximately \$2.5 billion</li> </ul>
Local Streets & Roads	Trade Corridor Enhancement Program
<p>The Local Streets &amp; 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 and roads system.</p> <ul style="list-style-type: none"> <li>Approximately \$1.5 billion per year</li> <li>2017-18 Approved: 58 counties and 479 cities <ul style="list-style-type: none"> <li>4,096 projects</li> </ul> </li> </ul>	<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"> <li>Approximately \$300 million per year</li> <li>3 year program through 2019-20</li> <li>Program Adoption - \$1.34 billion*, May 2018</li> <li>Received 43 project applications seeking approximately \$1.9 billion</li> </ul> <p>*Includes Federal FAST Act Funding</p>



<p><b>Local Partnership Program</b></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"> <li>• \$100 million per year</li> <li>• First cycle - 2 year program through 2018-19</li> <li>• Program Adopted - January 2018</li> <li>• \$173.4 million to 57 projects</li> </ul> <p><u>Competitive Program</u></p> <ul style="list-style-type: none"> <li>• \$100 million per year</li> <li>• 3 year program through 2019-20</li> <li>• Program Adoption - May 2018</li> <li>• Received 90 applications seeking approximately \$900 million</li> </ul>	<p><b>State Highway Operation And Protection Program (SHOPP)</b></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 mixture of Federal and State funds, including the Road Maintenance and Rehabilitation Account created by SB 1. Projects included in the program are limited to capital improvements relative 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"> <li>• Approximately \$1.9 billion per year</li> <li>• Public Hearings - February &amp; March 2018</li> <li>• Program Adoption - \$17 billion*, March 2018</li> <li>• 4 year program through 2021-22</li> </ul> <p>* State and Federal Funding</p>
<p><b>State Transportation Improvement Program (STIP)</b></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"> <li>• 2018 Program Adoption - \$3.58 billion, March 2018</li> <li>• \$2.3 billion in new projects</li> <li>• 5 year program through 2022-23</li> </ul>	<p><b>Contact Us:</b></p> <p>Robert Nelson, Deputy Director, Programming  Robert.Nelson@catc.ca.gov  (916) 654-4245</p> <p><b>Website:</b> www.catc.ca.gov</p> <p><b>Mailing Address:</b></p> <p>California Transportation Commission  1120 N Street MS 52  Sacramento, CA 95814</p> <p><b>Phone:</b> (916) 654-4245  <b>Email:</b> ctc@catc.ca.gov  <b>Fax:</b> (916) 653-2134</p>



# Memorandum

Tab 19

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 21-22, 2018

Reference No.: 4.18  
Action

Published Date: March 9, 2018

From: SUSAN BRANSEN  
Executive Director

Prepared By: Dawn Cheser  
Associate Deputy Director

Subject: **ADOPTION OF THE SENATE BILL 1 ACCOUNTABILITY AND TRANSPARENCY  
GUIDELINES RESOLUTION G-18-09**

## **ISSUE:**

Should the California Transportation Commission (Commission) adopt the Senate Bill (SB) 1 Accountability and Transparency Guidelines set forth in Attachment A?

## **RECOMMENDATION:**

Staff recommends that the Commission adopt the SB 1 Accountability and Transparency Guidelines set forth in Attachment A and permit staff to make technical, non-substantive changes to the guidelines. Modifications based on stakeholder input received subsequent to the Draft SB 1 Accountability and Transparency Guidelines presented at the January 31, 2018 Commission meeting are highlighted.

## **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 received initial input from transportation stakeholders during the November 16, 2017 public workshop. A second workshop was held on January 22, 2018 to receive additional input. The draft SB 1 Accountability and Transparency Guidelines shaped by this input, were released on January 26, 2018 and presented at the January 31, 2018 Commission meeting. Additional stakeholder comments were received subsequent to the January Commission meeting and modifications were made as necessary. Overall, the stakeholders were supportive of the draft SB 1 Accountability and Transparency Guidelines.

Attachments:

- Attachment A: SB 1 Accountability and Transparency Guidelines
- Attachment B: Resolution G-18-09
- Attachment C: Comment Letters



Reference No.: 4.18  
March 21-22, 2018  
Attachment A

# **California Transportation Commission**

The Road Repair and Accountability Act of 2017

SB 1 Accountability and Transparency Guidelines

*March 9, 2018*



**California Transportation Commission**  
**The Road Repair and Accountability Act of 2017**  
**SB 1 Accountability and Transparency Guidelines**

**Table of Contents**

**BACKGROUND** ..... 2

**APPLICABILITY** ..... 2

**PURPOSE**..... 3

**SB 1 PROGRAM ACCOUNTABILITY**..... 3

**A. Front-End Accountability** ..... 3

**B. In-Progress Accountability**..... 4

        1. Ongoing Program Monitoring and Review..... 5

        2. Program or Project Amendments ..... 5

        3. Allocation of Funds..... 5

**C. Program Reporting**..... 5

        1. Progress Report..... 5

        2. Annual Reports ..... 6

**D. Follow-up Accountability** ..... 6



# California Transportation Commission

## The Road Repair and Accountability Act of 2017

### SB 1 Accountability and Transparency Guidelines

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#### BACKGROUND

The Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) provides the first significant, stable, and on-going increase in state transportation funding in more than two decades. The Legislature has provided additional funding to 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.

### A. Front-End Accountability

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

- 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 adopted in the 2018 Competitive Local Partnership Program and subsequent program amendments and adoptions.
- Solutions for Congested Corridors Program – all projects adopted in the 2018 Congested Corridors Program and subsequent program amendments and adoptions.
- 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) 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 adopted in the 2018 Trade Corridor Enhancement Program and subsequent program amendments and adoptions.

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 for reporting purposes. These Baseline Agreements will also identify the agency responsible for meeting the reporting requirements and, for locally implemented projects, identify the responsibilities relative to the type and location of the project. The Baseline Agreement is considered the front-end document that forms the foundation for the Commission's in-progress and follow-up accountability.

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, the Baseline Agreements are due ~~six~~ three months after the Lead Agency filing of a notice of exemption or filing a notice of determination pursuant to the California Environmental Quality Act.
- For projects requesting an allocation of funding for a project 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.

#### 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.

#### 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 during the 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), May (January through March period) and August (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 August (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 each project that is subject to the Baseline Agreement requirement 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 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 being identified separately.
- Identification and discussion of any significant issues that may impact implementation of the project including financial constraints and commitments, and risks and impacts.
- Status of the Completion and Final Delivery Reports 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.

### **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), 2018 Trade Corridor Enhancement Program, and subsequent program adoptions, 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 Department shall provide a Completion Report to the Commission on the scope of the completed project, its estimated final cost, estimated duration,



and project benefits as compared to those included in the executed project agreements. Additionally, the Completion Report shall describe the methodologies and assumptions used to evaluate how the project benefits were evaluated 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 will be required for each segment and note that a summary Completion Report will be provided when the final project segment is complete. An audit may be done on one or all segments of a segmented project.

The Department shall withhold an appropriate percentage of SB 1 Program funds until acceptance of the Completion Report by the Department.

## 2. Final Delivery Reports

A Final Delivery Report will be provided 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.

## 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.

In order to achieve independence, 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.

Attachments:

Attachment A:        Project Baseline Agreement Template



# ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017

## PROJECT BASELINE AGREEMENT

[insert Project Name]

Resolution \_\_\_\_\_

### 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 [insert Project Name], effective on [insert date Commission approved baseline], is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, [insert Name of Project Applicant], and the Implementing Agency, [insert Name of Implementing Agency], sometimes collectively referred to as the “Parties”.

### 3. RECITAL

- 3.2 Whereas at its [insert meeting date Commission programmed project] meeting the Commission approved the [insert Funding Program] and included in this program of projects the [insert Project Name], 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 [insert date].
  - ☐ Resolution [insert number], “Adoption of Program of Projects for the Local Partnership Program”, dated [insert date]
  - ☐ Resolution [insert number], “Adoption of Program of Projects for the Solutions for Congested Corridors Program”, dated [insert date]
  - ☐ Resolution [insert number], “Adoption of Program of Projects for the State Highway Operation and Protection Program”, dated [insert date]
  - ☐ Resolution [insert number], “Adoption of Program of Projects for the Trade Corridor Enhancement Program”, dated [insert date]
- 4.3 All signatories agree to adhere to the Commission’s [insert Funding Program(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 [insert agency(s)] agrees to secure funds for any additional costs of the project.
- 4.6 The [insert agency(s)] 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 [insert agency(s)] 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 subconsultants 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**

*[insert Project Name]*

Resolution \_\_\_\_\_

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Name	Date
Title	
Project Applicant	

---

Name	Date
Title	
Implementing Agency	

---

Laurie Berman	Date
Director	
California Department of Transportation	

---

Susan Bransen	Date
Executive Director	
California Transportation Commission	



## CALIFORNIA TRANSPORTATION COMMISSION

### Adoption of the Senate Bill 1 Accountability and Transparency Guidelines 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 held two workshops on November 16, 2017, and January 22, 2018 to receive input on the development of the SB 1 Accountability and Transparency Guidelines.
- 2.1 **NOW THEREFORE BE IT RESOLVED**, that the Commission adopts the SB 1 Accountability and Transparency Guidelines, as presented by staff on March 21, 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.



**DEPARTMENT OF TRANSPORTATION**

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*Making Conservation  
a California Way of Life.*

**Reference No.: 4.18**  
**March 21-22, 2018**  
**Attachment C**

February 14, 2018

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

Dear Ms. Bransen:

Thank you for the opportunity to provide comments on the draft Accountability and Transparency Guidelines (Guidelines) that Commission staff have drafted to help guide the successful implementation of Senate Bill (SB) 1 funding programs. I would like to commend the Commission staff on their outstanding work in developing the guidelines in a collaborative manner and coordinating with Department staff and other agencies on SB 1 implementation. The Department has prepared comments on the draft Guidelines for your consideration and potential inclusion into the final Guidelines. Our collective success is essential to the long-term viability and fiscal stability of the remarkable legislative achievement represented by SB 1.

The Department has identified four key topics that merit attention as listed below:

**State Highway Operation Protection Program (SHOPP)**

The State Highway Operation Protection Program (SHOPP) has comprehensive Commission-adopted guidelines that address the unique needs of the SHOPP and were developed to be consistent with Asset Management as required by SB 486 and further clarified by SB 1. Rather than having two sets of guidelines that pertain to the SHOPP, the Department requests that the existing Interim SHOPP guidelines be amended to incorporate any needed additional requirements that may be included within these Guidelines. This will provide a single set of guidelines for those developing, implementing or auditing SHOPP projects.

**Baseline Agreements**

The current draft Guidelines identify the completion of the Environmental Document as being the point in the project development process that Baseline Agreements will be required.



Ms. Susan Bransen  
February 14, 2018  
Page 2

We suggest using the Project Approval milestone to initiate such agreements. The details being committed to in the Baseline Agreements are not adequately determined until the completion of the entire Project Approval and Environmental Document (PA&ED) Phase, most importantly the project's estimated cost and schedule. The Environmental Document identifies the preferred alternative, project impacts, and mitigations but does not identify project cost and schedule.

### **Completion Reports**

The Guidelines state, "The Department shall ensure a project Completion Report is approved prior to paying the final invoice for the respective SB 1 program funds." We recommend that the guidelines allow the Department to withhold a designated percent of the SB 1 funds until acceptance of the Completion Report by the Department. The Department would include this provision in project funding agreements executed with the sponsoring agencies.

### **Audits**

- Audits should be conducted on a representative sample of projects versus all projects. It is impractical and too expensive to audit every project. Additional suggested language from the Department on Audits is attached on pages 4 and 5.
- Rather than audits focusing on a single project output or outcome, it would be more useful to accept an output or outcome range that would be reasonable for individual projects.

Additional comments and information on points above are attached (ATTACHMENT A).

If you have questions regarding this letter or enclosed comments, please contact me or coordinate with Bruce de Terra, Chief, Division of Transportation Programming, at 916-654-4013 or by email sent to <bruce.de.terra@dot.ca.gov>

Sincerely,



NORMA ORTEGA  
Chief Financial Officer

Enclosures

ATTACHMENT A: Departmental Comments on SB 1 Accountability Guidelines



**ATTACHMENT A**  
**SB 1 Accountability and Transparency Guidelines**  
**Department comments 2-14-18**

Background (page 2)

Grammatical Edit:

*Second sentence: "The Legislature has provided additional funding to and ..."*

**Suggest replacing with: "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."**

Applicability (page 2)

Grammatical Edit:

*First sentence: "With exception to the Local Streets and Roads Program, these...Senate Bill 1 programs as listed in Section IV."*

**Section IV should be replaced with Section A. Front End Accountability.**

Purpose (page 3)

Clarification:

*"Specifically, as described in these Guidelines...Commission intends to exercise programmatic oversight..."*

**Please add sentence clarifying Department responsibility: where Caltrans is lead – direct responsibilities, where Caltrans has oversight, and where projects fall under Local Assistance.**

Front end Accountability (page 3)

Clarification:

- *First Bullet: "Active Transportation Program – only for projects with a total project cost of \$25 million or greater or a total programmed amount of \$10 million or greater."*

**Please clarify whether this is applicable to all programmed phases.**

- *Third and 5<sup>th</sup> Bullet: Congested Corridors Program & Trade Corridor Enhancement Program*

**Please clarify intent that any project regardless of cost in these two programs will require a Baseline Agreement.**

- *Fourth bullet under Front-end Accountability: "State Highway Operation and Protection Program – only for projects with a total project cost of \$50 million or greater or a total **SHOPP** programmed amount (in right-of-way **capital** and/or construction **capital**) of \$15 million or greater.*

**Please clarify if the words inserted in bold and underlined are correct and if not provide clarity.**



ATTACHMENT A  
SB 1 Accountability and Transparency Guidelines  
Department comments 2-14-18

Consider adding sentence: **“If a project is less than the \$50 million/\$15 million capital at onset and becomes greater than \$50 million/ \$15 million due to cost increase, scope change or combining projects during the project development process, a baseline agreement will be required at the time of the change.”**

- *Second paragraph: “Each Baseline Agreement shall be signed by a duly authorized officer of the Applicant, Implementing Agency, the Department’s Director ...”*

**Add “or delegated representative” at the end of the sentence to avoid delays in signing Baseline Agreements.**

- *Fourth paragraph under Front-End Accountability: “The Commission shall approve all (executed) Baseline Agreements at a regular Commission meeting within four months after a project has been adopted into one of the aforementioned programs...”*

**Please clarify that Baseline Agreements will be required at Project Approval.**

- *Bullet 2 under paragraph 4: “For projects requesting an allocation at the May 2018 and June 2018 Commission Meetings ...”*

**Please clarify how projects that have already received RMRA allocations (Aug and Oct of 2017) will be handled.**

In-Progress Accountability (page 4)

*Second Paragraph – 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.”*

**Guidelines should clarify if this is a requirement for all projects or only those with Baseline Agreements.**

Program reporting (page 5)

- *Progress Report – first paragraph: “The first progress report...during the October 2018 meeting. Subsequent reports will be presented to the Commission every ~~December~~ **January** (First quarter), ~~March~~ **May** (second quarter), ~~May~~ **August** (third quarter) and ~~August~~ **October** (fourth quarter).*

**Please see proposed revised dates in bold/underline which align with quarterly reporting.**

- *Bullet 3 – instead of expenditures state **payments received**.*

Completion Reports (page 6)

*First paragraph: “Within six months... (open to the public), **whichever is sooner**, the Department shall provide Completion report to the Commission on the scope of the completed project, its estimated final cost, estimated duration (total duration from PID? Construction duration?) ... and project benefits as compared to those included in the executed ~~project~~ **baseline** agreements.” “Additionally, the Completion*



**ATTACHMENT A**  
**SB 1 Accountability and Transparency Guidelines**  
**Department comments 2-14-18**

*Report...used in the executed ~~project~~ **baseline** agreements.” “In the event the project benefits...identified in the executed ~~program~~ **baseline** agreements, the difference...” End of first paragraph: “The completion report should not be delayed... due to claims or plant establishment periods.”*

- Suggest adding: “**Department shall be afforded one year to provide Completion report if a project has claims so that final cost figures will be accurate.”**
- **Please provide definition of Completion Report.**

*Second paragraph: “The Completion Report will include...in the executed ~~project~~ **baseline** agreements.” “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.*

**Suggest adding: “Projects that were long-lead and received construction funding prior to completing pre-construction component will provide a Completion report at the conclusion of project construction.”**

- Last paragraph: “The Department shall ensure a project Completion Report is approved prior to paying the final invoice...”
  - **This requirement cannot be binding unless the baseline agreement, the cooperative agreement, and funding agreement with the implementing agency articulates the requirement that the Completion Report must be submitted as a condition for final payment;**
  - **If the Completion Report is not submitted but the final invoice is submitted, the Caltrans contract/oversight manager for the project must notify the implementing agency that the invoice is invalid or disputed.**
  - **If the two items bulleted above are not properly handled, Caltrans could be in violation of law for not paying the invoice.**
  - **Where there is a dispute between the Department and submitting agency, the dispute will be submitted to the Commission for resolution. We may enter into a legal quagmire if the implementing agency submits a report and there is a disagreement about its adequacy.**
  - **The Department and Commission should have an agreement as to what constitutes a Completion Report which will be incorporated into the Baseline Agreement.**

Section D 3. Audits of Project Expenditures and Outcomes

**Suggest replacing Section 3. Audits of Project Expenditures and Outcomes with the following:**

**“SB 1 created the position of 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.**



ATTACHMENT A  
SB 1 Accountability and Transparency Guidelines  
Department comments 2-14-18

In order to achieve independence, 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 Director and Chief Deputy Director on an ongoing basis.

The Commission recommends that audits 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."

Additional Comments:

- o Guidelines should define "reasonable" for example +/- 20%.
- o Second bullet replace project agreements with baseline agreements
- o Performing both Semi-final and Final audits on the same project may not be the most efficient use of resources. In preparing for audits on SB 1 projects Audits and Investigations could evaluate the possibility of conducting a two-stage review as recommended.
- o The current wording in the guidelines for both Semi-final Audit and Final Audit, provides confusing direction on the proposed timing of the audits. The Semi-final Audit section, states the audit should be performed either within 6 months of the project completion report or when the project is substantially open to traffic. However, the guidelines state, in Follow-up and Accountability, that the Department shall provide a Completion Report six months *after* contract acceptance *or* the project becoming operable (open to the public). Based on this wording and the normal timing for contractor acceptance, it appears that there is **only one option**, to perform the audit once the project is open to the public since this will always be at least six months prior to the project report being submitted (if it is on time). Also, it would be very difficult for the Inspector General to know when a project is considered open to the public – which according to this wording, starts the six-month time-frame for the completion of the semi-final audit.
- o Please clarify when a Final Audit report is to be completed. Guidelines use the term "Project Completion", which was defined as meaning when a project is "open to the public". The guidelines go on to provide a different definition for project completion in the Final Audit Section, but it is not intuitive that these are different dates.



ATTACHMENT A  
SB 1 Accountability and Transparency Guidelines  
Department comments 2-14-18

- Finally, in the statement ***“For purposes of these audits, project completion occurs after all project activities beyond the acceptance of the construction contract are completed”***. The word **“all”** needs to be clarified as there are many activities that occur—including legal and final accounting—that could be seen as needing to be included, per the above statement.

Comments relevant to entire document:

- **Specify whether the item being discussed is for all projects or projects with baseline agreements.**
- **Replace project agreements with baseline agreements.**
- **Provide clarity on what is referred to as Nominating, Sponsor and Implementing Agency.**
- **Project Baseline Agreements Templates under development should be provided to the Department and Local Agencies for comment and input before being finalized.**
- **Project Approval should be used where the document is referring to “Environmental” or “Environmental Document”.**
- **Guidelines should clarify the specific principles and practices that need to be included in the cooperative and funding agreements (template) and should be aligned to the Baseline Agreements.**



## M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 21-22, 2018

Reference No.: 4.13  
Action

Published Date: March 9, 2018

From: SUSAN BRANSEN  
Executive DirectorPrepared By: Laura Pennebaker  
Associate Deputy DirectorSubject: **ADOPTION OF UPDATED REPORTING GUIDELINES FOR THE ROAD  
MAINTENANCE AND REHABILITATION ACCOUNT LOCAL STREETS AND  
ROADS FUNDING PROGRAM (RESOLUTION G-18-08)****ISSUE:**

Should the California Transportation Commission (Commission) approve the updated 2018 Local Streets and Roads Funding Program Annual Reporting Guidelines to make minor technical revisions as well as provide a yearly recurring schedule for the program, and update the appendices to reflect that an online tool will be available for submitting project lists and project expenditure reports set forth in Attachment A?

**RECOMMENDATION:**

Staff recommends that the Commission adopt the updated 2018 Local Streets and Roads Funding Program Annual Reporting Guidelines set forth in Attachment A and permit staff to make technical, non-substantive changes to the guidelines as noted in bold and underlined font throughout the guidelines.

**BACKGROUND:**

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

SB 1 emphasizes the importance of accountability and transparency in the delivery of California's transportation programs. Therefore, to be eligible for Road Maintenance and Rehabilitation Account funding, Streets and Highways Code Section 2034 requires cities and counties to annually provide basic project reporting to the Commission for projects anticipated for and funded through the Road Maintenance and Rehabilitation Account.

Each fiscal year cities and counties must submit a list of projects proposed for funding. The Commission is then responsible for collecting statewide proposed project information and notifying the State Controller of the agencies that are eligible to receive funding that year. At the



end of the fiscal year, cities and counties are required to submit project expenditure reports to the Commission. The Commission's role in this program is focused on preparing and updating programmatic guidelines, administering reporting requirements, and compiling and sharing project information with the Legislature and the public as well as reporting eligible agencies to the State Controller.

At its August 16, 2017 meeting, the Commission adopted the 2017 Local Streets and Roads Funding Annual Reporting Guidelines under Resolution G-17-23.

On October 18, 2017, the guidelines were amended via Resolution G-17-27 to address the passage of Assembly Bill 135, a budget trailer bill which included several statutory amendments to assist in the delivery of projects funded by SB 1 and to improve transparency and accountability on the reporting of those funds.

To fulfill the Commission's responsibility to prepare and update programmatic guidelines on an as-needed basis to support successful program implementation, Commission staff has prepared technical updates to the 2017 reporting guidelines to address the following program needs:

- Provide a recurring yearly program schedule to assist agencies with planning for project list submittal and reporting requirements.
- Clarify the requirement that proposed projects must be adopted by resolution, and that a copy of the signed, executed resolution must be submitted as support documentation.
- Reference updated [Gas Tax Expenditure Guidelines](#) recently published by the State Controller in January 2018.
- Update Appendices A and B to reflect that an online tool has been developed for submitting project lists and a standard format is in development for project expenditure reports, to promote efficiency and consistency in statewide reporting.
- Make various minor technical revisions and corrections to administrative information.

Changes proposed throughout the guidelines are underlined and in bold. The yearly recurring program schedule was prepared in direct consultation with local government representatives. The development of an online tool for project list submittal and reporting was initiated at the request of stakeholders to increase reporting efficiency, promote standardization and quality of information provided, and reduce administrative workload.

It is important to note that the development of the online tool as reflected in Appendices A and B of the reporting guidelines is a two-phase process. Phase 1 was the creation and deployment of a tool for cities and counties to utilize when submitting proposed project lists beginning in March 2018. Phase 2 will be the development and release of a project expenditure report format projected to be available in Summer 2018. Staff anticipates undertaking the next amendment to program reporting guidelines sometime during Summer 2018 to coincide with the finalization of Phase 2 of the online tool.

Proposed updates to the reporting guidelines were circulated for stakeholder review and feedback on February 23<sup>rd</sup> and comments were due March 2<sup>nd</sup>. Comments received have been included in Attachment C. Staff has reached out to discuss the feedback provided and believes that the questions and concerns raised have either been addressed in the updated guidelines or will be addressed in the next guidelines update, if feasible.



Attachments:

- Attachment A: Local Streets and Roads Funding Program 2018 Annual Reporting Guidelines
- Attachment B: Resolution G-18-08
- Attachment C: Stakeholder Comments Received



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

**LOCAL STREETS AND ROADS FUNDING  
PROGRAM**

**2018 ANNUAL REPORTING GUIDELINES**

March 9, 2018

**California Transportation Commission**





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

**LOCAL STREETS AND ROADS FUNDING PROGRAM ANNUAL REPORTING GUIDELINES**

**TABLE OF CONTENTS**

<b>I. Introduction .....</b>	<b>1</b>
1. Background and Purpose of Reporting Guidelines.....	1
2. Program Objectives and Statutory Requirements .....	1
3. Program Roles and Responsibilities .....	3
4. Program Schedule .....	4
<b>II. Funding.....</b>	<b>4</b>
5. Source .....	4
6. Estimation and Disbursement of Funds.....	5
<b>III. Eligibility and Program Priorities .....</b>	<b>6</b>
7. Eligible Recipients .....	6
8. Program Priorities and Example Projects .....	6
<b>IV. Project List Submittal.....</b>	<b>7</b>
9. Content and Format of Project List .....	7
10. Process and Schedule for Project List Submittal .....	10
11. Commission Submittal of Eligible Entities to the State Controller's Office.....	10
<b>V. Project Expenditure Reporting and Auditing .....</b>	<b>10</b>
12. Scope of Completed and In-Progress Project Expenditure Report.....	10
13. Process and Schedule for Project Expenditure Report Submittal .....	13
14. Commission Reporting of Project Information Received.....	13
15. State Controller Expenditure Reporting and Maintenance of Effort Monitoring....	14
16. Workforce Development Requirements and Project Signage.....	15
<b>Appendix A – Proposed Project List: Standard Format and Online Intake Tool .....</b>	<b>16</b>
<b>Appendix B – Project Expenditure Reporting: Standard Format.....</b>	<b>18</b>



## **I. Introduction**

### **1. Background and Purpose of Reporting Guidelines**

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

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

SB 1 emphasizes the importance of accountability and transparency in the delivery of California's transportation programs. Therefore, in order to be eligible for RMRA funding, statute requires cities and counties to provide basic annual RMRA project reporting to the California Transportation Commission (Commission).

These guidelines describe the general policies and procedures for carrying out the annual RMRA project reporting requirements for cities and counties and other statutory objectives as outlined in Section 2 below. The guidelines were developed in consultation with state, regional, and local government entities and other transportation stakeholders.

The Commission may amend these guidelines after first giving notice of the proposed amendments. In order to provide clear and timely guidance, it is the Commission's policy that a reasonable effort be made to amend the guidelines prior to the due date for project lists or the Commission may extend the deadline for project list submission in order to facilitate compliance with the amended guidelines.

### **2. Program Objectives and Statutory Requirements**

Streets and Highways Code (SHC) Section 2032.5(a) articulates the general intent of the legislation that recipients of RMRA funding be held accountable for the efficient investment of public funds to maintain local streets and roads and are accountable to the people through performance goals that are tracked and reported.

Pursuant to SHC Section 2030(a), the objective of the Local Streets and Roads Program is to address deferred maintenance on the local streets and roads system through the prioritization and delivery of basic road maintenance and rehabilitation projects as well as critical safety projects.

Cities and counties receiving RMRA funds must comply with all relevant federal and state laws, regulations, policies, and procedures. The main requirements for the program are codified in SHC Sections 2034, 2036, 2037, and 2038 and include the following:



- Prior to receiving an apportionment of RMRA funds from the Controller in a fiscal year, a city or county must submit to the Commission a list of projects proposed to be funded with these funds. All projects proposed to receive funding must be adopted by resolution by the applicable city council or county board of supervisors at a regular public meeting [SHC 2034(a)(1)].
- The list of projects must include a description and the location of each proposed project, a proposed schedule for the project's completion, and the estimated useful life of the improvement [SHC 2034(a)(1)]. Further guidance regarding the scope, content, and submittal process for project lists prepared by cities and counties is provided in Sections 9-10.
- The project list does not limit the flexibility of an eligible city or county to fund projects in accordance with local needs and priorities so long as the projects are consistent with RMRA priorities as outlined in SHC 2030(b) [SHC 2034(a)(1)].
- The Commission will submit an initial report to the Controller that indicates the cities and counties that have submitted a list of projects as described in SHC 2034(a)(1) and that are therefore eligible to receive an apportionment of RMRA funds for the applicable fiscal year [SHC 2034(a)(2)].
- The Controller, upon receipt of the an initial report from the Commission, shall apportion RMRA funds to eligible cities and counties pursuant to SHC 2032(h) [SHC 2034(a)(3)].
- The Controller will retain the monthly share of RMRA funds for cities and counties not included in the Commission's initial report that would otherwise be apportioned and distributed to those cities and counties [SHC 2034(a)(4)(A)]. Pursuant to SHC 2034(a)(4)(B), the monthly share of RMRA funds for each of these cities and counties will be retained by the Controller for 90 days.
- Upon receipt of a list of projects from a city or county after the Commission has submitted its initial report to the Controller, the Commission will submit a subsequent report to the Controller that specifies all newly eligible cities and counties [SHC 2034(a)(2)].
- After 90 days, the Controller will apportion to all newly eligible cities and counties the RMRA funds that were retained but not previously apportioned and distributed pursuant to SHC 2304(a)(4)(B).
- Any RMRA funds held by the Controller for a city or county that still remains ineligible after 90 days will be reapportioned to all other eligible cities and counties [SHC 2034(a)(4)(C)].
- For each fiscal year in which RMRA funds are received and expended, cities and counties must submit documentation to the Commission that details the expenditure of all RMRA funds, including a description and location of each completed project, the amount of funds expended on the project, the completion date, and the estimated useful life of the improvement [SHC 2034(b)]. Further guidance regarding the scope, content, and submittal process for program expenditure reports is provided in Sections 12-13.
- Eligible cities and counties may expend other funds on eligible projects prior to receiving an apportionment of RMRA funds from the Controller and may reimburse the



original source of funds expended when a RMRA apportionment is received from the Controller [SHC 2034(c)].

- A city or county receiving an apportionment of RMRA funds is required to sustain a maintenance of effort (MOE) by spending at least the annual average of its general fund expenditures during the 2009–10, 2010–11, and 2011–12 fiscal years for street, road, and highway purposes from the city’s or county’s general fund [SHC 2036]. Monitoring and enforcement of the maintenance of effort requirement for RMRA funds will be carried out by the Controller and is addressed in more detail in Section 15.
- A city or county may spend its apportionment of RMRA funds on transportation priorities other than priorities outlined in SHC 2030(b) if the city or county’s average Pavement Condition Index (PCI) meets or exceeds 80 [SHC 2037].
- By July 1, 2023, cities and counties receiving RMRA funds must follow guidelines developed by the California Workforce Development Board (Board) that address participation and investment in, or partnership with, new or existing pre-apprenticeship training programs [SHC 2038]. Further information regarding the forthcoming Board Guidelines and future Board-sponsored grant opportunities is available in Section 16.

### **3. Program Roles and Responsibilities**

Below is a general outline of the roles and responsibilities of recipient cities/counties, the Commission, the Controller, and the California Workforce Development Board, in carrying out the program’s statutory requirements, as well as activities the Commission will undertake to meet the legislative intent of SB 1:

#### Recipient Cities/Counties:

- Develop and submit a list of projects to the Commission each fiscal year.
- Develop and submit a project expenditure report to the Commission each fiscal year.
- Comply with all requirements including reporting requirements for RMRA funding.

#### Commission:

- Provide technical assistance to cities and counties in the preparation of project lists and reports.
- Receive project lists from cities and counties each fiscal year.
- Provide a comprehensive list to the Controller each fiscal year of cities and counties eligible to receive RMRA apportionments.
- Receive program expenditure reports from cities and counties each fiscal year and provide aggregated statewide information regarding use of RMRA funds to the Legislature and the public (e.g. the Commission’s Annual Report to the Legislature and a SB 1 Accountability Website).

#### Controller:

- Receive list of cities and counties eligible for RMRA apportionments each fiscal year from the Commission.



- Apportion RMRA funds to cities and counties.
- Oversee Maintenance of Effort and other requirements for RMRA funds including reporting required pursuant to SHC 2151.

California Workforce Development Board:

- Pursuant to SHC 2038, establish a pre-apprenticeship development and training grant program beginning January 1, 2019 that local public agencies receiving RMRA funds are eligible to apply for or partner with other entities to apply for.
- Pursuant to SHC 2038, develop guidelines for public agencies receiving RMRA funds to participate, invest in, or partner with, new or existing pre-apprenticeship training programs. Local public agencies receiving RMRA funds must follow the guidelines by no later than July 1, 2023.

#### 4. Program Schedule

The following schedule lists the major milestones for the Local Streets and Roads Funding Annual Reporting Program.

<u>Project Lists due to Commission</u>	<u>May 1<sup>st</sup> each year</u>
<u>Commission Adopts Initial List of Eligible Cities and Counties</u>	<u>June Commission Meeting each year</u>
<u>Commission Submits Initial List to Controller</u>	<u>No later than June 30<sup>th</sup> each year</u>
<u>Commission Adopts Subsequent List of Eligible Cities and Counties</u>	<u>August Commission Meeting each year (if needed)</u>
<u>Commission Submits Subsequent List to Controller</u>	<u>No later than August 31<sup>st</sup> each year (if needed)</u>
<u>Annual Reporting of Fiscal Year Expenditures due to Commission</u>	<u>October 1<sup>st</sup> each year</u>
<u>Informational Program Update to Commission</u>	<u>December Commission Meeting each year</u>

## II. Funding

#### 5. Source

The State of California imposes per-gallon excise taxes on gasoline and diesel fuel, sales taxes on diesel fuel, and registration taxes on motor vehicles and dedicates these revenues to transportation purposes. Portions of these revenues flow to cities and counties through the Highway Users Tax Account (HUTA) and the newly established RMRA created by SB 1.



The Local Streets and Roads Funding Program administered by the Commission in partnership with the Controller is supported by RMRA funding which includes portions of revenues pursuant to SHC 2031 from the following sources:

- An additional 12 cent per gallon increase to the gasoline excise tax effective November 1, 2017.
- An additional 20 cent per gallon increase to the diesel fuel excise tax effective November 1, 2017.
- An additional vehicle registration tax called the "Transportation Improvement Fee" with rates based on the value of the motor vehicle effective January 1, 2018.
- An additional \$100 vehicle registration tax on zero emissions (ZEV) vehicles of model year 2020 or later effective July 1, 2020.
- Annual rate increases to these taxes beginning on July 1, 2020 (July 1, 2021 for the ZEV fee) and every July 1<sup>st</sup> thereafter equal to the change in the California Consumer Price Index (CPI).

SHC 2032(h)(2) specifies that 50 percent of the balance of revenues deposited into the RMRA, after certain funding is set aside for various programs, will be continuously appropriated for apportionment to cities and counties by the Controller pursuant to the formula in SHC Section 2103(a)(3)(C)(i) and (ii).

## **6. Estimation and Disbursement of Funds**

While neither, the Commission nor the State Controller's Office prepare formal estimates of RMRA funds, the Department of Finance (DOF) estimates the total amount of funding that will be deposited into the RMRA annually. The California State Association of Counties and the League of California Cities use this information from DOF to develop city and county level estimates of RMRA funds which are available here:

California State Association of Counties

<http://www.counties.org/sb-1-road-repair-and-accountability-act-2017>

League of California Cities

<http://www.californiacityfinance.com/>

Each fiscal year, upon receipt of a list of cities and counties that are eligible to receive an apportionment of RMRA funds pursuant to SHC 2032(h)(2) from the Commission, the Controller is required to apportion RMRA funds to eligible cities and counties consistent with the formula outlined in SHC Section 2103(a)(3)(C)(i) and (ii). It is expected that the Controller will continuously apportion RMRA funds on a monthly basis to eligible cities and counties using a process and system similar to that of HUTA apportionments. RMRA funding is continuously apportioned and is not provided on a reimbursement basis.

The Commission does not approve project lists and provide authorization to proceed with RMRA funded projects. The Commission receives project lists, determines they are complete and meet basic statutory requirements outlined in SHC 2034 and then approves and submits a statewide list to the Controller of cities and counties that are eligible to begin receiving monthly RMRA funding apportionments.



### **III. Eligibility and Program Priorities**

#### **7. Eligible Recipients**

Eligible recipients of RMRA funding apportionments include cities and counties that have prepared and submitted a project list to the Commission pursuant to SHC Section 2034(a)(1) and that have been included in a list of eligible entities submitted by the Commission to the Controller pursuant to SHC Section 2034(a)(2).

Recipients of RMRA apportionments must comply with all relevant federal and state laws, regulations, policies, and procedures.

#### **8. Program Priorities and Example Projects**

Pursuant to SHC Section 2030(a), RMRA funds made available for the Local Streets and Roads Funding Program shall be prioritized for expenditure on basic road maintenance and rehabilitation projects, and on critical safety projects.

SHC Section 2030(b)(1) provides a number of example projects and uses for RMRA funding that include, but are not limited to, the following:

- Road Maintenance and Rehabilitation
- Safety Projects
- Railroad Grade Separations
- Complete Streets Components (including active transportation purposes, pedestrian and bicycle safety projects, transit facilities, and drainage and stormwater capture projects in conjunction with any other allowable project)
- Traffic Control Devices

SHC Section 2030(b)(2) states that funds made available by the program may also be used to satisfy a match requirement in order to obtain state or federal funds for projects authorized by this subdivision.

SHC Section 2030(c)-(f) specifies additional project elements that will be incorporated into RMRA-funded projects by cities and counties to the extent possible and cost effective, and where feasible (as deemed by cities and counties). These elements are:

- Technologies and material recycling techniques that lower greenhouse gas emissions and reduce the cost of maintaining local streets and roads through material choice and construction method.
- Systems and components in transportation infrastructure that recognize and accommodate technologies including but not limited to ZEV fueling or charging and infrastructure-vehicles communications for transitional or fully autonomous vehicles.
- Project features to better adapt the transportation asset to withstand the negative effects of climate change and promote resiliency to impacts such as fires, floods, and sea level rise (where appropriate given a project's scope and risk level for asset damage due to climate change).
- Complete Streets Elements (such as project features that improve the quality of bicycle and pedestrian facilities and that improve safety for all users of transportation)



facilities) are expected to be incorporated into RMRA funded projects to the extent (as deemed by cities and counties) beneficial, cost-effective, and practicable in the context of facility type, right-of-way, project scope, and quality of nearby facilities.

Pursuant to SHC Section 2037, a city or county may spend its apportionment of RMRA funds on transportation priorities other than those outlined in SHC Section 2030 if the city's or county's average Pavement Condition Index (PCI) meets or exceeds 80.

## **IV. Project List Submittal**

### **9. Content and Format of Project List**

Pursuant to SHC Section 2034(a)(1), prior to receiving an apportionment of RMRA funds from the State Controller in a fiscal year, a city or county must submit to the Commission a list of projects proposed to be funded with these funds pursuant to an adopted resolution by the city council or county board of supervisors at a regular public meeting.

Listed below are the specific statutory criteria for the content of the project list along with additional guidance provided to help ensure a consistent statewide format and to facilitate accountability and transparency within the Local Streets and Roads Program.

#### **a.) Included in an Adopted 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 RMRA funding through the Local Streets and Roads Program have been included in an adopted resolution by the applicable city council or county board of supervisors at a regular public meeting. An acceptable public record shall include ~~an excerpt from a~~ **signed, executed copy of** the city/county's adopted resolution including the relevant list of projects ~~and meeting minutes~~ 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.

#### **b.) List of Projects – Content**

Pursuant to SHC 2034(a)(1), the project list must include a description and the location of each proposed project, a proposed schedule for each project's completion, and the estimated useful life of the improvement. The project list is intended to cover, at a minimum, the applicable fiscal year. Cities and counties may include project information for future fiscal years but are expected to update the project list as needed every fiscal year prior to submittal to the Commission.

##### **Development and Content**

The Commission recognizes the inherent diversity of road maintenance and rehabilitation needs among the approximately 540 jurisdictions across the state that may utilize Local Streets and Roads Program funding.



Given the emphasis SB 1 places on accountability and transparency in delivering California's transportation programs, cities and counties are encouraged to clearly articulate how these funds are being utilized through the development of a robust project list.

To promote statewide consistency in the content and format of project information submitted to the Commission, and to facilitate transparency within the Local Streets and Roads Funding Program, the following guidance is provided regarding the key components of the project list. Please note that project lists included in a city or county adopted resolution should, at a minimum, include the elements mandated by statute: description, location, schedule for completion and useful life. Cities and counties should include more detailed project information as described below in the project list submitted to the Commission.

For further assistance, Appendix A has been developed to outline project list content and format.

#### Project Description

The list must include a project description for each proposed project. The city/county is encouraged to provide a brief non-technical description (up to 5 sentences) written so that the main objectives of the project can be clearly and easily understood by the public.

The level of detail provided will vary depending upon the nature of the project; however, it is highly encouraged that the project description contain a minimum level of detail needed for the public to understand what is being done and why it is a critical or high-priority need.

#### Project Location

The list must include a project location for each proposed project. The city/county is encouraged to provide project location information that, at a minimum, would allow the public to clearly understand where within the community the project is being undertaken. For example, providing specific street names where improvements are being undertaken and specifying project termini when possible are preferable to more general information such as "various" or "south-west side of city/county". If project-specific geolocation data is available, it is highly encouraged to be included in the project list submitted to the Commission.

#### Proposed Schedule for Completion

The list must include a completion schedule for each proposed project. The city/county is encouraged to provide a high-level timeline that provides a clear picture to the public of when a project is reasonably expected to be completed. The proposed schedule for completion should clearly articulate if a project will take multiple years to complete.

#### Estimated Useful Life

The list must include an estimated useful life for each proposed project. The city/county is encouraged to provide information regarding the estimated useful life of the project that is clear, understandable, and based on industry-standards for the project materials and design, where applicable.

#### Technology, Climate Change, and Complete Streets Considerations

SHC Section 2030(c)-(f) specifies additional project elements that will be incorporated into RMRA-funded projects by cities and counties to the extent possible and cost effective, and where feasible. These elements are:



- Technologies and material recycling techniques that lower greenhouse gas emissions and reduce the cost of maintaining local streets and roads through material choice and construction method.
- Systems and components in transportation infrastructure that recognize and accommodate technologies including but not limited to ZEV fueling or charging and infrastructure-vehicles communications for transitional or fully autonomous vehicles.
- Project features to better adapt the transportation asset to withstand the negative effects of climate change and promote resiliency to impacts such as fires, floods, and sea level rise (where appropriate given a project's scope and risk level for asset damage due to climate change).
- Complete Streets Elements (such as project features that improve the quality of bicycle and pedestrian facilities and that improve safety for all users of transportation facilities) are expected to be incorporated into RMRA funded projects to the extent (as deemed by cities and counties) beneficial, cost-effective, and practicable in the context of facility type, right-of-way, project scope, and quality of nearby facilities.

Cities and counties are encouraged to consider all of the above for implementation, to the extent possible, cost-effective, and feasible, in the design and development of projects for RMRA funding.

To meet the intent of SHC 2032.5(a) as outlined in Section 2 of these Guidelines, in addition to the statutory requirements outlined in Section 10, the standard forms developed by the Commission will allow cities and counties to report on the inclusion of these elements.

#### Other Statutory Considerations for Project Lists

Pursuant to SHC Section 2034(a)(1), the project list shall not limit the flexibility of an eligible city or county to fund projects in accordance with local needs and priorities, so long as the projects are consistent with SHC Section 2030(b). After submittal of the project list to the Commission, in the event a city or county elects to make changes to the project list pursuant to the statutory provision noted above, formal notification of the Commission is not required. However, standard reporting forms will provide an opportunity for jurisdictions to annually communicate such changes to the Commission as part of the regular reporting process.

Pursuant to SHC Section 2037, a city or county may spend its apportionment of RMRA funds on transportation priorities other than those outlined in SHC 2030(b) if the city or county's average Pavement Condition Index (PCI) meets or exceeds 80. This provision however, does not eliminate the requirement for cities and counties to prepare and submit a list of projects or the requirement to consider technology, climate change, and complete streets elements to the extent possible, cost-effective and feasible, in the design and development of projects for RMRA funding.

In the event a city or county will spend its apportionment of RMRA funds on transportation priorities other than those outlined in Section 8 of these guidelines and pursuant to SHC 2037, cities and counties are encouraged to work with its respective Regional Transportation Planning Agency or Metropolitan Planning Organization to ensure that projects are included in the applicable Regional Transportation Plan.



### **c.) List of Projects – Standard Format 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 tool will be available at <http://www.catc.ca.gov/programs/sb1/lsrc/>.

## **10. Process and Schedule for Project List Submittal**

A city or county must submit a project list and support documentation by May 1, 2018 and May 1<sup>st</sup> of each subsequent year to the Commission. All materials must be provided electronically using the online submittal tool described in Appendix A that will be available at <http://www.catc.ca.gov/programs/sb1/lsrc/>.

## **11. Commission Submittal of Eligible Entities to the State Controller's Office**

Pursuant to SHC Section 2034(a), a city or county must submit a project list to the Commission to be eligible for the receipt of RMRA funds, and the Commission must report to the Controller the jurisdictions that are eligible to receive funding. Upon receipt of project lists and support documentation, Commission staff will review submittals to ensure they are complete. Once a project list submittal has been received and deemed complete by staff, the city or county will be added to a list of jurisdictions eligible to receive RMRA funding for that fiscal year as required by SHC Section 2034(a)(2). All project lists and support documentation submitted by cities and counties will be posted to the Commission's website.

The list of eligible cities and counties will be brought forward for Commission consideration at a regularly scheduled meeting where staff will request Commission direction to transmit the list to the Controller. Upon direction of the Commission, staff will transmit the list to the Controller pursuant to SHC 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 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 support documentation for Commission consideration and eligibility designation pursuant to deadlines established by these guidelines, cities and counties are expected to work cooperatively with Commission staff to provide any missing information as soon as possible. Once completed information is provided, Commission action to establish eligibility will be taken at the next earliest opportunity.

## **V. Project Expenditure Reporting and Auditing**

### **12. Scope of Completed and In-Progress Project Expenditure Report**

Pursuant to SHC Section 2034(b), for each fiscal year in which an apportionment of RMRA funds is received and upon expenditure of funds, cities and counties must submit documentation to the Commission detailing the expenditure of those funds and includes: a description and location of



each completed project, the amount of funds expended on the project, the completion date, and the estimated useful life of the improvement. The project expenditure reporting process will also provide an opportunity for cities and counties to report on the progress and expenditures associated with multi-year projects that are not yet complete.

Listed below are the specific statutory criteria for the content of the completed project expenditure report along with additional guidance provided to help ensure a consistent statewide format and to facilitate accountability and transparency within the Local Streets and Roads Program.

#### **a.) Completed and In-Progress Project Expenditure Report – Content**

##### Development and Content

Given the emphasis SB 1 places on accountability and transparency in delivering California's transportation programs, it is vitally important that cities and counties clearly articulate the public benefit of these funds through the development of a robust project expenditure report.

To promote statewide consistency in the content and format of project expenditure information submitted and to facilitate transparency and robust reporting within the Local Streets and Roads Funding Program, the following guidance is provided regarding the key components of the completed project expenditure report. Additionally, Appendix B has been developed to provide an example of project expenditure report content and format.

The project expenditure report must cover the full fiscal year and include projects that have completed construction and are fully operational. The standard form will also provide an opportunity for cities and counties to report on the progress and expenditures associated with multi-year projects that are not yet complete.

##### Project Description

The report must include a project description for each completed and in-progress project. The city/county is encouraged to provide a brief non-technical description (up to 5 sentences) written so that the main objectives of the project can be clearly and easily understood by the public.

The level of detail provided will vary depending upon the nature of the project; however, it is highly encouraged that the project description contain a minimum level of detail needed for the public to understand exactly what work was completed or will be completed in the future.

##### Project Location

The report must include a project location for each completed and in-progress project. The city/county is required to provide project location information that, at a minimum, would allow the public to clearly understand where within the community the project was or will be constructed. For example, specific street names where improvements were undertaken and project termini should be specified. If project-specific geolocation data is available, it is highly encouraged to be included.

##### The Amount of Funds Expended and the Project Completion Date

The report must include the amount of RMRA funds expended on the project and its date of completion or expected date of completion. For the purposes of the project expenditure



report, a project is considered complete when it is operational/open to traffic. Construction contract close-out is not required to be complete.

#### Estimated Useful Life

The report must include an estimated useful life for each proposed project. The city/county is encouraged to provide information regarding the estimated useful life of the project that is clear, understandable, and based on industry-standards for the project materials and design, where applicable.

#### Technology, Climate Change, and Complete Streets Considerations

SHC Section 2030(c)-(f) specifies additional project elements that will be incorporated into RMRA-funded projects by cities and counties to the extent possible and cost effective, and where feasible. These elements are:

- Technologies and material recycling techniques that lower greenhouse gas emissions and reduce the cost of maintaining local streets and roads through material choice and construction method.
- Systems and components in transportation infrastructure that recognize and accommodate technologies including but not limited to ZEV fueling or charging and infrastructure-vehicles communications for transitional or fully autonomous vehicles.
- Project features to better adapt the transportation asset to withstand the negative effects of climate change and promote resiliency to impacts such as fires, floods, and sea level rise (where appropriate given a project's scope and risk level for asset damage due to climate change).
- Complete Streets Elements (such as project features that improve the quality of bicycle and pedestrian facilities and that improve safety for all users of transportation facilities) are expected to be incorporated into RMRA funded projects to the extent (as deemed by cities and counties) beneficial, cost-effective, and practicable in the context of facility type, right-of-way, project scope, and quality of nearby facilities.

Cities and counties are encouraged to consider all of the above for implementation, to the extent possible, cost-effective and feasible, in the design and development of projects for RMRA funding. In the event that completed projects contain technology, climate change, and complete streets considerations pursuant to SHC 2030(c)-(f). Standard reporting forms developed by the Commission will allow, cities and counties to report on the inclusion of these elements in RMRA-funded projects.

**The project expenditure report format** will also provide space for supplementary information to be provided regarding the benefits of RMRA funded projects. Cities and counties should consider providing additional information in the proposed project list as appropriate in order to clearly communicate how RMRA funding is being effectively put to use.

#### Other Statutory Considerations for Project Expenditure Reports

Pursuant to SHC Section 2037, a city or county may spend its apportionment of RMRA funds on transportation priorities other than those outlined in SHC Section 2030(b) if the city's or county's average Pavement Condition Index (PCI) meets or exceeds 80. This provision, however, does not eliminate the requirement for cities and counties to prepare



and submit a completed project expenditure report or the requirement to consider technology, climate change, and complete streets elements to the extent possible, cost-effective and feasible, in the design and development of projects for RMRA funding.

#### **b.) Project Expenditure Report – Standard Format**

To promote statewide consistency of project information submitted to the Commission, a standard completed and in-progress project expenditure report format **is being developed** and **will be available in Summer 2018** as further explained in Appendix B.

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 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 a Completed and In-Progress Project Report by **October 1, 2018** and October 1<sup>st</sup> of each subsequent year to the Commission. The report **must** ~~should~~ be provided electronically **using the standard format**.

### **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](http://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](http://www.rebuildingca.ca.gov))** ~~the development of an SB 1 accountability website~~, and through other reporting mechanisms such as the Commission's Annual Report to the Legislature.

Upon receipt of project expenditure reports, Commission staff will review submittals to ensure they are complete. If any critical project information is missing (i.e. SHC 2034(b) requirements such as project description, location, date of completion, expenditures, and useful life of improvement) Commission staff will notify city/county staff to complete for resubmittal within 10 working days.

All completed project expenditure reports submitted by cities and counties will be posted **to the Commission's website**. The Commission will also analyze the completed project expenditure reports provided by cities and counties and aggregate the project information to provide both statewide and city/county level summary information such as the number, type, and location of RMRA funded projects. This information will also be provided on the **Commission's website** by December 1<sup>st</sup> each year, and included in the Commission's Annual Report to the Legislature which is delivered to the Legislature by December 15<sup>th</sup> each year.

In the event a city or county does not provide a project expenditure report by the deadline requested (October 1<sup>st</sup> 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 be reported to the State Controller.

## **15. State Controller Expenditure Reporting and Maintenance of Effort Monitoring**

This section provides general information regarding the detailed expenditure reporting and maintenance of effort requirements that cities and counties are responsible for demonstrating to the State Controller's Office. It is important to note that the Commission has no oversight or authority regarding these provisions. Specific guidance should be sought from the State Controller's Office in these areas.

In addition to the RMRA completed project reporting requirements outlined in SHC Section 2034(b), SHC Section 2151 requires each city and county to file an annual report of expenditures for street or road purposes with the State Controller's Office. SHC Section 2153 imposes a mandatory duty on the State Controller's Office to ensure that the annual streets and roads expenditure reports are adequate and accurate. Additional information regarding the preparation of the annual streets and roads expenditure report is available online in the [Guidelines Relating to Gas Tax Expenditures for Cities and Counties](#) issued in January 2018 and maintained by the State Controller's Office. ~~These Guidelines were last updated in August 2015 and are anticipated to be updated again to address new accountability provisions of SB 1.~~

Expenditure authority for RMRA funding is governed by Article XIX of the California Constitution as well as Chapter 2 (commencing with Section 2030) of Division 3 of the SHC.

RMRA funds received should be deposited as follows in order to avoid the commingling of those funds with other local funds:

- a.) In the case of a city, into the city account that is designated for the receipt of state funds allocated for local streets and roads.
- b.) In the case of a county, into the county road fund.
- c.) In the case of a city and county, into a local account that is designated for the receipt of state funds allocated for local streets and roads.

RMRA funds are subject to audit by the Controller pursuant to Government Code Section 12410 and SHC Section 2153. Pursuant to SHC 2036, a city or county receiving an apportionment of RMRA funds is required to sustain a maintenance of effort (MOE) by spending at least the annual average of its general fund expenditures during the 2009–10, 2010–11, and 2011–12 fiscal years for street, road, and highway purposes from the city's or county's general fund. Monitoring and enforcement of the MOE requirement for RMRA funds will be carried out by the Controller.

MOE requirements are fully articulated in statute as follows:

### *Streets and Highways Code Section 2036*

*(a) cities and counties shall maintain their existing commitment of local funds for street, road, and highway purposes in order to remain eligible for 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 Program Reporting Guidelines to incorporate this information by reference.

To demonstrate to the public that RMRA funds are being put to work, cities and counties should consider including project funding information signage, where feasible and cost-effective, stating that the project was made possible by SB 1 – The Road Repair and Accountability Act of 2017.



## **Appendix A – Proposed Project List: Standard Format and Online Intake Tool**

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, **a standard project list format and online submittal tool have been developed and must be used.**

**Appendix A provides a general outline of the standard project list format. It is an on-line, electronic form with a series of drop-down menus, check-boxes, and fillable fields.**

**Cities and counties are required to use the standard project list format and online submittal tool. The tool as well as a training handbook providing instructions for use will be made available at <http://www.catc.ca.gov/programs/sb1/lsrcp/>.**

Please note that project lists included in a city or county adopted resolution should include, at a minimum, the elements mandated by statute: description, location, schedule for completion and useful life elements, while the online tool includes more detailed project information.

The nature/type of information that is included in the online intake tool is outlined below:

### **General Info for Project List Submittal:**

- Agency (City or County) Name (required)
- Agency Contact Information (required)
- **Support Documentation (required). Attach an electronic copy of the signed, executed adopting resolution to document agency approval of the project list at a regularly scheduled public meeting (additional information regarding support documentation is available in Section 9 of the guidelines). Electronic file formats accepted include .pdf, .doc/.docx, and .xls/.xlsx only.**
- Enter the Jurisdiction's Average Network Pavement Condition Index (PCI) and month/year of measurement (optional)
- Fiscal Year (the system will automatically population the Fiscal Year)
- Additional Information (optional)<sup>1</sup>. Provides a space for the city/county to report how the RMRA projects proposed were identified as a priority, how they demonstrate an efficient investment of public funds, and any additional benefits of the projects.

### **Specific Proposed Project Information**

#### **Description:**

- Enter a brief description written in a non-technical way that is understandable to the public and which includes some quantifiable measurement about the project (e.g. replace 5 culverts, repave/resurface 2 miles of road, restripe 1 mile of bike lanes, etc.). This is a required field.

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<sup>1,2</sup> Additional and location information can be used to demonstrate a variety of benefits of RMRA projects including effective prioritization of funds, equitable distribution, and efficient utilization of funding.



- Select project-type from a drop-down menu based on RMRA priorities outlined in Section 8 of these Guidelines or “other” (i.e. matching funds). This is a required field.
- Check boxes for the inclusion of additional Technology, Climate Change and Complete Streets elements as described in SHC 2030(c)-(f). This is an optional field.
- Enter a narrative description of the additional Technology, Climate Change and Complete Streets elements. This is an optional field.
- Provide the Local/Regional project identification number (if applicable). Please note that the intake tool will also assign each proposed project an identification number.

Location:

- Enter the project location information, this is a required field. Please be as specific as possible (i.e. street names and project termini) so that the public can easily understand where in the city or county the improvements will take place. Geolocation information such as project coordinates may be provided if available.<sup>2</sup>

Legislative Districts:

- Enter the State Senate and State Assembly District(s) associated with the project location. More than one district can be entered if needed. This is a required field.

Proposed Schedule for Completion:

- Enter the month and year that pre-construction and construction are anticipated to be complete. This is a required field.

Estimated Useful Life:

- Enter a minimum and maximum estimated useful life value in years. This is a required field. These values should be based on industry-standards as applicable.

Estimated Total Project Cost:

- Enter an estimated total cost for the project. This is an optional field.

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<sup>1,2</sup> Additional and location information can be used to demonstrate a variety of benefits of RMRA projects including effective prioritization of funds, equitable distribution, and efficient utilization of funding.



## **Appendix B – Project Expenditure Reporting: Standard Format**

To promote statewide consistency in the content and format of project expenditure information submitted to the Commission, and to facilitate transparency within the Local Streets and Roads Funding Program, **a standard project expenditure report format is being developed and will be available in Summer 2018. A training handbook providing instructions for using the format will also be issued at this time.**

**Once available, cities and counties will be required to use the standard format beginning with the FY 17-18 project expenditure report due October 1, 2018.**

**In addition to the fields and information outlined in Appendix A, the following type of information will also be requested for project expenditure reporting on Completed or In-Progress Projects:**

### **General Information:**

- **Enter the total RMRA Funds Apportioned to the Agency during the Fiscal Year**

### **For completed projects:**

- **Enter the month and year that the project was complete/operational.**
- **Enter the amount of RMRA funds expended on the project and the total project cost.**
- **Enter the amount and type of other funds expended on the project.**

### **For in-progress projects:**

- **Enter status update on multi-year projects still in progress and an expected completion date.**
- **Enter the amount of RMRA funds expended on the project (during the FY) and the total project cost.**
- **Enter the amount and type of other funds expended on the project (during the FY).**

**Please note that space will be provided for cities and counties to identify any project list changes resulting from the flexibility afforded by SHC 2034(a)(1) such as projects added, deleted, or replaced if applicable.**

**As the Project Expenditure Report format is currently under development, more information regarding the format and required project data will be provided during Summer 2018 in preparation for cities and counties to complete the FY 17-18 project expenditure reports which will be due October 1, 2018.**



**CALIFORNIA TRANSPORTATION COMMISSION**

**Adoption of Updated Reporting Guidelines for the Road Maintenance and Rehabilitation  
Account Local Streets and Roads Funding Program  
Resolution G-18-08**

- 1.1 **WHEREAS**, on April 28, 2017, the Governor signed Senate Bill (SB) 1 (Beall, Chapter 5, Statutes of 2017), known as the Road Repair and Accountability Act of 2017, to address basic road maintenance, rehabilitation, and critical safety needs on both the state highway and local streets and road system; and
- 1.2 **WHEREAS**, beginning November 1, 2017, the State Controller (Controller) will deposit portions of new funding from increases to certain fuel excise and sales taxes and vehicle registration fees into the Road Maintenance and Rehabilitation Account (RMRA) of which a percentage will be continuously apportioned by the Controller by formula pursuant to paragraph (2) of subdivision (h) of Section 2032 of the Streets and Highways Code to eligible cities and counties for basic road maintenance, rehabilitation, and critical safety projects on local streets and roads; and
- 1.3 **WHEREAS**, Streets and Highways Code Section 2034(a)(1) requires that prior to receiving an apportionment of RMRA funds pursuant to paragraph (2) of subdivision (h) of Section 2032 from the Controller in a fiscal year, an eligible city or county shall submit to the California Transportation Commission (Commission) a list of projects proposed to be funded with these funds pursuant to an adopted resolution by the applicable city council or county board of supervisors at a regular public meeting; and
- 1.4 **WHEREAS**, Streets and Highways Code Section 2034(a)(2) requires that the Commission shall report to the Controller the cities and counties that have submitted a list of projects as described in this subdivision and that are therefore eligible to receive an apportionment of funds under the program for the applicable fiscal year. The Controller, upon receipt of an initial report, shall apportion funds to eligible cities and counties; and
- 1.5 **WHEREAS**, Streets and Highways Code Section 2034(a)(4)(A) requires the Controller to retain the monthly share of RMRA funds for cities and counties not included in the Commission's initial report that would otherwise be apportioned and distributed to those cities and counties. Pursuant to SHC 2034(a)(4)(B), the monthly share of RMRA funds for each of these cities and counties will be retained by the Controller for 90 days; and
- 1.6 **WHEREAS**, Streets and Highways Code Section 2034(a)(2) requires the Commission to submit a subsequent report to the Controller that specifies newly eligible cities and counties that submitted an eligible project list after the Commission submitted its initial report to the Controller; and
- 1.7 **WHEREAS**, Streets and Highway Code Section 2034(a)(4)(c) requires the Controller to reapportion to all eligible cities and counties the RMRA funds that were retained but not previously apportioned and distributed after 90 days; and



- 1.8 **WHEREAS**, Streets and Highways Code Section 2034(b) requires that for each fiscal year, each city or county receiving an apportionment of funds shall, upon expending program funds, submit documentation to the Commission that details the expenditure of all RMRA funds, 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; and
- 1.9 **WHEREAS**, Streets and Highways Code Section 2034(c) permits an eligible city or county to expend other funds on eligible projects prior to receiving an apportionment of RMRA funds from the Controller and may reimburse the original source of funds expended when it receives its apportionment of RMRA funds from the Controller; and
- 1.10 **WHEREAS**, the Commission released Draft 2018 Local Streets and Roads Funding Program Annual Reporting Guidelines for public comment from February 23, 2018 to March 2, 2018; and
- 1.11 **WHEREAS**, Commission staff worked collaboratively with city, county, and State Controller's Office representatives, and workgroup members to address and incorporate comments and feedback into the Draft 2018 Local Streets and Roads Funding Program Annual Reporting Guidelines where feasible.
- 2.1 **NOW THEREFORE BE IT RESOLVED**, that the Commission adopts the attached Updated 2018 Local Streets and Roads Funding Program Annual Reporting Guidelines; and
- 2.2 **BE IT FURTHER RESOLVED**, that the purpose of these guidelines is to 1.) Outline the general policies and procedures for cities and counties to carry out the annual RMRA project reporting requirements and for the Commission's annual transmittal of a list of eligible cities and counties to the State Controller pursuant to Streets and Highways Code Section 2034, and 2.) Outline the responsibility of the Commission to receive project expenditure information each year from cities and counties and provide statewide information regarding the use of RMRA funds to the public and the Legislature to promote transparency, accountability, and meet the legislative intent of SB 1; and
- 2.3 **BE IT FURTHER RESOLVED**, that Commission staff is authorized to make minor technical changes as needed to the guidelines;
- 2.4 **BE IT FURTHER RESOLVED**, that the Commission directs staff to post these guidelines to the Commission's website.





March 2, 2018

Laura Pennebaker, Associate Deputy Director  
California Transportation Commission  
1120 N Street  
Sacramento, CA 95814  
Laura.Pennebaker@catc.ca.gov

**Re: Recommendations for the Local Streets and Roads Program (LSRP) 2018 Annual Reporting Guidelines**

Dear Ms. Pennebaker,

Thank you for the opportunity to comment on the 2018 annual reporting guidelines for the Local Streets and Roads Program (LSRP). As one of the largest programs under the Road Repair and Accountability Act of 2017 (Senate Bill 1), it is critical for these funds to maximize progress toward multiple state goals in tandem with addressing basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system in order to ensure the most cost effective use of taxpayer dollars.

To that end, we offer the following recommendations to the 2018 annual reporting guidelines that we believe will ensure greater transparency and accountability of LSRP funded projects:

**Separate Reporting for Technology, Climate Change and Complete Streets Elements**

In Appendix A ("Proposed Project List: Standard Format and Online Intake Tool"), checkboxes for inclusion and narrative descriptions of Technology, Climate Change and Complete Streets Elements are combined fields and currently optional. We believe that **separating out these different elements into separate inclusion checkboxes and narrative descriptions hews much more closely to the letter and spirit of the statute** (SHC Section 2030(c)-(f)), which lists out these elements separately. We believe the Legislature clearly intended for local project sponsors to proactively consider all of these elements in project implementation.

Moreover, **we believe that project sponsors should be required to provide a narrative description for each of these elements even if a project sponsor is not including them in the project.** By requiring project sponsors to explain why these elements were included in a



project or not, the CTC would help ensure greater accountability of LSRP funds by demonstrating that project sponsors are considering these elements “to the extent possible and cost effective, and where feasible” for Technology and Climate Change elements and “to the extent beneficial, cost effective, and practicable” for Complete Streets elements. We have also seen many regional agencies take this approach, especially with Complete Streets: for example, the Metropolitan Transportation Commission requires the completion of a [Complete Streets Checklist](#) for all submitted projects. The checklist allows a project sponsor to explain why Complete Streets elements were included in a project or if not, why not. We **recommend that the reporting guidelines adopt a checklist approach for each of the element categories (Technology, Climate Change, and Complete Streets).**

### **Track Participation in Workforce Development Programs**

Given that RMRA funds will be used for expanding pre-apprenticeship training for underrepresented communities, going forward, it would be helpful to understand the workforce training participation rates by cities and counties and types of programs that are available. We understand the California Workforce Development Board will collect its own data with regard to transportation related workforce training programs, however, tracking this information by project sponsor in the LSRP will facilitate a greater understanding of the accessibility and implementation of RMRA workforce dollars. Project sponsors should be asked for a description of their involvement (if any) in workforce training, and what entity is the primary contact.

Thank you for considering our comments, and we would be happy to discuss them with you further.

Sincerely,

Tony Dang, Executive Director  
California Walks

Linda Khamoushian, Senior Policy Advocate  
California Bicycle Coalition

Rev. Earl W. Koteen, Environmental Justice  
Minister  
Sunflower Alliance

Jonathan Matz, California Senior Policy Manager  
Safe Routes to School National Partnership

Angela Glover Blackwell, CEO  
PolicyLink

Chanell Fletcher, Director  
ClimatePlan

Matthew Baker, Policy Director  
Planning and Conservation League

Stuart Cohen, Executive Director  
TransForm





California State Association of Counties  
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www.cacities.org

Reference No: 4.13  
March 21-22, 2018  
Attachment C

March 8, 2018

Ms. Laura Pennebaker  
Associate Deputy Director  
California Transportation Commission  
1020 N Street  
Sacramento, CA 95814

**Re: Comments on the Draft Update to the SB 1 Local Streets and Roads Funding Reporting Guidelines**

Dear Ms. Pennebaker,

The California State Association of Counties (CSAC) and the League of California Cities (League) write to thank the California Transportation Commission (Commission) for its expeditious work to implement SB 1 – the Road Repair and Accountability Act of 2017 (Chapter No. 5, Statutes of 2017). The historic, robust, and multi-modal investments SB 1 makes in our state's transportation infrastructure was long-overdue. With a statewide funding shortfall of \$73 billion over the next 10-years on the local street and road system alone, it's no surprise that California's cities and counties identified over 4,000 projects in the first round of SB 1 local street and road project lists. CSAC and the League look forward to the second round of project lists that cities and counties will submit to the Commission this spring to establish SB 1 funding eligibility in FY 2018-19.

We also write regarding the Draft Update to the Local Streets and Roads Funding Reporting Guidelines (Draft Update). SB 1 put a premium on accountability and transparency. Cities and counties recognize that it is paramount to educate the public about the benefits of investing in transportation, the overall value of these investments, and to keep the public informed about the ongoing investments and projects happening in their communities and across the state. Never before have cities and counties reported on an ongoing annual basis information about planned projects on the front-end and project expenditure and completion information on the back-end for investments into the local street and road system. This wealth of information is already being communicated to the public by local and regional governments, the state, and the media.

We are pleased that the Draft Update does not make substantive changes to the reporting requirements for SB 1 local streets and roads funding for FY 2018-19 and beyond. We find the original guidelines accurately reflect the statutory mandates on both the Commission in overseeing project list submittal and fiscal year expenditure reporting, as well as mandates on cities and counties. We believe it would be premature to make substantive changes to the reporting guidelines now when we are not even one full year into implementation. Generally cities and counties found the project list reporting requirements to be meaningful but also not overly burdensome, costly, and/or lengthy to comply with. CSAC and the League are already working with Commission staff and our members to prepare the first round of year-end project reports.





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Reference No: 4.13  
March 21-22, 2018  
Attachment C

Thank you for the opportunity to provide our perspectives on the Draft Update. We look forward to continuing our work together to be fully accountable and transparent in the implementation of SB 1.

Sincerely,

Kiana L. Valentine  
Senior Legislative Representative  
California State Association of Counties  
(916) 650-8185

Rony Berdugo  
Legislative Representative  
League of California Cities  
(916) 658-8283



**M e m o r a n d u m****To:** CHAIR AND COMMISSIONERS**CTC Meeting:** March 21-22, 2018**Reference No.:** 4.16  
Action**Published Date:** March 9, 2018**From:** SUSAN BRANSEN  
Executive Director**Prepared By:** Matthew Yosgott  
Associate Deputy Director**Subject:** **AMENDMENT TO THE 2018 LOCAL PARTNERSHIP FORMULAIC PROGRAM  
OF PROJECTS - RESOLUTION G-18-15, AMENDING RESOLUTION G-18-04****ISSUE:**

Should the California Transportation Commission (Commission) amend the 2018 Local Partnership Formulaic Program of Projects to program \$786,000 in fiscal year 2018-19 to the Revenue Vehicle Replacement Project, as submitted by both the Santa Cruz County Regional Transportation Commission and the Santa Cruz Metropolitan Transit District?

**RECOMMENDATION:**

Commission staff recommends that the Commission approve the Amendment to the 2018 Local Partnership Formulaic Program of Projects, as described above.

**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 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 of Projects**

The 2018 Local Partnership Formulaic Program is funded from \$100 million annually in state funds authorized by Senate Bill 1 that are allocated from the Road Maintenance and Rehabilitation Account to the Local Partnership Program for fiscal years 2017-18 and 2018-19. Funding for the 2018 Local Partnership Formulaic Program is only available 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. On January 31, 2018, the Commission adopted the 2018 Local Partnership Formulaic Program of Projects. Among the 40 agencies eligible for the program, 32 agencies received programmed funds across 57 projects.

The current program of projects programmed \$173.4 million over fiscal years 2017-18 and 2018-19. The remaining \$26.6 million can be programmed through the duration of the current formulaic cycle (June 2019). Furthermore, 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 would adopt an agency's programming through an amendment to the initial program of projects.

Based on the aforementioned paragraph, the Santa Cruz County Regional Transportation Commission and the Santa Cruz Metropolitan Transit District have nominated the Revenue Vehicle Replacement Project for programming those agencies' remaining Local Partnership Formulaic Program shares of \$155,000 and \$631,000, respectively. Specifically, this project would replace two diesel buses with two zero-emission buses.

This amendment to the initial program of projects would result in a new total of 33 agencies programmed with \$174.2 million for fiscal years 2017-18 and 2018-19. The remaining \$25.8 million can be programmed through the duration of the current formulaic cycle.

**Attachments:**

- |               |   |
|---------------|---|
| Attachment A: | Resolution G-18-15, Amending Resolution G-18-04                         |
| Attachment B: | Changes to Adopted 2018 Local Partnership Formulaic Program of Projects |
| Attachment C: | Amended 2018 Local Partnership Formulaic Program of Projects            |



**CALIFORNIA TRANSPORTATION COMMISSION**  
**Amendment to the 2018 Local Partnership Formulaic Program of Projects**  
**March 21-22, 2018**

**RESOLUTION G-18-15**  
**Amending Resolution G-18-04**

- 1.1 WHEREAS**, on April 28, 2017, the Governor signed Senate Bill (SB) 1 (Beall, Chapter 5, Statutes of 2017), enacted as the Road Repair and Accountability Act of 2017, creating the Local Partnership Program to provide funding to jurisdictions that have sought and received voter approved taxes and enacted fees for road maintenance and rehabilitation and other transportation improvement projects; and
- 1.2 WHEREAS**, On June 27, 2017, the Governor signed Assembly Bill (AB) 115 (Ting, Chapter 20, Statutes of 2017) which clarified language in SB 1 regarding local and regional transportation agency eligibility and expanded the types of projects eligible for program funding; and
- 1.3 WHEREAS**, the Commission adopted the 2018 Local Partnership Program Guidelines on October 18, 2017; and
- 1.4 WHEREAS**, the Commission adopted the 2018 Local Partnership Formulaic Program distribution of shares on December 6, 2017; and
- 1.5 WHEREAS**, Commission staff worked collaboratively with city, county, and transit agency representatives to develop and release a proposed project list on December 29, 2017; and
- 1.6 WHEREAS**, Commission staff compiled a list of agencies that provided complete proposed project submittals and are therefore eligible to receive Fiscal Year 2017-18 and 2018-19 formula apportionments of Local Partnership Program Formulaic Funding; and
- 1.7 WHEREAS**, the Commission adopted the 2018 Local Partnership Formulaic Program of Projects on January 31, 2018; and
- 1.8 WHEREAS**, the program of projects programmed \$173.4 million over fiscal years 2017-18 and 2018-19. The remaining balance of \$26.6 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
- 1.9 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
- 1.10 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



- 1.11 **WHEREAS**, the Santa Cruz County Regional Transportation Commission and the Santa Cruz Metropolitan Transit District have nominated the Revenue Vehicle Replacement Project for programming their remaining Local Partnership Formulaic Program shares of \$155,000 and \$631,000, respectively; and
- 1.12 **WHEREAS**, the Revenue Vehicle Replacement Project would replace two diesel buses with two zero-emission buses, and was determined eligible for Local Partnership Formulaic Program funding.
- 2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission adopts the Amendment to the 2018 Local Partnership Formulaic Program of Projects, as reflected in Attachment C; and
- 2.2 **BE IT FURTHER RESOLVED**, that, with this amendment, the Local Partnership Formulaic Program includes 33 agencies programmed with \$174.2 million for fiscal years 2017-18 and 2018-19. The remaining \$25.8 million can be programmed through the duration of the current formulaic cycle; 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 LPP Formulaic Program of Projects

(\$1,000s)

Attachment B

Applicant Agency	Project Title	Implementing Agency	Year Proposed 2017-18	2018-19	Total Proposed	LPP Shares	Unprgrmd Balance
Bay Area Toll Authority	Dumbarton Bridge Operational Improvements	BATA		\$8,200			
Bay Area Toll Authority	SFOBB/West Oakland Regional Bicycle/Pedestrian Link Connection	MTC/BATA/CT		\$2,000	<b>\$10,200</b>	\$10,236	\$36
Alameda-Contra Costa Transit District	Customer Service Center Rehab	AC Transit	\$50	\$765			
Alameda-Contra Costa Transit District	Purchase 59 Hybrid Buses	AC Transit		\$253	<b>\$1,068</b>	\$1,068	\$0
Bay Area Rapid Transit District	BART Escalator Replacement (Downtown SF Stations)	BART		\$1,880	<b>\$1,880</b>	\$1,880	\$0
Orinda	Miner Road Rehab	Orinda	\$200		<b>\$200</b>	\$200	\$0
Alameda County Transportation Commission	7th Street Grade Separation East Segment (7SGSE)	ACTC	\$907	\$7,073	<b>\$7,980</b>	\$7,980	\$0
Contra Costa Transportation Authority	Route 680 NB Express Lane	CCTA		\$4,799			
Contra Costa Transportation Authority	El Cerrito Pavement Project	El Cerrito		\$200			
Contra Costa Transportation Authority	Martinez Pavement Project	Martinez		\$200	<b>\$5,199</b>	\$5,199	\$0
Fresno County Transportation Authority	Willow Avenue Street Improvements	Clovis		\$4,544	<b>\$4,544</b>	\$4,544	\$0
Clearlake	Burns Valley School/Civic Center - Bicycle/Pedestrian Enhancements	Clearlake		\$200	<b>\$200</b>	\$200	\$0
Madera County Transportation Authority	Orange Avenue and 6th Street Pavement Rehabilitation	Chowchilla	\$142				
Madera County Transportation Authority	2017-18 3R and ADA Improvements	Madera	217				
Madera County Transportation Authority	2018-19 3R and ADA Improvements	Madera		\$180			
Madera County Transportation Authority	Road 30 Curb & Gutter, Sidewalk, Shoulder Paving & Rehabilitation	Madera County		\$175	<b>\$714</b>	\$714	\$0
Transportation Authority Marin County	Marin-Sonoma Narrows (Design Contracts B1-Ph2 and A4)	Caltrans	\$250	\$250			
Transportation Authority Marin County	Francisco Blvd West Multi-Use Pathway (2nd St to Andersen Dr)	San Rafael	\$502		<b>\$1,002</b>	\$1,002	\$0
Fort Bragg	2019 Street Rehabilitation Project	Fort Bragg		\$200	<b>\$200</b>	\$200	\$0
Point Arena	Port Road Rehabilitation & Overlay Project	Point Arena	\$200		<b>\$200</b>	\$200	\$0
Willits	Asphalt Maintenance Program	Willits	\$100		<b>\$100</b>	\$200	\$100
Transportation Agency for Monterey County	Fort Ord Regional Trail and Greenway	TAMC	\$500	\$600			
Transportation Agency for Monterey County	Route 156 Safety Improvements-Blackie Road Extension	TAMC		\$250			
Transportation Agency for Monterey County	Regional Wayfinding Program	TAMC		\$163	<b>\$1,513</b>	\$1,513	\$0
Monterey-Salinas Transit District	Monterey Bus Rapid Transit Phase II	MST		\$505	<b>\$505</b>	\$505	\$0
Truckee	Annual Slurry Seal Project	Truckee	\$200		<b>\$200</b>	\$200	\$0
Sacramento Transportation Authority	21 Buses for Circulator Service Expansion	RT		\$1,287			
Sacramento Transportation Authority	Roadway Rehabilitation, Street Light & Street Sign Replacement	Citrus Heights		\$299			
Sacramento Transportation Authority	Upgraded Curb Ramps Pavement Sealing	Elk Grove	\$323				
Sacramento Transportation Authority	Pavement Sealing	Elk Grove	\$30	\$261			
Sacramento Transportation Authority	Road Widening w/ Bike Lanes	Folsom		\$300			
Sacramento Transportation Authority	Sunrise Blvd Roadway Rehabilitation	Rancho Cordova		\$289			
Sacramento Transportation Authority	Roadway Rehabilitation	Sacramento	\$1,748				
Sacramento Transportation Authority	Complete Streets Rehabilitation	Sacramento Co.	\$268	\$2,106	<b>\$6,911</b>	\$6,911	\$0
San Francisco County Transportation Authority	Parkmerced/Twin Peaks/Glen Park Residential Pavement Renovation	SFPW	\$2,106				
San Francisco County Transportation Authority	Alemaney Boulevard Pavement Renovation	SFPW		\$2,083	<b>\$4,189</b>	\$4,189	\$0
Santa Clara County Valley Transportation Authority	Capitol Expressway LRT Extension (Eastridge-Alum Rock)	SCCVTA	\$9,442	\$0	<b>\$9,442</b>	\$9,442	\$0
Santa Cruz County Regional Transportation Commission	2018 Full Depth Recycle & Overlay	Santa Cruz Co.		\$476	<b>\$476</b>	\$631	\$166
Santa Cruz County Regional Transportation Commission	Vehicle Replacement	SC Metro		\$155	<b>\$155</b>		
Santa Cruz Metropolitan Transit District	Vehicle Replacement	SC Metro		\$631	<b>\$631</b>	\$631	
Sonoma County Transportation Authority	Santa Rosa OBAG2 Bike and Pedestrian Project	Santa Rosa	\$100	\$473	<b>\$573</b>	\$1,152	\$579
Sonoma Marin Area Rail Transit District	SMART Rail Maintenance Equipment Expansion	SMART	\$1,553		<b>\$1,553</b>	\$1,553	\$0
Los Angeles County Metropolitan Transportation Authority	West Santa Ana Branch Transit Corridor (WSAB)	LACMTA		\$23,941			
Los Angeles County Metropolitan Transportation Authority	Green Line Extension (Redondo Beach-Torrance)	LACMTA		\$19,745			
Los Angeles County Metropolitan Transportation Authority	Willowbrook/Rosa Parks Station Mezzanine Improvements	LACMTA	\$14,808		<b>\$58,494</b>	\$58,494	\$0
Orange County Transportation Authority	I-5 Improvements, Rt 73-Oso Parkway (Segment 1)	Caltrans		\$18,242	<b>\$18,242</b>	\$18,242	\$0
Riverside County Transportation Commission	Replace Route 71/91 Interchange (NB Rt 71 to EB Rt 91)	RCTC	\$2,000				
Riverside County Transportation Commission	Pachappa Underpass (Rt 91 HOV Remnant Work, Raise UPRR)	RCTC		\$4,272			
Riverside County Transportation Commission	Temescal Canyon Road Gap Closure (widen to 4 lanes)	Riverside Co.		\$7,300	<b>\$13,572</b>	\$13,620	\$48
San Diego County Regional Transportation Commission	LOSSAN SD Subdivision Doubletrack (CP Eastbrook - CP Shell)	SANDAG	\$2,000				
San Diego County Regional Transportation Commission	LOSSAN Batiquitos Lagoon Doubletrack/Bridge (MP234.5-MP235.5)	SANDAG	\$1,250	\$9,470			
San Diego County Regional Transportation Commission	LOSSAN San Dieguito Lagoon Doubletrack/Bridge/Platform (242.2-243.9)	SANDAG	\$3,500				
San Diego County Regional Transportation Commission	LOSSAN SD Subdivision Sorrento to Miramar Ph2 (MP251.2-MP253)	SANDAG	\$1,720				
San Diego County Regional Transportation Commission	LOSSAN SD Subdivision Signal Respacing/Optimization	SANDAG	\$1,000		<b>\$18,940</b>	\$18,940	\$0
Santa Barbara County Local Transportation Authority	Rt 101, Santa Monica Rd/Via Real Intersection Improvements	Caltrans	\$754	\$450			
Santa Barbara County Local Transportation Authority	Santa Claus Lane Class I Bikeway, California Coastal Trail Gap Closure	Carpinteria		\$410			
Santa Barbara County Local Transportation Authority	North Padaro Lane Coastal Access Improvements	SB County	\$30	\$180			
Santa Barbara County Local Transportation Authority	Summerland Area Coastal Access Improvements	SB County	\$150	\$600	<b>\$2,574</b>	\$2,574	\$0
Tulare County Transportation Authority	Rt 198/Akers St I/C (Improve Akers/Noble+Akers/Mineral King intersect)	Visalia	\$259	\$2,435	<b>\$2,694</b>	\$2,694	\$0
<b>Total Adopted for Formulaic Program</b>					<b>\$173,365</b>	<b>\$174,283</b>	<b>\$948</b>
					<b>\$174,151</b>	<b>\$174,914</b>	<b>\$763</b>

Applicant Agency	Pulled Projects	Implementing Agency	Year Proposed 2017-18	2018-19	Total Proposed
San Bernardino County Transportation Authority	I-10 Corridor Contract 1 (Express Lanes - D/B 2b)	SBCTA	\$6,169		
San Bernardino County Transportation Authority	Redlands Passenger Rail (SBdo Transit Center - Redlands University)	SBCTA		\$6,169	<b>\$12,338</b>
San Joaquin County Transportation Authority	Route 99/120 Connector	Caltrans		\$3,408	<b>\$3,408</b>
Santa Cruz County Regional Transportation Commission	Vehicle Replacement	SC Metro		\$466	<b>\$166</b>
Santa Cruz Metropolitan Transit District	Vehicle Replacement	SC Metro		\$634	<b>\$634</b>
Sonoma County Transportation Authority	Route 101 Marin/Sonoma Narrows C-2 project	Caltrans		\$579	<b>\$579</b>
Stanislaus County Transportation Authority	Route 99/Fulkerth Road Interchange Improvements	Turlock	\$1,258	\$1,243	<b>\$2,501</b>

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



# Amended 2018 LPP Formulaic Program of Projects

(\$1,000s)

Attachment C

Applicant Agency	Project Title	Implementing Agency	Year Proposed		Total Proposed	LPP Shares	Unprgrmd Balance
Bay Area Toll Authority	Dumbarton Bridge Operational Improvements	BATA	2017-18	2018-19	\$8,200		
Bay Area Toll Authority	SFOBB/West Oakland Regional Bicycle/Pedestrian Link Connection	MTC/BATA/CT			\$2,000	\$10,236	\$36
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<b>Total Adopted for Formulaic Program</b>					<b>\$174,151</b>	<b>\$174,914</b>	<b>\$763</b>

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



# Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 21-22, 2018

Reference No.: 4.14  
Action

Published Date: March 9, 2018

From: SUSAN BRANSEN  
Executive Director

Prepared By: Laurie Waters  
Associate Deputy Director

Subject: **ADOPTION OF THE 2017 ACTIVE TRANSPORTATION PROGRAM  
AUGMENTATION GUIDELINES – CALIFORNIA CONSERVATION CORPS  
(RESOLUTION G-18-14)**

## **ISSUE:**

Senate Bill 1 (Beall, Chapter 5, Statutes of 2017), signed by the Governor on April 28, 2017, directs \$100 million annually from the Road Maintenance and Rehabilitation Account to the Active Transportation Program beginning in the 2017-18 fiscal year. In addition, Assembly Bill 97 (Ting, Chapter 14, Statutes of 2017) directs \$4 million of the \$100 million annually, beginning in the 2017-18 fiscal year for the next five years, to the California Conservation Corps for active transportation projects to be developed and implemented by the California Conservation Corps and certified Local Community Conservation Corps. The California Conservation Corps requests that the California Transportation Commission (Commission) adopt guidelines for use in administering their competitive selection process for the 2017 Active Transportation Program Augmentation.

## **RECOMMENDATION:**

Staff recommends that the Commission adopt the 2017 Active Transportation Program Augmentation Guidelines proposed by the California Conservation Corps as set forth in Resolution G-18-14 and the attached 2017 Active Transportation Program Augmentation Guidelines - California Conservation Corps.

## **BACKGROUND:**

The \$4 million in Active Transportation Program funds directed to the California Conservation Corps must fund projects that support the Active Transportation Program Goals as established in the 2017 Active Transportation Program Guidelines adopted by the Commission on March 17, 2016 and the 2017 Active Transportation Program Augmentation Guidelines adopted by the Commission on June 28, 2017.



Consistent with the Commission's Active Transportation Program Guidelines, the California Conservation Corps Active Transportation Program projects must abide by the following Active Transportation Program requirements:

- Project must be selected through a competitive process
- Not less than 25 percent of the funds must benefit disadvantaged communities
- The California Conservation Corps must follow the reporting requirements expected of all Active Transportation Program funds recipients and any reporting requirements established by the pending Senate Bill 1 Accountability and Transparency Guidelines

Assembly Bill 97 stipulates that the \$4 million shall be allocated 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. Not less than 50 percent of these funds shall be in the form of grants to certified Local Community Conservation Corps.

**Attachments:**

Attachment A: Resolution G-18-14

Attachment B: 2017 Active Transportation Program Augmentation Guidelines - California Conservation Corps



**CALIFORNIA TRANSPORTATION COMMISSION**  
**Adoption of the 2017 Active Transportation Program Augmentation**  
**Guidelines – California Conservation Corps**  
**March 21-22, 2018**

**RESOLUTION G-18-14**

- 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**, the California Transportation Commission (Commission) adopted 2017 Active Transportation Program Augmentation Guidelines on June 29, 2017 with applicability to the policies and procedures for the use of 2017-18 and 2018-19 fiscal year funding from the Road Maintenance and Rehabilitation Account for the Active Transportation Program; and
- 1.5 **WHEREAS**, the Commission worked in consultation with Caltrans and the California Conservation Corps to develop the 2017 Active Transportation Program Augmentation Guidelines for the California Conservation Corps competitive program; and
- 1.6 **WHEREAS**, the Commission considered the guidelines at their March 21-22, 2018 meeting and found the guidelines consistent with the Commission's statewide Active Transportation Program guidelines, and for those areas that differ from the Commission's guidelines, they are consistent with Senate Bill 99.
- 2.1 **NOW THEREFORE BE IT RESOLVED** that the Commission adopts the 2017 Active Transportation Program Augmentation Guidelines for the California Conservation Corps, as presented by Commission Staff on March 21-22, 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.



# **2017 ACTIVE TRANSPORTATION PROGRAM AUGMENTATION GUIDELINES**

## **CALIFORNIA CONSERVATION CORPS AND CERTIFIED LOCAL COMMUNITY CONSERVATION CORPS**

**March 2018**

**California Transportation Commission**





**2017 ACTIVE TRANSPORTATION PROGRAM AUGMENTATION GUIDELINES  
CALIFORNIA CONSERVATION CORPS AND CERTIFIED LOCAL COMMUNITY  
CONSERVATION CORPS**

**TABLE OF CONTENTS**

<b>2017 ACTIVE TRANSPORTATION PROGRAM AUGMENTATION GUIDELINES .....</b>	<b>i</b>
<b>I. Authority and Purpose.....</b>	<b>1</b>
<b>II. Active Transportation Program Goals .....</b>	<b>1</b>
<b>III. Schedule .....</b>	<b>1</b>
<b>IV. Eligible Project Types .....</b>	<b>2</b>
<b>V. Minimum and Maximum Request for Funds.....</b>	<b>2</b>
<b>VI. Co-Applicants .....</b>	<b>2</b>
<b>VII. Project Selection Criteria .....</b>	<b>3</b>
<b>VIII. Project Selection Process .....</b>	<b>3</b>
<b>IX. Environmental Review .....</b>	<b>4</b>
<b>X. Allocation.....</b>	<b>5</b>
<b>XI. Reporting .....</b>	<b>5</b>



These guidelines are the policies and procedures specific to the use of 2017-18 and 2018-19 fiscal year funding from the Road Maintenance and Rehabilitation Account for the Active Transportation Program that is directed to the California Conservation Corps and certified Local Community Conservation Corps.

## **I. Authority and Purpose**

Senate Bill 1 (Beall, Chapter 5, Statutes of 2017), signed by the Governor on April 28, 2017, directs \$100 million annually from the Road Maintenance and Rehabilitation Account to the Active Transportation Program beginning in the 2017-18 fiscal year. In addition, Assembly Bill 97 (Ting, Chapter 14, Statutes of 2017) directs \$4 million of the \$100 million annually, beginning in the 2017-18 fiscal year for the next five years, to the California Conservation Corps for active transportation projects to be developed and implemented by the California Conservation Corps and certified Local Community Conservation Corps. The availability of these funds is subject to annual appropriation by the Legislature. Not less than 50% of these funds shall be in the form of grants to certified Local Community Conservation Corps, as defined in Section 14507.5 of the Public Resources Code. Unless otherwise specified in these guidelines, the Commission will follow the 2017 Active Transportation Program Augmentation Guidelines: <http://www.catc.ca.gov/programs/atp/2017/docs/2017-atp-augmentation-guidelines-final-adopted-and-resolution-062817.pdf>

## **II. Active Transportation Program Goals**

The purpose of Active Transportation Program is to encourage increased use of active modes of transportation by achieving the following goals:

- Increase the proportion of trips accomplished by biking and walking,
- Increase safety and mobility for non-motorized users,
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals, pursuant to Senate Bill 375 (Of 2008) and Senate Bill 341 (of 2009),
- Enhance public health,
- 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.

## **III. Schedule**

Commission adopts California Conservation Corps guidelines  
Applications due to California Conservation Corps  
California Conservation Corps submits applications to Caltrans  
Caltrans Recommendations of Corps projects to Commission  
Commission Adopts List of Recommended Projects  
Commission Allocates FY 2017-18 and FY 2018-19 funds to the

March 21, 2018  
April 2, 2018  
April 9, 2018  
April 23, 2018  
May 16, 2018



#### **IV. Eligible Project Types**

Eligible projects include projects that meet the goals of the Active Transportation Program as listed above, and may be part of an existing bicycle or pedestrian transportation plan, safe routes to school plan, active transportation plan for disadvantaged communities, or multi-use or recreational trail plan.

Examples of typical project work can be found in the Commission's 2017 Active Transportation Program Guidelines at:

[http://www.catc.ca.gov/programs/ATP/2017/Final Adopted 2017 ATP Guidelines.pdf](http://www.catc.ca.gov/programs/ATP/2017/Final_Adopted_2017_ATP_Guidelines.pdf).

The California Conservation Corps and certified Local Community Conservation Corps will consider, but not be limited to, projects with the following elements:

- Repair, remove and replace sidewalks
- Sign installation
- Irrigation
- Landscaping
- Demolition and deconstruction
- Tree planting
- Trail construction
- Bike locker and bike rack installation
- Fencing
- Outreach and education

When the California Conservation Corps or a certified Local Community Conservation Corps elect to partner with an Active Transportation Program eligible applicant to implement the project, the California Conservation Corps and/or certified Local Community Conservation Corps will only consider those projects where at least 75% of the project cost includes items where the California Conservation Corps and/or certified Local Community Conservation Corps can participate.

#### **V. Minimum and Maximum Request for Funds**

The minimum request for Active Transportation Program funds by the California Conservation Corps and certified Local Community Conservation Corps that will be considered is \$50,000. The maximum requests for funds will not exceed the available levels of funding for each fiscal year.

#### **VI. Co-Applicants**

The California Conservation Corps or a certified Local Community Conservation Corps can serve as the lead applicant, or may partner with an entity that will serve as the lead applicant and implementing agency, and therefore the partnering agency assumes responsibility for the ongoing operations and maintenance of the facility/project. Documentation of the agreement between the California Conservation Corps or a certified Local Community Conservation Corps and the partnering agency (e.g. letter of intent) must be submitted with the project application(s).



Eligible co-applicants include:

- Local, Regional or State Agencies (e.g. city, county, Metropolitan Planning Organization, and Regional Transportation Planning Agency)
- Caltrans
- Transit Agencies (any agency responsible for public transportation that is eligible for funds under the Federal Transit Administration)
- State or Local Park or Forest Agencies
- State or Local Fish and Wildlife Agencies
- Department of Interior Land Management Agencies
- U.S. Forest Service
- Tribal Governments
- Private nonprofit tax-exempt organizations eligible for Recreational Trail Program funds. These program funds can only be used for projects such as 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 Commission determines to be eligible

## **VII. Project Selection Criteria**

The project selection process carried out by the Corps will adhere to and conform to the Commission schedule for each Active Transportation Program funding cycle.

Projects will be selected by the Corps on a competitive basis and will be scored and ranked on the basis of applicant response to the following criteria:

- Projects can commence construction within six months of an award and shall be completed within two years from the project start date.
- Benefit to disadvantaged communities - a minimum of 25% of all California Conservation Corps and certified Local Community Conservation Corps proposals that are approved must benefit a Disadvantaged Community as defined by median household income, CalEnviroScreen, or Free or Reduced Priced School Meals as defined in the Final 2017 Active Transportation Program Guidelines.
- Ability to further the goals of the Active Transportation Program.
- Ability to leverage other funds.

## **VIII. Project Selection Process**

- Applicants must submit an electronic version of the complete grant application package to the California Conservation Corps by the annual deadline reflected in these guidelines.
- Application packages will be reviewed for completeness and eligibility and evaluated by a review committee using established criteria.
  - The review committee will consist of separate and designated teams of California Conservation Corps and certified Local Community Conservation Corps representatives.



- The California Conservation Corps must submit funding recommendations to the Caltrans Active Transportation Program Managers for review. The projects recommended for funding must provide a Project Programming Request (PPR) form and the following information must be provided:
  - Project name
  - Lead agency
  - Partnering agency
  - Project location
  - Project description/scope
  - Cost estimate
  - Delivery schedule
  - Project Score from Competitive Review Process
- The recommendations must also include a substitution list of projects that will be considered for funding in the event projects from the recommended funding list are unable to proceed.
- Caltrans Active Transportation Program Managers will review the project list and make a recommendation to Commission staff for approval.
- Commission approval of the list of projects recommended for funding is required prior to the lump-sum allocation of funding to Caltrans.
- In the event a project is removed or savings are generated from the funding list, a project from the substitution list may be awarded as long as there is sufficient capacity to allow this substitution.
- Project substitution must be reported to the Commission.
- The California Conservation Corps administers the program of projects approved by the Commission and is responsible for reporting on the program pursuant to Section X of these guidelines.

## **IX. Environmental Review**

Pursuant to Public Resources Code Sections 21102 and 21150, the Commission must consider the environmental impacts of a project prior to making an allocation of funds. California Environmental Quality Act (CEQA) compliance documentation for the proposed California Conservation Corps and certified Local Community Conservation Corps projects must be provided as follows:

For projects that are exempt from CEQA, documentation of the exemption must be provided with the project application and included with funding recommendations submitted to Caltrans Active Transportation Program Managers for review. Project lists being submitted to the Commission for consideration of a lump sum allocation must cite the date the CEQA exemption was cleared.

For projects that are not exempt from CEQA, and for which an environmental document has been prepared and approved, documentation of the CEQA clearance must be provided with the project application. The Commission must consider the environmental document and approve the project for future funding via the issuance of an e-resolution. E-resolutions must be obtained at a Commission meeting that is either prior to, or concurrent with, the lump sum allocation request.

For more information on the process by which to obtain an e-resolution please see: <http://www.catc.ca.gov/programs/environmental/>. Allocation requests will be brought forward for Commission consideration by Caltrans Local Assistance.



In the event that the project is subject to the National Environmental Policy Act (NEPA) it is the Commission's policy that documentation of NEPA clearance is provided with the project application and prior to allocation of funds.

## **X. Allocation**

The California Conservation Corps Fiscal Year 2017-18 and 2018-19 list of projects recommended for funding, will be submitted for approval and lump sum allocation by the Commission pursuant to the schedule identified in these guidelines and in accordance with this section.

The Commission will allocate the funds to Caltrans as a lump-sum and Caltrans will sub-allocate funding to the California Conservation Corps.

For projects exempt from CEQA, at the time of allocation, the date of the CEQA exemption determination by the lead agency must be noted in the list of projects being approved for allocation.

For projects not exempt from CEQA, and for which an environmental document has been prepared and approved, an e-resolution must be issued by the Commission prior to the list of projects being approved for allocation pursuant to Section IX of these guidelines.

The Commission's expectation is that consistent with the requirements of the overall Active Transportation Program, the Corps will administer these funds to their grantees on a reimbursement basis.

The availability of these funds is subject to annual appropriation by the Legislature. The California Conservation Corps will submit an allocation request to Caltrans. The California Conservation Corps is responsible for the expenditures of all allocated funds. Costs incurred prior to Commission allocation are not eligible for reimbursement.

## **XI. Reporting**

The California Conservation Corps is required to submit a semi-annual project status report for the program and a final report within one year of project completion to Caltrans. Refer to the most recent Commission Active Transportation Program Guidelines at <http://www.catc.ca.gov/programs/atp/> for reporting requirements. Additional reporting requirements may be required pending the Commission's adoption of the SB1 Accountability Guidelines.



# Memorandum

Tab 23

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 21–22, 2018

Reference No.: 4.19  
Information

Published Date: March 9, 2018

From: SUSAN BRANSEN  
Executive Director

Prepared By: Laurie Waters  
Associate Deputy Director

Subject: **DRAFT 2019 ACTIVE TRANSPORTATION PROGRAM GUIDELINES**

## ISSUE:

The 2019 Active Transportation Program guidelines describe the policy, standards, criteria and procedures for the development, adoption and management of the Active Transportation Program. The guidelines were developed in cooperation with Caltrans, regional transportation planning agencies, local agencies, and active transportation stakeholders in accordance with Streets & Highways Code 2382. The Active Transportation Program guidelines may be amended by the Commission after conducting at least one public hearing.

Beginning October 2017, nine workshops were held throughout the state to discuss possible revisions to the guidelines, application, and scoring rubrics. The last workshop was held on March 2, 2018. Staff proposed two significant revisions to the program to the working group.

The first significant revision creates a different application for each project type and size. Instead of applicants completing the same application regardless of project type and size, they will choose one from the five different applications described below:

- 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.
- 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:** Education, encouragement, and enforcement activities that further the goals of the ATP.
- E. **Plan:** The development of a community wide bicycle, pedestrian, safe routes to school, or active transportation plan.



The five applications will align application preparation level of effort with the project size. This allows applications to be streamlined for smaller projects while more information will be requested for larger projects.

The second significant revision to the program is that the 2019 Active Transportation Program will include a full four years of new programming capacity for state fiscal years 2019-20, 2020-21, 2021-22, and 2022-23. In past cycles, the Active Transportation Program included two years of programming capacity. This change will allow project implementers to program their project phases over four years and increase project delivery success.

Both of these significant program revisions have been supported by the working group. Along with input received during the workshops, staff has considered suggestions through phone calls, emails, and one formal comment letter. The comment letter is attached to this item along with the draft guidelines. It is anticipated the final guidelines will be presented to the Commission for consideration at the May 2018 meeting.

#### **BACKGROUND:**

On September 26, 2013, the Governor signed legislation creating the Active Transportation Program (Senate Bill 99, Chapter 359 and Assembly Bill 101, Chapter 354). This legislation requires the Commission, in consultation with an Active Transportation Program Workgroup, to develop program guidelines. The Commission guidelines are to describe the policy, standards, criteria, and procedures for the development, adoption and management of the Active Transportation Program.

#### Attachments:

Attachment A:	Draft 2019 Active Transportation Program Guidelines
Attachment B:	Comment Letter



**2019**  
**ACTIVE TRANSPORTATION PROGRAM**  
**GUIDELINES**

**Final Draft**

March 2018





## 2019 ACTIVE TRANSPORTATION PROGRAM GUIDELINES TABLE OF CONTENTS

I.	Introduction .....	1
1.	Background.....	1
2.	Program <b>Purpose and Goals</b> .....	1
3.	Program Schedule .....	1
II.	Funding.....	2
4.	Source .....	2
5.	Distribution.....	3
6.	Matching Requirements .....	4
7.	Funding for Active Transportation Plans .....	4
8.	Reimbursement.....	5
III.	Eligibility .....	5
9.	Eligible Applicants .....	5
10.	Partnering With Implementing Agencies.....	6
11.	Eligible Projects .....	6
12.	Minimum Request For Funds .....	8
13.	Project Type Requirements.....	9
IV.	Project Selection Process .....	11
14.	Project Application .....	11
15.	Sequential Project Selection.....	12
16.	MPO Competitive Project Selection.....	12
17.	Screening Criteria .....	13
18.	Scoring Criteria .....	13
19.	Project Selection between Project Applications with the Same Score .....	15
20.	Project Evaluation Committee .....	14
V.	Programming.....	14
VI.	Allocations.....	18
VII.	Project Delivery .....	19
21.	Federal Requirements .....	21
22.	Design Standards .....	22
23.	Project Inactivity .....	22
24.	Project Reporting.....	23
VIII.	Roles And Responsibilities .....	26
25.	California Transportation Commission (Commission).....	26
26.	California Department of Transportation (Caltrans).....	27
27.	Metropolitan Planning Organizations (MPOs) With Large Urbanized Areas.....	27
28.	Regional Transportation Planning Agencies (RTPAs) Outside an MPO with Large Urbanized Areas and MPOs without Large Urbanized Areas.....	28
29.	Project Applicant .....	28
IX.	Program Evaluation .....	29



## **Introduction**

### **1. 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 ATP. The guidelines were developed in consultation with the workgroup. The workgroup includes representatives from the California Department of Transportation (-Caltrans), other government agencies, and active transportation stakeholder organizations with expertise in pedestrian and bicycle issues, including Safe Routes to School programs.

The Commission may amend the ATP guidelines after conducting at least one public hearing. The Commission must make a reasonable effort to amend the guidelines prior to a call for projects or may extend the deadline for project submission in order to comply with the amended guidelines.

### **2. Program 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 Active Transportation Program 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.

### **3. Program Schedule and Funding Years**

New programming capacity for the 2019 ATP will be for state fiscal years 2019-20, 2020-21, 2021-22 and 2022-23.

Each program must be adopted not later than JulyApril 1 of each odd-numbered year; however, the Commission may alternatively elect to adopt a program annually.



The following schedule lists the major milestones for the development and adoption of the 2019 ATP:

Draft ATP Guidelines presented to Commission	March 21, 2018*
Commission hearing and adoption of ATP Guidelines	May 16, 2018*
Commission adopts ATP Fund Estimate	May 16, 2018*
Call for projects	May 16, 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*
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
Deadline for MPO <b>Draft</b> project programming recommendations to the Commission	February 15, 2019
Deadline for MPO <b>Final</b> project programming recommendations to the Commission	April 30, 2019
Commission adopts MPO selected projects	June 2019**

\*Dates coincide with the Commission's adopted 2018 CTC meeting calendar.

\*\*Exact dates will coincide with the Commission's adopted 2019 CTC meeting calendar.

## **Funding**

### **4. Funding Source**

The Active Transportation Program 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
- ~~SB1~~

In addition to furthering the purpose and goals of this program, all Active Transportation Program projects must meet eligibility requirements specific to at least one Active Transportation Program funding source.



## 5. Programming Cycle

Each Active Transportation Program programming cycle will include four years of funding. The 2019 Active Transportation Program will cover ~~fiscal years~~ fiscal years 2019-20 through 2022-23.

## 6. Distribution

State and federal law segregate the Active Transportation Program into multiple, overlapping components. The Active Transportation Program Fund Estimate must indicate the funds available for each of the program components. Consistent with these requirements, the Active Transportation Program funds must be distributed as follows:

- Forty percent 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 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 large urban, small urban, or rural areas.

A minimum of 25% of the funds distributed to each MPO must benefit disadvantaged communities.

The following statutory requirements apply specifically to the Southern California Association of Governments (SCAG)

- SCAG must consult with county transportation commissions, the Commission, and Caltrans in the development of competitive project selection criteria.
- The criteria used by SCAG 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.
- SCAG must obtain concurrence from the county transportation commissions.
- Ten percent to small urban and rural areas with populations of 200,000 or less, with projects competitively awarded by the Commission to projects in those regions. Federal law segregates the Transportation Alternative Program into separate small urban and rural competitions based upon their relative share of the state population. Small Urban areas are those with populations of 5,001 to 200,000. Rural areas are those with populations of 5,000 or less.

A minimum of 25% of the funds in the Small Urban and Rural programs must benefit disadvantaged communities.



Projects within the boundaries of an MPO with an urban area with a population of greater than 200,000 are not eligible for funding in the Small Urban or Rural programs.

- Fifty percent to projects competitively awarded by the Commission on a statewide basis.

A minimum of 25% of the funds in the statewide competitive program must benefit disadvantaged communities.

- \$4 million per year from the Road Maintenance and Rehabilitation Account to the California Conservation Corps for active transportation projects to be developed and implemented by the California Conservation Corps and certified community conservation corps. Not less than 50 percent of these funds shall be in the form of grants to certified local community conservation corps, as defined in Section 14507.5 of the Public Resources Code.

## 7. Matching Requirements

Although the Commission encourages the leveraging of additional funds for a project, matching funds are not required. Matching funds must be expended concurrently and proportionally to the Active Transportation Program funds. –Costs incurred prior to allocation will not be counted towards match.

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

Large MPOs, in administering a competitive selection process, may require a funding match for projects selected through their competitive process. Applicants from within a large MPO should be aware that the match requirements may differ between the MPO and statewide competitive programs.

## 8. Funding for Active Transportation Plans

Funding from the Active Transportation Program 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 ~~the~~ Appendix A.

The Commission intends to set aside up to 2% of the funds in the statewide competitive component and in the small urban and rural component for funding active transportation plans in predominantly disadvantaged communities. 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.

The first priority for the funding of 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.

## 9. Funding Restrictions

Active Transportation Program funds shall not supplant other committed funds and are not available to fund cost increases.

~~A project~~ Projects that ~~is~~ are already fully funded or ~~projects that is~~ are a capital improvement ~~to that is~~ required as a condition for private development approval or permits ~~is~~ are not eligible for funding from the Active Transportation Program.

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.

## 10. Reimbursement

The Active Transportation Program 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 Commission allocation and, for federally funded projects, Federal Highway Administration project approval (i.e. Authorization to Proceed) are not eligible for reimbursement.

## Eligibility

### 11. Eligible Applicants

The applicant and/or implementing agency for Active Transportation Program 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 Active Transportation Program funds:

- Local, Regional or State Agencies- Examples include city, county, MPO\*, and Regional Transportation Planning Agency.
- Caltrans\*
- Transit Agencies - Any agency responsible for public transportation that is eligible for funds under the Federal Transit Administration.
- 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 ~~s~~School districts.
- Tribal Governments - ~~Federally~~federally-recognized Native American Tribes.
- 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, and not only a private entity. Recreational Trail funding is also available through the Recreational Trail Program administered by the California Parks and Recreation Department. More information can be found at:
- [https://www.parks.ca.gov/?page\\_id=24324](https://www.parks.ca.gov/?page_id=24324)
- Any other entity with responsibility for oversight of transportation or recreational trails that the Commission determines to be eligible.

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.

*\* Caltrans and MPOs, except for MPOs that are also regional transportation planning agencies, are not eligible project applicants for the federal Transportation Alternative Program funds appropriated to the Active Transportation Program. Therefore, funding awarded to projects submitted directly by Caltrans and MPOs are limited to other Active Transportation Program funds. Caltrans and MPOs may partner with an eligible entity to expand funding opportunities.*

## 12. Partnering With Implementing Agencies

Eligible applicants that are unable to apply for Active Transportation Program 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 first request for allocation.

The implementing agency will be responsible and accountable for the use and expenditure of program funds.

## 13. 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 majority of funds in the Active Transportation Program are federal funds, projects must be federal-aid eligible unless the project is designated as "State Only Funded" at time of programming. Refer to the Update to the Project Federal Aid Project Funding



Guidelines for more information on what projects may be eligible for state only funds. The Commission may designate projects as SB 1 funded projects at time of programming.

The Commission encourages applicants to apply for projects that provide a transformative benefit to a community or a region. In future cycles, the Commission may elect to fund one or more large transformative projects that significantly expands the active transportation opportunities in a community or a region.

- **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 Commission's website: <http://www.catc.ca.gov/programs/ATP.htm>.
- **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 ~~in a~~ disadvantaged community.
- **Non-infrastructure (NI) Projects:** Education, encouragement, and enforcement activities that further the goals of the ATP. 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 Commission intends to focus funding 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. ATP cannot fund existing or 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 considered generally eligible for Active Transportation Program 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. Components of an otherwise eligible project may not be eligible. For information on ineligible components, see the Department's 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 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 Active Transportation Program.

#### **14. 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 Active



Transportation Program funds that will be considered is \$250,000. This minimum does not apply to non-infrastructure projects, Safe Routes to Schools projects, Recreational Trail projects, and plans.

MPOs, in administering a competitive selection process, may use a different minimum funding size. Use of a minimum project size greater than \$500,000 must be approved by the Commission prior to an MPO's call for projects.

## 15. Project Type Requirements

The Active Transportation Program, as conceived in SB 99, only specifies one funding distribution requirement beyond the funding split between the three program components. SB 99 specifies that at least 25% of funds must benefit disadvantaged communities in each of the program components. However the Active Transportation Program includes many other project categories that must meet certain requirements. Below is an explanation of the requirements specific to those project categories.

### A. Disadvantaged Communities

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. 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 is 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:

- **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 (score must be greater than or equal to 36.62). This list can be found at the following link under SB 535 List of Disadvantaged Communities:

<http://www.calepa.ca.gov/EnvJustice/GHGInvest/>

- **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 two miles of the school(s) represented by this criteria.

- **Regional Definition** For the statewide and small urban & rural competitive portions of the Active Transportation Program a regional definition of disadvantaged communities must be adopted as part of a regular 4-year cycle adoption of a Regional Transportation Plan (RTP)/ Sustainable Communities Strategy (SCS) by an MPO or RTPA per obligations with Title VI of the Federal Civil Rights Act of 1964. Any regional definition, such as “environmental justice communities” or “communities of concern,” must document a robust public outreach process that includes the input of community stakeholders, and be stratified based on severity. Justification for a regional definition, including RTP/SCS adopting actions, public outreach documentation, and severity stratification, must be submitted to the California Transportation Commission (CTC) no later than June 1, 2018 the adoption date of the statewide ATP guidelines in order to be considered for use. CTC staff will make the final determination of the eligibility of regional definitions by June 29, 2018 at least one month prior to the statewide application due date.
- It is the intent of the Commission that if a region elects to adopt a regional definition of disadvantaged communities that this definition will be used for the region’s broader planning purposes rather than only for Active Transportation Program grant funding.
- **Native American Tribal Lands:** Projects located within Federally Recognized Tribal Lands (typically within the boundaries of a Reservation or Rancheria).
- **Other:**
  - If an project applicant believes a that the 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.

MPOs, in administering a competitive selection process, may use different criteria for determining which projects benefit Disadvantaged Communities if the criteria are approved by the Commission prior to an MPO’s call for projects.

### **GB. Safe Routes to School Projects**

For a project to qualify for Safe Routes to School designation, the project 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 and the students must be the intended beneficiaries of the project. Other than traffic education and enforcement activities, non-infrastructure projects do not have a location restriction.

### **CH. Recreational Trails Projects**

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/](http://www.fhwa.dot.gov/environment/recreational_trails/)). However, trails that serve active transportation purposes (such as multi-use paths, Class I bikeways, etc) are fully eligible in the Active Transportation Program and need not meet the Recreational Trails Program requirements.

#### **DI. Active Transportation Resource Center**

Typical Active Transportation Resource Center roles include:

- Providing technical assistance and training resources to help agencies deliver existing and future projects and to strengthen community involvement in future projects including those in disadvantaged communities.
- Assisting with program evaluation.

The Commission intends to fund a state technical assistance center by programming funds to the Department, who will administer contracts to support all current and potential Active Transportation Program applicants.

#### **E. Active Transportation Plan Encompassing a Disadvantaged Community**

See Appendix A

### **Project Selection Process**

#### **16. Project Application**

ATP project applications will be available at: [www.dot.ca.gov/hq/LocalPrograms/atp/index.html](http://www.dot.ca.gov/hq/LocalPrograms/atp/index.html).

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 the implementing agency must be submitted with the project application. A project application must also include documentation of all other funds committed to the projects.



Information on how to submit project application will be posted at: [www.dot.ca.gov/hq/LocalPrograms/atp/index.html](http://www.dot.ca.gov/hq/LocalPrograms/atp/index.html) and [www.catc.ca.gov/programs/ATP.htm](http://www.catc.ca.gov/programs/ATP.htm) prior to the call for projects.

In addition to submitting a project application to the Commission, a copy of the project application must also be sent to the following agencies in the copy may be hard copy or electronic – check with your regional agency or county commission for their preference:

- Regional Transportation Planning Agency or County Transportation Commission within which the project is located ~~and to the~~
- ~~The MPO (a contact list can be found at [www.dot.ca.gov/hq/tpp/offices/orip/](http://www.dot.ca.gov/hq/tpp/offices/orip/)). The copy may be hard copy or electronic – check with your regional agency or county commission for their preference.~~

## 17. Sequential Project Selection

All project applications ~~must~~ be submitted to Caltrans for consideration in the statewide competition.

Projects not selected for programming in the statewide competition must be considered in the ~~large~~ MPO competition or the Small Urban and Rural competitions.

## 18. MPO Competitive Project Selection

As stated above, projects not selected for programming in the statewide competition must be considered by the MPOs in administering a competitive selection process.

An MPO choosing to use the same project selection criteria and weighting, minimum project size, match requirement, and definition of disadvantaged communities as used by the Commission for the statewide competition may delegate its project selection to the Commission. ~~An MPO delegating its project selection to the Commission may not conduct a supplemental call for projects.~~

An MPO, with Commission approval, may use a different project selection criteria or weighting, minimum project size, match requirement, and/or definition of disadvantaged communities for its competitive selection process. Use of a minimum project size of \$500,000 or less, or ~~of a~~ different match requirement than in the statewide competitive program does not require prior Commission approval. An MPO may also elect to have a supplemental application that applicants must submit to be considered for their MPO competitive program specific call for projects. The projects received in this call must be considered along with those not selected through the statewide competition. All applications considered by an MPO, however, must have been submitted through the statewide competitive program using the electronic application. (Section Under Review)

In administering a competitive selection process, an MPO must use a multidisciplinary advisory group to assist in evaluating project applications. The Commission will provide a checklist to the MPOs that includes what the MPO must submit with its programming recommendations to the Commission including:

- 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 benefiting 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)

The Commission also may require each MPO to participate in a teleconference between Commission staff, Caltrans staff and MPO staff to review submittal completeness and accuracy. If Commission staff determines that an MPO submittal is not complete or accurate enough for Commission staff approval, then Commission staff may elect to postpone that MPO's program until such time as the submittal is deemed complete and accurate.

## 19. Screening Criteria

Nominations will receive an initial screening by the Commission for completeness and eligibility, before moving to the evaluation process. Incomplete or ineligible applications may not be evaluated.

Before evaluation, project applications will be screened for the following:

- Consistency with an adopted regional transportation plan.
- Use of appropriate application.
- Supplanting Funds: A-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 11 of these guidelines.

## 20. Scoring Criteria

Proposed projects will be scored and ranked on the basis of applicant responses to the project type criteria below. Project programming recommendations may not be based strictly on the rating criteria given the various components of the Active Transportation Program and requirements of the various fund sources.

**Will be Inserted After Applications are Finalized To Be Determined**

Plan

Non-infrastructure



Small Project – Infrastructure and Infrastructure/Non-infrastructure

Medium Project – Infrastructure and Infrastructure/Non-infrastructure

Large Project – Infrastructure and Infrastructure/Non-infrastructure

## 21. Project Selection between Project Applications with the Same Score

If two or more projects 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 in the following priority order:

- Infrastructure projects
- Construction readiness
- 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)

## 22. Project Evaluation Committee

Commission staff will form a multidisciplinary Project Evaluation Committee to assist in evaluating project applications. In forming the Project Evaluation Committee, staff will seek participants with expertise in bicycling and pedestrian transportation, including expertise in Safe Routes to Schools type projects, and expertise in projects benefiting disadvantaged communities. Additionally, staff, and will seek a geographically balanced representation from state agencies, large MPOs, regional transportation planning agencies, local jurisdictions in small urban and rural areas, and non-governmental organizations. Priority for participation in the evaluation committee will be given to those who do not represent a project applicant, or will not benefit from any submitted projects submitted by others. The Commission will consider approval of a competitive grant only when it finds that the grant request meets the requirements of statute.

The Commission and/or Caltrans staff will collaborate with the Department of Parks and Recreation to ~~in reviewing~~ and selecting projects to be funded with federal Recreational Trail program funds, ~~the Commission and/or Caltrans staff will collaborate with the Department of Parks and Recreation to evaluate proposed projects.~~

MPOs, ~~that choose to~~ administering a competitive selection process, must use a multidisciplinary advisory group, similar to the aforementioned Project Evaluation Committee, to assist in evaluating project applications.

## Programming

### 23. Program of Projects

Following at least one public hearing, the Commission will adopt a program of projects for the Active Transportation Program, by April 1 of each odd numbered year. The Active Transportation



Program 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.

The program of projects for each fiscal year will include, for each project, the amount to be funded from the Active Transportation Program, 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 Active Transportation Program will include costs for each of the following components:— (1) project approval and environmental document permits and environmental studies;—(2) plans, specifications, and estimates; (3) right-of-way; and (4) construction. For projects anticipated to be delivered using the design-build or design-sequencing contracting method, the construction component shall include costs for design and right-of way. The cost of each project component will be listed in the Active Transportation Program no earlier than in the fiscal year in which the particular project component can be implemented.

#### **24. Committed / Uncommitted Funds (Section Under Review)s**

The Commission will program and allocate funding to projects in whole thousands of dollars and will include a project only if it is fully funded from a combination of Active Transportation Program funds and other committed funds with the exception of the two situations described below:.

The Commission will propose to fund projects with uncommitted funds only preconstruction components for a project in the following two situations:

- The project is at the funding cut-off for an MPO in their MPO component and there are not enough available funds to fund the full 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.
- Projects that fall into the Large Infrastructure category as defined in Section 16 of these Guidelines. The applicant must demonstrate the means by which it intends to fund the construction of a useable segment, consistent with the regional transportation plan.

Uncommitted funds may only be from the Active Transportation Program or the Local Partnership Program (formulaic or competitive). ~~An~~The applicant must indicate its plan for—~~for applicant proposing to fund only preconstruction components of a project must detail the plan for~~ securing a funding commitment; explain the risk of not securing that commitment, and its plan for securing an alternate source of funding should the commitment not be obtained. If a project with uncommitted funds is programmed, all funding commitments must be secured prior to July 1 of the fiscal year in which the project is programmed or the project will be removed from the program.

Projects programmed by the Commission in the Active Transportation Program will not be given priority in other programs under the Commission's purview.

The Commission will regard funds as committed when they are programmed by the Commission or when the agency with discretionary authority over the funds has made its commitment to the project by ordinance or resolution. For federal formula funds, including 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 the Commission 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.

## 25. Contingency List

The Commission may identify a contingency list of project to be amended into the program in the event a programmed project has returned award savings or is deleted from the program. This contingency list will be in effect only until the adoption of the next programming cycle.

## 26. ~~Baseline Agreements (language pending adoption of SB 1 Accountability Guidelines)~~

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

Active Transportation Program—only for projects with a total project cost of \$25 million or greater or a total programmed amount of \$10 million or greater adopted in the 2017 Active Transportation Program Augmentation and subsequent program amendments and adoptions. For an example of the Baseline Agreement, please refer to the SB1 Accountability Guidelines.

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 at the time of change.

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 of the Applicant, the Implementing Agency, the Department's Director or Chief Deputy Director, and the Commission's Executive Director.

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

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, the Baseline Agreements are due six months after the filing of a notice of exemption or filing a notice of determination pursuant to the California Environmental Quality Act.
- For projects requesting an allocation of funding for a project component other than environmental, at the May 2018 and 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 Emergency Response projects that are necessary to respond promptly and restore damages to the state highway system caused by floods, slides, earthquakes, fires, and other significant events.

The Commission may delete a project for which no Baseline Agreement is executed. The Commission will not consider approval of a project allocation, except for the environmental 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.

## **Program/Project Amendments**

### **26-27. Amendment Requests**

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.
- **Cost Changes** – The Active Transportation Program will not participate in any cost increases to the project. If there is a change in the cost estimate, the implementing agency must notify Caltrans as described below.
- **Schedule Changes** – Schedule changes to a project will not be considered unless a time extension was approved as specified in Section XX.

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 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 may also request that the Project Review Committee review and make a recommendation on amendment requests.

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.

## **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 Commission 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 Commission 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 Commission will approve the allocation if the funds are available and the allocation is necessary to implement the project as included in the adopted Active Transportation Program. 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 Commission 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 Commission 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 Commission will give priority to projects programmed in the current-year.

Allocation requests for a project in the MPO selected portion of the program must include a recommendation by the MPO.

Any scope changes must be presented to Caltrans for consideration prior to allocation in the manner described in Section 26. Caltrans will make a recommendation of approval to the Commission for final approval. Scope changes that result in a decrease of active transportation benefits may result in removal from the program.

## **27-28. FTA Transfers**

Project sponsors shall notify Caltrans as early as possible following programming, so that funding eligible for transfer from FHWA to FTA can be assigned in a timely manner to the project.

- Caltrans shall make a recommendation to the Commission regarding the readiness of the project for ~~transfer allocation~~ using the same criteria used by the FTA. ~~to determine readiness for obligation.~~

## **Project Delivery**

### **28-29. Letter of No Prejudice**

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



## **29-30. Timely Use of Funds**

Active Transportation Program allocations must be requested in the fiscal year of project programming, and construction allocations are valid for award for six months from the date of allocation unless the Commission approves an extension.

The Commission may extend the deadline only once for each -allocation phase 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. If extraordinary issues exist that require a longer extension, the implementer may request up to 20 months for allocation only. 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.

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, as specified in this section.

~~Where a project component will not be ready for allocation as programmed in the current fiscal year, the implementing agency should request an extension of the allocation deadline rather than a project amendment.~~

Projects must commence the right-of-way phase~~acquisition~~ 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 Commission may delay the allocation of funds to a project until the next fiscal year without requiring an extension.

~~The implementing agency must enter into a cooperative agreement with Caltrans and, if the project is federally funded, obligate the federal funds within six months.~~

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 Active Transportation Program projects and submit to the Commission ~~a semiannual~~the required reports ~~showing~~showing the delivery of each project phase.

### **30-31. Delivery Deadline Extensions**

The Commission may extend a delivery deadline, as described in Section XX, 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 deadlines. The Commission may consider the extension for each of the deadlines separately.

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

### **31-32. 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. Below are examples of federal requirements that must be met when administering Active Transportation Program projects.

- National Environmental Policy Act (NEPA) compliance and documentation is required on all projects. Refer to Chapter 6, Environmental Procedures, of the Local Assistance Procedures Manual for guidance and procedures on complying with NEPA and other federal environmentally related laws.
- Project applicants may not proceed with the final design of a project or request "Authorization to proceed with Right-of-Way" or "Authorization to proceed with Construction" until Caltrans has signed a Categorical Exclusion, a Finding of No Significant Impact, or a Record of Decision. Failure to follow this requirement will make the project ineligible for federal reimbursement.
- If the project requires the purchase of right of way (the acquisition of real property), the provisions of the Uniform Relocation Assistance and Real Property Acquisition Policies



Act of 1970 apply. For more information, refer to Chapter 13, Right of Way, of the Local Assistance Procedures Manual.

- If the project applicant requires the consultation services of including, but not limited to, architects, landscape architects, land surveyors, or engineers, the procedures in the Chapter 10, Consultant Selection, of the Local Assistance Procedures Manual must be followed. The naming of a Partner in the application does not negate this requirement.
- Contract documents are required to incorporate applicable federal requirements such as Davis Bacon wage rates, competitive bidding, Disadvantaged Business Enterprises/Equal Employment Opportunity provisions, etc. For more information, refer to Chapter 9, Civil Rights and Disadvantaged Business Enterprises, and Chapter 12, Plans, Specifications & Estimate, of the Local Assistance Procedures Manual
- Failure to comply with federal requirements may result in the repayment to the State of Active Transportation Program funds.

### **32.33. 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). *Chapter 11, Design Standards, of the Caltrans Local Assistance Procedures Manual describes statewide design standards, specifications, procedures, guides, and references that are acceptable in the geometric, drainage, and structural design of Local Assistance projects.*

For capital 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.

All facilities constructed using Active Transportation Program funds cannot revert to a non-Active Transportation Program use for a minimum of 20 years or its actual useful life as documented in the project application, whichever is less, without approval of the Commission.

### **33.34. 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.

### **34.35. 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.

### **35-36. Project Reporting (Section Under Review)**

~~SB 1 Accountability – Refer to~~ As a condition of the project allocation, and in accordance with **SB1 Accountability Guidelines**,

~~As a condition of the project allocation,~~ the Commission ~~requires~~ has specific reporting requirements for ATP projects. Implementing agencies must submit the following reports:

- progress reports (semi-annual or quarterly).
- completion report and
- final delivery report.

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. 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. It should be noted that all ATP projects must submit semi-annual progress reports, which is different than what is required in the SB1 Accountability Guidelines.

Once a project has been adopted into the ATP Program, the Implementing Agency will submit regular and timely project updates (reports) to the Department. The Department will provide the implementing agency with a template for each required report. An agency implementing a project in the MPO selected portion of the program must also submit copies of its semi-annual reports, completion report –and of its final delivery report to the MPO. The Department will prepare a program progress report for the ATP 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.

Failure to submit the required reports could result in the implementing agency becoming ineligible for future project programming or allocation. Additionally, as stated in the SB1 Accountability Guidelines, Caltrans will withhold an appropriate percentage of program funds until acceptance of the Completion Report by Caltrans.

#### **A. Progress Reports: (Section Under Review)**

All implementing agencies, regardless of project type and size must submit progress reports to Caltrans. Progress reports will be submitted on a semi-annual basis unless the implementing agency is subject to the Baseline Agreement requirement (see below). Each progress report must be submitted with the invoice for the relevant period covered by the report. Failure to submit the progress report with the invoice will result in a delay of payment. The progress reports submitted to the Commission by the Department will include the required elements set forth in the SB1 Accountability Guidelines.

Pursuant to Streets and Highways Code Section 2038, by July 1, 2023, agencies receiving Road Maintenance and Rehabilitation Account funds will need to describe how projects will address participation and investment in new or existing pre-apprenticeship training programs that focus on outreach to women, minority participants, underrepresented subgroups, formerly incarcerated individuals, and local residents to access employment opportunities. Therefore, this information should be included in the semi-annual progress reports submitted to Caltrans the Department.

#### **Progress Reports for Implementing Agencies with Baseline Agreements:**

Projects that are subject to the Baseline Agreement requirement 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.

The first progress reports will be presented to the Commission during the October 2018 meeting and will cover the period of March 2018 through August 2018. Subsequent quarterly progress reports will be presented to the Commission every December (July through September period), March (October through December period), May (January through March period) and August (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 August (January through June period).

#### **B. Completion Reports:**

Within six months of construction contract acceptance or the project becoming operable (open to the public), whichever comes sooner, the implementing agency must provide to Caltrans a Project Completion Report. ~~Department shall provide a Completion Report to the Commission~~ on the scope of the completed project, its estimated final cost, estimated duration, and project benefits as compared to those included in the executed project agreements. For the purpose of this section, a project becomes operable when ~~it is open to the public or the~~ the construction contract is accepted or acquired equipment is received, or in the case of non-infrastructure activities, when the activities are complete.



The Project Completion Report must include the following:

~~Within one year of the project becoming operable, the implementing agency must provide the following information to Caltrans to be included in a final delivery report to the Commission which includes:~~

- ~~• The scope of the completed project as compared to the programmed project.~~
- ~~• Before and after photos documenting the project.~~
- ~~• The estimated final costs as compared to the approved project budget.~~
- ~~• Its duration as compared to the project schedule in the project application.~~
- ~~• Performance outcomes derived from the project as compared to those described in the project application. This should include before and after pedestrian and/or bicycle counts, and an explanation of the methodology for conducting counts.~~
- ~~• Actual use of the California Conservation Corps or qualified community conservation corps as compared to the use described in the project application.~~

Additionally, the Completion Report must include the elements set forth in the SB1 Accountability Guidelines.

~~the implementing agency to submit semi-annual reports on the activities and progress made toward implementation of the project and a final delivery report. An agency implementing a project in the MPO selected portion of the program must also submit copies of its semi-annual reports and of its final delivery report to the MPO. 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.~~

~~A. Within one year of the project becoming operable, the implementing agency must provide the following information to Caltrans to be included in a final delivery report to the Commission which includes:~~

~~B.A. The scope of the completed project as compared to the programmed project.~~

~~C.A. Before and after photos documenting the project.~~

~~D.A. The final costs as compared to the approved project budget.~~

~~E.A. Its duration as compared to the project schedule in the project application.~~

~~F.A. Performance outcomes derived from the project as compared to those described in the project application. This should include before and after pedestrian and/or bicycle counts, and an explanation of the methodology for conducting counts.~~

~~G.A. Actual use of the California Conservation Corps or qualified community conservation corps as compared to the use described in the project application.~~

C. Final Delivery Reports:

A Final Delivery Report will be provided 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. Please note that the final delivery report required by this section is in addition to the ~~mentioned~~ Final Report of Expenditures.



~~For the purpose of this section, a project becomes operable when the construction contract is accepted or acquired equipment is received, or in the case of non-infrastructure activities, when the activities are complete.~~

#### D. Audits:

Caltrans must audit a selection of Active Transportation Program projects to evaluate the performance of the project, determine whether project costs incurred and reimbursed are in compliance with the executed project agreement or approved amendments thereof; state and federal laws and regulations; contract provisions; and Commission guidelines, and whether project deliverables (outputs) and outcomes are consistent with the project scope, schedule and benefits described in the executed project agreement or approved amendments thereof. A report on the projects audited must be submitted to the Commission annually.

## **Roles and Responsibilities**

### **36-37. California Transportation Commission (Commission)**

The Commission responsibilities include:

- Adopt guidelines, policies, and applications for the Active Transportation Program.
- Adopt Active Transportation Program 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 Active Transportation Program,
  - The small urban & rural component of the Active Transportation Program, and
  - The MPO selected component of the program based on the recommendations of the MPOs.
  - Ensure that at least 25% of the funds benefit disadvantaged communities.
- For the small urban & rural component, maintain a contingency list of projects 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.
- Post recommendations and final adopted list of approved projects on the Commission's website.
- Allocate funds to projects.
- Evaluate [program](#) and report to the legislature.



### **37-38. California Department of Transportation (Caltrans)**

Caltrans has the primary responsibility for the administration of the adopted Active Transportation Program. Responsibilities include:

- Provide statewide program and procedural guidance. ~~(i.e. provide project evaluation of materials and instructions)~~, ~~e~~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 Active Transportation Program 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.
- Design 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 Active Transportation Resource Center.

### **38-39. Metropolitan Planning Organizations (MPOs) With Large Urbanized Areas**

MPOs with large urbanized areas 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 each MPO benefit disadvantaged communities.
- If using different project selection criteria or weighting, minimum project size greater than \$500,000, match requirement, or definition of disadvantaged communities for its competitive selection process, the MPO must obtain Commission approval prior to the MPO's call for projects.
- If electing to have a supplemental MPO specific call for projects, the projects within the MPO boundaries that were not selected through the statewide competition must be considered along with those received in the supplemental call for projects. An MPO must notify the Commission of their intent to have a supplemental call no later than the application deadline.
- In administering a competitive selection process, an MPO must use a multidisciplinary advisory group to assist in evaluating project applications.



- In administering a competitive selection process, an MPO must explain how the projects recommended for programming by the MPO 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.
- An MPO choosing to use the same project selection criteria and weighting, minimum project size, match requirement, and definition of disadvantaged communities as used by the Commission for the statewide competition may delegate its project selection to the Commission. An MPO delegating its project selection to the Commission must notify the Commission by the application deadline, and may not conduct a supplemental call for projects.
- If electing to have a contingency list of projects 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.
- Recommend allocation requests for a project in the MPO selected portion of the program.
- Determine which projects to advance and make that recommendation to the Commission in consultation with Commission staff and Caltrans.
- Submit an annual assessment of its portion of the program in terms of its effectiveness in achieving the goals of the Active Transportation Program.

In addition, the Southern California Association of Governments (SCAG) must follow the following statutory requirements applying specifically to them as outlined in Section 6 of these guidelines.  
~~the Southern California Association of Governments (SCAG):~~

- ~~• SCAG must consult with county transportation commissions, the Commission, and Caltrans in the development of 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.~~
- ~~• SCAG must obtain concurrence from the county transportation commissions.~~

### **39.40. Regional Transportation Planning Agencies (RTPAs) Outside an MPO with Large Urbanized Areas and MPOs without Large Urbanized Areas**

These Regional Transportation Planning Agencies and MPOs (outside the nine large MPOs) may make recommendations or provide input to the Commission regarding the projects within their boundaries that are applying for Active Transportation Program funding.

### **40.41. Project Applicant**

Project applicants nominate Active Transportation Program projects for funding consideration. If awarded Active Transportation Program 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.

#### **41-42. Project Signage**

~~Pursuant to Streets and Highways Code Section 2038, by July 1, 2023, agencies receiving Road Maintenance and Rehabilitation Account funds will need to describe how projects will address participation and investment in new or existing pre-apprenticeship training programs that focus on outreach to women, minority participants, underrepresented subgroups, formerly incarcerated individuals, and local residents to access employment opportunities. Therefore, this information should be included in the semi-annual reports submitted to Caltrans.~~

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 Active Transportation Program 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 Commission 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 Active Transportation Program 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.



## APPENDIX

### Active Transportation Plan for Disadvantaged Communities Guidance for Plans

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). An active transportation plan must include, but not be limited to, the following components or explain why the component is not applicable:

- A. Mode Share: The estimated number of existing bicycle trips and pedestrian trips in the plan area, both in absolute numbers and as a percentage of all trips, and the estimated increase in the number of bicycle trips and pedestrian trips resulting from implementation of the plan.
- B. Description of Land Use/Destinations: A map and description of existing and proposed land use and settlement patterns which must include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, major employment centers, major transit hubs, and other destinations. Major transit hubs must include, but are not limited to, rail and transit terminals, and ferry docks and landings.
- C. Pedestrian Facilities: A map and description of existing and proposed pedestrian facilities, including those at major transit hubs and those that serve public and private schools.
- D. Bicycle Facilities: A map and description of existing and proposed bicycle transportation facilities, including those at major transit hubs and those ~~a description of bicycle facilities that serve public and private schools and, if appropriate, a description of how the five Es (Education, Encouragement, Enforcement, Engineering, and Evaluation) will be used to increase rates of bicycling to school.~~
- E. Bicycle Parking: A map and description of existing and proposed end-of-trip bicycle parking facilities. Include a description of existing and proposed policies related to bicycle parking in public locations, private parking garages and parking lots and in new commercial and residential developments. Also include a map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These must include, but not be limited to, bicycle parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.
- F. Wayfinding: A description of existing and proposed signage providing wayfinding along bicycle and pedestrian networks to designated destinations.
- G. Non-Infrastructure: A description of existing and proposed bicycle and pedestrian ~~safety,~~ education, ~~and~~ encouragement, enforcement, and evaluation programs conducted in the area included within the plan. Include efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the law impacting bicycle and pedestrian safety, and the resulting effect on collisions involving bicyclists and pedestrians.



- H. Collision Analysis: The number and location of collisions, serious injuries, and fatalities suffered by bicyclists and pedestrians in the plan area, both in absolute numbers and as a percentage of all collisions and injuries, and a goal for collision, serious injury, and fatality reduction after implementation of the plan.
- I. Equity Analysis: Identify census tracts that are considered to be disadvantaged or low-income and identify bicycle and pedestrian needs.
- J. Community Engagement: A description of the extent of community involvement in development of the plan, including disadvantaged and underserved communities.
- K. Coordination: A description of how the active transportation plan has been coordinated with neighboring jurisdictions, including school districts within the plan area, and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, general plans and a Sustainable Community Strategy in a Regional Transportation Plan.
- L. Prioritization: A description of the projects and programs proposed in the plan and a listing of their priorities for implementation, including the methodology for project prioritization and a proposed timeline for implementation.
- M. Funding: A description of future financial needs for projects and programs that improve safety and convenience for bicyclists and pedestrians in the plan area. Include anticipated cost, revenue sources and potential grant funding for bicycle and pedestrian uses.
- N. Implementation: A description of steps necessary to implement the plan and the reporting process that will be used to keep the adopting agency and community informed of the progress being made in implementing the plan.
- O. Maintenance: A description of the policies and procedures for maintaining existing and proposed bicycle and pedestrian facilities, including, but not limited to, the maintenance of smooth pavement, ADA level surfaces, freedom from encroaching vegetation, maintenance of traffic control devices including striping and other pavement markings, and lighting.
- P. Resolution: A resolution showing adoption of the plan by the city, county or district. If the active transportation plan was prepared by a county transportation commission, regional transportation planning agency, MPO, school district or transit district, the plan should indicate the support via resolution of the city(s) or county(s) in which the proposed facilities would be located.

A city, county, school district, or transit district that has prepared an active transportation plan may submit the plan to the county transportation commission or transportation planning agency for approval. The city, county, school district, or transit district may submit an approved plan to Caltrans in connection with an application for funds for active transportation facilities which will implement the plan.





Dear Ms. Waters,

Thank you for the opportunity to comment on the Active Transportation Program Guidelines and Application forms. We commend the California Transportation Commission for their continuous communication and engagement with local non-profit organizations throughout this process. Through our comments, we seek to ensure that the guidelines and applications are aimed at creating sustainable and equitable transportation investments in areas of most need, especially in overburdened, underserved, low-income communities.

Leadership Counsel for Justice and Accountability works alongside and supports the most impacted communities to advocate for sound policy and eradicate injustice to secure equal access to opportunity regardless of wealth, race, income and place. We work with community leaders throughout the San Joaquin Valley and Eastern Coachella Valley to ensure meaningful investment in the communities most in need. To this end, there are many transportation infrastructures needs particular to the San Joaquin and Eastern Coachella Valley and in order to guide the Active Transportation Program to meet its goals which include “ensuring that disadvantaged communities fully share in the benefits of the programs.” We offer these comments to supplement the development of the final Active Transportation Program (ATP) guidelines.

#### **Draft Active Transportation Program Guidelines**

Public Participation is vital to the processes of community design, planning and development. Community residents want to engage and be part of major decisions that are of importance to them. For these reasons, we highly recommend that all of the recommendations provided below emphasize the importance of community engagement at all phases of the Active Transportation process.

#### **Disadvantaged Communities**

Section A of the Disadvantaged Communities section provides funding requirements for the Disadvantaged Community Funding set aside. We recommend that the following language be revised to align with the goals of the Active Transportation Program and ensure that selected projects maximize benefits to target communities.

***For a project to qualify as directly benefiting a disadvantaged community, the project must be located within **and primarily serving** 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.***

Several of the communities we work with border or are located in close proximity to more affluent high-income communities that do not exhibit the health, economic, and transportation disparities that are seen in lower-income communities. We are concerned that the project’s location within a disadvantaged community is not a suitable indicator of whether that community will experience a benefit and thus recommend that the final program guidelines incorporate the proposed language.



### **Active Transportation Resource Center**

Many local community organizations work alongside community residents to identify ATP priorities and inform the ATP process. To this end, we encourage applicants to work with existing community based and non-governmental organizations to ensure community engagement at all stages of the application. We encourage the CTC to develop technical assistance grants to support community engagement for application development and implementation. These grants will provide a continued collaboration between the community and the applicant and will help strengthen engagement efforts to support community-oriented projects.

### **Multidisciplinary Advisory Group Recommendations for MPOs**

We support the Commission's efforts to form a multidisciplinary advisory group to assist in the evaluation of project applications. To ensure that MPOs maintain the same standards as the Commission, we recommend that the MPOs form multi-disciplinary groups as well that include members with expertise in specific fields of environmental justice, public health, air quality, and transportation justice. A diverse board will allow the project selection process to be more responsive to the diverse needs in each geography. Furthermore, we encourage MPOs to include residents from disadvantaged, geographically diverse communities in the MPO's jurisdiction so that urban, rural and suburban interests are represented and historically underrepresented groups are engaged. We recommend that at least 50% of the participants are disadvantaged community representatives or representatives from the fields of environmental justice, public health, air quality, and transportation justice.

### **Project Selection Between Project Applications with the Same Score**

When deciding among two project applications that receive the same funding cut off-score, we recommend that funding priority be given to projects in the following order: 1.) Infrastructure projects with the highest score on part B, Narrative Question #1: Project qualifies as a Disadvantaged community 2.) Infrastructure Projects 3.) Construction Readiness. Our recommendation to modify the order of project priority is based on various factors including, but not limited to, historically, transportation infrastructure in disadvantaged communities has been neglected, resulting in the crumbling infrastructure of local roads that make it unsafe for children and families to walk or use other active modes of travel. In addition to limited fiscal resources, small rural MPO's struggle to compete for state and federal funding due to a lack of staff capacity to apply for the funds and implement projects. As a result, transportation agencies rely on local expenditure plans to finance the maintenance and rehabilitation of local roads. While these measures are effective in generating funding for transportation investment for local jurisdictions, funding capacity is limited and often insufficient to finance or prioritize alternatives mode projects like bike lanes and walking trails. Furthermore, the existing deteriorating road infrastructure prevents active transportation projects from being identified as a funding priority by local MPO's. For example, lack of sidewalks and other infrastructure needed for walking and bicycling further discourages residents from utilizing local roads for these purposes. Without these safety measures in place, people in rural, disadvantaged communities often end up walking on dirt roads alongside vehicle traffic that often intersects with major highways. Lastly, disadvantaged communities are disproportionately affected by air pollution



and climate change. Accessing funding for transportation infrastructure and active modes of travel has the potential to transform these historically disinvested communities and help decrease dependency on vehicles.

### **Draft Active Transportation Program Applications and Scoring Guidelines**

Below you will find our comments on the five ATP project types, or forms as well as a table that summarizes suggested point changes to each scoring category for each ATP project type. However, prior to detailing suggested changes in scoring and application criteria, we'd like to lay out a overarching suggestions that apply to all project types:

- All point allocations for each scored category must be publicly available when the request of proposals is released so that applicants have clear direction with respect to scoring and prioritization within point categories.
- CTC staff should instruct applicant scorers that no points may be reduced based on the quality of a map submitted as long as the map effectively illustrates the project and responds to application questions and scoring metrics . In previous ATP cycles, applications coming from under-resourced and underserved unincorporated communities lost points based on a trivial matter such as not having a map in color. For example, the community of Delhi faced a total reduction of five points for submitting a black and white map as part of the required materials. By reducing points for the quality of a map, the person evaluating the application arbitrarily diminishes the proposed project. Though we recognize these maps help the scorers visualize the area, project, and the need in the community, this should be no reason to penalize an already disadvantaged community. To ensure that there is no misunderstanding from both the applicant and reviewer, we recommend that application guidelines specify the requirements for map, photos, and other application materials.
- We would like greater clarity on *Question 1 Section E: Severity*. The only description added here is “Auto-calculated”. We would like further information as to what this section quantifies and how the calculation is done.

### **Suggested Point Allocation for each project type**

We suggest modifying scoring criteria as laid out in the table below. Each column is labeled consistent with the different project types and we have included comments in each column that apply to each applicable project type. Our primary concern lies in ensuring a process that is primarily driven by residents identifying active transportation needs along with the appropriate solution. As the ATP program may potentially receive hundreds of millions of dollars over the next few years, we would like to ensure these funds are directed to communities with the greatest and most urgent active transportation deficiencies. Communities that have been left behind and historically neglected no disproportionately suffer from unsafe walking and biking conditions which deters residents from getting out of their vehicles and improving public health outcomes



and potentially California meeting its ambitious climate goals. In our experience, needs, and solutions identified by community members, who are the experts, provide useful projects that will resolve a severe need within the neighborhood. Therefore, we respectfully request that point allocations and scoring reflect the suggested changes laid out below.

Topic	Plan	Non-Infrastructure	Infrastructure		
			Small	Medium	Large
Disadvantaged Communities (DAC)	30	20	30	30	30
Need	20	30	25	30	25
Safety	n/a	10	15	15	15
Public Participation	25	20	15	15	15
Scope/Implementation	20	10	15	n/a	n/a
Context Sensitive & Innovation	n/a	n/a	n/a	5	5
Transformative Projects	5	n/a	n/a	n/a	5
Evaluation and Sustainability	n/a	10	n/a	n/a	n/a
Cost Effectiveness	n/a	n/a	n/a	n/a	n/a
Leveraging	n/a	n/a	n/a	5	5
Corps (0-5)	n/a	n/a	n/a	n/a	n/a
Past Performance (0-10)	n/a	n/a	n/a	n/a	n/a
Total	100	100	100	100	100

### Further Discussion of Suggested Point Allocations and Scoring Criteria for Each Project Type

#### **I. Non-Infrastructure Application Form**

- ***Question 1: Disadvantaged Communities (DAC) should be modified accordingly:***
  - This section should be increased by ten (10) points for a new max total of 20 points. These ten (10) points should then be allocated as follows:
    - Increase in *Section C. Direct Benefits* by four (4) points from 4 to 8 points
    - Increase in *Section D. Project Location* by five (5) points from 2 to 7 points
  - In *Section C. Project Location*, the seven (7) points should be distributed as shown below:
    - 7 points = 80-100% of census tracts within the plan area qualify as DACs
    - 5 points = 60-79% of census tracts within the plan area qualify as DACs





A Tides Center Project

- 3 points = 40-59% of census tracts within the plan area qualify as DACs
  - 1 points = 20-39% of census tracts within the plan area qualify as DACs
  - 0 points = 19% or less of census tracts within the plan area qualify as DACs
- **Question 2: Increasing safety for pedestrians and bicyclists**
  - This section should be reduced by fifteen (15) points for max total of 30 points. These fifteen (15) points will be reduced from the following sections:
    - Reduce *Section A. Statement of Need* by five (5) points from 20 to 15 points.
    - Reduce *Section B. Program Description/Addressing the Need* by ten (10) points from 25 to 15 points.
    - *Section C* should then not receive any points
  - *Section A* should have “Community Identified Need” included as an additional option under “Discussion may include”. This will help resident voices be represented in prioritizing and identifying the needs in their community.
  - *Section B* should include “How is the program including community identified solutions to address the community need and how will they maintain their involvement?”.
- **Question 4: Public Participation and Planning**
  - This section should be increased by five (5) points for a max total of 20 points.
  - The additional five (5) points should be allocated to *Section B. Describe how the stakeholders will continue to be engaged in the implementation of the program?*
    - This will give *Section B* a new total of five (5) points

## II. Plan Application Form

- **Question 2: Priority funding for community-wide Active Transportation Plans**
  - *Section B* should read as follows: “Describe the active transportation problems or deficiencies within the plan area. Include community-identified active transportation needs and why this plan is necessary to meet those needs.”
- **Point allocation for Question 3: Public Participation Section**
  - *Section A* should be increased by one (1) point for a total of six (6) points.
  - This point would be reduced from *Section B of Public Participation*, making *Section B* 14 points.
  - *Section B* should include language outlining *how* outreach will be maximized. Examples include the use of communication outlets that reach the specified community including, but not limited to grassroots or community-based organizations, radio and newspaper ads, primarily those that are non-English.
- **Point allocation for Question 4: Plan Development and Implementation Section**
  - The total scoring for this section should be reduced by five (5) points for a new max total of 20 points.
  - *Section A* should be reduced by 10 points so the scoring would decrease from 15 to 5 points.



- A third Section should be added in this category for the following questions:  
*Describe how your implementation plan will prioritize identified projects in an equitable and objective manner?* This section (*Section C*) should receive 5 points reduced from Section A.
- **Add Question #5: Transformative Projects**
  - As is shown in the Large Infrastructure Application, the same section on *Transformative Projects* should be added to the planning application as well. This section will be worth five (5 points) reassigned from *Question 4: Plan Development and Implementation*

### III. Small, Medium, and Large Infrastructure Applications

As the infrastructure applications share many similarities, you will find our recommendations below for all three application for the *Disadvantaged Communities*, *Safety*, and *Public Participation and Planning* sections. Our primary modifications in these applications are done to ensure enough points are allocated to projects that are located and benefiting within DACs to alleviate some of the historical divestment that has taken place in these communities. This will provide much needed infrastructure and programs in communities where there are currently no or minimal safe walking or biking paths for residents. Furthermore, points were also reallocated to Public Participation to safeguard the sustainability and usefulness of projects as it is important to have community residents identify the need and solution in their own neighborhood.

- **Question 1: Disadvantaged Communities**
  - Increase point allocation to this question by fifteen (15) points for a new max total of 30 points.
  - These fifteen (15) points should then be distributed as follows:
    - Ten (10) points should be added to *C. Direct Benefit* for a new max total of fourteen (14) points.
    - Ten (10) points should be added to *D. Project Location* for a new max total of twelve (12) points.
  - Additional language should be added to *C. Direct Benefits* such that it is clear that community residents in the project area were essential in identifying the deficiency. This could be added as follows: “...provides connections to, or addresses a deficiency **as identified by the community in an active transportation network...**”
  - The 12 point matrix for *D. Project Location* should follow:
    - 12 points = 81-100% of census tracts within the plan area qualify as DACs
    - 10 points = 71-90% of census tracts within the plan area qualify as DACs
    - 8 points = 61-80% of census tracts within the plan area qualify as DACs
    - 6 points = 51-70% of census tracts within the plan area qualify as DACs
    - 4 points = 31-60% of census tracts within the plan area qualify as DACs
    - 0 points = 0-30% or less of census tracts within the plan area qualify as DACs
- **Question 4: Need**





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- For Small and Large Infrastructure Applications we recommend five (5) points be decreased for a new max total of twenty-five (25) points.
  - In the Large Infrastructure Applications, these 5 points should be reduced from *Section A question 1: Addressing Non-Infrastructure Need* for a new max total of ten (10) points.
  - In the Small Infrastructure Applications, these 5 points should be reduced from *Section A: Statement of project need* for a new max total of fifteen (15) points.
- For Medium Infrastructure Applications, we recommend a reduction of ten (10) points for a new max total of thirty (30) points.
  - These 10 points should be reduced from *Section A question 1: Addressing Non-Infrastructure Need* for a new max total of ten (10) points.
- **Question 3: Safety**
  - Point Allocation should be reduced by ten (10) points and the total scoring would decrease from 25 to 15 points.
  - Seven (7) points should be reduced from *Section A. Describe the project's location history of pedestrian and bicycle collisions* so the scoring would change to 8 points.
    - This section is difficult to calculate in neighborhoods where you have low-income and/or undocumented individuals residing as it is common for these people to not report an accident whether it's for financial or other reasons.
  - Three (3) points should be reduced from *Section B.Safety Countermeasures* for a new max total of 7 points.
- **Question 4: Public Participation and Planning**
  - Increase points here by five (5) points for a total max score of 15 points.
  - For the Large Infrastructure Application, which has more than one question be answered, the point distribution will be further detailed in its appropriate section below.

#### IV. Small Infrastructure Application Form

- **Question 1: Disadvantaged Communities (DAC)**
  - The scoring would increase from 10 to 15 points.
  - Small rural MPO's experience challenges in funding transportation infrastructure and struggle to compete for state-wide application due to a lack of resources and personnel. Increasing the number of points for this section will ensure that small MPO's have the same opportunities as other more affluent communities.
- **Point allocation for Question 2: Needs should be reduced by five (5) points for a new total of 30 points**
  - These points should be deducted from question *B. Describe how the proposed project will address an active transportation need. (0-10 points)*
- **Point Allocation for Question 4: Plan Development and Implementation section should be decreased by a total of 10 points.**



- The scoring would decrease from 25 to 15 points.
- **Question 5: Project and Scope Implementation five (5) point deduction**
  - This section would have a new max score of 20 points.

## V. Medium Infrastructure Application Form

- **Question 1: Disadvantaged Communities**
  - The total scoring for this section would increase to a new max total of 15 points.
  - Given the relatively large grant award in this section, we think an additional question would be appropriate to add ensuring public participation. We recommend the question used in the Small Infrastructure Application be replicated here and be worth five (5) points.
    - This would read: *Describe the community based public participation process that has and will continue to define the proposed project. (5 points max)*
- **Point allocation for Question 2: Needs should be reduced by five (5) points for a new total of 40 points**
  - These points should be deducted from question B. *Describe how the proposed project will address an active transportation need. (0-20 points).*

## VI. Large Infrastructure Application Form

- **Point allocation for Question 2: Needs Section should be reduced by five (5) points**
  - The scoring would decrease from a total 35 to 30 points.
  - The five (5) points would be reduced from *Section B. Describe how the proposed project will address the active transportation need* so the points allocated here are reduced to 15 points
- **Question 2: Needs Section non-infrastructure (NI) point allocation**
  - Under *Section A* the first questions ask the applicant to discuss their non-infrastructure need they would be fulfilling and it is worth a max of 15 points. We would like it clarified if an applicant does not have a NI project as part of this application, if they would be penalized and miss out on the 15 points. If this is not accurate, where are those 15 points then allocated?
- **Point allocation for Question 4: Public Participation Section should be increased by five (5) points**
  - The total scoring would increase from 10 to 15 points.
  - These points will be distributed as shown:
    - *Question A* by adding one (1) point and increasing the total to 4 points
    - *Question B* by adding two (2) points and increasing the total to 5 points
    - *Question C* by adding one (1) point and increasing the total to 3 points
    - *Question D* by adding one (1) point and increasing the total to 2 points.
- **Question 6, "Describe how your project will transform the non-motorized environment", from the Large Infrastructure application should be included in the Plan application.**





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- This question should receive the remaining five (5) points reduced from the *Plan and Development and Implementation Section*.
- Incorporating this question into the Plan application will ensure that planning and future implementation projects will have a meaningful and transformative impact on the health and safety of the participating communities.
- **Question 7: Cost Effectiveness**
  - This section should be eliminated. As previously mentioned, we reallocated these points to ensure projects are located in DACs and value that section appropriately. Quantifying the cost effectiveness is important and we feel this question can and should still be done, however, no points should be provided for the answer.

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Thank you for your consideration of these comments. Should you have any questions, please contact Grecia Elenes at [gelenes@leadershipcounsel.org](mailto:gelenes@leadershipcounsel.org) or Abigail Ramirez at [aramirez@leadershipcounsel.org](mailto:aramirez@leadershipcounsel.org).

Sincerely,

Abigail Ramirez

Grecia Elenes



# Memorandum

Tab 24

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 21-22, 2018

Reference No.: 4.26  
Information

Published Date: March 9, 2017

From: SUSAN BRANSEN  
Executive Director

Prepared By: Teresa Favila  
Associate Deputy Director

Subject: **PRESENTATION OF THE 2018 STATE TRANSPORTATION IMPROVEMENT PROGRAM STAFF RECOMMENDATIONS**

## **SUMMARY:**

The development of the 2018 State Transportation Improvement Program (STIP) began with adoption of the 2018 STIP Fund Estimate and 2018 STIP Guidelines on August 16, 2017. The 2018 Fund Estimate identified \$2.198 billion in new STIP funding capacity. Added to the base of programming in the 2016 STIP, the new STIP will program approximately \$3.280 billion.

STIP proposals were submitted through the Regional Transportation Improvement Programs (RTIP) and the Interregional Transportation Improvement Program (ITIP) by December 15, 2017. The Commission held two hearings on the proposals, one on January 25, 2018 in Irvine and the other on February 1, 2018 in Sacramento.

The 2018 STIP Staff Recommendations were released to the regional agencies and the Department of Transportation (Caltrans) on February 28, 2018. Staff recommendations were also posted on the Commission's website ([www.cattc.ca.gov](http://www.cattc.ca.gov)). Staff recommendations by project for each county and interregional share are based primarily on:

- Programming targets identified in the Fund Estimate, especially the Minimum targets for the share period ending in 2019-20;
- Project priorities and scheduling recommended by the regional agencies RTIPs and Caltrans' ITIP; and
- Commission policies as expressed in the STIP guidelines, including:
  - Existing Projects – Reprogramming of projects from the 2016 STIP, as amended;
  - Cost Increases – Project cost increases requested in the RTIPs and ITIP but not programmed in the 2016 STIP;
  - Restored – Projects or project components programmed in the 2014 STIP and deleted without prejudice in the 2016 STIP; and
  - New Projects – Projects proposed for the first time in the 2018 STIP.

## **BACKGROUND:**

Government Code Section 14529 requires the Commission to adopt the STIP, no later than April 1 of each even-numbered year. The STIP covers a period of five years (2018-19 through 2022-23) and is the statement of intent by the Commission for the allocation of funds during those five years. The adopted 2018 STIP Guidelines scheduled the STIP adoption for March 21-22, 2018.



State law requires the Executive Director to make the staff recommendations available to the Commission, Caltrans, and regional agencies at least 20 days prior to the adoption of the STIP.

This book item includes the text that was part of the Staff Recommendations. It does not include the 86 pages of spreadsheet tables and their description that comprise the remainder of the Staff Recommendations. This information can be found on the Commission's website at [www.catc.ca.gov](http://www.catc.ca.gov).

Adoption of the 2018 STIP is scheduled following this information item and discussion under Reference No. 4.29.

Attachment A: Staff Recommendations, text only

Attachment B: Comment Letters



## **2018 STIP STAFF RECOMMENDATIONS**

### **California Transportation Commission**

### **February 28, 2018**

This document presents the recommendations of the staff of the California Transportation Commission (Commission) for the 2018 State Transportation Improvement Program (STIP). Government Code Section 14529.3 requires that the Executive Director of the Commission make these recommendations available to the Commission, the Department of Transportation (Caltrans), the Regional Transportation Planning Agencies and County Transportation Commissions at least 20 days prior to the Commission's adoption of the STIP. The Commission will receive comments on these recommendations and adopt the STIP at its March 21-22, 2018 meeting.

The STIP is a key planning document for funding future state highway, intercity rail and transit improvements throughout California. 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, 2021-22 and 2022-23 for the 2018 STIP.

Staff recommendations are based on the combined programming capacity for the Public Transportation Account (PTA) and State Highway Account (SHA) as identified in the Fund Estimate adopted by the Commission on August 16, 2017. If available funding is less than assumed, the Commission may be forced to delay or restrict allocations using interim allocation plans. On the other hand, if available funding proves to be greater than assumed, it may be possible to allocate funding to projects earlier than the year programmed.

The 2018 STIP includes \$2.198 billion in new STIP funding capacity. Added to the base of programming in the prior STIP, the new STIP will program approximately \$3.280 billion. However, the 2018 STIP Fund Estimate indicated a negative program capacity (-\$126 million) for the Public Transportation Account (PTA) over the Fund Estimate period. With limited PTA funding available for the STIP on an ongoing basis, most transit projects programmed in the STIP will have to be delivered with other STIP fund types (SHA and Federal funds), to remain in the STIP.

The 2018 Fund Estimate identified funding for Advance Project Development (APDE) of \$335 million. Per Government Code Section 14529.01 regions and Caltrans may propose projects from their respective county and interregional APDE shares in the RTIPs and ITIP to begin project development activities. These APDE amounts are independent of the amounts identified as regular programming capacity and will count against future county shares.

The Commission's adopted STIP may include only projects that have been nominated by a regional agency in its regional transportation improvement program (RTIP) or by Caltrans in its interregional transportation improvement program (ITIP).

The 2018 STIP Guidelines allowed project nominations with uncommitted funds from the following competitive programs under Senate Bill (SB) 1: Active Transportation Program, Local Partnership Program, Solutions for Congested Corridors Program, Trade Corridor



Enhancement Program, or Transit and Intercity Rail Capital Program. There were a number of STIP projects proposed with uncommitted funds. Staff recommendations include programming these projects in the 2018 STIP as long as the agency secures the funding prior to July 1 of the year in which the project is programmed. If the project is not successful in securing the funds from the competitive programs, and other funding is not identified, the project will not receive a STIP allocation.

For those projects that are successful in the competitive programs and the funding year is different than the STIP programming, agencies may consider the option of requesting an AB 3090 amendment. An AB 3090 amendment allows a local agency to deliver a STIP project with their own funds in advance of the year in which the project is programmed in the STIP. The advanced STIP project is then programmed as a direct cash reimbursement or a replacement project to the local agency in the year in which the project was scheduled or a later year.

For the 2018 STIP, the first two years of the STIP complete a four year share period ending in 2019-20. The Minimum share target is the formula distribution of new capacity available in the four year share period (through 2019-20) while accounting for existing unprogrammed share balances. Because the total unprogrammed share balance exceeds the total capacity available through 2019-20, in some instances the Minimum target may be below the unprogrammed share balance.

In total, the proposals received exceeded the Minimum share targets by approximately \$500 million. Staff recommendations are required to meet each county's Minimum, thus, it was necessary to delay many projects to later years (after 2019-20). In doing this, staff followed the expectations and priorities approved by the Commission in the adopted 2016 STIP and in the 2018 STIP Guidelines as follows:

1. Reprogramming of projects adopted in the 2016 STIP, as amended;
2. Project cost increases requested in RTIPs and ITIP but not programmed in the 2016 STIP;
3. Projects or project components programmed in the 2014 STIP and deleted without prejudice in the 2016 STIP; and
4. New projects.

Accordingly, the staff recommendations for the 2018 STIP include the following:

- Highways and Local Roads. The staff recommendations proposed programming many highway and local road projects later than proposed in the RTIP and ITIP. These changes were necessary to align programming to the capacity by year identified in the Fund Estimate. Several agencies that proposed to add significant funding to an existing project were able to segment the project in order to keep one segment in the early years of the STIP. New programming for Planning, Programming, and Monitoring (PPM) was allowed within the statutory limits. Staff recommendations will no longer display bicycle and pedestrian projects as a separate category as specific funding for these type of projects is no longer available to the STIP.



- Transit and Rail. The staff recommendations include all rail and transit projects nominated in the RTIPs and ITIP. Regions and Caltrans identified these projects as eligible for SHA and/or Federal funding.
- Advance Project Development Element (APDE). Staff recommendations include all projects proposed for APDE funding. The projects programmed with APDE shares are to fund environmental and permits and plans, specifications and estimates. Projects programmed using APDE shares will be identified and tracked separately as advances that will count against future county or interregional shares.

The staff recommendations by project for each county and interregional share are listed on the pages that follow. The recommendations are based primarily on:

- The programming targets identified in the Fund Estimate, especially the base (minimum) targets for the share period ending in 2019-20;
- Project priorities and scheduling recommended by regional agencies in their RTIPs and by Caltrans in its ITIP; and
- Commission policies as expressed in the STIP guidelines, including:
  1. EXISTING PROJECTS - reprogramming of projects from the 2016 STIP, as amended;
  2. COST INCREASES - project cost increases requested in RTIPs and the ITIP but not programmed in the 2016 STIP;
  3. RESTORED - projects or project components programmed in the 2014 STIP and deleted without prejudice in the 2016 STIP; and
  4. NEW PROJECTS - projects proposed for the first time in the 2018 STIP.



## FUND ESTIMATE AND GUIDELINES FOR THE 2018 STIP

The development of the 2018 STIP began with the Commission's adoption of the 2018 STIP Fund Estimate, together with the adoption of amendments to the STIP Guidelines, on August 16, 2017.

STIP proposals were submitted through the RTIPs and the ITIP, which were due to the Commission by December 15, 2017. The Commission subsequently held two public hearings on those proposals, one on January 25, 2018 in Irvine and the other on February 1, 2018 in Sacramento.

### **2018 STIP Fund Estimate**

The 2018 STIP Fund Estimate covered the five-year period of the 2018 STIP (2018-19 through 2022-23), and estimated total statewide new programming capacity of \$2.198 billion, including positive capacity in the SHA (\$2.324 billion) offset by a negative capacity in the PTA (-\$126 million). Although there is some new capacity in the first three years of the STIP, the majority of the new capacity is in the two new years of the STIP, 2021-22 and 2022-23.

SB 1, signed into law on April 28, 2017, reset the price-based excise tax to a traditional excise tax of 17.3 cents per gallon with the provision to adjust the tax annually for inflation beginning in 2019-20. This will stabilize the funding in the SHA and the STIP. SB 1 does not provide additional funding for the PTA portion of the STIP.

Programming of the 2018 STIP includes a base of \$1.082 billion programmed in years 2018-19 through 2020-21 to projects carried forward from the 2016 STIP, for a 2018 STIP total of \$3.280 billion. The Fund Estimate also identified programming capacity of \$61 million as carryover from 2017-18. This amount will be included as additional capacity for the 2018 STIP.

### **SUMMARY OF 2018 STIP CAPACITY** (\$ in millions)

	<b>Carryover Capacity</b>	<b>New Capacity</b>	<b>Total</b>
Public Transportation Account (PTA)	201	-126	75
State Highway Account (SHA)	881	2,324	3,205
<b>Total</b> (may not match Fund Estimate due to rounding)	<b>\$1,082</b>	<b>\$ 2,198</b>	<b>\$3,280</b>



The following table is a breakdown of the \$3.280 billion total STIP capacity by fiscal year:

**SUMMARY OF 2018 STIP CAPACITY BY YEAR**

(\$ in millions)

	2018-19	2019-20	2020-21	2021-22	2022-23	Total
Transit (PTA)	15	15	15	15	15	75
Roads (SHA)	565	640	660	670	670	3,205
<b>Total</b>	<b>\$ 580</b>	<b>\$ 655</b>	<b>\$ 675</b>	<b>\$ 685</b>	<b>\$ 685</b>	<b>\$3,280</b>

New programming capacity was determined in the Fund Estimate by estimating available revenues and deducting current commitments against those revenues. Programming capacity does not represent cash. It represents the level of programming commitments that the Commission may make to projects for each year within the STIP period. For example, cash will be required in one year to meet commitments made in a prior year, and a commitment made this year may require the cash over a period of years. The Fund Estimate methodology uses a “cash flow allocation basis,” which schedules funding capacity based upon cash flow requirements and reflects the method used to manage the allocation of funding for capital projects.



**STIP Guidelines**  
**Policies and Procedures Specific to the 2018 STIP**

The following specific policies and procedures address the particular circumstances of the 2018 STIP:

- Schedule. The following schedule lists the major milestones for the development and adoption of the 2018 STIP:

Caltrans presents draft Fund Estimate	June 28, 2017
STIP Guidelines & Fund Estimate Workshop	July 17, 2017
CTC adopts Fund Estimate & Guidelines	August 16-17, 2017
Caltrans identifies State highway needs	September 15, 2017
Caltrans submits draft ITIP	October 13, 2017
CTC ITIP hearing, North	October 19, 2017
CTC ITIP hearing, South	October 24, 2017
Regions submit RTIPs	December 15, 2017
Caltrans submits final ITIP	December 15, 2017
CTC STIP hearing, South	January 25, 2018
CTC STIP hearing, North	February 1, 2018
CTC publishes staff recommendations	February 28, 2018
CTC adopts STIP	March 21-22, 2018

- Statewide Fund Estimate. The overall statewide capacity for the 2018 STIP Fund Estimate identifies net new capacity in the five years of the STIP period (2018-19 through 2022-23). The estimate incorporates the 2017-18 Budget Act and other 2017 legislation enacted prior to the Fund Estimate adoption. Programming in the 2018 STIP will be constrained by fiscal year.
- Public Transportation Account. Although the overall statewide capacity for the 2018 STIP Fund Estimate identifies new capacity for the STIP period, the 2018 STIP Fund Estimate indicates a negative program capacity for the Public Transportation Account (PTA). This means that many of the transit projects currently programmed in the STIP may either have to be delivered with other funds (if eligible) or be unprogrammed.
- Senate Bill 1. Effective 2019-20, SB 1 resets the price-based excise tax to 17.3 cents with the provision to adjust it annually for inflation. This will stabilize the funding for the State Highway Account that is directed to fund the STIP. SB 1 however does not provide additional funding for the PTA, instead PTA STIP resources decreased as a result of SB 1.
- County Shares and Targets. The 2018 Fund Estimate indicates that there is capacity to program existing unprogrammed share balances. The Fund Estimate table of county shares and targets take into account all county and interregional shares through June 30, 2017. For each county and the interregional share, the table identifies the following amounts:
  - Base (Minimum). The base (minimum) is the formula distribution of new capacity available through 2019-20 while accounting for existing unprogrammed share balances. The calculated base for each county is the formula distribution



of new capacity, not to exceed the unprogrammed share balance. Because the total unprogrammed share balance exceeds the total capacity available through 2019-20, in some instances the base target may be below the unprogrammed share balance.

- Total Target. This target is determined by calculating the STIP formula share of all new capacity through 2022-23. The Total Target is not a minimum, guarantee, or limit on project nominations or on project selection in any county or region for the 2018 STIP.
  - Maximum. This target is determined by estimating the STIP formula share of all available new capacity through the end of the county share period in 2023-24. This represents the maximum amount that the Commission may program in a county, other than advancing future shares, pursuant to Streets and Highways Code Section 188.8(j), to a county with a population of under 1 million.
  - Advance Project Development Element (APDE). The 2018 STIP Fund Estimate identifies funding for APDE. This will provide funding for environmental and permits and plans, specifications and estimates. The target for APDE is determined by calculating the STIP formula share of the estimated capacity to be available for APDE. Projects programmed using APDE capacity will be identified and tracked separately as they will be treated as advances of regular future county or interregional shares.
- Transit and Rail Projects. As indicated in the 2018 STIP Fund Estimate, there is a negative capacity in PTA funds. Rail and Transit projects currently programmed will need to be delivered with other STIP fund types, if eligible. Regions must identify the eligible fund source if they choose to maintain these projects in the STIP. Region may nominate transit and rail projects in its RTIP within SHA and Federal funding constraints (rolling stock may only be funded with Federal funds).
  - Bicycle and Pedestrian projects. Bicycle and pedestrian projects may be programmed in the STIP so long as they are eligible for State Highway Account or Federal funds.
  - Limitations on planning, programming, and monitoring (PPM). The fund estimate includes a table of PPM limitations that identifies the 5 percent limit for county shares for 2020-21 through 2022-23, based upon the 2016 and 2018 Fund Estimates. These are the amounts against which the 5 percent is applied. The PPM limitation is a limit to the amount that can be programmed in any region and is not in addition to amounts already programmed.
  - GARVEE bonding and AB 3090 commitments. The Commission will not consider proposals for either GARVEE bonding or new AB 3090 commitments as part of the 2018 STIP. The Commission will consider AB 3090 or GARVEE bonding proposals as amendments to the STIP after the initial adoption.
  - Commission expectations and priorities. For the 2018 STIP, the Commission expects to give first priority to the reprogramming of projects from the 2016 STIP, as amended, followed by:



1. Project cost increases requested in RTIPs and ITIP but not programmed in the 2016 STIP
2. Projects or project components programmed in the 2014 STIP and deleted without prejudice in the 2016 STIP
3. New projects

Notwithstanding the above, the Commission will consider the Base (Minimum) for their county share period ending in 2019-20 when selecting projects to program in the STIP.

The selection of projects for additional programming will be consistent with the standards and criteria in section 61 of the STIP guidelines. In particular, the Commission intends to focus on RTIP proposals that meet State highway improvement and intercity rail needs as described in section 20 of the guidelines. The Department should provide a list of the identified state highway and intercity rail needs to regional agencies and to the Commission by September 15, 2017. Should the Department fail to provide a region and the Commission with this information, the Commission intends to assume there are no unmet state highway or intercity rail needs in that region.

Governor Brown issued Executive Order B-30-15 on April 29, 2015, related to climate change and ordering that a new interim statewide greenhouse gas emission reduction target to reduce greenhouse gas emissions to 40 percent below 1990 levels by 2030 is established. The order states that State agencies shall take climate change into account in their planning and investment decisions, and employ full life-cycle cost accounting to evaluate and compare infrastructure investments and alternatives. In addition, State agencies' planning and investment shall be guided by the following principles:

- Priority should be given to actions that both build climate preparedness and reduce greenhouse gas emissions;
- Where possible, flexible and adaptive approaches should be taken to prepare for uncertain climate impacts;
- Actions should protect the state's most vulnerable populations; and
- Natural infrastructure solutions should be prioritized.

Executive Order B-30-15 must be considered by the Department and Regional Agencies when proposing new programming for the 2018 STIP. The Commission intends to consider Executive Order B-30-15 when approving programming recommendations in the event that programming requests exceed programming capacity.

- In order to establish baseline information, the regional agencies and Caltrans must submit project output information, consistent with Section 19C, for all currently programmed projects carried forward into the 2018 STIP.



## **STIP PROPOSALS**

The Commission may include in the STIP only projects nominated by a regional agency in its RTIP or by Caltrans in its ITIP. For the 2018 STIP, RTIPs and the ITIP were due to the Commission by December 15, 2017.

Total requests were below the available capacity by \$30 million. Except for projects that were not eligible, all projects proposed are included in staff recommendations. However, the proposals for the first two years of the STIP period exceeded the capacity available identified in the Fund Estimate by approximately \$500 million. Therefore, staff recommendations reflect the delay of many proposed projects to the last three years of the STIP in order to stay within the funding available.

In addition, for many projects that applied for competitive SB 1 funds, staff is recommending STIP programming in different years from the years proposed. If the projects are not successful in securing the funds from the competitive programs, and other funding is not identified, the project will not receive a STIP allocation.

For those projects that are successful in the competitive programs and the funding year is different than the STIP programming, agencies may consider the option of requesting an AB 3090 amendment. An AB 3090 amendment allows a local agency to deliver a STIP project with their own funds in advance of the year in which the project is programmed in the STIP. The advanced STIP project is then programmed as a direct cash reimbursement or a replacement project to the local agency in the year in which the project was scheduled or a later year.

The following tables showing project programming recommendations reflect revisions since the preparation of the Commission Briefing Book for the STIP hearings, including updated information provided by regions and Caltrans.



## **RECOMMENDED STIP ACTIONS**

Staff recommends the adoption of the 2018 STIP to include the specific projects and schedules shown in the spreadsheets at the end of this document and as further described in the following narrative. These recommendations identify specific project components and costs for each year of the 2018 STIP, with separate groupings for highway, and rail and transit projects.

The table on page 1 identifies the total amounts recommended from each county and the interregional share for highway, road, rail, and transit projects. The table sums the amounts recommended for each county and the interregional program by fiscal year and compares the amounts recommended to the total targets for each county and interregional share. It also compares the statewide total recommended by fiscal year to the statewide capacity by fiscal year.

The table on pages 2 sums the recommendations for highway and local road projects; the table on page 3 sums the recommendations for rail and transit projects; and the table on page 4 sums the Advance Project Development Element recommendations for projects in the environmental and permits and plans, specification and estimates components.

The project recommendations are based primarily on:

- Meeting the programming targets identified in the Fund Estimate, especially the “Minimum” for each region and Caltrans;
- Project priorities and scheduling recommended by regional agencies in their RTIPs and by Caltrans in its ITIP;
- The importance of PPM to regional agencies; and
- Commission policies and priorities, including the following priorities articulated in the adoption of the 2016 STIP and the 2018 STIP Guidelines:
  1. Reprogramming of projects from the 2016 STIP, as amended;
  2. Project cost increases requested in RTIPs and ITIP but not programmed in the 2016 STIP;
  3. Projects or project components programmed in the 2014 STIP and deleted without prejudice in the 2016 STIP; and
  4. New projects.

### **Project Recommendations**

The staff recommendations identify programming for specific projects and project components including delaying projects to remain within the capacity identified by fiscal year in the Fund Estimate.

The staff recommendations provide priority to reprogramming projects from the 2016 STIP, as amended, and retention of programming for PPM within the statutory limits. The recommended schedule reflects the limits of Fund Estimate program capacity.



Major new funding recommended for the 2018 STIP includes:

- North State:
  - Butte, Route 70, passing lanes, programming the additional segments to complete the corridor, \$25 million.
  - Glenn, restore County Road 306 Rehabilitation project, \$1.2 million
  - Humboldt, Old Arcata Road rehabilitation, pedestrian and bicycle improvements, \$2.5 million.
  - Lake, Dam Road Roundabout, \$1.3 million.
  - Sacramento, Capital South East Connector, \$11.3 million.
  - Yolo, Riverfront Street Extension, \$3.3 million.
- San Francisco Bay Area:
  - Alameda, Route 84/680 Interchange, \$11.1 million.
  - Alameda, Route 80 Gilman Interchange, Bicycle and Pedestrian Overcrossing, \$25.8 million.
  - Contra Costa, Route 4 Operational Improvements, \$7.5 million.
  - Contra Costa, Restore the Route 680/4 Interchange, \$18.8 million.
  - San Francisco, Restoration of Light Rail Lines, \$13.8 million.
  - San Mateo, Route 101 Managed Lanes, \$33.5 million.
  - San Mateo, Route 101 Woodside Rd Interchange Improvements \$8 million.
  - Santa Clara, Route 101/85 Silicon Valley Express Lanes, Phase, 3 \$14.3 million.
  - Santa Clara, Route 101 Silicon Valley Express Lanes Phase 5, ETS, \$10.2 million.
  - Solano, Route 80/680/12 Interchange, \$9 million.
- San Joaquin Valley:
  - Fresno, Route 99 Veterans Boulevard Interchange, Phase 3, \$ 14.6 million.
  - Kern, Route 58 Westside Parkway Connector Interchange, Phase 2, \$30 million.
  - Merced, Route 99 Livingston Widening Northbound, \$40 million.
  - San Joaquin, Route 99/120 Connector, \$13.6 million.
  - San Joaquin, Route 205, Tracy HOV 8-Lane Widening, \$15.7 million.
  - Tulare, Route 99, Caldwell Interchange, \$15.5 million.
- Central Coast:
  - Monterey, Route 156, Castroville Boulevard Interchange, \$19.8 million.
  - Monterey, Route 101, South County Freeway Conversions, \$21.2 million.
  - San Luis Obispo, Route 101, Pismo Beach Southbound TSM Components, \$10.3 million.
  - San Luis Obispo, Route 101, Prado Rd Overcrossing and NB Ramp Improvements, \$6 million.
  - Santa Cruz, Route 101 HOV Lanes, \$12.3 million.
  - Santa Cruz, Freedom Boulevard Reconstruction, \$1.6 million.
- Southern California:
  - Los Angeles, Route 138, Widening Segment 13, \$40 million.
  - Los Angeles, East San Fernando Valley North-South Transit, \$202.1 million.
  - Orange, Route 5, Widening Segment 3, \$70 million.
  - Orange, Route 55, Central Corridor Improvements, \$80 million.
  - Riverside, Route 15, Express lanes – Southern Extension, \$50 million.
  - San Bernardino, Redlands Passenger Rail, \$12.8 million.



## **UNCERTAINTIES FOR FUTURE FUNDING ALLOCATIONS**

The 2018 STIP staff recommendations are consistent with the adopted 2018 Fund Estimate, as required by statute. Funding conditions may, and usually do, continue to change from the assumptions made in the Fund Estimate. The Commission and Caltrans will continue to monitor those conditions to determine ability to allocate funding to STIP projects. If available funding is less than was assumed in the Fund Estimate, the Commission may be forced to delay or restrict allocations through the use of allocation plans. On the other hand, if available funding proves to be greater than was assumed in the Fund Estimate, it may be possible to allocate funding to some projects sooner than the year programmed.



## APPENDIX TO 2018 STIP STAFF RECOMMENDATIONS

### SUMMARY TABLES

The tables on the following pages are included with these recommendations for information and reference. Four statewide summary tables and separate project listings for each of the 59 county shares and the interregional share are provided.

The four statewide summary tables are:

- **Staff Recommendations by County**. Includes, for each county share and the interregional program, the net new programming recommended by fiscal year. At the bottom of the table is a comparison of the statewide total recommended to the year-by-year capacity for new programming.
- **Staff Recommendations, Highway and Road Projects**. Includes, for each county share and the interregional program, the net new programming recommended for highway and local road projects by fiscal year.
- **Staff Recommendations, Rail and Transit Projects**. Includes, for each county share and the interregional program, the net new programming recommended for rail and transit projects by fiscal year.
- **Staff Recommendations, Advance Project Development Element (APDE)**. Includes, for each county share and the interregional share, the net new projects using APDE recommended by fiscal year.

### COUNTY AND INTERREGIONAL TABLES

The separate tables for each of the county shares and the interregional share include:

- **STIP Projects at adoption of the Fund Estimate (August 2017)**. These are the projects and amounts programmed in the STIP when the Fund Estimate was adopted. These projects constitute the base against which Fund Estimate estimated capacity and the base against which programming was proposed and is recommended.
- **Proposed 2018 Programming**. This section includes all recommended changes to existing programming, by component and fiscal year. In most cases, changes to an existing project are displayed by listing the existing programming as a deduction (negative), followed by the programming as now proposed (positive). This section first lists highway and local road projects and their subtotal, then the rail and transit (PTA-eligible) projects and their subtotal, followed by the Total Programming Recommended. Where the recommendation is for a different fiscal year from the year proposed in the RTIP or ITIP, the color or shading in a cell indicates the fiscal year for which the project was originally proposed.



- **Nominated Projects Not Included in Staff Recommendation.** This section includes projects proposed by the regional agency or Caltrans that are not included in staff recommendations.
- **Notes.** The box at the bottom of each table includes various notes and comments on the proposed projects and the staff recommendations.
- **Balance of STIP Share.** The box at the bottom of the page identifies the share balance and the total recommended new programming.



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SACRAMENTO, CA 942849-0116

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# Assembly California Legislature



## ASSEMBLY COMMITTEE ON TRANSPORTATION JIM FRAZIER, CHAIR

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ADRIN NAZARIAN  
PATRICK O'DONNELL

December 8, 2017

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

Subject: Interstate 680 Southbound HOV/Express Lane Project

Dear Ms. Bransen:

I am writing in support of the Contra Costa Transportation Authority's (CCTA) request for advancing the State Transportation Improvement Program (STIP) funds programmed for the I-680 Southbound HOV/Express Lane project in Walnut Creek, Contra Costa County. The project will add an HOV lane on Southbound I-680 from Treat Boulevard to Livorna Road, and convert the HOV lane into an express lane from Marina Vista Avenue to Livorna Road, connecting to the recently opened Express Lane south of Livorna Road. Once completed, the project will result in a 25-mile continuous stretch of an Express Lane, one of the longest in northern California.

The project is jointly sponsored by the Metropolitan Transportation Commission and CCTA. There is currently \$15.557 million in STIP funds programmed to the project. Due to the negative fund estimate in the 2016 STIP, the programming year for the STIP funds was delayed by the California Transportation Commission (CTC) from Fiscal Year 2017-18 to Fiscal Year 2019-20. Since the project will be ready to list for construction advertisement by the end of this year (December 2017), CCTA will be requesting an advance allocation of the STIP funds at the January CTC meeting to allow construction to proceed on schedule.

I appreciate your support for this request. Please contact me if you have any questions or require any additional information.

Sincerely,

Jim Frazier, Chair  
Assembly Transportation Committee

cc: Randy Iwasaki, Executive Director, CCTA  
Tim Haile, Deputy Executive Director, CCTA





COMMITTEES  
BUDGET & FISCAL REVIEW  
BUDGET SUBCOMMITTEE 3  
ON HEALTH & HUMAN SERVICES  
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# California State Senate



**WILLIAM W. MONNING**  
MAJORITY LEADER  
SEVENTEENTH SENATE DISTRICT

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STATE CAPITOL, ROOM 313  
SACRAMENTO, CA 95814  
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MONTEREY DISTRICT OFFICE  
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MONTEREY, CA 93940  
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SAN LUIS OBISPO DISTRICT OFFICE  
1026 PALM STREET, SUITE 201  
SAN LUIS OBISPO, CA 93401  
(805) 549-3784

SANTA CRUZ DISTRICT OFFICE  
701 OCEAN STREET, SUITE 318-A  
SANTA CRUZ, CA 95060  
(831) 425-0401

SANTA CLARA COUNTY  
TELEPHONE NUMBER  
(408) 847-6101

December 19, 2017

Bob Alvarado, Chairman  
California Transportation Commission  
1120 N Street  
Sacramento, CA 95814

Dear Chairman Alvarado:

This letter is to express my support for the \$136.2 million designated for the Route 46/41 Wye Operational/Safety Improvement Project and the \$12.5 million designated for the Central Coast Layover Facility and Station Expansion in the Caltrans Draft 2018 Interregional Transportation Improvement Program.

The Route 46/41 Wye Operational/Safety Improvement Project would make improvements at the dangerous Route 46/41 intersection. The Project will realign the existing two-lane configuration and allow for the construction of a four-lane divided expressway, mitigating the present hazardous conditions at the Route 46/41 intersection, enhancing public safety, and ensuring the safe transport of commercial goods. It will also significantly reduce traffic congestion and allow for better traffic flow for both passenger travel and commercial vehicles.

The Central Coast Layover Facility and Station Expansion would construct approximately 3,000 feet of new and/or rehabilitated layover track and increase the capacity of the facility to hold up to 3-4 trains simultaneously. This expansion is an important step for passenger transit and commercial hauling along the Central Coast, as well as provides greater route flexibility and will allow for the introduction of new services on the Pacific Surfliner Corridor.

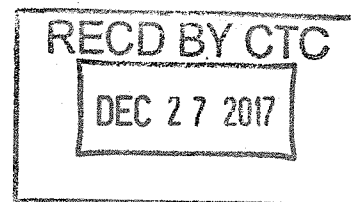
Both the Route 46/41 Wye Operational/Safety Improvement Project and the Central Coast Layover Facility and Station Expansion will improve safety and accessibility for local residents, commercial vehicles, and visitors to the region. I ask that you give all due consideration to the both Projects as your review the Caltrans Draft 2018 Inter-regional Transportation Improvement Program.

Thank you for your time.

Sincerely,

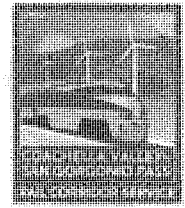
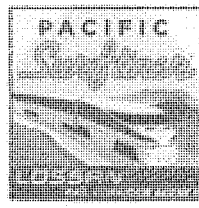
A handwritten signature of William W. Monning in black ink.

WILLIAM W. MONNING  
Senator, 17<sup>th</sup> District



WWM:hs





December 12, 2017

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

Dear Chair Alvarado:

On behalf of the three state-supported intercity passenger rail (IPR) services and the two emerging corridors, the California Intercity Passenger Rail (CIPR) Leadership Group would like to express our sincere appreciation for your support of the Interregional Transportation Improvement Program (ITIP) prepared by the California Department of Transportation, which identifies and supports key rail infrastructure projects in all three state-supported intercity passenger rail corridors. The Capitol Corridor, San Joaquin, and Pacific Surfliner services represent three of the five busiest IPR services in the county, and all three rely solely on an annual budget approval and allocation from the State to operate the 22,700 annual trains in the three corridors. Together, the three services carry nearly six million passengers annually, eliminating 109 million pounds of greenhouse gasses and taking 355 million vehicle miles (VMTs) off the state's congested highway system. Continued investment in these three corridors will help enable the joint powers authorities that manage and administer these services to further enhance the services and attract new riders.

Among these key investments included in the 2018 ITIP are the following:

**Capitol Corridor - Coast Subdivision Rail Corridor Improvements**

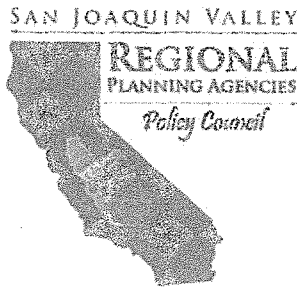
The CCJPA is poised to embark on an environmental review and preliminary engineering effort to evaluate operating Capitol Corridor trains on this rail segment of the Coast Subdivision rather than the existing route. This segment of track is currently used by Amtrak long-distance trains and Capitol Corridor trains on an intermittent basis to mitigate service disruptions. Potential benefits of this re-routing include: travel time savings of approximately 10-15 minutes, ridership increases due to travel time savings and expanded corridor reach, and intermodal connections with Dumbarton transit service (Fremont/Newark area near Highway 84). The upgrades funded through this proposed ITIP project will directly benefit the service outcomes for the Capitol Corridor trains traveling to/from Silicon Valley/San Jose.

**Pacific Surfliner – San Onofre to Pulgas Track Phase Two**

The project will construct 1.6 miles of second track in the County of San Diego to provide additional operational efficiency and safer operations for both passenger and freight trains. The scope of work also includes construction of two new bridge structures. Once completed, this project will improve passenger the overall operational efficiency including on-time performance by providing additional operational flexibility for both passenger and freight trains



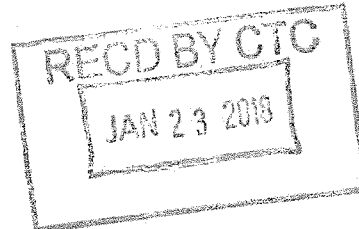
cc: TF



January 16, 2018

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

Malcolm Dougherty, Director  
California Department of Transportation  
1120 N Street, MS 49  
Sacramento, CA 95814



**RE: Support for San Joaquin Valley Regional Projects in the 2018 Interregional Transportation Improvement Program (ITIP)**

Dear Chairman Alvarado and Director Dougherty:

The San Joaquin Valley Regional Planning Agencies Policy Council, which represents eight counties and over four million California residents, is submitting this letter urging the California Transportation Commission (CTC) and Caltrans to retain the critical San Joaquin Valley highway investments identified in the draft 2018 Interregional Transportation Improvement Program (ITIP).

We would like to commend the Governor, the California State Transportation Agency, CTC, and Caltrans for their commitment to restore funding eliminated from the program in 2016, and their renewed commitment to invest in substantial regional projects that support safety and mobility in moving goods and people throughout California.

The San Joaquin Valley is the heart of California's transportation system, and is a major generator of economic activity within California. The San Joaquin Valley is California's fastest growing region and accounts for 25 percent of all food produced in the United States. A vast majority, roughly 92 percent, of our commodities are transported by truck primarily using State Route 99, I-5 and other major east-west corridors. Over 44 percent of all employment in the San Joaquin Valley is associated with goods movement dependent industries. This percentage is higher than goods movement related employment in the Los Angeles or San Francisco Bay Area.

Additional, State Route 99, is consistently identified as one of the most dangerous and fatal highways in the nation. One of the major factors affecting safety on State Route 99 is related to capacity flows around the bottleneck areas, where freeway lanes go from three to two lanes in multiple locations across our region.

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(559) 314-6015

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Fresno, CA 93721

<http://sjvcogs.org/>

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City of Woodlake

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San Joaquin County

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Governments

Madera County  
Transportation  
Commission

Merced County  
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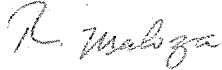


The San Joaquin Valley Regional Planning Agencies Policy Council strongly supports the following priority projects identified in the Draft 2018 Interregional Transportation Improvement Program:

- SR 99, Tagus Widening, North and South (Tulare County)
- SR 99, Madera Avenues 7-12 Widening, North and South (Madera County)
- SR 99, Livingston Widening, North and South (Merced County)
  
- SR 14, Freeman Gulch Segment 2 (Kern County)
- SR 41, Excelsior Expressway (Fresno County)
- SR 46, Route 46/41 Wye (San Luis Obispo County)

Once again, thank you for restoring and adding new funding for these critical regional projects for the San Joaquin Valley as part of the proposed ITIP. These investments for our region will result in less congestion, less fatal accidents, improved air quality and a more efficient transportation of goods. We strongly urge you to maintain the inclusion of these projects in the ITIP as programming decisions continue to be made. Please let me know if you have any questions. I can directly be reached at (559) 303-4860.

Sincerely,



Rudy Mendoza

Chair of the San Joaquin Valley Regional Planning Agencies Policy Council  
Mayor of the City of Woodlake, Tulare County

cc: Susan Bransen, CTC Executive Director



**From:** Thomas Dick <tommoedick@sbcglobal.net>  
**Sent:** Tuesday, February 13, 2018 9:51 PM  
**To:** Cheser, Dawn@CATC; Favila, Teresa@CATC  
**Subject:** State Route 132 – Northern STIP Hearing 2018

February 9, 2018

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

Dear CTC Commissioners,

**RE: State Route 132 – Northern STIP Hearing 2018**

While listening to our Stanislaus County Supervisor Terry Withrow compete for the STIP funding for State Route 132, I realized he forgot to mention the toxic sludge stockpiles that Caltrans will be constructing the expressway on top of.

I am not sure if you or your fellow commissioners are aware of the toxic stockpiles that are involved in the construction of the proposed State Route 132. Because of the millions of taxpayers' money being used and the position you hold in the funding of the project I would like to express my concerns.

It's hard to believe that this \$82 million dollar Phase 1 project – 2 lanes, 4 miles, 2 (90) degree turn lanes "expressway" is the right way to go. Not only is the route crazy but you're going to let Caltrans cap the toxic stockpiles and let everyone drive over them and be exposed to contaminants.

The stockpiles have been in place since 1960 when Caltrans purchased the sludge from the FMC plant on Barium Road, (now known as Graphics Road) Modesto, CA. From 1920 until 1984 the 43 acre site was used to process barium, strontium sulfate ores, barite, celestite, petroleum coke, sodium sulfide, arsenic, and various other unknown chemicals and heavy metals. The runoff from processing these chemicals ended up in the holding ponds, which are now the toxic stockpiles sludge that Caltrans is constructing the expressway over. The EPA (U.S. Environmental Protection Agency) was established in 1970 so there was no control over the use of the contaminated toxic sludge pond waste back in 1960. In fact Caltrans probably had no idea that it was toxic sludge they were purchasing. **But they do now.**

In 1960 the stockpiles were located in the country with only a few houses and a few businesses in the area. And now, over the past 50 years, the stockpiles are right smack in the middle of residential neighborhoods, shopping centers and numerous businesses. Can someone explain to me why all this development occurred when the plan, decided back in the 1960's, was to establish a State Route 132 there? Oh, that's right, the proposed State Route 132 was put on the back burner for 50 years and the community was established around it with the belief that the State Route 132 would never happen. And now they decide, after all this development, to build it.



These stockpiles need to be removed and not used as part of the proposed State Route 132. Caltrans is only sampling for the toxic contamination that they know is there. It's what they don't know about that scares me. What else was processed on that site that the EPA or DTSC has no knowledge of and are not sampling for?

The stockpiles have already done so much damage to so many livelihoods. There are so many cancers, so many diseases, so many deaths and so many sick people all within the stockpiles and FMC sites or having moved away after being exposed to them. It's about time somebody starts caring for the people of Modesto.

Please do **your** research before using STIP funding on an unfeasible project that is being constructed on top of a toxic waste site. The State Route 132 West already exists and this should be the route that the STIP funding is used on.

Sincerely,  
Maureen Dick  
1671 Elm Avenue  
Modesto, CA 95358  
tommoedick@sbcglobal.net

A little more information . . . . .

#### **FMC CORPORATION – MODESTO, CA**

Department of Toxic Substances Control August 2006

"Soil contaminated with barium, arsenic, and polynuclear aromatic hydrocarbons and soil containing petroleum hydrocarbons."

1. **Barium** – Soluble barium components are poisonous. Affects nervous system causing cardiac irregularities, tremors, weakness, anxiety, dyspnea (shortness of breath) and paralysis. – Wikipedia

Barium – Personal Protection: Splash goggles, lab coat, dust respirator, approved/certified respirator, gloves, and boots. Suggested protective clothing might not be sufficient; consult a specialist BEFORE handling this product. – Material Safety Data Sheet (MSDS)

2. **Arsenic** – Arsenic and many of its compounds are especially potent poisons. – Wikipe

Arsenic - Personal Protection: Safety glasses. Lab coat. Dust respirator. Be sure to use an approved/certified respirator or equivalent. Gloves. – MSDS

3. **Polynuclear aromatic hydrocarbons** – Highly carcinogenic. High prenatal exposure to PAH is associate lower IQ and childhood asthma. PAH pollution during pregnancy – low birth rate, premature delivery, and heart malformations. Cord blood of exposed babies shows DNA damage linked to cancer. Increased behavioral problems at ages six and eight. – Wikipedia

Polynuclear aromatic hydrocarbons – This product contains polynuclear aromatic hydrocarbons some of which have produced cancer in laboratory animals and humans. Vapor can produce eye, skin, and respiratory tract irritation. This material is a flammable material.

Inhalation – Harmful if inhaled. Over exposure to vapors and mists can cause respiratory and nasal irritation, anesthetic effects, dizziness, possible unconsciousness and asphyxiation, stupor, weakness fatigue, nausea, and headache. Long term overexposure may cause damage to the brain, liver, kidneys or central nervous system.



Ingestion – Gastrointestinal irritation, nausea, vomiting, diarrhea, death, aspiration into the lungs which can be fatal.

Skin contact- Discoloration, moderate irritation, drying of skin, defatting and possible dermatitis. Dermal exposure plus sunlight could cause a phototoxic reaction that resembles sunburn

Eye contact- May cause severe irritation, redness, tearing or blurred vision. - MSDS

Petroleum Hydrocarbons – Also known as Total Petroleum Hydrocarbons – Some of the TPH compounds can affect your central nervous system. One compound can cause headaches and dizziness at high levels in the air. Another compound can cause a nerve disorder called “peripheral neuropathy” consisting of numbness in the feet and legs. Other TPH compounds can cause effects on the blood, immune system, lungs, skin, and eyes. – Agency for Toxic Substances and Disease Registry

### **STRONTIUM MINERALS**

Chemical Products Corporation in Cartersville, Georgia expanded its capacity by 30% to meet shortfalls in supply that resulted from the 1984 closure of the FMC Corporation plant in Modesto, California.

1. Strontium Carbonate – Hazardous in case of ingestion. Slightly hazardous in case of skin contact, of eye contact, of inhalation. Personal Protection: Safety glasses. Lab coat. Dust respirator. Approved/certified respirator. Gloves. Consult a specialist BEFORE handling this product. - MSDS

2. Strontium Nitrate – Hazardous in case of skin contact, of eye contact, of ingestion, of inhalation. If user operations generate dust, fume or mist, use ventilation to keep exposure to airborne contaminants below the exposure limit. Personal Protection: Safety glasses. Lab coat. Dust respirator. Approved/certified respirator. Gloves. Consult a specialist BEFORE handling this product. - MSDS

### **BUREAU OF MINES 1961 YEAR, VOLUME 1 (1962)**

FMC Corp. began producing barium hydroxide monohydrate at its Modesto, Calif. plant.

1. Barium Hydroxide – It is corrosive and toxic – Wikipedia

Barium Hydroxide – Do not breathe dust. Wear suitable protective clothing. In case of insufficient ventilation wear suitable respiratory equipment. If you feel unwell, seek medical attention. Splash goggles, lab coat, dust respirator, approved/certified respirator, and gloves. Causes damage to the following organs: blood, kidneys, lungs, the nervous system, liver, and mucous membranes. DANGER! Corrosive - MSDS



## Favila, Teresa@CATC

---

**From:** Jeff Martinez <jeffmartinez1972@comcast.net>  
**Sent:** Tuesday, February 20, 2018 6:01 PM  
**To:** Bransen, Susan@CATC  
**Cc:** Favila, Teresa@CATC; Cheser, Dawn@CATC  
**Subject:** 132 Freeway / Expressway

Dear Susan Bransen,  
Dear Teresa Favila,  
Dear Dawn Cheser,

I am sending you this email because I heard from neighbors that the construction of the 132 Freeway/Expressway could start as early as six weeks from today. I am on record for the no build of the freeway because the concerns that I have have not been answered and I can't see how this project can move forward if they is not enough funds to finish the project. I have talked with Grace Magsayo and Philip Vallejo and was told a report would be available by the end of 2017. Caltrain has kept us in the dark about this project. Below is part the email that I sent to Catrans.

I have read the 800 plus page PDF dated December 2016, went to the meeting on February 22 and talk to several neighbors and I still have questions and concerns about the 132 West expressway.

Question 1. This was a question I asked the experts at the meeting about the stockpile, what is a Class 1 hazard. I was told none of the 3 stockpiles were a Class 1. Then I showed them a page I printed from the report on line ( section appendix G Final Feasibility Study 5.2.7 Alternative 3 Removal) where it says a portion (primarily from stockpile 2) in a Class 1 (California hazardous). They answer were they can't classify the soil until its moved or removed, but both also said the soil is safe and would cost to much to remove and replace with good clean soil. In the report I read that there is no funds available for removal on almost every section titled removal. Was removing the soil from the 3 stockpile ever really considered? And as far as cost for replacing the removed soil couldn't they use some of the soil from where the underpasses are being built.

Question 2. In the report I could only find one area that they might build sound walls. At the meeting I asked two different men that were by the large blue prints about sound walls. One told me flat out my area was not going to have a sound wall and the other man said the area for sound walls have not been finalized. I live in the quiet neighborhood near Morse road and are they going to build a sound wall? And if they don't, have they considered extending the below grade portion past Morse road instead of starting at Mercy road.

Question 3. Is they going to be any more meeting for the public?

Comments: After reading as much as I can find online and going to meetings I am still having a hard time figuring out how this was the best alternative for the traffic at the moment and into the future. With phase 1 being one lane in both directions and no off ramps until 2026 when phase 2 starts make little since. If I am correct that means they are going to construct and pave two lanes in phase 1 and than six years later start construction all over again. Is that cost effective? What happens if they is no funds available in 2026, do we have a 80 million dollar two lane road half finished? Are there any guarantees that the whole project will reach competition?

Another issue is noise control from the traffic where I have read the traffic noise is going to be significant from the study's, but not enough for sound walls based computer generated data. First have you every been out along Kansas and Morse roads. It's a great country neighborhood that is quiet and without some kind of sound protection (sound wall or extending the below grade past Morse road) it's going to change the quiet nature of the neighborhood. I read that in the sound tests they only estimated that 20% of the traffic is tracker trailers, that seems low when I would of expected most of the traffic that would use the expressway would be big rigs. Sorry for the long letter, but this project has a direct effect on where I live. I hope that you consider my comments and concerns from someone that has lived in this quiet neighborhood for 30 years.



**Favila, Teresa@CATC**

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**From:** William Wilhelm <cowwllc@live.com>  
**Sent:** Wednesday, February 21, 2018 9:51 AM  
**To:** Favila, Teresa@CATC  
**Subject:** Sr132

Stop funding for sr132 we do not want it

Sent from my iPad



**Favila, Teresa@CATC**

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**From:** jean calkins <wjcalkins@gmail.com>  
**Sent:** Wednesday, February 21, 2018 10:53 AM  
**To:** Bransen, Susan@CATC  
**Cc:** Favila, Teresa@CATC  
**Subject:** SR132 realignment and expansion

We are opposed to the above referenced project. We would much rather see our money spent on transportation projects that move many people from Modesto to the bay area such as trains or busses. This project is a waste of money. Our air quality could be greatly improved if less single occupancy vehicles traveled this route every day.

Please consider options that benefit all people.

Thank you,

Jean and Don Calkins  
1317 Ohio Ave  
Modesto, Ca 95358



## Favila, Teresa@CATC

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**From:** LVF Enterprises <lvfenterprises@sbcglobal.net>  
**Sent:** Wednesday, February 21, 2018 1:03 PM  
**To:** Favila, Teresa@CATC  
**Cc:** lvfenterprises@sbcglobal.net  
**Subject:** NO BUILD: SR 132 REALIGNMENT AND EXPANSION

Dear Ms. Favila,

I own property located at 615, 619, 621 Kansas Ave. I do not agree with the SR 132 West Freeway/Expressway plans. The plans are poorly designed, too complicated and will create a confusing mess for people of Modesto and Stanislaus County. It will also cause the existing business's in the area grave harm and destroy a thriving independent business area. It will cause the area to become a vacant and poorly occupied similar to what has happened on north 9th Street. However this will happen on the doorstep of Modesto.

I do not want this project to be built as planned. Please do not support it and stop it.

Sincerely,

Louie A. Varni  
Managing Partner  
LVF Enterprises  
lvfenterprises@sbcglobal.net  
office: (209) 492-9355  
cell: (209) 629-2587



Virus-free. [www.avast.com](http://www.avast.com)



**Favila, Teresa@CATC**

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**From:** Kathy <kathrynfaria@att.net>  
**Sent:** Wednesday, February 21, 2018 6:41 PM  
**To:** Favila, Teresa@CATC  
**Subject:** NO BUILD

I'm begging you to listen to us in Modesto for No Build of SR 132.

Please don't grant STIP funds

For a project they don't have enough money for and have not purchased all the property!!!!

Thank you

Kathy Faria

Sent from my iPhone

Sent from my iPhone



Feb 21, 2018

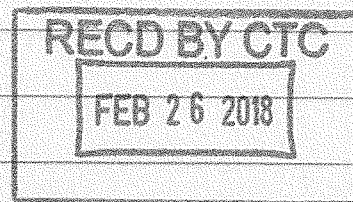
Teresa Favila, Deputy Director

Teresa, I understand your commission is studying the proposal to realign SR 132 here in Modesto. If I have a vote, I'd say: "No Build"

Using this section of 132 almost daily; it is hard to see how the realignment will improve traffic movement to the bay area.

Could STIP Funds be put to a better use?

Don Collins





## Favila, Teresa@CATC

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**From:** BRIAN & BONNIE WEESE <bw3dog@comcast.net>  
**Sent:** Wednesday, February 21, 2018 8:10 PM  
**To:** Bransen, Susan@CATC; Favila, Teresa@CATC; Cheser, Dawn@CATC  
**Cc:** ccumodca@gmail.com  
**Subject:** SR132 Realignment and Expansion - NO BUILD!

We are opposed to using STIP funding and the realignment and expansion of SR132 for many reasons.

The “Public Hearing” meeting on 2/22/17 was very disorganized and frustrating to residents seeking answers to their questions. This was not a public hearing but an obvious effort to avoid answering direct questions and taking responsibility for the decisions made by Caltrans, Stanislaus County/StanoCOG and the City of Modesto. No one would answer questions as to what agency was taking responsibility for these decisions! Residents would have been better served if the information was provided to the entire audience at one time, eliminating the confusion and contradictions. Where is the transparency? Considering we pay taxes, where can residents turn for representation? This meeting made it clear Caltrans is certainly not concerned with our welfare!

We vote no build of any of your proposals concerning 132, Dakota Avenue, Kansas Bypass.

The Caltrans Consultant at the Dakota table showed residents a list noting the amount of property slated to be taken from residents living on Dakota Ave to create a “temporary” 4 lane road on Dakota. He said he could not answer any questions as to when the final decision would be made on the stealing of our property. Any “fair market value” will not adequately or fairly compensate residents for the loss in value of homes and quality of life! List shows we may have 6800 feet stolen from our front yard, which will remove our beloved Magnolia trees and orange tree – not to mention the loss of our driveway and lawn! How can we to safety enter/exit our home? If any land is taken it should be from the Huller across the street from residents since they established their obtrusive business after our homes were built. The property loss will not affect the Huller as personally as it would devastate residents who have worked hard to buy their homes and will experience financial loss not to mention the stress directly connected with your flawed and extreme plans. Your Consultant said it wouldn’t be fair to only take property from the Huller. Really? Your Consultant was not helpful and did not show proper courtesy when dealing with this upsetting news.

I then spoke with Stanislaus County Supervisor Terry Withrow and Matt Machado, Public Works, who told me they didn’t believe Caltrans will actually take any Dakota Avenue property, and encouraged me to turn in the comment sheet suggesting keep Dakota to 2 lanes. I believe they were attempting to reassure me, but this conflicting information increased my frustration to finding out the truth.



There are many temporary road improvements in California which become permanent over time. Frankly, we do not trust your motives or goals stated. The idea of creating "temporary" 4 lanes on Dakota to connect 132 with the new Kansas bypass is illogical for two reasons: Ineffective and Expensive

My husband, Brian, commuted 25 years from Modesto to Livermore via 132. His extensive experience shows that bottlenecks are created when the number of road lanes are reduced at any point. The increase/decrease in lanes creates worse traffic conditions than leaving a single lane. People speed up then slow back down, creating congestion and accidents. One doesn't have to be an expert to know this, simple observations and experience show this. Dakota will become a parking lot, with a solid wall of cars on 4 lanes sandwiched in between the 2 lanes on 132 and the Kansas bypass. Will our property, cut down trees be returned to property owners after Dakota is no longer required as a "temporary" route? Once Dakota becomes a parking lot, drivers will bypass the new intended route and use alternative roads instead, including continuing East on 132 to Maze. Will trucks be prohibited from continuing East on 132 to 99?

Caltrans claims the total project cost will be \$214 million. Tax payers know that most building projects actually cost much more than the initial estimation. If the final plan is to continue the Kansas bypass West of Dakota to Gates Road, why spend the extra resources/tax payers' money on a "temporary" route on Dakota? Is this Caltrans' goal or just an outright lie? Why start a project without sufficient funds to complete it? Will the existing roads in Stanislaus County be repaired in addition to this monstrous project by Measure L funds as well? Who makes the decision where Measure L funds go?

Wouldn't your engineers agree the shortest route between two points is a straight line? Obviously, a straight line from 132 to 99 is 132! Therefore, a simple and more logical way to reduce the congestion on 132 is to actually widen 132 and improve the connection the entire length from 580 to 99. No one has provided a truthful answer as to why this is not being considered. Perhaps the Gallo's are influencing Caltrans? It's ironic that the Gallo's paid for a new bypass near Casa De Fruita as a result in a vehicular death involving one of the Gallo family members but it appears they are preventing a bypass/improvement of 132 near their own property.

The entire 132 West bypass project is utterly flawed and the purpose and need Caltrans claims are questionable. Your project will create more traffic congestion, reduce the quality of life for nearby residents, financially cripple us, and does not adequately contain the toxins in the waste piles behind Kansas.

Consider how you would feel personally if you lived on Dakota. Call us if you'd like to buy our house for the amount we paid. We're considering leaving California after living here all our lives.

Your project will negatively affect the taxpayers you are paid to serve! Stop this expensive, ineffective and excessive project now!



Bonnie and Brian Weese

337 Dakota Avenue

Modesto CA 95358

Home phone (209) 529-6482



**From:** Karen Cimino <Karibaby07@aol.com>  
**Sent:** Thursday, February 22, 2018 4:08 PM  
**To:** Favila, Teresa@CATC; Cheser, Dawn@CATC; Bransen, Susan@CATC  
**Subject:** Request to withhold funding for SR 132

I are writing to respectfully request STIP funds be withheld from SR 132 at this time for a number of reasons. The project proposes to build an expressway that would decrease city traffic congestion today and better serve the traffic needs of the area for the future growth for decades to come. But before this project breaks ground maybe a fresh set of eyes need to review the plan to bring it up to date.

The original land was purchased for this project 65 years ago. But through time it was not protected. During past decades both city and county officials, past and present, have approved much development for residential communities, agricultural and commercial businesses on or around the 79 acres of land Caltrans purchased. Today these approved and built neighborhoods and businesses will be in harm's way if the proposed project goes forward at this time.

The project area for the new highway includes 2 miles of contaminated berms. These berms have been scrutinized and tested extensively and are known to contain many harmful chemicals and heavy metals, similar to the ones found in Hinkley, California. The contaminated berms were created by Caltrans decades ago and today remain a major problem. Caltrans admits this in their EIR of 2016 along with previous county officials who have admitted that there has been recurring contamination in our ground water. Yet viable mitigation measures have not been proposed to protect the citizens. Capping the berms, as the current project proposes, has been shown to be ineffective from preventing ground water contamination according to several studies. It does not protect ground water. Hydrology experts have told us the water under the berms flow into my neighborhood as well as several surrounding neighborhoods. Officials have had 30 plus years to clean up these toxic piles. This clean up needs to be the first priority.

As a surgeon working in Modesto for the last 40 years I could not help but notice the extremely large number of breast cancer cases and other cancers that have been occurring on the West Side of Modesto where I live and have raised my five children. Many of my neighbors have been afflicted with and have died from cancer. An unusually high number of people who live within one square mile of the contaminated berm have developed cancer. My children attended both St. Stanislaus School and Central Catholic, both a few blocks from the toxic berms, where more than 40% of their teachers were diagnosed with and many have died from cancer.

There is an exceptionally high incidence of malignancies in this very small concentrated area around the berms. One cannot ignore several hundred cases of malignancies. When I mention this to the project managers they trivialize the situation as a "Cancer Cluster". But to each of the families involved, the victims were "Loved Ones". This is a heartless characterization by the project managers, many who have never lived in the area.

While Caltrans admits the potential danger from these toxic berms, our local officials must do the right thing to have the many harmful carcinogens removed, not capped, before any road work begins.

In closing, I believe that this project is not ready to be funded by STIP until the more pressing issue of rampant cancers is resolved.

Respectfully,

Lewis Raymond Cimino, MD



Orangeburg Medical Group  
Modesto, California

Sent from my iPad



**From:** rh calkins <roosevelt84@gmail.com>  
**Sent:** Friday, February 23, 2018 1:30 PM  
**To:** Bransen, Susan@CATC; Bransen, Susan@CATC; Favila, Teresa@CATC; Favila, Teresa@CATC; Cheser, Dawn@CATC  
**Cc:** ccumodca@gmail.com  
**Subject:** Northern STIP Hearing. StanCOG incorrect on State Route 132.  
**Attachments:** godbe-research-presentation.pdf

Dear CTC,

I am concerned.

StanCOG has made errors during the CTC hearing.

From Modesto to the Port of Oakland is 80.7 miles via route 120 and 77.8 miles via route 132. This is a difference of 2.9 miles. Did Terry Whithrow state 20 miles to the CTC Board? I hope StanCOG director Rosa Parks corrected the error. It is an overstated difference of 690%. Route 120 is the popular choice for most travel to the Bay Area from this county. Anyone can check it on Google Maps.

The polling done by StanCOG for the tax measure does not support route 132 as a top priority. I have attached the poll results shared at StanCOG Policy Board meetings. Page 17 of the report "Summary & Recommendations" states:

"Top tier features of the measure (listed below in priority order) all received more that 2/3rds support countywide.

- § Repair potholes and maintain major streets and roads
- § Improve emergency response times for police and fire
- § Provide Safe Routes to Schools
- § Repair potholes on neighborhood streets
- § Enhance student safety around schools
- § Provide point to point shuttle service for seniors throughout the County
- § Synchronize traffic signals on major streets to reduce back-ups
- § Reduce congestion on Highway 99
- § Improve safety and reduce traffic congestion on local highways "

It is clear that major projects are not a priority of the tax paying public that was polled. However the priority major project in the polling was Carpenter/ Brigssmore. Conversely, an expressway from 99 to I-5 polled very poorly. Interestingly, SR132 widening, as a project, polled second. Consultants of the 132 project rejected widening existing SR132, while some of the public want it reconsidered.

This site is interesting, [www.stanislaus-localroadsfirst.com](http://www.stanislaus-localroadsfirst.com) it is a site "SITE DEVELOPED BY REGIONAL GOVERNMENT SERVICES ON BEHALF OF THE STANISLAUS COUNCIL OF GOVERNMENTS." It suggests the measure has enough funds to repave all the roads in the county 3 times during the 25 year life of the measure. It also suggests that the majority of funds for the stated regional projects will come from State and Federal funds. I would like to know how the list of regional projects came to be. I have asked who is steering the vision of specific projects.



I suggest that taxpayers would really like StanCOG to spend less time on the SR132 west expressway and other major projects. Fixing existing roads is the priority. Unsafe conditions are getting worse by the day.

I suggest that partially built projects (phased over decades) will produce undesired traffic congestion, pollution, unplanned development and an even greater tax burden.

I would like the CTC Staff and Board consider better ways to spend precious transportation dollars. We are all aware that CTC actions have a huge impact on all communities in California. CTC action has a leveraged impact to taxes in "self-help" counties. CTC action either direction cannot be taken without some great care and additional work in the case of StanCOG.

Thank you, Rhett Calkins.

Citizen of Stanislaus County.



**Favila, Teresa@CATC**

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**From:** vmhammond@comcast.net  
**Sent:** Friday, February 23, 2018 2:44 PM  
**To:** Bransen, Susan@CATC  
**Cc:** Favila, Teresa@CATC; Cheser, Dawn@CATC  
**Subject:** STIP funds SR-132

Susan Bransen  
Executive Director  
California Transportation Commission

I am a constituent of Terry Withrow and saw the video of his presentation representing STANCOG requesting STIP funding.

Mr. Withrow talked about the entire scope of State Route 132 West of Modesto. I am only aware of the Environmental Impact Report plans to construct a bypass leading into Downtown Modesto. Mr. Withrow mentioned "Blood Alley" which is not part of the Environmental Impact Report. SR-132 west of the proposed project is so dangerous that daylight headlights are required. Motorists coming from the Altamont are advised through a state road sign for Modesto to use 205, and the Modesto Area Express Ace bus takes commuters to the Lathrop/Manteca station rather than the much closer Tracy station off of 132.

If STANCOG gets their funding and builds the bypass, will the state road sign on the Altamont recommend travel through Modesto using 580 and 132? Will the daylight headlight test section end? Will 132 west of Modesto be brought up to safe standards?

Will Modesto Area Express buses take commuters to the Tracy Ace Station?

Please do not grant funding to a project that does not fix the historic safety issues on SR-132 west of Modesto.

Sincerely,

Virginia Hammond  
404 Scout Way  
Modesto, CA 95351



**Favila, Teresa@CATC**

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**From:** Lori Wolf <lori\_wolf52@yahoo.com>  
**Sent:** Saturday, February 24, 2018 7:25 AM  
**To:** Bransen, Susan@CATC; Favila, Teresa@CATC; Cheser, Dawn@CATC  
**Subject:** Stanislaus Council of Governments Fund Request  
**Attachments:** CTC - rebuttal letter 2-20-18.pdf; Exh A CTC.pdf; Exh B CTC.pdf; Exh C CTC.pdf; ROW needed Phase One and Two.pdf

Here is our letter of concerns and backup documentation. Please deny funding for HWY 132 in Modesto.

*Lori Wolf*  
*Dwight Wolf*

209-578-0898 home  
209-479-8030 cell



Dwight & Lori Wolf  
4290 Kansas Ave.  
Modesto, CA 95358  
209-479-8030

February 20, 2018

California Transportation Commission  
1120 N St., #2231  
Sacramento, CA 95814

ATTN: Ms. Susan Bransen, Executive Director

RE: Stanislaus Council of Governments Proposal for funding for SR Hwy 132 Realignment and Expansion

I watched the video taping of the STIP hearing for Northern California on February 1, 2018 and would like to add some rebuttal comments to those presented by our StanCOG representative, Mr. Withrow. There are many of us in the Stanislaus County area who have tried for the past several years to plead with our elected officials to abandon pursuing the SR Hwy 132 expansion and realignment from Hwy 99 to Dakota Ave. (four and a half miles). Our entreaties have fallen on deaf ears and they seem determined to proceed at any cost. Here are our issues with this particular project.

**LACK OF PUBLIC SUPPORT** The summary provided after the Public Hearing held Wednesday February 22, 2017 at Mark Twain School states on Page 11 that only one commentor requested the no build alternative. But if you read the comments, there were thirteen people who requested the no build and there isn't one single card asking for this project and when will it start. This is a fudge job to gloss over the comments that they don't want to hear. This document is 133 pages long and I would be happy to provide a copy for your review. Previous hearings dating back to 2010 had the same results. (Exhibit A – pages 341 and 342 of Draft EIR) Mr. Withrow stated that public officials were polled prior to placing Measure L (our self help tax) on the ballot and this project has their highest priority, but there is no evidence of that poll. The reason Measure L received 72% support from taxpayers was because voters thought the funds would be used to repair existing roads and infrastructure, not to build a new freeway to nowhere. The information on their website which is still up misled voters about the actual portion they would build first. (Exhibit B – page two noting from Hwy 99 to *Gates Rd.*)

**SAFETY** The existing route is fairly straight and easily driveable east and west. The accident rate is not any higher than normal for current driving habits. (Exhibit C – Page 13 of the Draft EIR). The portion of this road that is most problematic for trucks hauling goods is the part that routes straight through the heart of downtown Modesto's city streets and yet they are not addressing any of that.

**TOXIC SOIL STOCKPILES** This project would be built on top of large piles of soil loaded with barium, lead, arsenic and strontium. There is a wealth of material on that issue on the California Department of Toxic Substances website and even more on the California Department of Transportation's Area 10 website. This area has been fenced for years. If it is so safe why is there a fence around it?

**FARMLAND LOSS** The proposal before you now is only for four and half miles to relocate and realign SR 132. Mr. Withrow stated they have purchased 90% of the rights of way required. (Attachment ROW



Phase 1 and 2.) The eventual 20 mile buildout to nowhere will involve paving over 120 acres or more of prime farm land, cut through the Wood Colony area, pave portions of the San Joaquin National Wildlife Refuge and require farmland currently in Farmland Trust and even some Williamson Act land. Mr. Withrow stated that this freeway will 'Grow our Economy'. When does a freeway qualify as an economic stimulator?

**TRAFFIC CONGESTION** By its very existence the expansion will encourage more drivers to use this route than ever. The termination point at the east end onto Highway 99 will dump even more traffic into the single most congested point in all of Stanislaus County and onto the already congested and impacted streets of downtown Modesto with no relief in sight. This project never got built fifty years ago because it didn't make sense then and it doesn't make sense now. They have tabulated everything in the Draft EIR except the opposition to this project.

Thank for considering these comments during your review of these funding requests.

Sincerely,

*Lori Wolf*

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Lori Wolf                      e-mail [lori\\_wolf52@yahoo.com](mailto:lori_wolf52@yahoo.com)

*Dwight Wolf*

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Dwight Wolf



If the regional board is not required to regulate activities under Section 401, impacts to waters of the State, specifically the seasonal wetlands identified in Section 2.3.1, would be regulated under the Porter-Cologne Authority. A Water Quality Certification would be acquired prior to construction.

### **4.1.8 California State Historic Preservation Officer**

Coordination occurred with the State Historic Preservation Officer on May 16, 2012 to confirm the 2011 area of potential effects and on February 6, 2015 for the 2014 supplemental area of potential effects (see Appendix I of this document). The State Historic Preservation Officer concurred with the findings under Section 106 that two properties were eligible and 169 properties were not eligible for the National Register of Historic Places and the California Register of Historical Resources.

## **4.2 Public Participation**

Public participation methods used for the project have included a variety of approaches, including stakeholder meetings/targeted outreach, mailing lists, and public information meetings/open houses (described below). Public participation tools have included fact sheets, multilingual community flyers and announcements, focus group outreach, display boards, and a project website. Newspaper ads and meeting notifications in English and Spanish were published in *The Modesto Bee* and *Vida en el Valle*, respectively.

### **4.2.1 Notice of Preparation**

A Notice of Preparation was sent to numerous state and local agencies and recorded at the State Clearinghouse on January 7, 2010. The Notice of Preparation was also published in English in *The Modesto Bee* on January 13, 2010 and in Spanish in *Vida en el Valle* on January 20, 2010.

### **4.2.2 Scoping Meeting**

A scoping meeting was held on January 25, 2010 at the SOS Club in Modesto. The purpose of the scoping meeting/open house was to inform the public and other interested parties about the project and to provide members of the public with an opportunity to voice their comments or concerns about the project. The meeting was conducted as an open house, with members of the SR 132 Project Team available to receive comments and answer questions. Exhibits provided information about the project, schedule, right-of-way processes, and environmental process. They also explained how to comment on the project and how to stay involved.



A total of 105 members of the public signed in at the meeting. Attendees were encouraged to submit written comments via comment sheets that were supplied, in addition to drawing on or otherwise commenting on the maps. A total of 18 comment sheets were received, and a public stenographer recorded 20 comments. Oral comments and suggestions were also gathered by personnel staffing the meeting.

Attendees were concerned about impacts to their property values and impacts during construction. Pollution (especially noise and air quality) was a significant concern, but people were also concerned about the potential project impact on agriculture. The proposed project cost was stated as a concern, but several people stated that the proposed project is needed. Some people suggested that rather than a freeway/expressway being constructed, the existing roadway and intersections should be improved. Connectivity for bicyclists and pedestrians was cited as a need, and access at Carpenter Road was a concern brought up by local businesses.

#### **4.2.3 Plan Implementation Project Meetings**

A stakeholder outreach group known as the Plan Implementation Project Team met between 2010 and 2014. The team was composed of representatives from Caltrans, StanCOG, the public works departments of the local jurisdictions, the Chamber of Commerce, the Manufacturers Council for the Central Valley, businesses, the general public and elected officials. Plan Implementation Project meetings were held at the StanCOG office at 1111 I Street in Modesto. Topics discussed during the meetings included funding, right-of-way, outreach, traffic control, noise, agricultural concerns, project schedule, project phasing and the scope of technical studies. Plan Implementation Project meetings were held on the following dates:

- January 19, 2010
- March 24, 2010
- September 30, 2010
- January 26, 2011
- July 27, 2011
- October 26, 2011
- February 22, 2012
- July 31, 2014

The topic of the Soil Stockpiles Feasibility Study and the Draft Final Remedial Action Plan for the Caltrans Modesto Soil Stockpiles was discussed on October 26, 2011 and at all meetings thereafter.

#### **4.2.4 Public Information Meetings, Neighborhood Meetings, Open Houses**

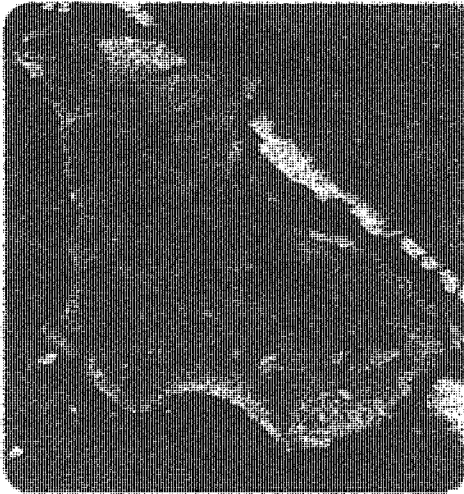
Public information meetings/open houses were conducted between the scoping meeting held in January 2010 and the public hearing that would be held when the





CERES | HUGHSON | MODESTO | NEWMAN  
OAKDALE | PATTERSON | RIVERBANK  
TURLOCK | WATERFORD | STANISLAUS COUNTY

## WHAT MEASURE L MEANS FOR STANISLAUS COUNTY



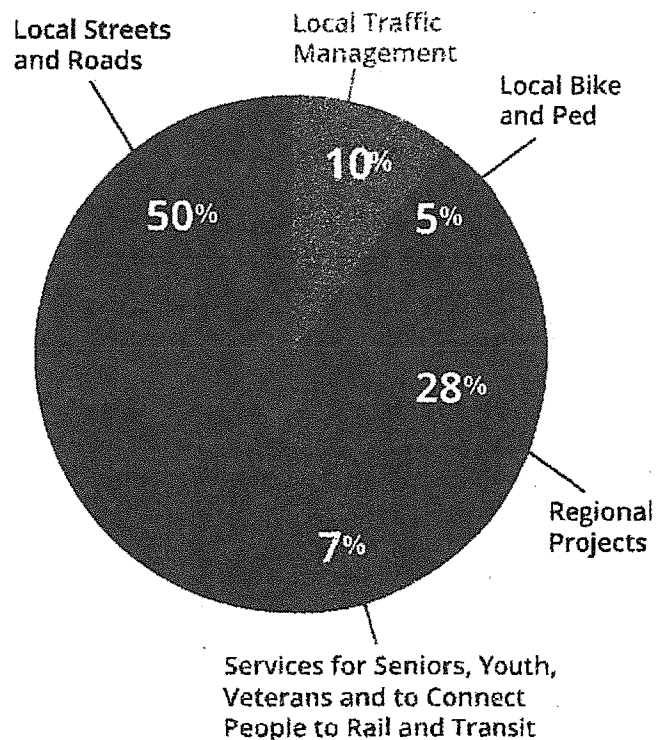
Revenues available to operate, maintain and improve our transportation system have not kept up with the needs of our community.

In November 2016, voters will be asked to consider **Measure L, a ½ cent sales tax to address these needs.** Counties that have implemented local sales tax measures for transportation, called "Self-Help Counties," are able to do more themselves and are more successful in leveraging a larger share of state and federal dollars.

### This plan will:

- **Preserve existing infrastructure and improve neighborhoods**, including funds to every city and the County to repave streets, fill potholes, and upgrade local transportation infrastructure.
- **Provide transit system preservation and improvements**, by making capital and operational investments.
- **Reduce traffic congestion** by eliminating bottlenecks and improving commute reliability.
- **Triple funding for point-to-point services** for seniors, veterans and people with disabilities based on current estimates.
- **Improve safety** for motorists, bicyclists and pedestrians.
- **Promote economic development** in Stanislaus County that support residents and businesses.
- **Measure L Oversight Committee** to ensure funds are allocated properly and spent on the proposed projects.

### PROPOSED EXPENDITURE PLAN\*





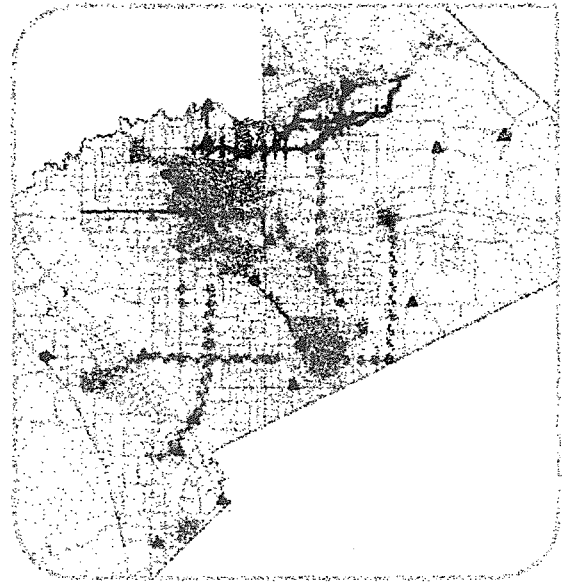
# PROPOSED INVESTMENTS FOR THE COUNTY

## LOCAL STREET AND ROAD IMPROVEMENTS (50%)

- Provides \$129,540,206\* for local street and road repairs and maintenance.
- The County will be able to resurface every road in the unincorporated area of the County three times over the course of the life of the measure.
  - 3,085 Miles of Chip Seal
  - 845 Miles of Slurry Seal
  - 325 Miles of Overlay
  - 50 miles of Reconstructed Roads

## REGIONAL PROJECTS

- Provides \$74,250,125\* for SR-132 to construct four lane Expressway – SR-99 to Gates Road.
- Provides \$17,925,000\* for construction of Faith Home Road at River Crossing/Gap Closure.
- Provides \$59,750,000\* for North County Corridor Design/Right of Way.
- Provides \$24,669,850\* for SR-99 Briggsmore Ave Interchange to reconstruct to eight lanes.
- Provides \$30,746,850\* for Mitchell Service Road & SR-99 interchange construction Phase 1.
- For a complete list of the proposed Regional projects for Stanislaus County, please visit [www.stanislaus-localroadsfirst.com/stanislaus-county](http://www.stanislaus-localroadsfirst.com/stanislaus-county).



Proposed Projects Map

## TRAFFIC MANAGEMENT (10%) AND BIKE/PED IMPROVEMENTS (5%)

- Provides \$25,908,041\* for Traffic Management projects including upgrades to local intersections, road widening, signalization, bridge replacements and/or traffic calming methods.
- Provides \$12,954,021\* for Bike/Ped projects including local connectivity between communities, local schools, trails and recreation facilities.
- Two miles of sidewalks and curbs in the pocket communities throughout the County.
- Triples capacity for need based point to point services for seniors.

\* All revenue estimates and allocations contained in the Expenditure Plan are for illustrative purposes. Actual net revenues may fall above or below the projections contained in the Expenditure Plan, therefore actual revenue allocations to each category will be based on the percentages contained in the Expenditure Plan.

**Strict accountability and performance measures ensure delivery.** The 25-year Plan will include strict accountability measures to ensure the funds are spent as directed by voters. It requires open and transparent public processes to allocate funds, including:

- Annual Independent Audits and Compliance Reports
- Measure L Oversight Committee
- Provisions for Maintenance of Effort
- Administrative Costs Maximum of 1%
- Funds Must Stay Local and Only Be Spent on Transportation
- Sunset Date 2042





### **Improve Operations**

No fatalities have occurred on the existing SR 132 (Maze Boulevard) in the most recent three-year period studied (2012 – 2014). The statewide average rate of accident fatalities for similar facilities is 0.016 accidents per million vehicle miles traveled. Along existing SR 132 (Maze Boulevard) most accidents (34 percent) were broadside accidents, followed by rear-end (32 percent), hit-object (15 percent), head-on (9 percent), sideswipe (6 percent), and auto/pedestrian (4 percent) accidents. The high percentage of broadside and rear-end accidents on the existing highway is associated, in part, with characteristics such as relatively high traffic volumes and speeds, a large number of conflict points, and lack of turning lanes. The data also shows a higher percentage of head-on collisions compared to the previous three-year reporting period, which reported one head-on accident (1.9 percent).

Based on the *Highway Safety Manual* published by the American Association of State Highway and Transportation Officials, there is a direct correlation between crash frequency and average daily traffic volumes. Lower traffic volumes would result in greater spacing between vehicles, allowing drivers more time to react to sudden changes in traffic flow, such as a stopped vehicle. Fewer vehicles would also result in fewer conflicts at intersections and driveways.

Operational efficiency is reduced by the proximity and direct access to schools, churches, businesses, and residences by way of existing driveways along existing SR 132 (Maze Boulevard), all of which increase the potential for conflicts between bicyclists, pedestrians, and vehicles. The existing highway averages more than nine intersections per mile in the area of the project; most of the intersections have stop signs for side streets, while the existing highway does not have stop signs or stop lights at most of the intersections between Dakota Avenue and SR 99. Along the existing SR 132 (Maze Boulevard and “L” Street) from Dakota Avenue to east of SR 99 at the SR 132/“L” Street/6th Street intersection there are twelve unsignalized, two-way stop controlled intersections, five signalized intersections, and over sixty private driveways. The signalized intersections include the following: Carpenter Road, Emerald Avenue, Martin Luther King Drive, 5th Street, and 6th Street. SR132 also has several direct access driveways to schools, churches, businesses, and residences along this section of the roadway.

#### **1.2.3 Independent Utility and Logical Termini**

Federal Highway Administration regulations (23 Code of Federal Regulations 771.111 [f]) require that a proposed project:

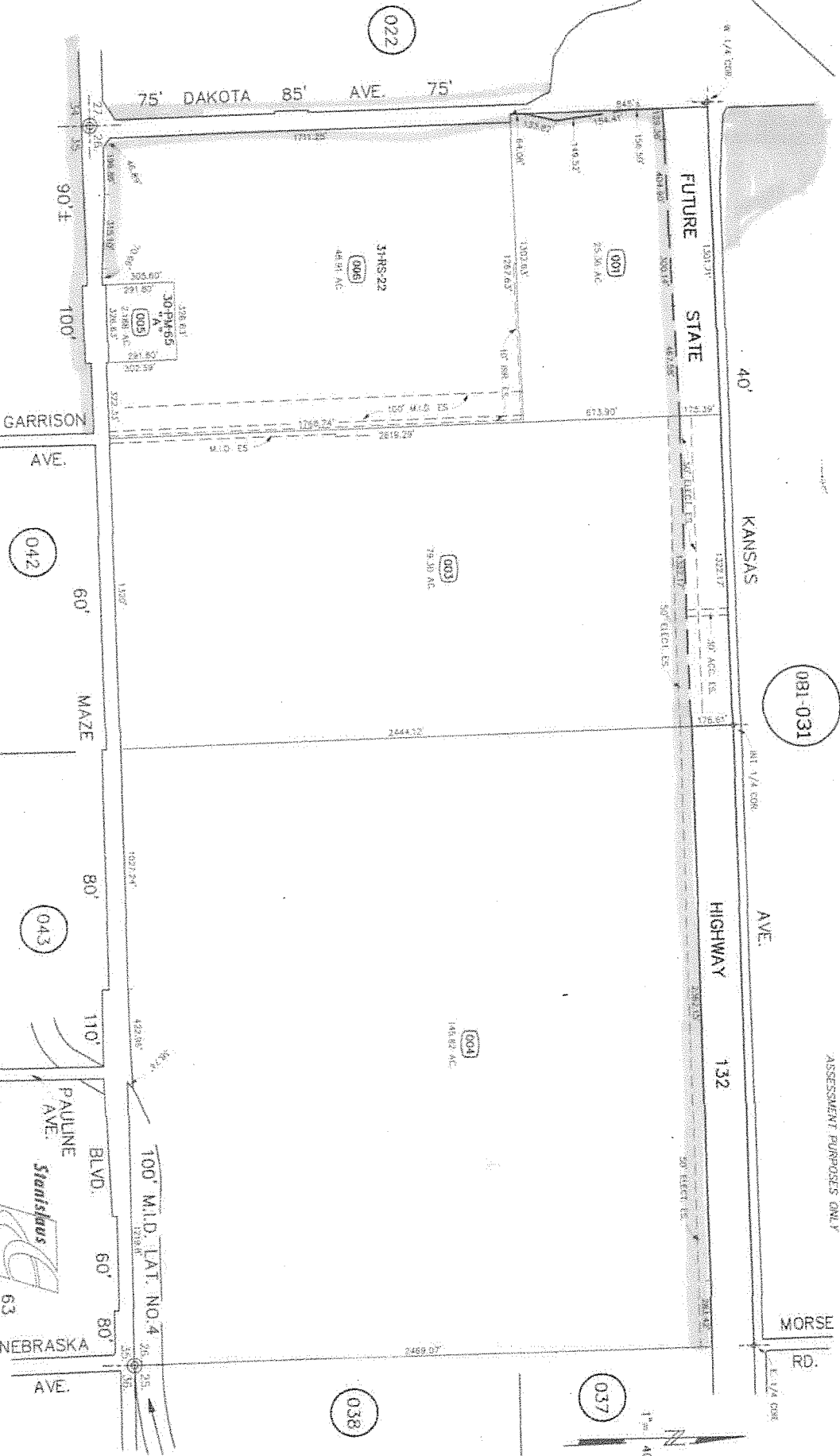


S. 1/2 SECTION 26 T.3S. R.8E. M.D.B. & M.

THIS MAP FOR  
ASSESSMENT PURPOSES ONLY

085 001

007 - 024



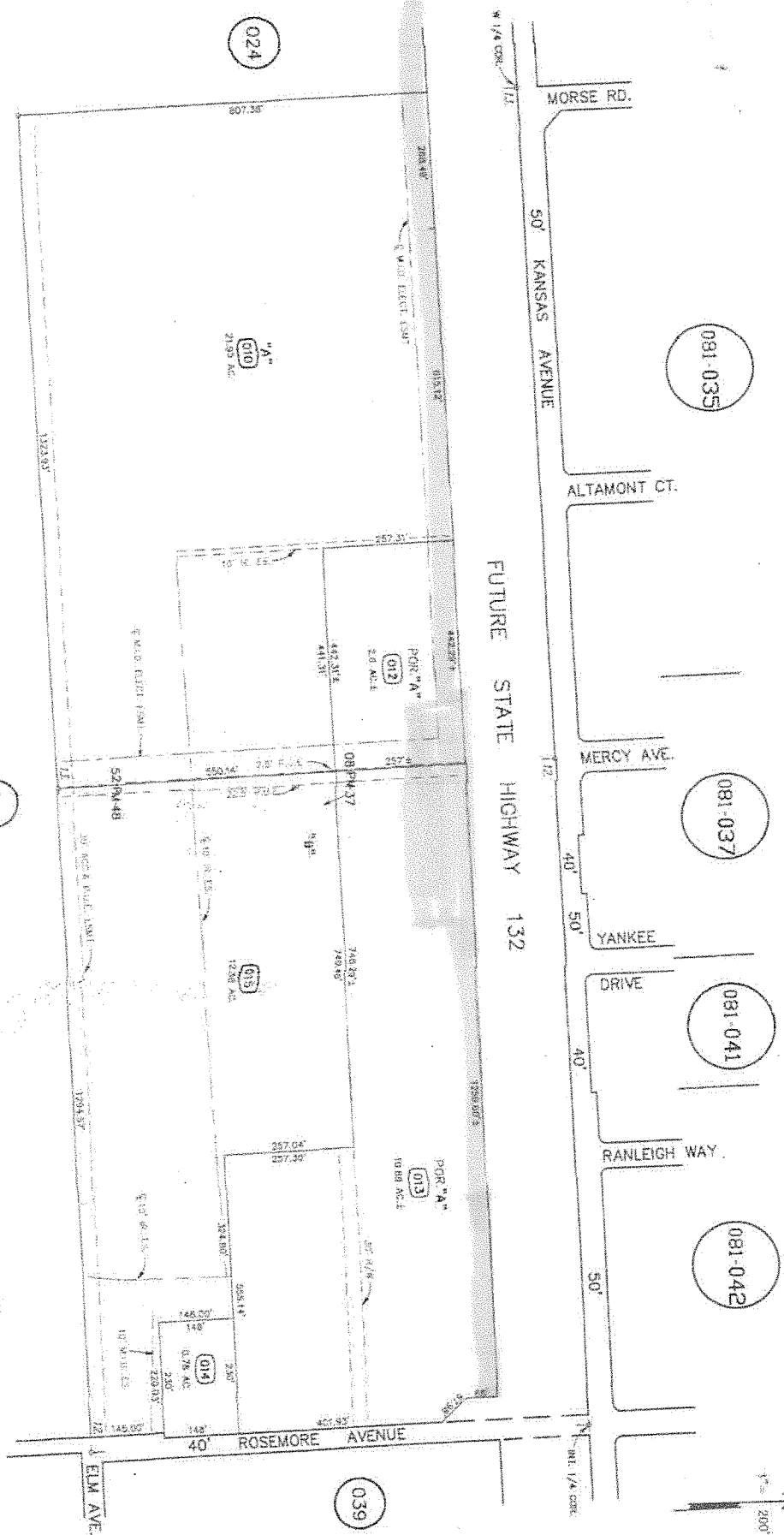


POR. SW 1/4 SEC. 25 T.3S. R.8E. M.D.B. & M.  
MAZE RANCH SUBD. LITS. 12 & 13 (04M18)

THIS MAP FOR  
ASSESSMENT PURPOSES ONLY

080 006  
085 001

007 - 037



FROM: 142-23  
DRAWN: \*  
REVISED: 1-30-75, 12-31-82, 2-13-04, 7-1-04 (VDH), 07-03-07 MB, 5-4-09 ME

Copyright 2001 Stanislaus County All rights reserved

Stanislaus  
County  
Assessor 63

007 - 037



002 167 007 - 039  
080 006

THIS MAP FOR  
ASSESSMENT PURPOSES ONLY



007 - 059

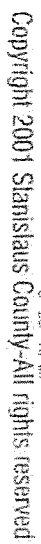
REWE  
Copyright 2001 Stanislaus County All rights reserved

08-15-95  
08-07-12 (Y) 18, 02-11  
REVIEW



002	001
002	051
002	052

THIS MAP FOR  
ASSESSMENT PURPOSES ONLY



Stanislaus  
County  
Assessor  
64,06,12,17

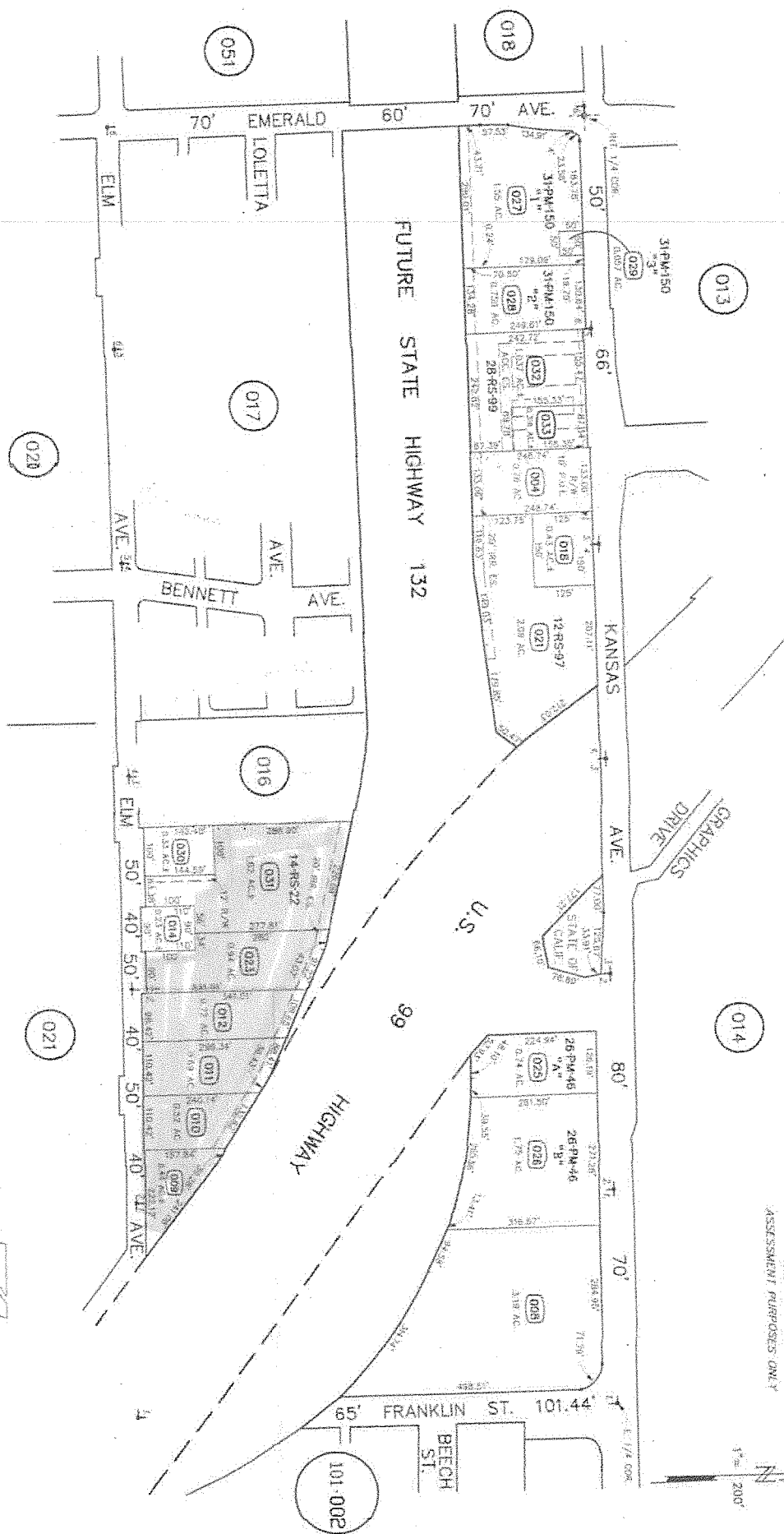


PORTION SE. 1/4 SECTION 30 T.3S. R.9E. M.D.B.& M.  
 PORTION MAZE RANCH SUBDIVISION - LOTS 1-6 (04M18)

002 051  
 002 173  
 080 041

029 - 015

THIS MAP FOR  
 ASSESSMENT PURPOSES ONLY



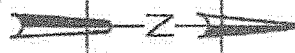
FROM: F-48  
 DRAWN: 11-08-63  
 REVISED: 02-01-82, 10-26-01 MF, 02-28-05 MB, 11-14-11 (V) MB, 11-13-14 MB

Copyright 2001 Stanislaus County-All rights reserved

Stanislaus  
 County  
 Assessor  
 64,12,15

029 - 015





Dakota Ave.

Morse Ave.

Proposed  
Realignment  
↑

EXIST HWY

1325

N. ROSEMORE AVENUE

EMERALD AVENUE

EMERALD AVENUE

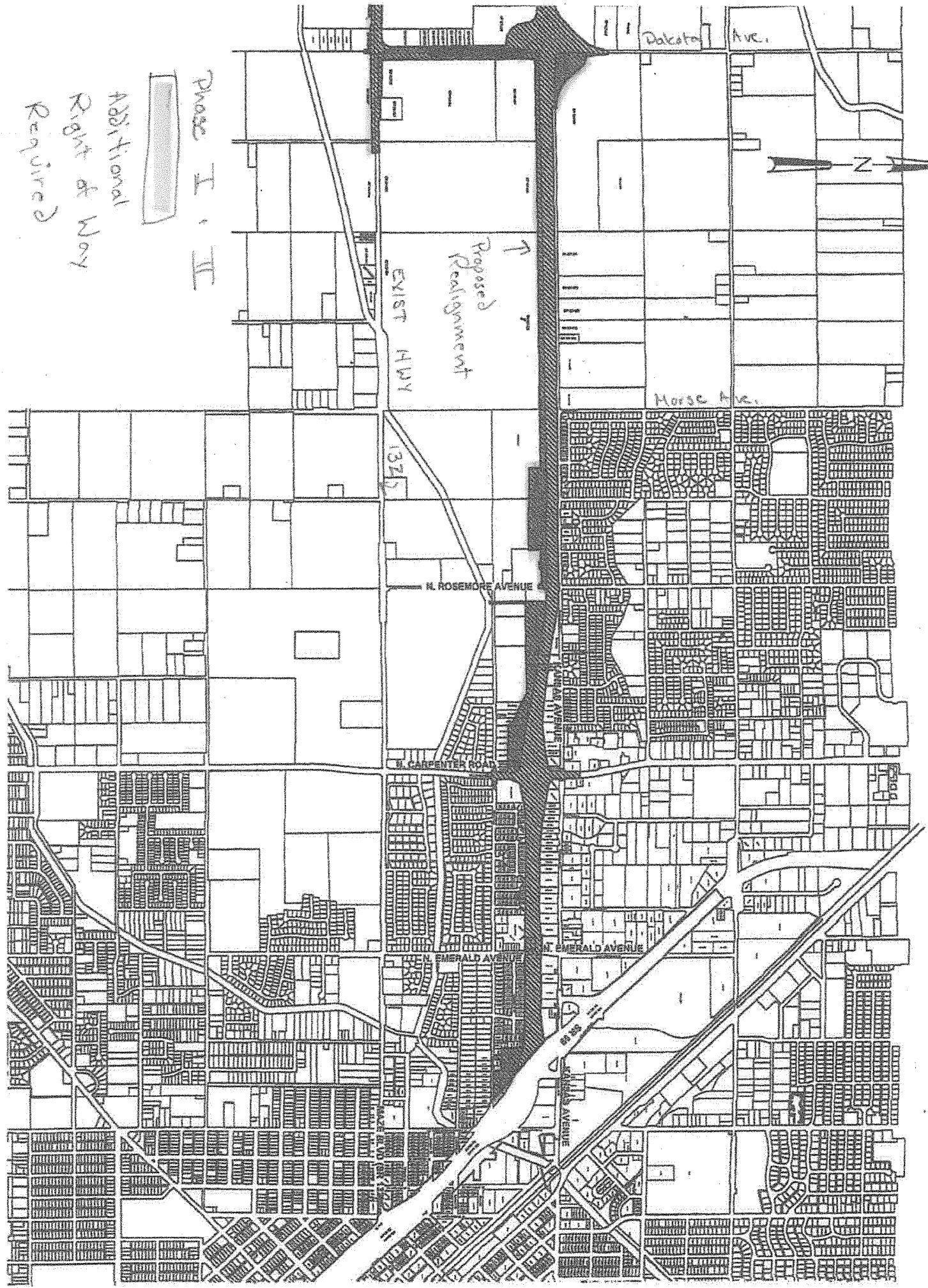
80th AVE

Phase I, II

Additional

Right of Way

Required







March 5, 2018

Susan Bransen, Executive Director  
California Transportation Commission  
1120 N Street, Room 2221 (MS-52)  
P.O. Box 942873  
Sacramento, CA 95814

**Re: Madera County State Route 99 Improvements (Avenue 12 to Avenue 17)**

Dear CTC Commissioners and Director Branson:

The San Joaquin Valley Regional Planning Agencies' Directors' Committee is writing to express our support for funding a critical, and high priority project, for the San Joaquin Valley: *SR 99 widening from Avenue 12 to Avenue 17 in Madera County*. This project is "ready to list" and should have been nominated in the 2018 ITIP for construction funding. However, the decision was made at Caltrans Headquarters level to not include it in the 2018 ITIP, and instead recommended project funding from the Trade Corridor Enhancement Program (TCEP). When the time came for Caltrans Headquarters to rank all the TCEP applications from the various districts, Madera's application was not included for funding. We are very concerned and dismayed over the lack of transparency and trust that our state funding partners have exhibited during this funding process.

**Importance of Project:**

State Route 99 is a major north-south corridor in California, is the backbone of the San Joaquin Valley's agricultural economy, and is part of the National Highway Freight Network. Improvements to this section of State Route 99 are needed to improve safety, reduce congestion, increase connectivity of the highway system, and preserve acceptable facility operations. State Route 99 is severely hampered by the numerous "bottlenecks" that occur throughout this highway corridor. The Madera County portion of SR 99 needs to be widened to be consistent with other segments along SR 99, thus improving safety and mobility. These critical improvements, and all capacity increasing projects for SR 99, were identified and prioritized for funding by Caltrans as part of the Updated 99 Business Plan (2013), and are prioritized in the San Joaquin Valley Inter-Regional Goods Movement Plan.

This project is critical to not only Madera but the entire Valley as we move the region's \$35 billion export-oriented agriculture industry to market in California and throughout the Nation. Beyond its trade benefits, agribusiness in California is a considerable source of employment in the Valley, accounting for approximately 30 percent of total employment in Madera County alone.

Fresno  
Council of  
Governments  
Tony Boren - Chair

Merced County  
Association of  
Governments  
Patrick Pittenger - Vice Chair

Tulare County  
Association of  
Governments  
Ted Smalley

Kern  
Council of  
Governments  
Ahron Hakimi

(559) 266-6222  
(559) 314-6015 (Fax)

<http://sjvcogs.org>

Kings County  
Association of  
Governments  
Terri King

Madera County  
Transportation  
Commission  
Patricia Taylor

San Joaquin  
Council of  
Governments  
Andrew Chesley

Stanislaus  
Council of  
Governments  
Rosa Park

2035 Tulare St, Suite 201  
Fresno, CA 93721



Madera County operates at a grade D on the California Department of Transportation's Level of Service (LOS) scale, which means that speed and ability to maneuver is severely restricted given the increasing density of vehicles and traffic. Widening SR 99 would help Madera County exceed their LOS status by 2025.

There are major air quality conformity implications for not moving forward with the project. This project has been scheduled to open to traffic in 2020 in the MCTC Regional Transportation Plan. Delaying this open to traffic year may jeopardize the air quality conformity status for the entire eight (8) county air basin in the San Joaquin Valley. If one MPO fails to meet conformity, then the whole region will fail, which may freeze federal funding to the entire Valley. The delivery of this project supports Madera County's Sustainable Community Strategy goals for the year 2020 by providing relief from congestion, and the poor subsequent emissions causing pollution specifically in the City of Madera.

**Local Commitment:**

This project is so important that the Madera County Transportation Commission continued to invest local funding in the project despite it being deleted in the 2016 STIP, with the understanding that it would be included in the subsequent ITIP. As a result of our local efforts, the project is now "ready to list."

**Requested Action:**

The San Joaquin Valley Regional Planning Agencies' Directors' Committee fully supports the request of the MCTC, Policy Board, that the Commission work with Caltrans District 6 and Caltrans Headquarters to identify construction funding within the Commission's authority to fund this priority regional project. If funding cannot be identified in a timely manner, we respectfully request that honorable assurances are provided to MCTC for project programming in very near future.

The San Joaquin Valley is the heart of California's transportation system, and is a major generator of economic activity within California. The San Joaquin Valley, accounts for 25 percent of all food produced in the United States, and a majority, roughly 92 percent, of our commodities are transported by truck primarily using State Route 99 and other major corridors. The Madera SR 99 project is extremely important to our region.

Again, we would like to thank you for the opportunity to provide this input and encourage you to continue to invest in the transportation infrastructure of the San Joaquin Valley. I can be reached at (559) 233-4148 ext. 204 should you have any questions regarding this exceptional project.

Thank you in advance for your consideration of this request.

Sincerely,



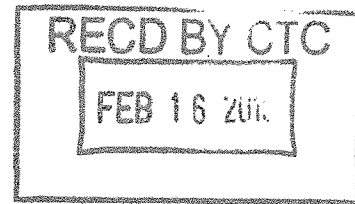
TONY BOREN, Executive Director  
Fresno Council of Governments  
Chair, San Joaquin Valley Regional Planning Agencies' Directors' Committee

cc: Sharri Bender Ehlert, Director, Caltrans District 6  
Senator Anthony Cannella, California 12<sup>th</sup> District  
Senator Tom Berryhill, California 8<sup>th</sup> District  
Assemblyman Frank Bigelow, California 5<sup>th</sup> District  
Congressman Jim Costa, 16<sup>th</sup> District of California



February 9, 2018

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



Dear CTC Commissioners,

**RE: State Route 132 – Northern STIP Hearing 2018**

While listening to our Stanislaus County Supervisor Terry Withrow compete for the STIP funding for State Route 132, I realized he forgot to mention the toxic sludge stockpiles that Caltrans will be constructing the expressway on top of.

I am not sure if you or your fellow commissioners are aware of the toxic stockpiles that are involved in the construction of the proposed State Route 132. Because of the millions of taxpayers' money being used and the position you hold in the funding of the project I would like to express my concerns.

It's hard to believe that this \$82 million dollar Phase 1 project – 2 lanes, 4 miles, 2 (90) degree turn lanes "expressway" is the right way to go. Not only is the route crazy but you're going to let Caltrans cap the toxic stockpiles and let everyone drive over them and be exposed to contaminants.

The stockpiles have been in place since 1960 when Caltrans purchased the sludge from the FMC plant on Barium Road, (now known as Graphics Road) Modesto, CA. From 1920 until 1984 the 43 acre site was used to process barium, strontium sulfate ores, barite, celestite, petroleum coke, sodium sulfide, arsenic, and various other unknown chemicals and heavy metals. The runoff from processing these chemicals ended up in the holding ponds, which are now the toxic stockpiles sludge that Caltrans is constructing the expressway over. The EPA (U.S. Environmental Protection Agency) was established in 1970 so there was no control over the use of the contaminated toxic sludge pond waste back in 1960. In fact Caltrans probably had no idea that it was toxic sludge they were purchasing. **But they do now.**



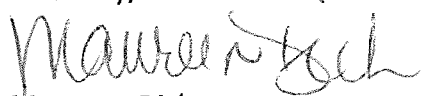
In 1960 the stockpiles were located in the country with only a few houses and a few businesses in the area. And now, over the past 50 years, the stockpiles are right smack in the middle of residential neighborhoods, shopping centers and numerous businesses. Can someone explain to me why all this development occurred when the plan, decided back in the 1960's, was to establish a State Route 132 there? Oh, that's right, the proposed State Route 132 was put on the back burner for 50 years and the community was established around it with the belief that the State Route 132 would never happen. And now they decide, after all this development, to build it.

These stockpiles need to be removed and not used as part of the proposed State Route 132. Caltrans is only sampling for the toxic contamination that they know is there. It's what they don't know about that scares me. What else was processed on that site that the EPA or DTSC has no knowledge of and are not sampling for?

The stockpiles have already done so much damage to so many livelihoods. There are so many cancers, so many diseases, so many deaths and so many sick people all within the stockpiles and FMC sites or having moved away after being exposed to them. It's about time somebody starts caring for the people of Modesto.

Please do **your** research before using STIP funding on an unfeasible project that is being constructed on top of a toxic waste site. The State Route 132 West already exists and this should be the route that the STIP funding is used on.

Sincerely,

A handwritten signature in cursive script that reads "Maureen Dick".

Maureen Dick

1671 Elm Avenue

Modesto, CA 95358

tommoedick@sbcglobal.net

2 Attachments



## FMC CORPORATION – MODESTO, CA

Department of Toxic Substances Control August 2006

“Soil contaminated with barium, arsenic, and polynuclear aromatic hydrocarbons and soil containing petroleum hydrocarbons.”

1. **Barium** – Soluble barium components are poisonous. Affects nervous system causing cardiac irregularities, tremors, weakness, anxiety, dyspnea (shortness of breath) and paralysis. – Wikipedia

Barium – Personal Protection: Splash goggles, lab coat, dust respirator, approved/certified respirator, gloves, and boots. Suggested protective clothing might not be sufficient; consult a specialist BEFORE handling this product. – Material Safety Data Sheet (MSDS)

2. **Arsenic** – Arsenic and many of its compounds are especially potent poisons. – Wikipedia

Arsenic - Personal Protection: Safety glasses. Lab coat. Dust respirator. Be sure to use an approved/certified respirator or equivalent. Gloves. – MSDS

3. **Polynuclear aromatic hydrocarbons** – Highly carcinogenic. High prenatal exposure to PAH is associated with lower IQ and childhood asthma. PAH pollution during pregnancy – low birth rate, premature delivery, and heart malformations. Cord blood of exposed babies shows DNA damage linked to cancer. Increased behavioral problems at ages six and eight. – Wikipedia

Polynuclear aromatic hydrocarbons – This product contains polynuclear aromatic hydrocarbons some of which have produced cancer in laboratory animals and humans. Vapor can produce eye, skin, and respiratory tract irritation. This material is a flammable material.

Inhalation – Harmful if inhaled. Over exposure to vapors and mists can cause respiratory and nasal irritation, anesthetic effects, dizziness, possible unconsciousness and asphyxiation, stupor, weakness fatigue, nausea, and headache. Long term overexposure may cause damage to the brain, liver, kidneys or central nervous system.

Ingestion – Gastrointestinal irritation, nausea, vomiting, diarrhea, death, aspiration into the lungs which can be fatal.

Skin contact- Discoloration, moderate irritation, drying of skin, defatting and possible dermatitis. Dermal exposure plus sunlight could cause a phototoxic reaction that resembles sunburn

Eye contact- May cause severe irritation, redness, tearing or blurred vision. – MSDS

Petroleum Hydrocarbons – Also known as Total Petroleum Hydrocarbons – Some of the TPH compounds can affect your central nervous system. One compound can cause headaches and dizziness at high levels in the air. Another compound can cause a nerve disorder called “peripheral neuropathy” consisting of numbness in the feet and legs. Other TPH compounds can cause effects on the blood, immune system, lungs, skin, and eyes. – Agency for Toxic Substances and Disease Registry



### **STRONTIUM MINERALS**

Chemical Products Corporation in Cartersville, Georgia expanded its capacity by 30% to meet shortfalls in supply that resulted from the 1984 closure of the FMC Corporation plant in Modesto, California.

1. Strontium Carbonate – Hazardous in case of ingestion. Slightly hazardous in case of skin contact, of eye contact, of inhalation. Personal Protection: Safety glasses. Lab coat. Dust respirator. Approved/certified respirator. Gloves. Consult a specialist BEFORE handling this product. - MSDS
2. Strontium Nitrate – Hazardous in case of skin contact, of eye contact, of ingestion, of inhalation. If user operations generate dust, fume or mist, use ventilation to keep exposure to airborne contaminants below the exposure limit. Personal Protection: Safety glasses. Lab coat. Dust respirator. Approved/certified respirator. Gloves. Consult a specialist BEFORE handling this product. - MSDS

### **BUREAU OF MINES 1961 YEAR, VOLUME 1 (1962)**

FMC Corp. began producing barium hydroxide monohydrate at its Modesto, Calif. plant.

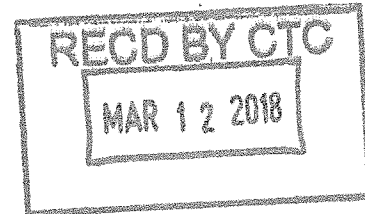
1. Barium Hydroxide – It is corrosive and toxic – Wikipedia

Barium Hydroxide – Do not breathe dust. Wear suitable protective clothing. In case of insufficient ventilation wear suitable respiratory equipment. If you feel unwell, seek medical attention. Splash goggles, lab coat, dust respirator, approved/certified respirator, and gloves. Causes damage to the following organs: blood, kidneys, lungs, the nervous system, liver, and mucous membranes. DANGER! Corrosive - MSDS



March 5, 2018

Susan Branson, Executive Director  
California Transportation Commission  
1120 N. Street, Room 2221 (MS-52)  
P.O. Box 942873  
Sacramento, California 95814



**RE: Madera SR 99 widening from Avenue 12 to Avenue 17**

Dear CTC Commissioners and Director Branson,

The Madera County Transportation Commission (MCTC) is writing to express its concern related to a STIP project in Madera that is "ready to list" within two months. This project is: *SR 99 widening from Avenue 12 to Avenue 17*. This project should have been nominated in the 2018 ITIP for construction funding. However, the decision was made at the Caltrans Headquarters level to not include this in the 2018 ITIP stating that it is a project that will compete well for construction funding from the Trade Corridor Enhancement Program (TCEP). When the time came for Caltrans Headquarters to rank all the TCEP applications from the various districts, Madera's application (attached) did not make the funding threshold nor is it included in the 2018 ITIP.

**Importance of Project:**

This project is critical to not only Madera but the entire Valley as we move goods along this freight corridor. SR99 is a vital stretch of highway in the San Joaquin Valley that cuts through Madera County and helps drive the region's \$35 billion export-oriented agriculture industry to market in California and throughout the Nation. Beyond its trade benefits, agribusiness in California is a considerable source of employment in the Valley, accounting for 29.9% of total employment in Madera County alone. This project is also critical to meeting national, state, regional and local goals and priorities – like meeting the state's climate reduction goals. Also, the project also helps assure safety, reduce congestion, and creates jobs.

Currently, Madera County operates at a grade D on the California Department of Transportation's Level of Service (LOS) scale, which means that speed and ability to maneuver is severely restricted given the increasing density of vehicles and traffic (see attached pictures). The MCTC Policy Board is very concerned as the safety of our community is at risk as well as the inability to reach medical attention in an emergency situation. Widening SR 99 would help Madera County exceed their LOS status by 2025.

This project is also tremendously important to the region due to its air quality conformity implications. This project has been scheduled to open to traffic in 2020 in the MCTC Regional Transportation Plan. Delaying this open to traffic year may jeopardize the air quality conformity status for the entire eight (8) county air basin in the San Joaquin Valley. If one MPO fails to meet conformity, then the whole region will fail, which may freeze federal funding to the entire Valley.

In addition, the delivery of this project supports MCTC's sustainable community strategy goals for the year 2020 by providing relief from congestion and the poor subsequent emissions causing pollution specifically in the City of Madera.



**Local Commitment:**

This project is so important that the local community invested its local funding in keep the project alive in the 2016 STIP as it was recommended for FULL deletion in the 2016 STIP. Because of this, the project is now "ready to list."

**Requested Action:**

The MCTC Policy Board is respectfully requesting that the Commission work with Caltrans District 6 and Caltrans Headquarters to identify construction funding within the Commission's authority to fund this project (Madera SR99 widening from Avenue 12 to Avenue 17) and that this project receive priority without prejudice.

Thank you in advance for your consideration of this request.

Sincerely,

A handwritten signature in black ink, appearing to read "Brett Frazier", with a stylized flourish at the end.

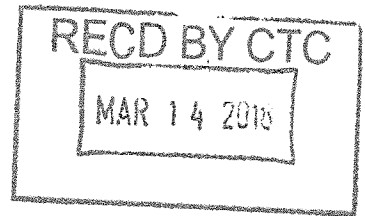
Supervisor Brett Frazier, County of Madera  
Chair, Madera County Transportation Commission

cc: CTC Commissioners  
MCTC Policy Board Members  
Bruce de Terra, Division Chief, Department of Transportation Programming  
Sharri Bender Ehlert, Director, Caltrans District 6  
Senator Anthony Cannella, California 12<sup>th</sup> District  
Senator Tom Berryhill, California 8<sup>th</sup> District  
Assemblyman Frank Bigelow, California 5<sup>th</sup> District  
Congressman Jim Costa, 16<sup>th</sup> District of California



March 6, 2018

Reference: 2018 State Transportation Improvement Program  
Commission Staff Recommendations (p. 18 of 86 Humboldt  
County Share)



Dear State Transportation Commission Members and Staff,  
I am opposed to the use of very limited public tax funds for the  
Advance Project Development Element "Rt 101 Trinidad access  
improvements" sponsored by the Trinidad Rancheria. These  
taxpayer funds would be better used to address the far greater  
transportation issues for the majority of residents of the Greater  
Trinidad area.

While the stated purpose of the project is to "provide safe and  
sustainable access to and from US101", there are significant  
road issues that impact a far greater number of residents that are  
not addressed by the preferred alternatives of this project.

For example: Stage Coach Road (north of Trinidad) remains  
closed to all traffic after washing away in winter storms, forcing  
residents to detour miles to reach services in the City of Trinidad  
Scenic Drive (south of Trinidad) provides coastal access to  
beaches and trails that are critical to the local tourism industry  
and has been closed multiple times and remains extremely  
dangerous

The proposed alternatives presented in the Rancheria Product  
Study Report are designed to singularly improve access to and  
from 101 to the Rancheria complex and does not address the  
dire need to improve the depleted road conditions within the  
Greater Trinidad community. The use of the limited public funds  
for this project therefore lack justification.

With transportation funds in short supply, please consider what  
is in the best interest of the greatest number of area residents.

Please direct HCAOG (Humboldt County Association of  
Governments) to develop a plan that addresses the  
transportation/road issues of the entire Greater Trinidad area and  
that benefits the majority of its residents.

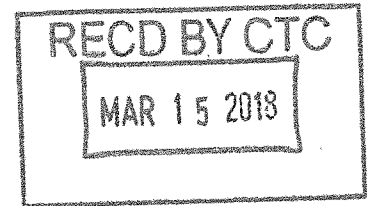
Thank you for your consideration of this issue.

Sincerely,

*Cynthia Johnson*  
159 Baker Ranch Rd  
Trinidad, CA 95570



CL:TF



March 6, 2018

Reference: 2018 State Transportation Improvement Program Commission Staff Recommendations (p. 18 of 86 Humboldt County Share)

Dear State Transportation Commission Members and Staff,

I am opposed to the use of very limited public tax funds for the Advance Project Development Element "Rt 101 Trinidad access improvements" sponsored by the Trinidad Rancheria. These taxpayer funds would be better used to address the far greater transportation issues for the majority of residents of the Greater Trinidad area.

While the stated purpose of the project is to "provide safe and sustainable access to and from US101", there are significant road issues that impact a far greater number of residents that are not addressed by the preferred alternatives of this project.

For example: Stage Coach Road (north of Trinidad) remains closed to all traffic after washing away in winter storms, forcing residents to detour miles to reach services in the City of Trinidad

Scenic Drive (south of Trinidad) provides coastal access to beaches and trails that are critical to the local tourism industry and has been closed multiple times and remains extremely dangerous

The proposed alternatives presented in the Rancheria Product Study Report are designed to singularly improve access to and from 101 to the Rancheria complex and does not address the dire need to improve the depleted road conditions within the Greater Trinidad community. The use of the limited public funds for this project therefore lack justification.

With transportation funds in short supply, please consider what is in the best interest of the greatest number of area residents. Please direct HCAOG (Humboldt County Association of Governments) to develop a plan that addresses the transportation/road issues of the entire Greater Trinidad area and that benefits the majority of its residents.

Thank you for your consideration of this issue.

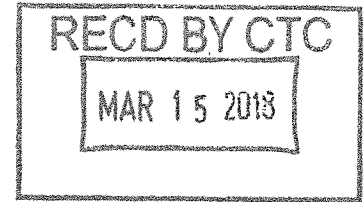
Sincerely,

*Dear STC members & staff - The points mentioned above succinctly capture the issues as related to the Greater Trinidad Area. Any plan must consider the impact and needs of both north & south of Trinidad.*

*Sincerely, E.A. Taylor  
4696 Calle Reina  
Santa Barbara, Ca. 93110*



CC: TF



March 6, 2018

Reference: 2018 State Transportation Improvement Program Commission Staff Recommendations (p. 18 of 86 Humboldt County Share)

Dear State Transportation Commission Members and Staff,

I am opposed to the use of very limited public tax funds for the Advance Project Development Element "Rt 101 Trinidad access improvements" sponsored by the Trinidad Rancheria. These taxpayer funds would be better used to address the far greater transportation issues for the majority of residents of the Greater Trinidad area.

While the stated purpose of the project is to "provide safe and sustainable access to and from US101", there are significant road issues that impact a far greater number of residents that are not addressed by the preferred alternatives of this project.

For example: Stage Coach Road (north of Trinidad) remains closed to all traffic after washing away in winter storms, forcing residents to detour miles to reach services in the City of Trinidad

Scenic Drive (south of Trinidad) provides coastal access to beaches and trails that are critical to the local tourism industry and has been closed multiple times and remains extremely dangerous

The proposed alternatives presented in the Rancheria Product Study Report are designed to singularly improve access to and from 101 to the Rancheria complex and does not address the dire need to improve the depleted road conditions within the Greater Trinidad community. The use of the limited public funds for this project therefore lack justification.

With transportation funds in short supply, please consider what is in the best interest of the greatest number of area residents. Please direct HCAOG (Humboldt County Association of Governments) to develop a plan that addresses the transportation/road issues of the entire Greater Trinidad area and that benefits the majority of its residents.

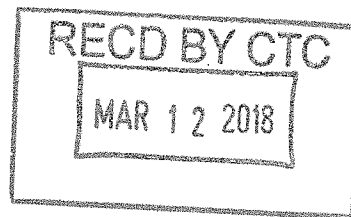
Thank you for your consideration of this issue.

Sincerely,

Mary L. Taylor  
4696 Calle Reina  
Santa Barbara, CA 93110

I am a frequent visitor to Trinidad  
and Humboldt County





March 8, 2018

Reference: 2018 State Transportation Improvement Program Commission Staff Recommendations (p. 18 of 86 Humboldt County Share)

Dear State Transportation Commission Members and Staff,

We are opposed to the use of very limited public tax funds for the Advance Project Development Element "Rt 101 Trinidad access improvements" sponsored by the Trinidad Rancheria. These taxpayer funds would be better used to address the far greater transportation issues for the majority of residents of the Greater Trinidad area.

While the stated purpose of the project is to "provide safe and sustainable access to and from US101", there are significant road issues that impact a far greater number of residents that are not addressed by the preferred alternatives of this project.

For example: Stage Coach Road (north of Trinidad) remains closed to all traffic after washing away in winter storms, forcing residents to detour miles to reach services in the City of Trinidad

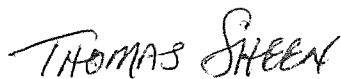
Scenic Drive (south of Trinidad) provides coastal access to beaches and trails that are critical to the local tourism industry and has been closed multiple times and remains extremely dangerous due poor road maintenance, potholes and narrow roadbed. Local residents also use Scenic Drive to access their homes and contribute significantly through property taxes. If conditions persist, access by emergency vehicles to residences could be impossible.


The proposed alternatives presented in the Rancheria Product Study Report are designed to singularly improve access to and from 101 to the Rancheria complex and Casino and does not address the dire need to improve the depleted road conditions within the Greater Trinidad community. The use of the limited public funds for this project therefore lacks justification.

With transportation funds in short supply, please consider what is in the best interest of the greatest number of area residents and taxpayers. Please direct HCAOG (Humboldt County Association of Governments) to develop a plan that the transportation/road issues of the entire Greater Trinidad area and that benefits the majority of its residents.

Thank you for your consideration of this issue.

Sincerely,

  
Thomas Sheen

  
Nancy Sheen

171 Baker Ranch Road PO Box 1242

Trinidad, CA 95570





**StanCOG**  
Stanislaus Council of Governments

CC: DC/TF  
1111 I Street, Ste 308  
Modesto, CA 95354  
209.525.4600 Main  
209.558.7833 Fax  
www.stancog.org

March 9, 2018

**Member Agencies**

*City of Ceres*

*City of Hughson*

*City of Modesto*

*City of Newman*

*City of Oakdale*

*City of Patterson*

*City of Riverbank*

*City of Turlock*

*City of Waterford*

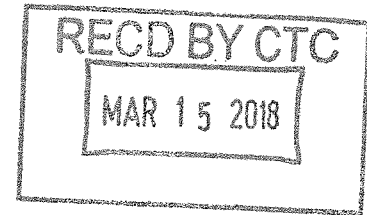
*Stanislaus County*

**Policy Board Chair**  
Bill Zoslocki

**Policy Board Vice-Chair**  
Gary Soiseth

**Executive Director**  
Rosa De León Park

Ms. Susan Bransen, Executive Director  
California Transportation Commission  
1120 N Street, MS-52  
P.O. Box 942873  
Sacramento, CA 95814



**RE: State Route 132 West Freeway/Expressway Phase 1 Project in Stanislaus County - SUPPORT**

Dear Ms. Bransen:

On behalf of the Stanislaus Council of Governments (StanCOG), I am writing to respectfully request that the Commission approve our 2018 State Transportation Improvement Program (STIP) and the SB1 Trade Corridor Enhancement Program (TCEP) request to fund the State Route-132 West Freeway/Expressway Phase 1 Project.

The SR-132 West Freeway/Expressway Project is divided into a two phases. Phase 1 will construct a two-lane expressway on a new alignment in the City of Modesto with full access control and grade separations at intersections between North Dakota Avenue and State Route 99 with an ultimate build out of a four-lane freeway in Phase 2. We understand that concerns have been expressed regarding our public outreach efforts in educating the community of the project and therefore I thought that it was important to articulate that StanCOG, along with several other stakeholders, including Caltrans, the City of Modesto, Stanislaus County, and the Department of Toxic Substances Control (DTSC), among others were proactive and conducted various activities to inform the public and reach a consensus.

I want to assure the Commission that we engaged in a thorough public participation process, which included conducting stakeholder meetings/targeted outreach, mailing lists, and public information meetings/open houses. Public participation tools have included fact sheets, multilingual community flyers and announcements, focus group meetings, display boards, and a project website. Newspaper ads and meeting notifications in English and Spanish were published in the *Modesto Bee* and *Vida en el Valle*, respectively. The project public information officer and other agency representatives were also involved in answering questions and listening to public comments in person. StanCOG has also welcomed public comment at its monthly board meetings, and the Executive Director has also provided personal briefings at StanCOG for members of the public.



Ms. Susan Bransen, Executive Director  
March 9, 2018  
Page Two

Early public information meetings, neighborhood meetings and open houses were held on the following dates:

- May 4, 2010—Martone Elementary School (Modesto) 37 Attended
- September 8, 2011—Pearson Education Center (Modesto) 35 Attended
- December 7, 2011—Mark Twain Junior High School (Modesto) 183 Attended
- August 18, 2014—King-Kennedy Memorial Center (Modesto) 137 Attended

A Public Hearing was held on February 22, 2017 at Mark Twain Junior High School in Modesto where the Draft EIR/EA and the Draft Final RAP were made available during the 59-day review period from January 18, 2017 to March 17, 2017 (Extended from original deadline of March 3, 2017). Copies of the materials were available online and at various locations including the Caltrans District 10 office, StanCOG, Stanislaus County Library and the DTSC office.

After initiation of the environmental phase, a discovery of contaminated soil stockpiles in the project area required DTSC's involvement and oversight throughout the environmental process. Soil sampling was conducted in 2012, and annual groundwater monitoring of ten wells within and adjacent to the stockpiles has been ongoing since 2012. The soil that comprises the stockpiles was generated in the 1960s during excavation of an industrial property acquired by Caltrans from the Food Machinery and Chemical Corporation (FMC). The property was acquired for the new alignment of the Modesto Bypass project (i.e., the construction of SR 99). Soil excavated during construction of the Modesto Bypass project, including soil from the former FMC parcel, was stockpiled within Caltrans right-of-way. The stockpiles were intended for use in the construction of the future SR-132 West Project. A Remedial Action Plan has been prepared by Caltrans to isolate and encapsulate the stockpile soil behind retaining walls and bridge abutments and beneath roadway pavement to prevent potential exposure to the soil and stormwater infiltration or erosion.

The DTSC and the Central Valley Regional Water Quality Control Board are responsible agencies under the California Environmental Quality Act (CEQA) for agency oversight and administration of regulatory requirements pertaining to contaminants in the stockpiles. DTSC has stated that the soil stockpiles do not pose a risk to human health for Caltrans workers who access the site for maintenance activities, trespassers and residents adjacent to the stockpiles. Caltrans in cooperation with the City of Modesto, Stanislaus County and StanCOG have prepared the Final Environmental Impact Report/Environmental Assessment and Remedial Action Plan and certified as of March 2, 2018 that it has been completed in compliance with CEQA. We clearly would not move forward with our funding request had the project not received the statutorily required expert review and determination that the project does not pose a risk to public health. StanCOG remains committed to providing real-time information to keep the public informed about the project.

For these reasons, we ask that the Commission approve our STIP and TCEP funding request for SR 132.



Ms. Susan Bransen, Executive Director  
March 9, 2018  
Page Three

Thank you for your consideration of this very important project. If you have any questions please contact Executive Director Rosa De León Park at (209) 525-4642 or via email at [rpark@stancog.org](mailto:rpark@stancog.org)

Sincerely,

A handwritten signature in black ink, appearing to read "Bill Zoslocki", with a long horizontal flourish extending to the right.

Bill Zoslocki, Chairman  
StanCOG Policy Board

cc: Ms. Fran Inman, CTC Chair  
Mr. James Earp, CTC Vice Chair  
Mr. Bob Alvarado, CTC Commissioner  
Ms. Yvonne B. Burke, CTC Commissioner  
Ms. Lucetta Dunn, CTC Commissioner  
Mr. James C. Ghielmetti, CTC Commissioner  
Mr. Carl Guardino, CTC Commissioner  
Ms. Christine Kehoe, CTC Commissioner  
Mr. James Madaffer, CTC Commissioner  
Mr. Joseph Tavaglione, CTC Commissioner  
Mr. Paul Van Konynenburg, CTC Commissioner  
Mr. Vincent P. Mammano, FHWA Division Administrator  
Ms. Laurie Berman, Caltrans Director  
Mr. Dennis T. Agar, Caltrans District 10 Director





cc: TFF/DC

Local Union 684  
**INTERNATIONAL BROTHERHOOD  
OF ELECTRICAL WORKERS**

Serving Stanislaus, Merced, Tuolumne, and Mariposa Counties Since 1910

March 9, 2018

Susan Bransen, Executive Director  
California Transportation Commission  
1120 N Street, MS-52  
P.O. Box 942873  
Sacramento, CA 95814

**RE: State Route 132 West Freeway/Expressway Phase 1 Project in Stanislaus County - SUPPORT**

Dear Ms. Bransen:

There is a Project, State Route 132 (SR 132) West Freeway/Expressway Phase 1 Project, which is being submitted by the Stanislaus Council of Governments for a funding request from the 2018 State Transportation Improvement Program (STIP) and the SB1 Trade Corridor Enhancement Program (TCEP). On behalf of the IBEW Local 684, I am writing to express our strong support for this project. For these reasons, we respectfully ask that the Commission approve the STIP and TCEP funding request for SR 132.

The upgraded route will result in more efficient interregional goods movement throughput; fewer fatal collisions and conflicts with pedestrians and bikes; and improved air quality and fewer emissions from mobile sources. The SR-132 West Freeway/Expressway Project is a dual phase project that has statewide, regional, and local importance. Phase 1 will construct a two-lane expressway on a new alignment in the City of Modesto with full access control and grade separations at intersections between North Dakota Avenue and State Route 99 with an ultimate build out of a four-lane freeway in Phase 2.

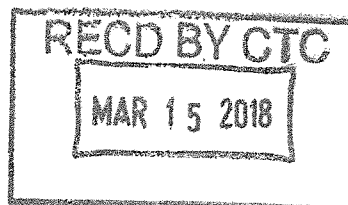
In *The Mile Marker June 2017*, a Caltrans performance report, it states that for "Every \$1 billion spent on infrastructure projects creates more than 13,000 jobs, according to federal government estimates..." Using those figures, the SR-132 West Freeway/Expressway Phase 1 Project would create more than 1,066 jobs in Stanislaus County. These jobs are critical given that Stanislaus County's unemployment rate is 33% higher than the state average (6.5% vs. 4.9%).

Thank you in advanced for your time and consideration of this very important project. If you have any questions please contact me at 209-524-5171 or via email at [bobby@ibewlu684.org](mailto:bobby@ibewlu684.org).

Sincerely,

A handwritten signature in black ink, appearing to read "Bobby Stutzman".

Bobby Stutzman  
Business Manager  
IBEW Local 684





cc:TF

March 12, 2018  
821 2<sup>nd</sup> Ave., Trinidad, CA 95570

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

Reference: 2018 State Transportation Improvement Program Commission Staff Recommendations (p. 18 of 86 Humboldt County Share)

Dear State Transportation Commission Members and Staff,

I am opposed to the use of very limited public tax funds for the Advance Project Development Element "Rt 101 Trinidad access improvements" sponsored by the Trinidad Rancheria. These taxpayer funds would be better used to address the transportation issues for the majority of residents of the Greater Trinidad area. There is an existing exit 0.65 miles to the north and several of the alternatives propose another interchange, which, in such close proximity is a waste of taxpayer funds and will create an unsafe scenario where cars exiting at Trinidad will be crossing lanes with cars exiting northbound in 4 of the 12 alternatives. I would also like to understand why public transportation dollars are being considered for a project that mainly benefits what amounts to a private business (Cher'ae Heights Casino). Local growth will not be enough to require or justify a new interchange or any of the project alternatives, so this project is being driven solely by the Cher'ae Heights Casino plans to develop a hotel, RV park, gas station/ convenience store. Furthermore, discussions to date have been largely held behind closed doors and the local community has not been included, except for one design charrette a few years ago. The Trinidad Coastal Land Trust owns 3 easements on the Baker Ranch subdivision, which abuts the south side of the Rancheria and will likely be impacted by 6 of the 12 alternatives, yet neither the Rancheria, Humboldt County Association of Governments, nor Caltrans has contacted TCLT to discuss how the project would affect the easements.

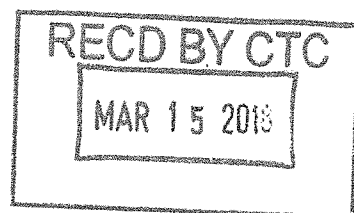
While the stated purpose of the project is to "provide safe and sustainable access to and from US101", this is clearly an attempt by the Rancheria and Casino interests to direct public dollars into a project of which they are the primary beneficiary. There are significant local road issues that impact a far greater number of residents that are not addressed by the preferred alternatives of this project. For example: 1) Stage Coach Road (north of Trinidad) remains closed to all traffic after washing away in winter storms; 2) Scenic Drive (south of Trinidad) provides coastal access to beaches and trails that are critical to the local tourism industry and has been closed multiple times and remains extremely dangerous; 3) Westhaven Drive is narrow and lacks shoulders, bike lanes, and pedestrian walkways.

The proposed alternatives presented in the Rancheria Product Study Report are designed to singularly improve access to and from 101 to the Rancheria complex and does not address the dire need to improve the deteriorated road conditions within the Greater Trinidad community. The use of the limited public funds for this project therefore lacks justification. Please consider what is in the best interest of the greatest number of area residents. Please direct HCAOG (Humboldt County Association of Governments) to develop a plan that addresses the transportation/road issues of the entire Greater Trinidad area and that benefits the majority of its residents.

Thank you for your consideration of this issue.

Sincerely,

  
Don Allan





cc: TP

March 13, 2018

Reference: 2018 State Transportation Improvement Program Commission Staff Recommendations (p. 18 of 86 Humboldt County Share)

Dear State Transportation Commission Members and Staff,

I am opposed to the use of very limited public tax funds for the Advance Project Development Element "Rt 101 Trinidad access improvements" sponsored by the Trinidad Rancheria. These taxpayer funds would be better used to address the far greater transportation issues for the majority of residents of the Greater Trinidad area.

While the stated purpose of the project is to "provide safe and sustainable access to and from US101", there are significant road issues that impact a far greater number of residents that are not addressed by the preferred alternatives of this project.

For example: Stage Coach Road (north of Trinidad) remains closed to all traffic after washing away in winter storms, forcing residents to detour miles to reach services in the City of Trinidad

Scenic Drive (south of Trinidad) provides coastal access to beaches and trails that are critical to the local tourism industry and has been closed multiple times and remains extremely dangerous

The proposed alternatives presented in the Rancheria Product Study Report are designed to singularly improve access to and from 101 to the Rancheria complex and does not address the dire need to improve the depleted road conditions within the Greater Trinidad community. The use of the limited public funds for this project therefore lack justification.

With transportation funds in short supply, please consider what is in the best interest of the greatest number of area residents. Please direct HCAOG (Humboldt County Association of Governments) to develop a plan that addresses the transportation/road issues of the entire Greater Trinidad area and that benefits the majority of its residents.

Thank you for your consideration of this issue.

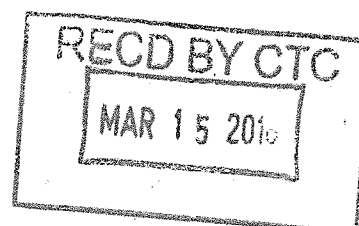
Sincerely,



Richard Johnson

159 Baker Ranch Road

Trinidad, CA 95570





## Remedios, Douglas@CATC

---

**From:** Elaine Weinreb <elreb@suddenlink.net>  
**Sent:** Wednesday, March 14, 2018 12:06 PM  
**To:** California Transportation Commission@CATC  
**Subject:** 2018 State Transportation Improvement Program Commission Staff Recommendations  
(p. 18 of 86 Humboldt County Share)

Dear State Transportation Commission Members and Staff,

I am opposed to the use of very limited public tax funds for the Advance Project Development Element "Rt 101 Trinidad access improvements" sponsored by the Trinidad Rancheria. These taxpayer funds would be better used to address the far greater transportation issues for the majority of residents of the Greater Trinidad area.

While the stated purpose of the project is to "provide safe and sustainable access to and from US101", there are significant road issues that impact a far greater number of residents that are not addressed by the preferred alternatives of this project.

For example: Stage Coach Road (north of Trinidad) remains closed to all traffic after washing away in winter storms, forcing residents to detour miles to reach services in the City of Trinidad

Scenic Drive (south of Trinidad) provides coastal access to beaches and trails that are critical to the local tourism industry and has been closed multiple times and remains extremely dangerous

The proposed alternatives presented in the Rancheria Product Study Report are designed to singularly improve access to and from 101 to the Rancheria complex and does not address the dire need to improve the depleted road conditions within the Greater Trinidad community. The use of the limited public funds for this project therefore lack justification.

With transportation funds in short supply, please consider what is in the best interest of the greatest number of area residents. Please direct HCAOG (Humboldt County Association of Governments) to develop a plan that addresses the transportation/road issues of the entire Greater Trinidad area and that benefits the majority of its residents.

Thank you for your consideration of this issue.

Elaine Weinreb

POB 427 Trinidad CA 95570



This email has been checked for viruses by Avast antivirus software.  
[www.avast.com](http://www.avast.com)



## Remedios, Douglas@CATC

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**From:** Mara Parker <maracparker@aol.com>  
**Sent:** Wednesday, March 14, 2018 1:41 PM  
**To:** California Transportation Commission@CATC  
**Subject:** Trinidad Rancheria Overpass Comments

Dear California Transportation Commission

I have lived in the Trinidad area since 1980. This overpass for the Trinidad Rancheria is long overdue. It will allow traffic to enter from 101 instead of Scenic and will allow both sides of the Rancheria to be accessible to tribal members with family and friends on both sides. The Rancheria should have never been split in half by Hwy. 101.

This overpass will benefit our community in so many ways and will alleviate the traffic on the sinking road aka Scenic Drive.

Thank you for your time.

Sincerely,  
Mara Parker  
111 Haven Way  
Trinidad, Ca 95570

Sent from my iPhone



## Remedios, Douglas@CATC

---

**From:** Marijane Poulton <marijanep@hotmail.com>  
**Sent:** Wednesday, March 14, 2018 6:30 PM  
**To:** California Transportation Commission@CATC  
**Subject:** Cher-ae Heights Casino Trinidad Rancheria Off Ramp

Dear Transportation Commission Members,

I am opposed to using public funds to build an off ramp that will be used primarily for one commercial enterprise, the local casino. The current Trinidad off-ramp sends traffic right through the middle of the small communities of Trinidad and Westhaven, which have a number of businesses that are dependent on local custom to stay afloat, and need all the traffic that the current off-ramp provides. There are few local infrastructure amenities, such as a septic facility, medical clinic or paid, full-time fire department, that would be needed to service a larger volume of customers at the Casino or the related commercial enterprises that would be built, and there is very little land available for such infrastructure to exist.

As a local resident, I feel that much better use of the funds earmarked for such an off-ramp would be to rebuild the part of State Hwy 101 just south of Crescent City, also known as Last Chance Grade. We also have several local roads that are in serious need of help before they fall into the ocean, such as Scenic Drive and Patrick's Point Drive, which are used on a daily basis by large numbers of local residents, and by travelers from all over the world.

Casino visitors are valued for the additional income they bring in from outside our local area, but represent a very small percentage of people that are looking for that specific experience. I can't shop for groceries at the casino. I can't send my kids to school at the casino. People who come to Trinidad to visit the casino aren't going to volunteer to help remove invasive plants from the local State Parks or at the local library. They won't join the Civic Club or help with the Lion's Club pancake breakfast. I would like to see public dollars spent on projects that will benefit ALL the citizens of my community, not just the Rancheria.

Thank you for serving as a Commissioner, and for reading my comments.

Sincerely,  
Marijane B. Poulton  
PO Box 649  
Trinidad, CA 95570-0649



## Remedios, Douglas@CATC

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**From:** WK Wngr <wkwenger@gmail.com>  
**Sent:** Wednesday, March 14, 2018 7:13 PM  
**To:** California Transportation Commission@CATC  
**Subject:** proposed 101 offramp to Trinidad Rancheria Casino

I'm opposed to having tax-payer dollars being spent on an offramp that only benefits the Trinidad Rancheria Casino, and any future development adjacent to the casino.  
The casino is readily accessible from the Trinidad offramp.

Funds are better spent on improving local roads including Scenic Drive and Patrick's Point Drive.

If the Trinidad Rancheria finances the offramp, then that is their right assuming they receive approval from all agencies involved.

Regards,

William K. Wenger



# Memorandum

Tab 25

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 21-22, 2018

Reference No.: 4.29  
Action

Published Date: March 9, 2018

From: SUSAN BRANSEN  
Executive Director

Prepared By: Teresa Favila  
Associate Deputy Director

Subject: **ADOPTION OF THE 2018 STATE TRANSPORTATION IMPROVEMENT PROGRAM – RESOLUTION G-18-16**

## **ISSUE:**

Should the California Transportation Commission (Commission) adopt the 2018 State Transportation Improvement Program (STIP)?

## **RECOMMENDATION:**

Staff recommends that the Commission adopt the proposed 2018 STIP in accordance with Staff Recommendations made available to the Commission, the Department of Transportation (Caltrans), and regional agencies on February 28, 2018. Staff recommends that the Commission adopt the STIP consistent with the attached resolution, noting any specific changes, corrections, or exceptions to the February 28, 2018 Staff Recommendations.

## **BACKGROUND:**

Government Code Section 14529 requires the Commission to adopt, no later than April 1 of each even-numbered year, the STIP. The STIP covers a period of five years (2018-19 through 2022-23) and is the statement of intent by the Commission for the allocation of funds during those five years. When the Commission adopted the STIP Guidelines for the 2018 STIP, in August 2017, it scheduled the STIP adoption for March 21-22, 2018. State law requires that, at least 20 days prior to the adoption of the STIP, the Executive Director make the staff recommendations available to the Commission, Caltrans, and regional agencies.

This book item includes the text that was part of the Staff Recommendations. It does not include the 86 pages of spreadsheet tables and their description that comprise the remainder of the Staff Recommendations. Commission staff has made the full Staff Recommendations available by email to Commissioners, Caltrans, and the regional agencies and posted them on February 28, 2018 on the Commission's website ([www.catc.ca.gov](http://www.catc.ca.gov)). Staff has also made a hard copy available to each commissioner.



Attachment A: Resolution G-18-16

Attachment B: Errata

Attachment C: Late Changes and Clarifications

Attachment D: Staff Recommendations, text only

Attachment E: Comment Letters



**CALIFORNIA TRANSPORTATION COMMISSION**

**ADOPTION OF THE 2018 STATE TRANSPORTATION IMPROVEMENT PROGRAM  
RESOLUTION G-18-16**

- 1.1 WHEREAS**, Government Code Section 14529 requires the California Transportation Commission biennially to adopt and submit to the Legislature and Governor a state transportation improvement program (STIP), and
- 1.2 WHEREAS**, pursuant to Government Code Section 14529, the 2018 STIP is a five-year STIP, adding two new program years, 2021-22 and 2022-23, and
- 1.3 WHEREAS**, pursuant to Government Code Section 14525, the Commission adopted the 2018 STIP Fund Estimate, on August 16, 2017, and
- 1.4 WHEREAS**, pursuant to Government Code Section 14530.1, the Commission adopted amendments to the STIP guidelines, to be applicable to the 2018 STIP development process on August 16, 2017, and
- 1.5 WHEREAS**, the 2018 STIP Fund Estimate provided \$2.198 billion in new STIP programming capacity, and
- 1.6 WHEREAS**, the new capacity includes \$2.324 billion from the State Highway Account, - \$126 million from the Public Transportation Account, and
- 1.7 WHEREAS**, the statutes define the STIP as a resource management document to assist the state and local entities to plan and implement transportation improvements and to utilize resources in a cost effective manner, and
- 1.8 WHEREAS**, the statutes make 75 percent of all new STIP funds available for the regional improvement program, subdivided by formula into county shares, with projects to be nominated by each regional agency in its regional transportation improvement program (RTIP), and
- 1.9 WHEREAS**, the statutes make the remaining 25 percent of all new STIP funds available for the interregional improvement program, with projects to be nominated by the Department of Transportation (Caltrans) in its interregional transportation improvement program (ITIP) or, under limited circumstances, by a regional agency in its RTIP, and
- 1.10 WHEREAS**, the Commission has received and reviewed the 2018 RTIPs and the 2018 ITIP submitted by December 15, 2017, as well as various amendments and corrections submitted subsequently, and
- 1.11 WHEREAS**, pursuant to Section 14529, the Commission held two public hearings, one in Irvine on January 25, 2018, and the other in Sacramento on February 1, 2018, for the purpose of reconciling any objections by any county or regional agency to the ITIP or the Department's objections to any RTIP, and has considered the testimony at those hearings along with further written and oral comments, and



- 1.12 WHEREAS**, the total amount programmed in each fiscal year may not exceed the amount specified in the adopted fund estimate, and
- 1.13 WHEREAS**, the Commission staff recommendations for the 2018 STIP were published and made available to the Commission, the Department, regional transportation agencies, and county transportation commissions on February 28, 2018, and
- 1.14 WHEREAS**, the staff recommendations conform to the fund estimate and other requirements of statute for the STIP.
- 2.1 NOW, THEREFORE, BE IT RESOLVED**, that the California Transportation Commission hereby adopts the 2018 STIP to include the program described in the staff recommendations, including the attachments to this resolution, and
- 2.2 BE IT FURTHER RESOLVED**, that, except as otherwise noted in the staff recommendations or this resolution, the 2018 STIP includes all projects remaining from the 2016 STIP, as currently amended, for which funding has not yet been allocated, and
- 2.3 BE IT FURTHER RESOLVED**, that each of the local road and transit rehabilitation projects included in the staff recommendations or remaining from the prior STIP is included in the 2018 STIP, subject to verification by the Department at the time of allocation by the Commission that the project meets the standard for rehabilitation and does not include ineligible maintenance costs, and
- 2.4 BE IT FURTHER RESOLVED**, that each of the projects identified in the staff recommendations as a bicycle and pedestrian project is included in the 2018 STIP subject to verification by the Department and the Federal Highway Administration that the project is indeed eligible for SHA or Federal funding, and
- 2.5 BE IT FURTHER RESOLVED**, that the Commission intends that STIP rail and transit projects, including grade separations on passenger rail lines, be eligible for, and funded from the Public Transportation Account, if available, or, if eligible, from the state's Federal Surface Transportation apportionment, and
- 2.6 BE IT FURTHER RESOLVED**, that if available funding is less than assumed in the fund estimate, the Commission may be forced to delay or restrict allocations using interim allocation plans, or, if available funding proves to be greater than assumed, it may be possible to allocate funding to some projects earlier than the year programmed, and
- 2.7 BE IT FURTHER RESOLVED**, that Commission staff, in consultation with the Department and regional agencies, is authorized to make further technical changes in cost, schedules, and descriptions for projects in the 2018 STIP, consistent with the fund estimate, in order to reflect the most current information, or to clarify the Commission's programming commitments, with report of any substantive changes back to the Commission for approval at the May 16-17, 2018 meeting.



ATTACHMENT B  
2018 STAFF RECOMMENDATIONS  
ERRATA

(All costs listed in \$1,000's)

Humboldt:

- Eureka-Arcata Corridor-Mitigation Project (PPNO 2389): **increase** construction support amount from \$800 to **\$880**.

Lake:

- Lakeport Boulevard and S. Main St. Project (PPNO 3089): **delay** R/W from 2021-22 to 2022-23.

Shasta:

- Downtown to Turtle Bay, non-motorized Improvements Project (PPNO 2588): **increase** PS&E from \$100 to \$811 and **delay** from 2019-20 to 2022-23; **add** E&P component, \$100 in regular shares and \$359 in APDE shares in 2019-20.

Tuolumne:

- Peaceful Oaks Road Interchange Ramps Project (PPNO 3048): **increase** PS&E from \$1,298 to \$1,315; **reduce** R/W capital from \$831 to \$220; **reduce** construction support from \$7,261 to \$1,669 and **delay** from 2018-19 to 2019-20; and **add** construction capital of \$7,872 in 2019-20.
- Mono Way Op Improvements Project (PPNO 235): **delay** construction capital from 2020-21 to 2022-23



ATTACHMENT C  
2018 STAFF RECOMMENDATIONS  
LATE CHANGES AND CLARIFICATIONS  
(All costs listed in \$1,000's)

Sacramento:

- **Delete** the 80/50 Carpool Lanes Project (APDE) (PPNO 8922) totaling \$500.
- Route 51 Corridor Improvements, J St – Arden Way Project (APDE) (PPNO 6409): **increase** E&P from \$7,900 to \$8,400.

Tehama:

- 99 W Gap Closure, Glenn Co Line-South Ave, Rehabilitation Project (PPNO 2567): **reduce** E&P from \$350 to \$200; **add** PS&E for \$150 in 2019-20; and **delay** construction capital from 2019-20 to 2020-21.
- Evergreen Road/Cottonwood Creek Bridge Replacement Project (PPNO 2379): **advance** construction capital from 2020-21 to 2019-20.

Various: The following table is the list of new or corrected PPNOs:

County	PPNO	Project Title
Alameda	2010C	19th Street Oakland Bart Station Modernization
Contra Costa	2010C1	Concord BART Station Modernization
Glenn	1327	Pacific Ave Reconstruction
Humboldt	2516	Downtown Trinidad Pedestrian & Connectivity Improvements
Kern	6943	Rt 58 - Westside Parkway Connector Interchange, Phase 2
Los Angeles	5430	Bus Acquisition #1, 305 standard buses
Los Angeles	5431	Bus Acquisition #2, 305 standard buses
Monterey	2820	Rt 156 Safety Improvements-Blackie Rd Extension
Orange	2655D	Widening Rt 73 Oso Parkway, Segment 1 Landscaping
Sacramento	1684	Power Inn Road Improvement
Sacramento	1781	Florin, Martin, Micron, Complete Streets Rehabilitation
Sacramento	1774	Transit Vehicle Purchase
Sacramento	1782	Downtown Controller and Communications Upgrade, Phase 2
Sacramento	1783	Franklin Boulevard Class IV Protected Bikeways
Sacramento	1784	Capital SouthEast Connector, Segment B2
Sacramento	1785	Capital SouthEast Connector, Segment D3, Phase 1
San Joaquin	3162	Rt 99/120 Connector
San Joaquin	3260	Tracy HOV 8 Lane Widening Corridor Environmental
San Joaquin	3260	Tracy HOV 8 Lane Widening Phase 1
San Luis Obispo	1105	Rt 1/41 - Interchange Operational Improvements
Tulare	6940	South Tulare Interchange
Tuolumne	0235	Rt 49 (Washington-Stockton Corridor) Transit Improvements
Yolo	1925	Riverfront Street Extension
Yuba	2019	North Beale Road Complete Streets, Phase 2



**ATTACHMENT B**  
**2018 STAFF RECOMMENDATIONS**  
**ERRATA**  
 (All costs listed in \$1,000's)

Humboldt:

- Eureka-Arcata Corridor-Mitigation Project (PPNO 2389): **increase** construction support amount from \$800 to **\$880**.

Lake:

- ~~Lakeport Boulevard and S. Main St. Project (PPNO 3089):~~ **delay** R/W from 2021-22 to 2022-23.

Shasta:

- Downtown to Turtle Bay, non-motorized Improvements Project (PPNO 2588): **increase PS&E from \$100 to \$811 and delay PS&E from 2019-20 to 2022-23; add E&P component, \$1,170** ~~\$100 in regular shares and \$359 in APDE shares in 2019-20.~~

Tuolumne:

- Peaceful Oaks Road Interchange Ramps Project (PPNO 3048): **increase** PS&E from \$1,298 to \$1,315; **reduce** R/W capital from \$831 to \$220; **reduce** construction support from \$7,261 to \$1,669 and **delay** from 2018-19 to 2019-20; and **add** construction capital, \$7,872 in 2019-20.
- Mono Way Op Improvements Project (PPNO 235): **delay** construction capital from 2020-21 to 2022-23

Tulare:

- *Tagus 6-Lane N/S Widening, Prosperity Av-Av 280 Project (PPNO 6400G):* **delay construction capital from 2019-20 to 2020-21.**
- *Caldwell Interchange Project (PPNO 6421):* **advance PS&E from 2020-21 to 2019-20.**
- *South Tulare Interchange Project (PPNO 6940):* **advance PS&E from 2020-21 to 2019-20.**

Strikethrough and *Italics* denotes changes



**ATTACHMENT C**  
**2018 STAFF RECOMMENDATIONS**  
**LATE CHANGES AND CLARIFICATIONS**  
(All costs listed in \$1,000's)

Butte:

- *Passing Lanes, East Gridley-Co Line, Segment 3 Project (RIP) (PPNO 9801B):* **add** E&P component, \$300 in 2019-20; **reduce** PS&E from \$750 to \$600; **reduce** R/W support from \$900 to \$750.

Interregional:

- *Passing Lanes, East Gridley-Co Line, Segment 3 Project (IIP) (PPNO 9801B):* **add** E&P component, \$300 in 2019-20; **reduce** PS&E from \$750 to \$600; **reduce** R/W support from \$900 to \$750.

Monterey:

- *Imjin Road Widening to 4 Lanes Project (PPNO 2572):* **reduce** PS&E from \$1,650 to \$550; **add** construction capital, \$1,100 in 2019-20.

Sacramento:

- **Delete** the 80/50 Carpool Lanes Project (APDE) (PPNO 8922) totaling \$500.
- Route 51 Corridor Improvements, J St – Arden Way Project (APDE) (PPNO 6409): **increase** E&P from \$7,900 to \$8,400.

Santa Clara:

- *Rt 680 Soundwall, Capitol-Mueller Project (PPNO 521C):* **delay** R/W from 2018-19 to 2019-20.

Tehama:

- 99W Gap Closure, Glenn Co Line-South Ave, Rehabilitation Project (PPNO 2567): **reduce** E&P from \$350 to \$200; **add** PS&E for \$150 in 2019-20; and **delay** construction capital from 2019-20 to 2020-21.
- Evergreen Road/Cottonwood Creek Bridge Replacement Project (PPNO 2379): **advance** construction capital from 2020-21 to 2019-20.

Various: The following table is the list of new or corrected PPNOs:

County	PPNO	Project Title
Alameda	2010C	19th Street Oakland Bart Station Modernization
Contra Costa	2010C1	Concord BART Station Modernization
Glenn	1327	Pacific Ave Reconstruction
Humboldt	2516	Downtown Trinidad Pedestrian & Connectivity Improvements



<b>County</b>	<b>PPNO</b>	<b>Project Title</b>
Kern	6943	Rt 58 - Westside Parkway Connector Interchange, Phase 2
Los Angeles	5430	Bus Acquisition #1, 305 standard buses
Los Angeles	5431	Bus Acquisition #2, 305 standard buses
Monterey	2820	Rt 156 Safety Improvements-Blackie Rd Extension
Orange	2655D	Widening Rt 73 Oso Parkway, Segment 1 Landscaping
Sacramento	1684	Power Inn Road Improvement
Sacramento	1781	Florin, Martin, Micron, Complete Streets Rehabilitation
Sacramento	1774	Transit Vehicle Purchase
Sacramento	1782	Downtown Controller and Communications Upgrade, Phase 2
Sacramento	1783	Franklin Boulevard Class IV Protected Bikeways
Sacramento	1784	Capital SouthEast Connector, Segment B2
Sacramento	1785	Capital SouthEast Connector, Segment D3, Phase 1
San Joaquin	3162	Rt 99/120 Connector
San Joaquin	3260	Tracy HOV 8 Lane Widening Corridor Environmental
San Joaquin	3260	Tracy HOV 8 Lane Widening Phase 1
San Luis Obispo	1105	Rt 1/41 - Interchange Operational Improvements
Tulare	6940	South Tulare Interchange
Tuolumne	<del>02353400</del>	Rt 49 (Washington-Stockton Corridor) Transit Improvements
Yolo	1925	Riverfront Street Extension
Yuba	2019	North Beale Road Complete Streets, Phase 2

Strikethrough and *Italics* denotes changes



# Memorandum

Tab 26

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 21-22, 2018

Reference No.: 4.32  
Information

Published Date: March 9, 2018

From: SUSAN BRANSEN  
Executive Director

Prepared By: Garth Hopkins  
Deputy Director

Subject: **SENATE BILL 1 FUNDED UNIVERSITY OF CALIFORNIA AND CALIFORNIA  
STATE UNIVERSITY RESEARCH EFFORTS**

## **SUMMARY:**

Dr. Stephen Ritchie, Institute of Transportation Studies Director, University of California Irvine, will provide an overview of the University of California's (UC) plan to employ \$5 million annually in dedicated SB 1 research funds.

A California State University (CSU) representative was also invited to provide a similar overview regarding their plan to utilize \$2 million in annual SB 1 funds. Unfortunately a CSU representative was not able to attend the March Commission meeting. Therefore, Commission staff will provide an overview of the CSU SB 1 research efforts based on input received from Dr. Karen Philbrick, Executive Director, Mineta Transportation Institute, San Jose State University.

## **BACKGROUND:**

SB 1 specified that a total of \$5 million shall be appropriated annually to the UC system for the purpose of conducting transportation research; and \$2 million appropriated annually to the CSU system for the purpose of conducting transportation research and transportation-related workforce education, training and development.

The four designated UCs receiving the annual SB 1 research funds are: UC Berkeley, UC Davis, UC Irvine and UCLA. Dr. Stephen Ritchie will share how the four universities plan to utilize these funds including an overview of the formal methodology and Board of Advisors the UC has established for soliciting statewide needs.

The California State University Transportation Consortium is composed of the following four universities: CSU Chico, CSU Fresno, CSU Long Beach, and CSU San Jose. Each of these universities will engage in SB 1 related research and/or workforce development activities. The Mineta Transportation Institute at San Jose State University will manage the competitive request for proposals to identify research projects that align with SB 1 priorities.



## Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 21-22, 2018

Reference No.: 4.8  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Michael Johnson  
State Asset Management  
Engineer

Subject: **APPROVAL OF PERFORMANCE TARGETS FOR SUPPLEMENTAL ASSET ON THE STATE HIGHWAY SYSTEM**

### **RECOMMENDATION:**

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve the following 10 Year constrained performance targets (Targets) for defined Supplementary Asset Classes.

<b><u>Supplemental Asset Class</u></b>	<b><u>Units</u></b>	<b>Performance Target</b>		
		<b><u>Good Target</u></b>	<b><u>Fair Target</u></b>	<b><u>Poor Target</u></b>
Drainage Pump Plants	Each	80%	20%	0%
Highway Lighting	Each	100%		0%
Office Buildings	Square Feet	60%	40%	0%
Overhead Signs	Each	100%		0%
Roadside Rest Facilities	Each	80%	20%	0%
Sidewalks and Park and Ride Facilities	Each	60%	40%	0%
<i>ADA accessibility – Reduce current deficiency by 25%</i>				
Transportation Related Facilities	Square Feet	60%	40%	0%
Weigh in Motion Scales	Each	90%	10%	0%

The Targets reflect recommended system condition levels used to evaluate the unconstrained system needs as required by the California Streets and Highway Code for the State Highway Operation and Protection Program (SHOPP) Ten Year Plan based on subject matter expert opinion. These Targets represent recommended condition levels without current fiscal constraint. Expected performance outcomes possible with the available SHOPP resources will depend on the level of investment recommended for all SHOPP objectives.

### **BACKGROUND:**

In June of 2017, the Commission adopted Transportation Asset Management Plan (TAMP) Guidelines. The guidelines define a set of “Supplemental Assets” for the department to include in the TAMP as shown in the table above. Supplemental asset classes may have estimated inventories and/or condition breakdowns as many of these asset classes are informally assessed by



departmental maintenance personnel. The supplemental asset class targets are established through subject matter expert judgement.

The supplemental asset classes represent a relatively small portion of SHOPP investment relative to the primary asset class. The investment level for all supplemental asset classes is approximately 4 percent of the 2018 SHOPP.



## **M e m o r a n d u m**

**To:** CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

**CTC Meeting:** March 21-22, 2018

**Reference No.:** 4.9  
Action Item

**From:** NORMA ORTEGA  
Chief Financial Officer

**Prepared by:** Michael Johnson  
State Asset Management  
Engineer

**Subject:** **ESTABLISHMENT OF ASSET CLASS PERFORMANCE BENCHMARKS**

### **RECOMMENDATION:**

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve the following benchmarks and update frequency for the State Highway Operation and Protection Program (SHOPP) primary asset classes.

The performance benchmarks (projections), as shown in Attachments 1-6, were developed with certain assumptions as detailed in the background section below. In light of the sensitivity of the projections to these assumptions, the Department recommends that Commission adopt an update frequency for these benchmark projections of every two years, corresponding with the adoption of the SHOPP.

### **BACKGROUND:**

The California Transportation Asset Management Plan (TAMP) and Senate Bill 1 (SB 1) established performance targets for the SHOPP primary asset classes (pavement, bridges, culverts and traffic management system elements). To measure progress toward meeting the defined performance targets, the Commission adopted an addendum to SHOPP Guidelines in October of 2017. The addendum called on the Department to develop annual benchmarks (future condition projections) to measure progress made for each of the four primary asset classes.

The benchmark projections were established using the following general steps:

1. Begin with the most recent inventory and condition information available
2. Reduce the condition by the expected annual deterioration
3. Improve the condition with annual project level accomplishments
4. Incorporate inventory growth

These four steps are repeated for each of the 10 years in the analysis horizon 2017-18 through 2026-27. If the annual project accomplishments exceeds the annual deterioration then the condition of the asset improves by the net difference.



The benchmark projections are presented in graphical form with each stack column representing a fiscal year. The green color represents the projected good condition percentage of the asset, yellow represent the fair condition and red represents the percentage in poor condition. The initial condition is shown in the far left column and the Commission adopted Asset Management targets are shown in the far right column. It is important to note that the combined good and fair condition targets adopted by the Commission for pavement, drainage and TMS elements meets the expected performance outcomes in SB 1.

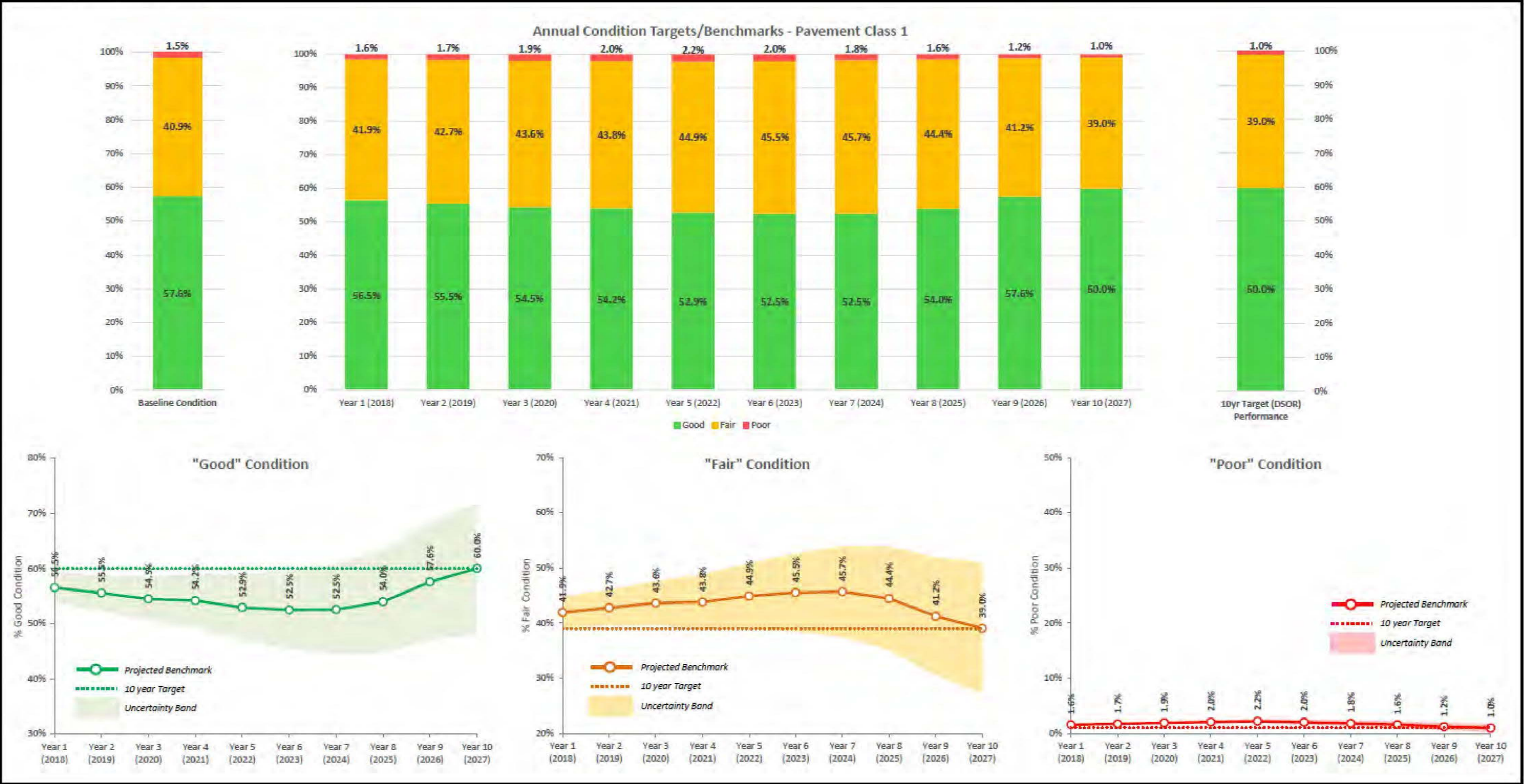
Senate Bill 1 included two addition performance objectives related to pavement and bridges; Level of Service (LOS) for pavement cracking and spalling and a number of bridges fixed. These two metrics will be achieved through the same project accomplishments and maintenance strategies included in the benchmark analysis for the core assets. The Department is committed to reporting progress made toward these specific objectives on an ongoing basis so that the Commission can evaluate progress.

The benchmark projection analysis includes uncertainty factors associated with assumptions made relative to the size of the inventory, condition, deterioration rates and expected project accomplishments. These factors were incorporated into the analysis using a Monte Carlo simulation that develops a range of potential outcomes given these uncertainties. These potential outcomes are represented graphically using a shaded range on each side of projection line shown in the lower trend line set of three charts for each asset. Caltrans will update the benchmark projections every two years to reflect the annual project accomplishments and future uncertainties, and will adjust the work plan where necessary to meet the SB 1 performance outcomes.



SENATE BILL 1 TARGET = 98% GOOD OR FAIR PAVEMENT

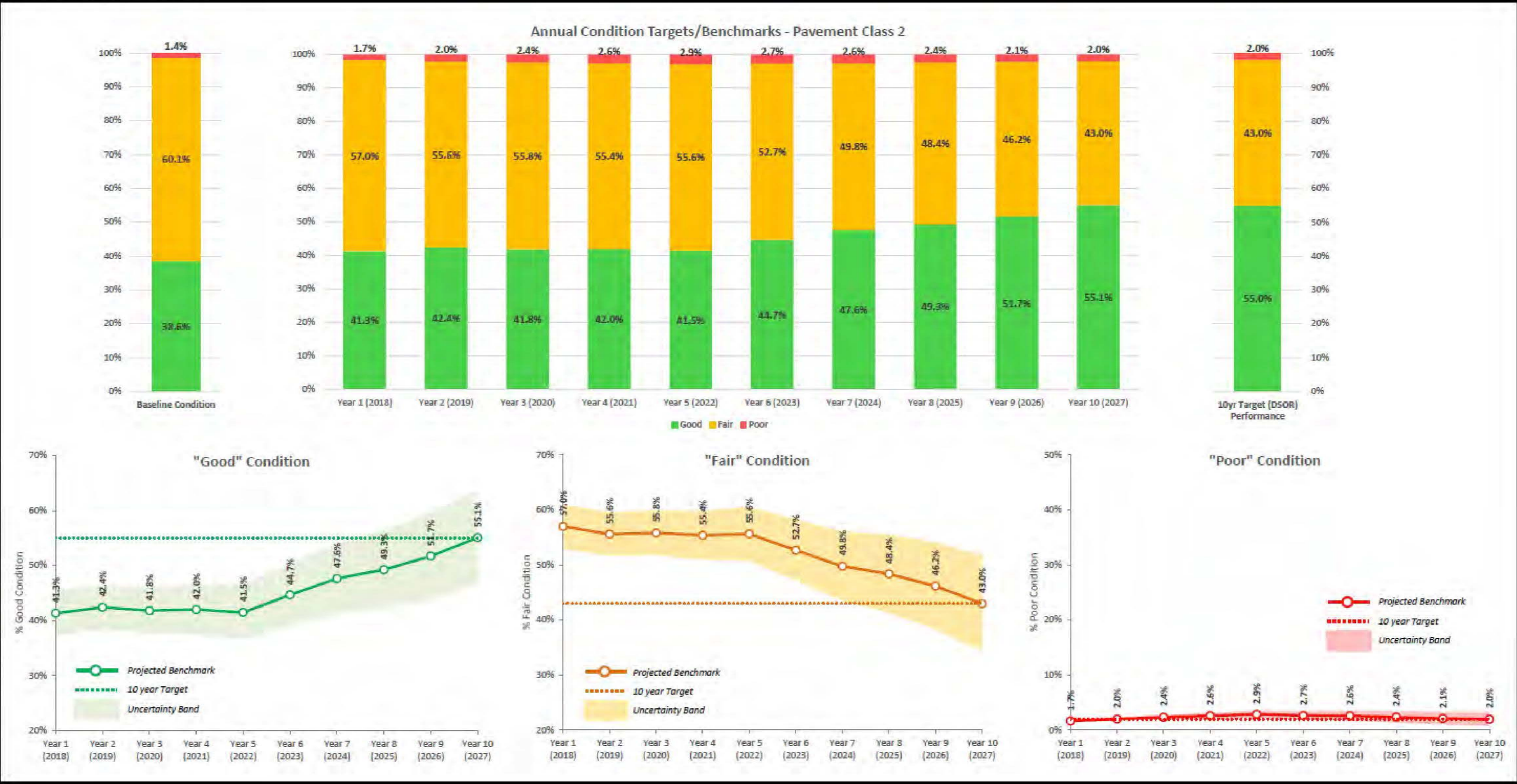
10 Year Analysis – Pavement Class 1





SENATE BILL 1 TARGET = 98% GOOD OR FAIR PAVEMENT

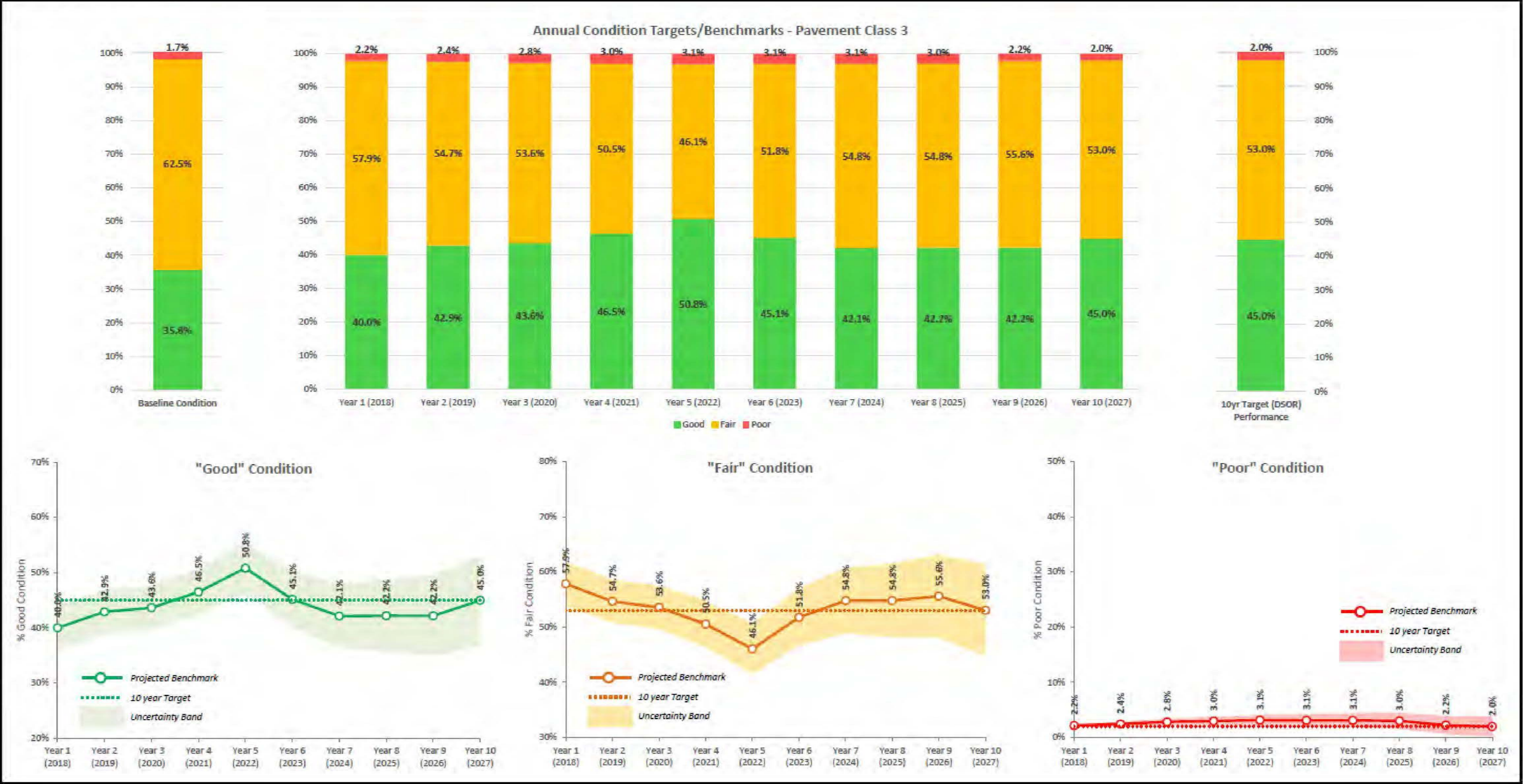
10 Year Analysis – Pavement Class 2



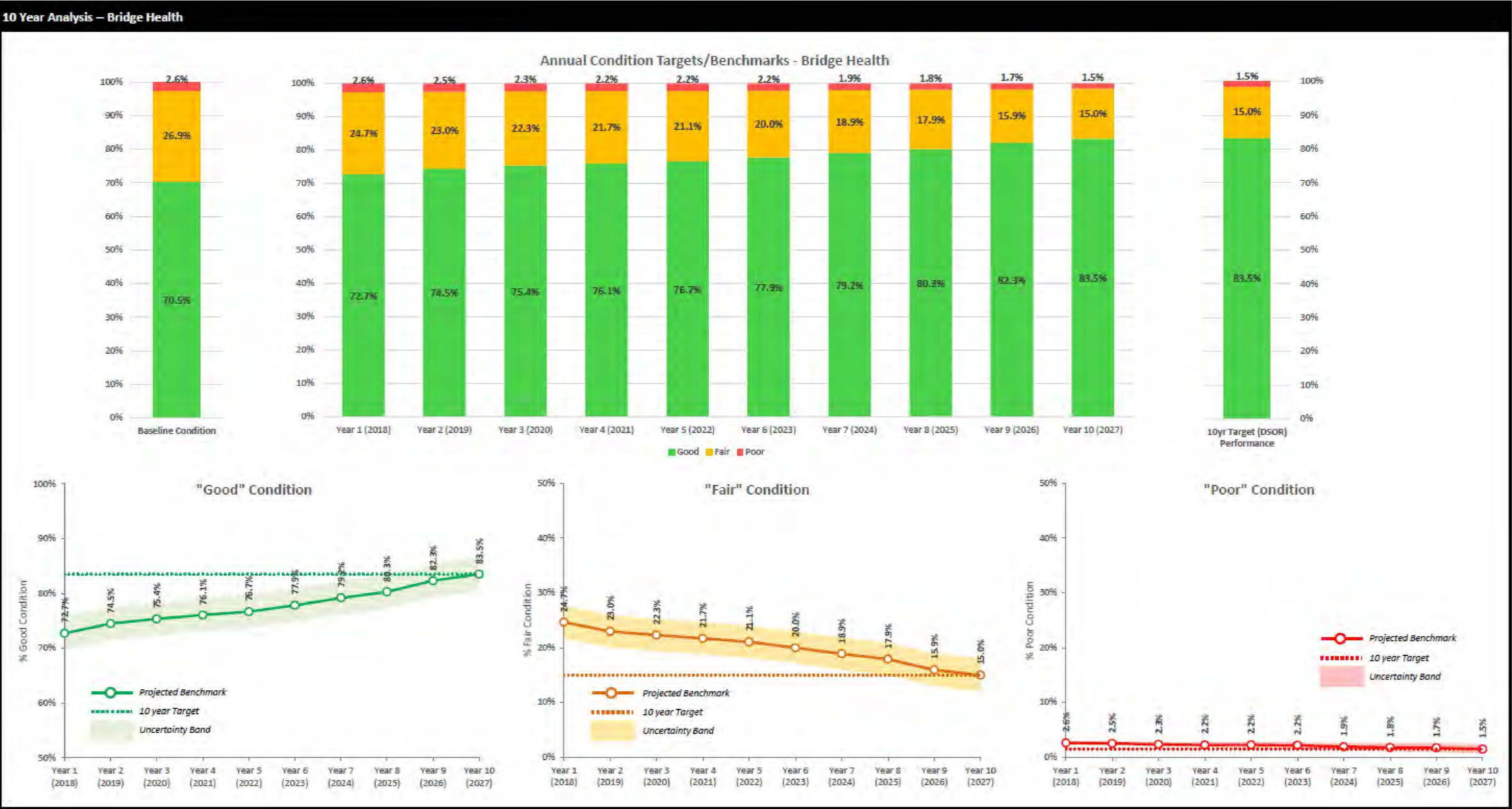


SENATE BILL 1 TARGET = 98% GOOD OR FAIR PAVEMENT

10 Year Analysis – Pavement Class 3







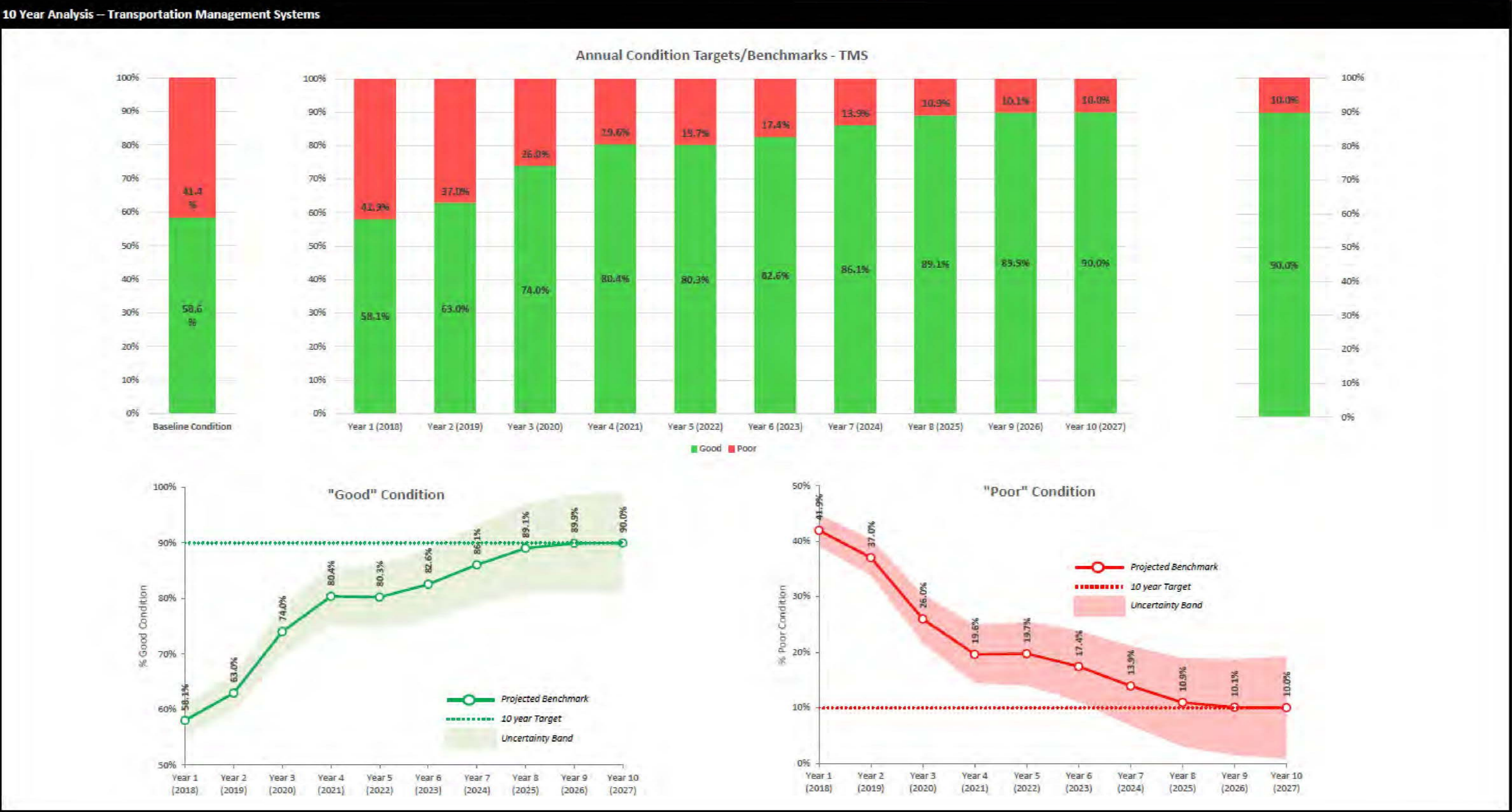


SENATE BILL 1 TARGET = 90% GOOD AND FAIR CULVERTS





SENATE BILL 1 TARGET = 90% GOOD





# Memorandum

Tab 29

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 21-22, 2018

Reference No.: 4.10  
Action

Published Date: March 9, 2018

From: SUSAN BRANSEN  
Executive Director

Prepared By: Rick Guevel, P.E.  
Associate Deputy Director

Subject: **APPROVAL OF THE TRANSPORTATION ASSET MANAGEMENT PLAN  
RESOLUTION G-18-12**

## **ISSUE:**

Should the California Transportation Commission (Commission) approve the Transportation Asset Management Plan (TAMP) to guide the selection of projects for the State Highway Operation and Protection Program?

## **RECOMMENDATION:**

Commission staff recommends that the Commission approve the TAMP to guide the selection of projects for the State Highway Operation and Protection Program.

## **BACKGROUND:**

The TAMP is a document prepared by the California Department of Transportation (Department) for purposes of assessing the health and condition of the state highway system with which the Department is able to determine the most effective way to apply the state's limited resources. Specifically, Government Code section 14526.4 (a) requires the Department, in consultation with the Commission, to prepare a robust TAMP to guide the selection of projects for the State Highway Operation and Protection Program. The TAMP shall be consistent with any applicable state and federal requirements and Commission approved guidelines.

At the October 2017 Commission meeting, the Department presented its Draft TAMP. Commission comments on the Draft TAMP were transmitted to the Department at the December 2017 Commission meeting and addressed by the Department in the updated TAMP presented at the January 2018 Commission meeting.

The Commission conditionally approved the TAMP at the January 2018 meeting with the condition that the following information be presented for the Commission's approval at the March 2018 meeting: (1) annual performance benchmarks for the four primary asset classes (bridges, pavements, drainage systems and transportation management system elements) and (2) annual performance targets for all supplemental asset classes on the state highway system.

Attachment – Resolution G-18-12



# **CALIFORNIA TRANSPORTATION COMMISSION**

## **Approval of the Transportation Asset Management Plan March 21, 2018**

### **RESOLUTION G-18-12**

- 1.1 WHEREAS, Government Code section 14526.4 (a) requires the Department of Transportation (Department), in consultation with the California Transportation Commission (Commission), to prepare a robust Transportation Asset Management Plan (TAMP) to guide the selection of projects for the State Highway Operation and Protection Program (SHOPP); and
  - 1.2 WHEREAS, the TAMP shall be consistent with any applicable state and federal requirements and Commission approved guidelines; and
  - 1.3 WHEREAS, at the October 2017 Commission meeting, the Department presented its draft TAMP; and
  - 1.4 WHEREAS, at its December 2017 meeting, the Commission transmitted its comments on the draft TAMP to the Department; and
  - 1.5 WHEREAS, at the January 2018 meeting, the Department addressed most of the Commission comments in the updated TAMP; and
  - 1.6 WHEREAS, the Commission conditionally approved the TAMP at the January 2018 meeting with the condition that the following information be presented for Commission approval at the March 2018 meeting: (1) annual performance benchmarks for the four primary asset classes (bridges, pavements, drainage systems and transportation management system elements) and (2) annual performance targets for all supplemental asset classes on the state highway system; and
  - 1.7 WHEREAS, the Department presented and the Commission approved annual performance targets for all supplemental asset classes on the state highway system at the March 2018 meeting under Agenda Tab # 27; and
  - 1.8 WHEREAS, the Department presented and the Commission approved annual performance benchmarks for the four primary asset classes (bridges, pavements, drainage systems and transportation management system elements) at the March 2018 meeting under Agenda Tab # 28.
- 2.1 NOW THEREFORE BE IT RESOLVED, that the Commission approves the TAMP.



**DRAFT WETLANDS REGULATION UPDATE**

INFORMATION ON THIS ITEM WILL BE  
PROVIDED PRIOR TO THE MARCH 21-22, 2018  
CALIFORNIA TRANSPORTATION COMMISSION MEETING



## **M e m o r a n d u m**

**To:** CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

**CTC Meeting:** March 21-22, 2018

**Reference No:** 2.5f.  
Information Item

**From:** NORMA ORTEGA  
Chief Financial Officer

**Prepared by:** Steven Keck, Chief  
Division of Budgets

**Subject:** **INFORMATIONAL REPORTS – DELEGATED ALLOCATIONS**  
**EMERGENCY G-11, SHOPP G-03-10 SAFETY, AND MINOR G-05-16**

### **SUMMARY:**

Since the period reported at the last California Transportation Commission (Commission) meeting, the California Department of Transportation (Department) allocated or sub-allocated:

- \$80,308,000 for construction and \$11,655,000 for construction engineering for 27 emergency construction projects, pursuant to the authority granted under Resolution G-11 (2.5f.(1)).
- \$28,723,000 for construction and \$6,787,000 for construction engineering for five safety projects, pursuant to the authority granted under Resolution G-03-10 (2.5f.(3)).
- \$4,471,000 for five State Highway Operation and Protection Program (SHOPP) Minor A projects, pursuant to the authority granted under Resolution G-05-16 (2.5f.(4)).

As of February 9, 2018, the Department has allocated or sub-allocated the following for construction in the Fiscal Year 2017-18:

- \$273,823,000 for 101 emergency construction projects.
- \$114,483,000 for 29 safety delegated projects.
- \$15,124,000 for 20 SHOPP Minor A projects.

### **BACKGROUND:**

The Commission, by Resolution G-11, as amended by Resolution G-11-16, delegated to the Department authority to allocate funds to correct certain situations caused by floods, slides, earthquakes, material failures, slip outs, unusual accidents or other similar events.



This authority is operative whenever such an event:

1. Places people or property in jeopardy.
2. Causes or threatens to cause closure of transportation access necessary for:
  - a. Emergency assistance efforts.
  - b. The effective functioning of an area's services, commerce, manufacture or agriculture.
  - c. Persons in the area to reach their homes or employment.
3. Causes either an excessive increase in transportation congestion or delay, or an excessive increase in the necessary distances traveled.

Resolution G-11 authorizes the Department to allocate funds for follow-up restoration projects associated with, and that immediately follow an emergency condition response project. Resolution G-11 also requires the Department to notify the Commission, at their next meeting, whenever such an emergency allocation has been made.

On March 30, 1994, the Commission delegated to the Department authority to allocate funds under Resolution G-11, as amended by Resolution G-11-16. This authority allows the Department to begin work without waiting for the next Commission meeting to receive an allocation.

On March 28, 2001, the Commission approved Resolution G-01-10, as amended by Resolution G-03-10, delegating to the Department authority to allocate funds for SHOPP safety projects. This authority allows the Department to begin work without waiting for the next Commission meeting to receive an allocation.

Resolution G-05-16 authorizes the Department to sub-allocate funds for Minor projects. At the June 2017 meeting, the funding and project listing for the FY 2017-18 Lump Sum Minor Construction Program was approved by the Commission under Resolution FM-16-05.

The SHOPP, as approved by the Commission, is a four-year program of projects with the total annual proposed expenditures limited to the biennial Commission-approved Fund Estimate. The Commission, subject to monthly reporting and briefings, has delegated to the Department the authority to allocate funds for safety projects and emergency projects. The Department uses prudent business practices to manage the combination of individual project cost increases and savings to meet Commission policies.

In all cases, the delegated authority allows the Department to begin work without waiting for the next Commission meeting to receive an allocation.

The Department has complied with the National Environmental Policy Act and the California Environmental Quality Act requirements in preparing these projects.

Attachment



## 2.5 Highway Financial Matters

Project # Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
<b>2.5f.(1) Informational Report - Emergency G-11 Allocations</b>				
1 \$1,027,000  Shasta 02-Sha-5 R33.0/R34.1	Near Shasta Lake City from 1 mile north of O'Brien Road Undercrossing to 1 mile south of Gilman Road Overcrossing. In January 2018 a sinkhole on the shoulder/embankment was discovered. Upon further investigation it was revealed a 24" culvert's invert had eroded and multiple separations inside the pipe have created voids under the travel-way. The existing failed culvert will be abandoned in place and the voids will be filled. A new 36" drainage system will be constructed.	02-3715 SHOPP/17-18 CON ENG \$250,000 CONST \$777,000 0218000110 4 4H370	001-0042 SHA 20.10.201.130  2017-18 302-0042 SHA 20.20.201.130	\$250,000     \$777,000
	Initial G-11 Allocation 02/05/18: \$1,027,000 (Additional \$5,000 was allocated for right of way purposes.)	Emergency		
2 \$2,550,000  Nevada 03-Nev-80 0.0/2.2	Near Truckee, from Placer County line to 0.3 mile west of Soda Springs overcrossing; also in, Placer County on Route 80 from 0.3 mile east of South Yuba River Bridge to Nevada County line (PM R62.5/R62.747). In October 2017, multiple failed drainage culverts were identified that are compromising the roadway embankment and structural section. This project will repair drainage systems including cure-in-place liner where possible, reconstruct embankment, and restore structural integrity of roadway.	03-4308 SHOPP/17-18 CON ENG \$400,000 CONST \$2,150,000 0318000175 4 4H090	001-0042 SHA 20.10.201.130  2017-18 302-0042 SHA 20.20.201.130	\$400,000     \$2,150,000
	Initial G-11 Allocation 12/18/17: \$2,550,000	Emergency		
3 \$950,000  Placer 03-Pla-80 31.8	In Colfax on Route 80 at Illinoistown Overcrossing. In November 2017, a sinkhole developed near the outlet end of a culvert. Pipe separation, invert loss and deformation was identified during inspection causing failure in roadway embankment and structural section. This project will repair the culvert using steel plate pipe, construct a reinforced concrete invert lining, and and restore structural integrity of roadway.	03-5137 SHOPP/17-18 CON ENG \$250,000 CONST \$700,000 0318000196 4 4H140	001-0042 SHA 20.10.201.130  2017-18 302-0042 SHA 20.20.201.130	\$250,000     \$700,000
	Initial G-11 Allocation 01/04/18: \$950,000 (Additional \$10,000 was allocated for right of way purposes.)	Emergency		
4 \$300,000  Placer 03-Pla-80 R50.7/R51.0	Near Baxter, at Whitmore Maintenance Station. On March 22, 2017, a slide occurred as a result of winter storms. Geotechnical investigations determined the slope damage was moving toward the roadway and has created obstructions in the drainage ditch at the toe of the slope. This project will include slope stabilization and repair, debris removal, geosynthetic earth armoring system installation, roadway repair, dewatering, and provide traffic control. The work is necessary to halt further damages and to prevent highway closures. Supplemental work is required to repair embankment and install geostabilization.	03-5135 SHOPP/17-18 CON ENG \$0 CONST \$300,000 0318000038 4 3H680	001-0042 SHA 20.10.201.130  2017-18 302-0042 SHA 20.20.201.130	\$0     \$300,000
	Initial G-11 Allocation 08/10/17: \$2,300,000 Supplemental G-11 Allocation 01/10/18: \$300,000 Revised Allocation: \$2,600,000	Emergency		



## 2.5 Highway Financial Matters

Project # Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
<b>2.5f.(1) Informational Report - Emergency G-11 Allocations</b>				
5 \$700,000  Sacramento 03-Sac-160 L7.0	Near Rio Vista on Route 160 at the Three Mile Slough Bridge (Br No. 24-0121). On December 16, 2017 high winds in the Sacramento Delta damaged cables that move the bridge up and down allowing for the passage of commercial vessels. Damage was also sustained to the wire rope guide system causing overload tensioning and damaging the anchoring components. This project will repair the damaged mechanisms to allow the draw bridge to be operable again.  Initial G-11 Allocation 01/04/18: \$700,000	03-7291 SHOPP/17-18 CON ENG \$200,000 CONST \$500,000 0318000198 4 4H160  Emergency	001-0042 SHA 20.10.201.130  2017-18 302-0042 SHA 20.20.201.130	\$200,000    \$500,000
6 \$1,500,000  Yuba 03-Yub-70 R7.3/R9.3	Near Marysville from Routes 65 and 70 interchange to Olivehurst Avenue overcrossing. Recent inspections by the Department revealed pumps have failed or are at risk of failure at various pump stations. This project will replace/repair the failed pumps. This work is necessary to maintain the safety of the traveling public by preventing roadway flooding and closures.  Initial G-11 Allocation 01/10/18: \$1,500,000	03-9826 SHOPP/17-18 CON ENG \$300,000 CONST \$1,200,000 0318000197 4 4H150  Emergency	001-0042 SHA 20.10.201.130  2017-18 302-0042 SHA 20.20.201.130	\$300,000    \$1,200,000
7 \$13,150,000  Marin 04-Mrn-1 11.5	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 to extend length of initial soldier pile retaining wall and construct an additional soldier pile retaining wall.  Initial G-11 Allocation 04/13/17: \$13,000,000 Supplemental G-11 Allocation 01/04/18: \$13,150,000 Revised Allocation: \$26,150,000	04-1461G SHOPP/16-17 CON ENG \$550,000 CONST \$12,600,000 0417000402 4 0P130  Emergency	001-0042 SHA 20.10.201.130  2017-18 302-0042 SHA 20.20.201.130	\$550,000    \$12,600,000
8 \$900,000  Santa Clara 04-SCI-9 0.0/4.8	Near Saratoga, from Santa Cruz County line to Sanborn Road. Remove slide debris, repair roadway, and establish safe working conditions of failed slope to initiate geotechnical investigations. Supplemental work is required to remove stockpile of slide debris that were temporarily stored at close proximity to expedite reopening of roadway.  Initial G-11 Allocation 02/01/17: \$1,950,000 Supplemental G-11 Allocation 02/28/17: \$4,280,000 Supplemental G-11 Allocation 12/17/17: \$900,000 Revised Allocation: \$7,130,000	04-1456E SHOPP/16-17 CON ENG \$0 CONST \$900,000 0417000290 4 4K270  Emergency	001-0042 SHA 20.10.201.130  2016-17 302-0042 SHA 20.20.201.130	\$0    \$900,000



## 2.5 Highway Financial Matters

Project # Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
<b>2.5f.(1) Informational Report - Emergency G-11 Allocations</b>				
9 \$28,815,000 Santa Barbara 05-SB-101 R0.0/13.5	In and near the city of Santa Barbara, from the Ventura County line to Garden Street undercrossing. On January 9, 2018 a large mudslide damaged extensively various sections of the corridor, including roadway, bridges, drainage systems, and roadside safety elements. This project will address immediate needs to clear debris, clean drainage facilities, conduct damage assessments, and re-open roadway. Supplemental work is necessary to sustain a 24/7 operation to handle the continued flow of debris and water, and provide traffic control. An additional supplemental is needed to address continued debris removal which includes temporary stockpile removal, trucking, traffic control, and 24/7 operations support.	05-2754 SHOPP/17-18 CON ENG \$2,815,000 CONST \$26,000,000 0518000006 4 1J630 Emergency	001-0042 SHA 20.10.201.130  2017-18 302-0042 SHA 20.20.201.130	\$2,815,000   \$26,000,000
Initial G-11 Allocation 01/12/18: \$1,300,000 Supplemental G-11 Allocation 01/26/18: \$4,515,000 Supplemental G-11 Allocation 02/09/18: \$23,000,000 Revised Allocation: \$28,815,000 (Additional \$10,000 was allocated for right of way purposes.)				
10 \$650,000 Santa Barbara 05-SB-101 1.6/4.0	In Carpinteria from Ballard Avenue Overcrossing to 0.4 mile north of Santa Ynez Avenue Overcrossing. On January 9, 2018 a large mudslide damaged sections of roadway, bridges, drainage systems, and roadside safety elements. This project will address immediate needs to clear debris, clean drainage facilities, conduct damage assessments, and re-open roadway.	05-2757 SHOPP/17-18 CON ENG \$150,000 CONST \$500,000 0518000008 4 1J650 Emergency	001-0042 SHA 20.10.201.130  2017-18 302-0042 SHA 20.20.201.130	\$150,000   \$500,000
Initial G-11 Allocation 01/26/18: \$650,000				
11 \$575,000 Santa Barbara 05-SB-101 20.0/20.2	Near the city of Santa Barbara on northbound Route 101 at North Turnpike Road Interchange. On December 15, 2017 a fuel tanker truck and trailer overturned spilling an estimated 6,000 gallons of gasoline on the roadway. The accident and spill caused extensive damage to the roadway and subsurface drainage facilities. During time of incident evacuations were in place because of the Thomas Fire. This project will temporarily repair damaged pavement, place Hot Mix Asphalt and place temporary pavement markings to allow opening of highway. The responsible party has been identified and abatement will be sought.	05-2750 SHOPP/17-18 CON ENG \$75,000 CONST \$500,000 0518000005 4 1J620 Emergency	001-0042 SHA 20.10.201.130  2017-18 302-0042 SHA 20.20.201.130	\$75,000   \$500,000
Initial G-11 Allocation 01/08/18: \$575,000				
12 \$1,250,000 Santa Barbara 05-SB-Var Var	In Santa Barbara County, on Routes 144, 150, and 192 at various locations. On January 9, 2018 a large mudslide damaged extensively various sections of the corridor, including roadway, bridges, drainage systems, and roadside safety elements. This project will address immediate needs to clear debris, clean drainage facilities, conduct damage assessments, and re-open roadway.	05-2756 SHOPP/17-18 CON ENG \$250,000 CONST \$1,000,000 0518000007 4 1J640 Emergency	001-0042 SHA 20.10.201.130  2017-18 302-0042 SHA 20.20.201.130	\$250,000   \$1,000,000
Initial G-11 Allocation 01/26/18: \$1,250,000 (Additional \$30,000 was allocated for right of way purposes.)				



## 2.5 Highway Financial Matters

Project # Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
<b>2.5f.(1) Informational Report - Emergency G-11 Allocations</b>				
13 \$2,050,000  Kern 06-Ker-204 5.61	Near Bakersfield, at Kern River Bridge (Br No 50-0033). On November 9, 2017 field inspection determined the bridge foundation piers sustained scour damage. This project will backfill piers with slurry cement and install channel rock lining.  Initial G-11 Allocation 02/05/18: \$2,050,000 (Additional \$250,000 was allocated for right of way purposes.)	06-6926 SHOPP/17-18 CON ENG \$450,000 CONST \$1,600,000 0618000132 4 0X610  Emergency	001-0042 SHA 20.10.201.130  2017-18 302-0042 SHA 20.20.201.130	\$450,000     \$1,600,000
14 \$735,000  Los Angeles 07-LA-1 56.7	In Malibu on Route 1 at Trancas Creek Bridge (Br No. 53-0027). Recent field inspections by the Department determined the bridge foundation piers sustained scour damage. This project will backfill piers with large rock (Class IV).  Initial G-11 Allocation 12/15/17: \$735,000 (Additional \$290,000 was allocated for right of way purposes.)	07-5300 SHOPP/17-18 CON ENG \$150,000 CONST \$585,000 0718000171 4 1XG10  Emergency	001-0042 SHA 20.10.201.130  2017-18 302-0042 SHA 20.20.201.130	\$150,000     \$585,000
15 \$475,000  Los Angeles 07-LA-5 39.3	In the City of Los Angeles at Route 5 and Route 118 interchange (Br No 53-2329G). On January 9, 2018 a truck and trailer hit the concrete barrier, traveled on top of the barrier, then went through the barrier and onto the connector and freeway below, and also damaging an overhead sign. This project will place temporary K-rail, repair damaged concrete barrier and replace damaged sign. The responsible party has been identified and abatement will be sought.  Initial G-11 Allocation 01/26/18: \$475,000	07-5308 SHOPP/17-18 CON ENG \$130,000 CONST \$345,000 0718000217 4 1XG90  Emergency	001-0042 SHA 20.10.201.130  2017-18 302-0042 SHA 20.20.201.130	\$130,000     \$345,000
16 \$1,430,000  Los Angeles 07-LA-5 R54.1/R56.6	In Santa Clarita and Valencia On Route 5 from Rye Canyon undercrossing to Hasley Canyon Bridge; also on, Route 126 at post mile 5.6 to 5.9 at the Route 5 and Route 126 interchange. On December 5, 2017 the Rye Fire developed damaging over 6,000 acres including drainage systems, eroding slopes, and roadside facilities. This project will repair drainage systems and roadside facilities, stabilize slopes including hydroseeding, and remove fire debris.  Initial G-11 Allocation 01/04/18: \$1,430,000 (Additional \$50,000 was allocated for right of way purposes.)	07-5303 SHOPP/17-18 CON ENG \$300,000 CONST \$1,130,000 0718000198 4 1XG40  Emergency	001-0042 SHA 20.10.201.130  2017-18 302-0042 SHA 20.20.201.130	\$300,000     \$1,130,000
17 \$1,410,000  Los Angeles 07-LA-210 R4.9/R11.0	In the city of Los Angeles on Route 210 from Maclay Street to Sunland Boulevard; also on, Route 118 from Porter Ranch Dr to Tampa Avenue (PM 4.0/4.6). On December 5, 2017 the Creek Fire developed damaging over 15,600 acres including drainage systems, eroding slopes, and roadside facilities. This project will repair drainage systems, stabilize slopes including hydroseeding, and remove fire debris.  Initial G-11 Allocation 01/04/18: \$1,410,000 (Additional \$40,000 was allocated for right of way purposes.)	07-5302 SHOPP/17-18 CON ENG \$300,000 CONST \$1,110,000 0718000197 4 1XG30  Emergency	001-0042 SHA 20.10.201.130  2017-18 302-0042 SHA 20.20.201.130	\$300,000     \$1,110,000



## 2.5 Highway Financial Matters

Project # Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
<b>2.5.f.(1) Informational Report - Emergency G-11 Allocations</b>				
18 \$2,440,000  Los Angeles 07-LA-405 34.0/35.9	In the city of Los Angeles on Route 405 from Getty Center Drive to Bel Air Crest Road. On December 6, 2017 the Skirball Fire developed damaging 475 acres including drainage systems, eroding slopes, and roadside facilities. This project will repair drainage systems, stabilize slopes including hydroseeding, and remove fire debris.  Initial G-11 Allocation 12/18/17: \$2,440,000 (Additional \$60,000 was allocated for right of way purposes.)	07-5301 SHOPP/17-18 CON ENG \$550,000 CONST \$1,890,000 0718000188 4 1XG20  Emergency	001-0042 SHA 20.10.201.130  2017-18 302-0042 SHA 20.20.201.130	\$550,000          \$1,890,000
19 \$16,000  Los Angeles 07-LA-Var	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 address environmentally sensitive areas, complete the work, and close out the project.  Initial G-11 Allocation 02/16/17: \$341,000 Supplemental G-11 Allocation 01/04/18: \$16,000 Revised Allocation: \$357,000	07-5174 SHOPP/16-17 CON ENG \$5,000 CONST \$11,000 0717000225 4 1XC40  Emergency	001-0042 SHA 20.10.201.130  2017-18 302-0042 SHA 20.20.201.130	\$5,000          \$11,000
20 \$3,650,000  Ventura 07-Ven-33 13.2/30.5	Near Ojai from 0.4 mile north of Fairview Avenue to Sespe Creek Bridge (Br No 52-0078). On December 4, 2017 the Thomas Fire developed scorching 281,000 acres including roadside safety elements. This project will replace metal beam guardrail (MBGR), terminal sections, and crash cushions.  Initial G-11 Allocation 01/26/18: \$3,650,000	07-5306 SHOPP/17-18 CON ENG \$850,000 CONST \$2,800,000 0718000211 4 1XG70  Emergency	001-0042 SHA 20.10.201.130  2017-18 302-0042 SHA 20.20.201.130	\$850,000          \$2,800,000
21 \$11,095,000  Ventura 07-Ven-33 13.9/30.5	Near Ojai from 1.1 miles north of Fair Avenue to Sespe Creek Bridge (Br No 52-0078). On December 4, 2017 the Thomas Fire developed scorching 281,000 acres including slope erosion and roadway drainage damage. This project will conduct initial slope stabilization including hydroseeding, repair downdrains, and construct debris racks for rockfall protection.  Initial G-11 Allocation 01/26/18: \$14,020,000 (Additional \$230,000 was allocated for right of way purposes.)	07-5307 SHOPP/17-18 CON ENG \$3,250,000 CONST \$10,770,000 0718000216 4 1XG80  Emergency	001-0042 SHA 20.10.201.130  2017-18 302-0042 SHA 20.20.201.130	\$325,000          \$10,770,000
22 \$1,170,000  Ventura 07-Ven-33 Var	In Ventura County, on Routes 33, 101, and 150 at various locations. On December 4, 2017 the Thomas Fire developed scorching 281,000 acres including roadside safety elements. This project will replace metal beam guardrail (MBGR), terminal sections, and crash cushions.  Initial G-11 Allocation 01/26/18: \$1,170,000	07-5304 SHOPP/17-18 CON ENG \$270,000 CONST \$900,000 0718000209 4 1XG50  Emergency	001-0042 SHA 20.10.201.130  2017-18 302-0042 SHA 20.20.201.130	\$270,000          \$900,000



## 2.5 Highway Financial Matters

Project # Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
<b>2.5f.(1) Informational Report - Emergency G-11 Allocations</b>				
23 \$1,235,000  Ventura 07-Ven-150 19.9/32.7	Near Ojai from Reeves Road to Royal Oaks Place in Santa Paula. On December 4, 2017 the Thomas Fire developed scorching 281,000 acres including roadside safety elements. This project will replace metal beam guardrail (MBGR), terminal sections, and crash cushions.  Initial G-11 Allocation 01/26/18: \$1,235,000	07-5305 SHOPP/17-18 CON ENG \$285,000 CONST \$950,000 0718000210 4 1XG60  Emergency	001-0042 SHA 20.10.201.130  2017-18 302-0042 SHA 20.20.201.130	\$285,000   \$950,000
24 \$1,790,000  San Bernardino 08-SBd-210 11.3	Near Rancho Cucamonga on Route 210 at Route 15 and Route 210 interchange. On October 24, 2017 a brush fire developed damaging roadway embankment, landscape, and irrigation systems. This project will remove fire debris, restore irrigation systems, and provide traffic control.  Initial G-11 Allocation 12/15/17: \$1,790,000 (Additional \$10,000 was allocated for right of way purposes.)	08-3009Y SHOPP/17-18 CON ENG \$300,000 CONST \$1,490,000 0818000082 4 1J570  Emergency	001-0042 SHA 20.10.201.130  2017-18 302-0042 SHA 20.20.201.130	\$300,000   \$1,490,000
25 \$5,000,000  San Diego 11-SD-15 R10	In the city of San Diego at the Route 15 and Clairemont Mesa Boulevard interchange. In June 2017, maintenance inspection revealed failure in roadway embankment and structural section due to pipe separation, invert loss and deformation causing. This project will repair the culvert using steel plate pipe, construct a reinforced concrete invert lining, and and restore structural integrity of roadway.  Initial G-11 Allocation 02/14/18: \$5,000,000	11-1286 SHOPP/17-18 CON ENG \$1,500,000 CONST \$3,500,000 1118000087 4 43028  Emergency	001-0042 SHA 20.10.201.130  2017-18 302-0042 SHA 20.20.201.130	\$1,500,000   \$3,500,000
26 \$100,000  San Diego 11-SD-15 R52.1/R52.6	In Rainbow, from Rainbow Valley Boulevard to 0.5 mile north of Rainbow Valley Boulevard. On July 10, 2017, Maintenance forces responded to a wildfire on the embankment. The fire burned embankment vegetation and an existing wood plank soundwall. Supplemental work is required to extend the length and height of soundwall being constructed, construct concrete barrier, and place aesthetic treatments to pilasters and wall.  Initial G-11 Allocation 08/15/18: \$1,000,000 Supplemental G-11 Allocation 01/18/18: \$100,000 Revised Allocation: \$1,100,000	11-1282 SHOPP/17-18 CON ENG \$0 CONST \$100,000 1118000013 4 43022  Emergency	001-0042 SHA 20.10.201.130  2017-18 302-0042 SHA 20.20.201.130	\$0   \$100,000
27 \$7,000,000  San Diego 11-SD-76 11.0/R17.0	Near Oceanside from 0.7 mile east of North River Road to Route 15 interchange. On December 7, 2018 the Lilac Fire developed and damaged over 400 acres of environmental mitigation improvements recently completed. This project will replace damaged facilities, clean drainage systems, and hydroseed slopes.  Initial G-11 Allocation 01/31/18: \$7,000,000	11-1312 SHOPP/17-18 CON ENG \$1,000,000 CONST \$6,000,000 1118000138 4 43042  Emergency	001-0042 SHA 20.10.201.130  2017-18 302-0042 SHA 20.20.201.130	\$1,000,000   \$6,000,000



## 2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
<b>2.5f.(3) Informational Report - SHOPP Safety Resolution G-03-10 Delegated Allocations</b>				
1 \$3,028,000  Mendocino 01-Men-20 R37.8/R38.3	Near Calpella, from 0.1 mile west of Cold Creek Bridge #1 to Cold Creek Bridge #2. <u>Outcome/Output:</u> Improve safety at the intersection of Potter Valley Road and Route 20 by adding an eastbound acceleration lane, installing lighting and rumble strip, improving drainage, and realigning the angle of the intersection. This project will reduce the number and severity of collisions.	01-4596 SHOPP/17-18 CON ENG \$433,000 CONST \$2,460,000 0114000072 4 0E470	001-0890 FTF 20.10.201.010  2017-18 302-0042 SHA 302-0890 FTF 20.20.201.010	\$433,000   \$52,000 <u>\$2,543,000</u> \$2,595,000
<u>Performance Measure:</u> Planned: 20, Actual: 20 Collision(s) Reduced				
Preliminary <u>Engineering</u> PA&ED PS&E R/W Supp		<u>Budget</u> \$645,000 \$474,000 \$43,000	<u>Expended</u> \$469,301 \$430,741 \$39,642	
(CEQA - CE, 12/1/2016; Re-validation 1/11/2018) (NEPA - CE, 12/1/2016; Re-validation 1/11/2018)				
Allocation Date: 01/23/18				
2 \$2,764,000  Tehama 02-Teh-36 36.4/36.9	Near Red Bluff, from Nevis Road to 0.5 mile east of Nevis Road; also, on Route 5 at Red Bluff Maintenance Station. <u>Outcome/Output:</u> Improve safety by realigning roadway curve, widening lane and shoulder widths, and improving drainage. Embankment material to be acquired at a borrow site on Route 5. This project will reduce the number and severity of collisions.	02-3590 SHOPP/17-18 CON ENG <del>\$604,000</del> <b>\$614,000</b> CONST \$2,150,000 0215000053 4 0H110	001-0890 FTF 20.10.201.010  2017-18 302-0042 SHA 302-0890 FTF 20.20.201.010	\$614,000   \$43,000 <u>\$2,107,000</u> \$2,150,000
<u>Performance Measure:</u> Planned: 14, Actual: 14 Collision(s) Reduced				
Preliminary <u>Engineering</u> PA&ED PS&E R/W Supp		<u>Budget</u> \$579,000 \$635,000 \$440,000	<u>Expended</u> \$445,447 \$578,892 \$295,547	
(CEQA - CE, 10/28/2016; Re-validation 01/26/2018) (NEPA - CE, 10/28/2016; Re-validation 01/26/2018)				
Allocation Date: 02/06/18				



## 2.5 Highway Financial Matters

2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type												
2.5f.(3) Informational Report - SHOPP Safety Resolution G-03-10 Delegated Allocations																
3 \$25,250,000	Near Esparto, from 0.4 mile west to 0.4 mile east of County Road 79; also from 0.1 mile east of Plainfield Street to 0.1 mile east of County Road 90.	03-8655A SHOPP/16-17 CON ENG	001-0890 FTF 20.10.201.010	\$4,850,000												
Yolo 03-Yol-16 20.5/31.8	<u>Outcome/Output:</u> Widen shoulders, improve curve, provide left-turn channelization, add signals, construct roundabout, and add two-way left-turn lanes to improve safety. This project will reduce the number and severity of collisions.	\$4,850,000 CONST \$19,390,000 0314000272 4 0C472	2017-18 302-0042 SHA 302-0890 FTF 20.20.201.010	\$408,000 <u>\$19,992,000</u> \$20,400,000												
<u>Performance Measure:</u> Planned: 330, Actual: 330 Collision(s) Reduced																
Preliminary																
<table><tr><td><u>Engineering</u></td><td><u>Budget</u></td><td><u>Expended</u></td></tr><tr><td>PA&amp;ED</td><td>\$0</td><td>\$0</td></tr><tr><td>PS&amp;E</td><td>\$3,500,000</td><td>\$2,819,180</td></tr><tr><td>R/W Supp</td><td>\$3,400,000</td><td>\$2,135,309</td></tr></table>					<u>Engineering</u>	<u>Budget</u>	<u>Expended</u>	PA&ED	\$0	\$0	PS&E	\$3,500,000	\$2,819,180	R/W Supp	\$3,400,000	\$2,135,309
<u>Engineering</u>	<u>Budget</u>	<u>Expended</u>														
PA&ED	\$0	\$0														
PS&E	\$3,500,000	\$2,819,180														
R/W Supp	\$3,400,000	\$2,135,309														
(CEQA - EIR, 06/30/2015; Re-validation 01/16/2018) (NEPA - FONSI, 06/30/2015; Re-validation 01/16/2018)																
(Future consideration of funding approved under Resolution E-15-43; August 2015.)																
(Additional contribution: \$2,000,000 CONST from Yocha Dehe Wintun Nation.)																
Allocation Date: 02/02/18																
4 \$1,237,000	In San Leandro at the southbound off-ramp to southbound Route 238. <u>Outcome/Output:</u> Install lighting, upgrade sign panels, refresh striping with high visibility delineation, and install flashing beacon to improve safety. This project will reduce the number and severity of collisions.	04-0488J SHOPP/17-18 CON ENG <del>\$206,000</del> <b>\$340,000</b> CONST \$765,000 0414000123 4 1J010	001-0890 FTF 20.10.201.010 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.010	\$340,000  \$18,000 <u>\$879,000</u> \$897,000												
Alameda 04-Ala-880 20.9																
<u>Performance Measure:</u> Planned: 11, Actual: 11 Collision(s) Reduced																
Preliminary																
<table><tr><td><u>Engineering</u></td><td><u>Budget</u></td><td><u>Expended</u></td></tr><tr><td>PA&amp;ED</td><td>\$220,000</td><td>\$217,676</td></tr><tr><td>PS&amp;E</td><td>\$740,000</td><td>\$495,204</td></tr><tr><td>R/W Supp</td><td>\$22,000</td><td>\$3,179</td></tr></table>					<u>Engineering</u>	<u>Budget</u>	<u>Expended</u>	PA&ED	\$220,000	\$217,676	PS&E	\$740,000	\$495,204	R/W Supp	\$22,000	\$3,179
<u>Engineering</u>	<u>Budget</u>	<u>Expended</u>														
PA&ED	\$220,000	\$217,676														
PS&E	\$740,000	\$495,204														
R/W Supp	\$22,000	\$3,179														
(CEQA - CE, 09/15/2016; Re-validation 11/07/2017) (NEPA - CE, 09/15/2016; Re-validation 11/07/2017)																
Allocation Date: 02/16/18																



## 2.5 Highway Financial Matters

Project #	Location	PPNO Program/Year Phase	Budget Year	Amount by
Allocation Amount	Project Description	Prgm'd Amount	Item # Fund Type	Fund Type
County	Allocation History	Project ID	Program Code	
Dist-Co-Rte		Adv Phase		
Postmile		EA		
<b>2.5f.(3) Informational Report - SHOPP Safety Resolution G-03-10 Delegated Allocations</b>				
5	In and near Kettleman City and Lemoore, from Route	06-6816	001-0890 FTF	\$550,000
\$3,231,000	33 to the Fresno County line at various locations.	SHOPP/17-18	20.10.201.010	
	<u>Outcome/Output:</u> Improve safety by constructing	CON ENG		
Kings	shoulder and centerline rumble strips to reduce the	\$550,000	2017-18	
06-Kin-41	number and severity of collisions.	CONST	302-0890 FTF	\$2,681,000
8.1/R48.3		\$2,681,000	20.20.201.010	
	<u>Performance Measure:</u>	0617000039		
	Planned: 62, Actual: 62 Collision(s) Reduced	4		
		0V860		
	Preliminary			
	<u>Engineering</u>			
	<u>Budget</u>			
	PA&ED	\$0		\$0
	PS&E	\$690,000		\$234,046
	R/W Supp	\$20,000		\$0
	(CEQA - CE, 11/22/2016; Re-validation 12/05/2017)			
	(NEPA - CE, 07/18/2017; Re-validation 12/05/2017)			
	Allocation Date: 0/0/			



## 2.5 Highway Financial Matters

#	Dist	County	Route	Postmile	Location/Description	EA1	Program Code	Original Est.	Allocations
<b>2.5f.(4) Informational Report - Minor Construction Program - Resolution G-05-16 Delegated Allocations</b>									
1	02	Tri	299	15.1/15.5	Increase pavement width to allow larger vehicles to traverse the curves.	2H720	201.310	\$930,000	\$944,000
2	05	Mon	Var	Var	Upgrade one way signs to reduce the number and severity of collisions.	1G910	201.015	\$1,000,000	\$1,078,000
3	05	SLO	Var	Var	Upgrade one way signs to enhance the flow of traffic operations at intersections, ramps, and commercial driveways.	1G900	201.015	\$1,100,000	\$849,000
4	06	Fre	99	16.0	Widen ramp and install traffic signal to alleviate congestion.	0V560	201.310	\$1,250,000	\$1,250,000
5	09	Iny	178	45.5/47.6	Installation of guardrail to improve safety.	37020	201.015	\$350,000	\$350,000



## **M e m o r a n d u m**

**To:** CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

**CTC Meeting:** March 21-22, 2018

**Reference No.:** 3.2a.  
Information Item

**From:** NORMA ORTEGA  
Chief Financial Officer

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

**Subject:** **STATUS OF CONSTRUCTION CONTRACT AWARD FOR STATE HIGHWAY PROJECTS**

### **SUMMARY:**

The California Department of Transportation is presenting this item to provide the status of construction contract award for projects on the State Highway System allocated in Fiscal Year (FY) 2016-17 and FY 2017-18.

In FY 2016-17, the California Transportation Commission (Commission) voted 524 State-administered State Transportation Improvement Program (STIP), State Highway Operation and Protection Program (SHOPP), and Proposition 1B projects on the State Highway System. As of February 14, 2018, 517 projects totaling \$2.4 billion have been awarded. Funds for one project have lapsed.

In FY 2017-18, the Commission voted 220 State-administered STIP, SHOPP, and Proposition 1B projects on the State Highway System. As of February 14, 2018, 163 projects totaling \$913.0 million have been awarded.

### **BACKGROUND:**

Starting with July 2006 allocations, projects are subject to Resolution G-06-08, which formalizes the condition of allocation that requires projects to be ready to proceed to construction within six months of allocation. The policy also requires that projects that are not awarded within four months of allocation be reported to the Commission.



CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

Reference No.: 3.2a.  
March 21-22, 2018  
Page 2 of 2

**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	140	0	\$354,941	4	129	136
June 2017	103	\$109,312	\$500,062	101	0	\$774,656	2	85	95
<b>TOTAL</b>	<b>524</b>	<b>\$432,730</b>	<b>\$2,267,163</b>	<b>517</b>	<b>1</b>	<b>\$2,419,295</b>	<b>6</b>	<b>411</b>	<b>489</b>

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	98	0	\$701,672	18	65	94
October 2017	34	\$28,744	\$147,145	27	0	\$92,786	7	25	26
December 2017	36	\$19,279	\$156,677	24	0	\$65,986	12	24	24
January 2018	34	\$40,219	\$174,710	14	0	\$52,520	20	14	14
<b>TOTAL</b>	<b>220</b>	<b>\$259,042</b>	<b>\$1,407,036</b>	<b>163</b>	<b>0</b>	<b>\$912,964</b>	<b>57</b>	<b>128</b>	<b>158</b>

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

*"Provide a safe, sustainable, integrated and efficient transportation system  
to enhance California's economy and livability."*



# Voted Not Awarded Project Status

Reference No.: 3.2a.

March 21-22, 2018

Attachment

Page 1 of 4

## FY 2016-17 Project Award Status

Dist-PPNO	EA	Work Description	Allocation Date	Award Deadline	Allocation Amt.	Project Status
02-3560	4G550	In and near Dunsmuir, from Sacramento River Bridge to 0.6 mile south of North Mount Shasta Underpass. Rehabilitate roadway.	5/17/17	8/31/18	\$64,265,000	This project was advertised on 7/17/17. Bids were opened on 9/6/17. A nine-month time extension was approved at the December 2017 CTC Meeting.
03-6913	0F351	In various locations in Yolo and Sacramento Counties. Construct Ramp meters including electrical system, loop detectors, signal heads and masts, and bus/carpool bypass lanes.	5/17/17	2/28/18	\$20,634,000	Project was advertised on 9/6/17. Bids were opened on 11/15/17. A three-month time extension was approved at the December 2017 CTC Meeting.
04-0135Q	4G790	In Oakland, at Oakland Avenue Undercrossing No. 33 -0288. Rehabilitate bridge deck.	5/17/17	6/30/18	\$3,944,000	Project was advertised on 7/17/17. Bids were opened on 8/15/16. All bids were rejected. The project was re-packaged and re-advertised on 2/12/18. Bids will be opened on 3/12/18. A seven-month time extension was approved at the October 2017 CTC Meeting.
06-6662	0Q620	Near Buttonwillow, at the northbound and southbound Buttonwillow safety roadside rest areas. Upgrade water and waste water systems.	5/17/17	8/31/18	\$3,400,000	Project was advertised on 6/19/17. Bids were opened on 7/25/17. All bids were rejected on 8/30/17. A nine-month time extension was approved at the December 2017 CTC Meeting.
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 nine-month time extension was approved at the January 2018 CTC Meeting.
04-16543	4J370	In the Bay Area in various counties, on various routes, at various locations. On-call service contract to restore non-operational Transportation Management System elements.	6/28/17	3/31/18	\$19,000,000	Project was advertised on 10/23/17. Bids were opened on 11/7/17. All bids were rejected. The project will be repackaged and re-advertised on 4/16/18. Bid opening will be on 5/30/18. A three-month time extension was approved at the January 2018 CTC Meeting.



# Voted Not Awarded Project Status

Reference No.: 3.2a.

March 21-22, 2018

Attachment

Page 2 of 4

## FY 2017-18 Project Award Status

Dist-PPNO	EA	Work Description	Allocation Date	Award Deadline	Allocation Amt.	Project Status
02-3529	4F990	In and near Susanville, from 0.3 mile east of Eagle Lake Road to Route 395. Rehabilitate pavement.	8/16/17	2/28/18	\$14,166,000	Project was advertised on 9/25/17. Bids were opened on 11/1/17. The Department rejected all bids on 12/7/17. The project was re-packaged on 12/15/17 and re-advertised on 1/8/18. Bids were opened on 2/13/18. A concurrent time extension is being requested at the March 2018 CTC Meeting.
04-0064Q	01411	Near Oakland, at the San Francisco Oakland Bay Bridge (SFOBB) Maintenance Complex. Construct SFOBB Maintenance Complex Phase 3 Training Facility.	8/16/17	2/28/18	\$19,429,000	Project was advertised on 10/9/17. Bids were opened on 12/6/17. A concurrent time extension is being requested at the March 2018 CTC Meeting.
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	2/28/18	\$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 concurrent time extension request is being requested at the March 2018 CTC Meeting.
04-0371Q	3G140	In Calistoga, on Route 29 from postmile 36.9 to 38.0 at various locations; also on Route 128 from postmile 4.0 to 4.5 at various locations. Construct ADA ramps.	8/16/17	2/28/18	\$1,515,000	Project was advertised on 12/18/17. Bids were opened on 1/30/18. A concurrent time extension is being requested at the March 2018 CTC Meeting.
04-0250B	4G810	In Concord, at Buchanan Field Viaduct No. 28-0186. Rehabilitate bridge.	8/16/17	2/28/18	\$2,370,000	Project was advertised on 1/8/18. Bids were opened on 2/14/18. A concurrent time extension is being requested at the March 2018 CTC Meeting.
04-0681Q	4G850	In Pacifica, at San Jose avenue Pedestrian Overcrossing No. 35-0240. Replace bridge.	8/16/17	2/28/18	\$5,812,000	Project was advertised on 11/13/17. Bids were opened on 1/24/18. A concurrent time extension is being requested at the March 2018 CTC meeting.



# Voted Not Awarded Project Status

Reference No.: 3.2a.

March 21-22, 2018

Attachment

Page 3 of 4

04-0158G	4H751	In the city and county of San Francisco, on Routes 80 and 82 at various locations; also in Santa Clara County, on Routes 82, 130, and 152 at various locations. Install pedestrian crosswalk safety enhancements.	8/16/17	2/28/18	\$5,747,000	Project was advertised on 10/9/17. Bids were opened on 11/9/17. All bids were rejected on 12/13/17. The project will be re-advertised on 6/12/18. Bid opening is scheduled for 7/10/18. A concurrent time extension will be requested at the March 2018 CTC Meeting.
07-4387	28670	In the cities of Los Angeles, Long Beach, Signal Hill, Lakewood, Carson and Hawthorn. Mitigate Stormwater quality by using Best Management Practices.	8/16/17	2/28/18	\$17,333,000	Project was advertised on 11/27/17. Bids were opened on 2/7/18. A concurrent time extension is being requested at the March 2018 CTC meeting.
07-4588	29530	In cities of Los Angeles, South Pasadena, and Pasadena, from West Sunset Boulevard to East Glenarm Street. Enhance highway worker safety by installing Maintenance Vehicle Pullouts, access gates and other measures.	8/16/17	2/28/18	\$2,863,000	Project was advertised on 12/4/17. Bids were opened on 1/31/18. A concurrent time extension is being requested at the March 2018 CTC Meeting.
07-4599	29660	In the city of Los Angeles, at Santa Monica Viaduct (Br. No. 53-1301). Paint and rehabilitate bridge.	8/16/17	2/28/18	\$66,880,000	Project was advertised on 12/11/17. Bids will be opened on March 22, 2018. A concurrent time extension at the March 208 CTC meeting.
07-4617	29750	In the cities of Los Angeles, Pasadena and South Pasadena, from Stadium Way to Arroyo Drive and on northbound off-ramp to Route 5. Upgrade metal beam guardrail, install concrete barrier, removed raised island, and install safety lighting.	8/16/17	2/28/18	\$9,491,000	Project was advertised on 12/4/17. Bids were opened on 1/31/18. A concurrent time extension is being requested at the March 2018 CTC Meeting.
07-4680	30080	In the city of Los Angeles, from Route 5 to Route 110. Rehabilitate pavement.	8/16/17	2/28/18	\$10,001,000	Project was advertised on 11/27/17. Bids were opened on 1/18/18. A concurrent time extension is being requested at the March 2018 CTC meeting.
07-4681	3009U	In and near the cities of Los Angeles and Carson, from Gaffey Street to College Street. Extend service life of existing pavement and install concrete barrier and metal beam guardrail.	8/16/17	2/28/18	\$39,143,000	Project was advertised on 11/20/17. Bids were opened on 1/25/18. A concurrent time extension is being requested at the March 2018 CTC Meeting.
07-4772	30770	In and near Pico Rivera and Industry, from Rose Hills Road to Valley Boulevard. Pavement rehabilitation.	8/16/17	2/28/18	\$1,718,000	Project was advertised on 2/20/18. Bid opening is on 3/27/18. A concurrent time extension is being requested at the March 2018 CTC Meeting.



# Voted Not Awarded Project Status

Reference No.: 3.2a.

March 21-22, 2018

Attachment

Page 4 of 4

07-4775	30800	In the cities of Los Angeles, Glendale and Burbank, from Main street to south of Verdugo Avenue. Pavement rehabilitation.	8/16/17	2/28/18	\$3,580,000	Project was advertised on 1/8/18. Bids were opened on 2/27/18. A concurrent time extension is being requested at the March 2018 CTC Meeting.
08-0159J	0K291	In Redlands, from Route 38/Orange Street to Ford Street. Rehabilitate roadway.	8/16/17	2/28/18	\$28,270,000	Project was advertised on 11/27/17. Bids were opened on 2/13/18. A concurrent time extension is being requested at the March 2018 CTC Meeting.
08-3008V	0R431	At various locations in San Bernardino County, from Eagle Mountain Drive to Route 38/18 Separation. Implement sediment controls (Hydromulch and gravel). (Phase 1) Sediment control and stabilization.	8/16/17	2/28/18	\$1,326,000	Project was advertised on 12/29/17. Bids will be opened on 3/8/18. A concurrent time extension is being requested at the March 2018 CTC Meeting.
08-0098F	1C620	At Salton Sea, from the Riverside/Imperial County line to east of Cleveland Street. Sediment stabilization and erosion control.	8/16/17	2/28/18	\$1,628,000	Project was advertised on 1/2/18. Bids were opened on 1/30/18. A concurrent time extension is being requested at the March 2018 CTC Meeting.



## **M e m o r a n d u m**

**To:** CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

**CTC Meeting:** March 21-22, 2018

**Reference No.:** 3.2b.  
Information Item

**From:** NORMA ORTEGA  
Chief Financial Officer

**Prepared by:** Rihui Zhang, Chief  
Division of Local Assistance

**Subject:** **MONTHLY STATUS OF CONSTRUCTION CONTRACT AWARD FOR LOCAL ASSISTANCE STIP PROJECTS, PER STIP GUIDELINES**

### **SUMMARY:**

The California Department of Transportation (Department) is presenting this item for information purposes only. The item provides the status of locally-administered State Transportation Improvement Program (STIP) projects that received a construction allocation in Fiscal Year (FY) 2015-16, FY 2016-2017 and FY 2017-18.

In FY 2015-16, the California Transportation Commission (Commission) allocated \$87,547,000 to construct 30 locally-administered STIP projects. As of February 14, 2018, 29 projects totaling \$85,547,000 have been awarded. One project has received a time extension.

In FY 2016-17, the Commission allocated \$8,736,000 to construct 11 locally-administered STIP projects. As of February 14, 2018, 10 projects totaling \$8,351,000 have been awarded. One project has received a time extension.

In FY 2017-18, the Commission allocated \$3,202,000 to construct three locally-administered STIP project. As of February 14, 2018, no projects have been awarded.

### **BACKGROUND:**

Current STIP Guidelines require projects to be ready to proceed to construction within six months of allocation. The policy also requires the Department to report to the Commission on those projects that have not been awarded within four months of allocation.



**FY 2015-16 Allocations**

Month Allocated	No. Projects Voted	Voted Projects (in 1000's)	No. Projects Awarded	No. Projects Lapse	No. Projects Pending Award	No. Projects Awarded within 4 months	No. Projects Awarded within 6 months
August 2015	5	\$7,397	5	0	0	2	4
October 2015	3	\$3,928	3	0	0	0	3
December 2015	0	\$0	0	0	0	0	0
January 2016	3	\$1,852	3	0	0	2	3
March 2016	6	\$8,628	6	0	0	2	6
May 2016	9	\$62,535	8	0	1	6	7
June 2016	4	\$3,207	4	0	0	3	4
<b>TOTAL</b>	<b>30</b>	<b>\$87,547</b>	<b>29</b>	<b>0</b>	<b>1</b>	<b>15</b>	<b>27</b>

**FY 2016-17 Allocations**

Month Allocated	No. Projects Voted	Voted Projects (in 1000s)	No. Projects Awarded	No. Projects Lapse	No. Projects Pending Award	No. Projects Awarded within 4 months	No. Projects Awarded within 6 months
August 2016	0	\$0	0	0	0	0	0
October 2016	2	\$1,392	1	0	1	0	0
December 2016	1	\$190	1	0	0	0	1
January 2017	0	\$0	0	0	0	0	0
March 2017	2	\$150	2	0	0	2	2
May 2017	2	3,442	2	0	0	1	1
June 2017	4	\$3,562	4	0	0	1	3
<b>TOTAL</b>	<b>11</b>	<b>\$8,736</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>7</b>

**FY 2017-18 Allocations**

Month Allocated	No. Projects Voted	Voted Projects (in 1000s)	No. Projects Awarded	No. Projects Lapse	No. Projects Pending Award	No. Projects Awarded within 4 months	No. Projects Awarded within 6 months
August 2017	0	\$0	0	0	0	0	0
October 2017	1	\$1,846	0	0	1	0	0
December 2017	0	\$0	0	0	0	0	0
January 2018	2	\$1,356	0	0	2	0	0
<b>TOTAL</b>	<b>3</b>	<b>\$3,202</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>

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**

<b>Agency Name</b>	<b>Project Title</b>	<b>PPNO</b>	<b>Allocation Date</b>	<b>Award Deadline</b>	<b>Allocation Amount</b>	<b>Project Status</b>
City of Galt	C Street/Central Galt Complete Streets	03-6576	19-May-16	30-Jun-18	\$2,000,000 <sup>(1)</sup>	The project will award by the extended deadline.
Mendocino County	Brandscomb Road Bridge	01-4517	21-Oct-16	30-Jun-18	\$385,000 <sup>(2)</sup>	The project will award by the extended deadline.
City of Susanville	City Rehabilitation	02-2510	19-Oct-17	30-Apr-18	\$1,846,000	The project will be awarded by the deadline
<b>Grand Total</b>					<b>\$4,231,000</b>	

(1) This extension deadline was approved in December 2016 (Waiver 16-45)

(2) This extension deadline was approved in March 2017 (Waiver 17-06)



## Memorandum

## TAB 34

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 21-22, 2018

Reference No.: 3.2c. - ***REPLACEMENT ITEM***  
Information Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Rihui Zhang, Chief  
Division of Local Assistance

Subject: **MONTHLY STATUS OF CONSTRUCTION CONTRACT AWARD FOR LOCAL ASSISTANCE ACTIVE TRANSPORTATION PROGRAM PROJECTS, PER ATP GUIDELINES**

### **SUMMARY:**

The California Department of Transportation (Department) is presenting this item for information purposes only. The item provides the status of Active Transportation Program (ATP) projects that received a construction allocation in Fiscal Year (FY) 2016-17 and FY 2017-18.

In FY 2016-17, the Commission allocated \$151,142,000 to construct 111 ATP projects. As of February 14, 2018, 94 projects totaling \$112,689,000 have been awarded. Sixteen projects have approved time extensions. One project has lapsed.

In FY 2017-18, the Commission allocated \$32,468,000 to construct 23 ATP projects. As of February 14, 2018, three projects have been awarded. One project has an approved time extension.

### **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	12	0	3	2	8
March 2017	15	\$18,038	13	0	2	5	10
May 2017	21	\$31,338	16	0	5	4	7
June 2017	24	\$32,699	18	0	6	8	1
<b>Total</b>	111	\$151,142	94	1	16	29	71

**FY 2017-18 Allocations**

Month Allocated	No. Projects Voted	Voted Projects (in 1000's)	No. Projects Awarded	No. Projects Lapse	No. Projects Pending Award	No. Projects Awarded within 4 months	No. Projects Awarded within 6 months
August 2017	3	\$3,154	2	0	1	2	2
October 2017	6	\$14,398	1	0	5	0	0
December 2017	6	\$9,880	0	0	6	0	0
January 2017	7	\$5,036	0	0	0	0	0
<b>Total</b>	15	\$32,468	3	0	12	2	2

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



CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

Reference No.: 3.2c.

March 21-22, 2018

Page 3 of 3

**REPLACEMENT ITEM**

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

Agency Name	Project Title	PPNO	Allocation Date	Award Deadline	Allocation Amount	Project Status
City of Carson	City of Carson Active Transportation Project	07-4934	8-Dec-16	31-Dec-17	\$1,436,000 (1)	Lapsed.
City of Yucaipa	Safe Routes to Calimesa and Wildwood Elementary Schools	08-1206	16-Mar-17	31-Mar-18	\$872,000 (3)	The project will be awarded by the extended deadline.
City of Irwindale	Citywide Non-Motorized Design Guidelines and Active Transportation Action Plan	07-5139	17-May-17	31-Mar-18	\$154,000 (4)	The project will be awarded by the extended deadline.
San Bernardino Association of Governments	San Bernardino Association of Governments Metrolink Station Accessibility Improvement Project	08-1166	17-May-17	31-Mar-18	\$4,103,000 (4)	The project will be awarded by the extended deadline.
Imperial County	Imperial County Pedestrian Master Plan	11-1233	29-Jun-17	30-Apr-18	\$100,000 (5)	The project will be awarded by the extended deadline.
City of Indio	Andrew Jackson Elementary Pedestrian Improvements	08-1144	17-May-17	31-May-18	\$2,374,000 (4)	The project will be awarded by the extended deadline.
City of Oakland	International Boulevard Pedestrian Lighting and Sidewalk Repair Project	04-2190C	17-May-17	31-May-18	\$2,481,000 (3)	The project will be awarded by the extended deadline.
City of Monterey	North Fremont Bike and Pedestrian Access and Safety Improvements	05-2610	17-May-17	31-May-18	\$5,638,000 (3)	The project will be awarded by the extended deadline.
City of Torrance	Downtown Torrance Active Transportation Improvement Projects	07-5132	17-Aug-17	30-Jun-18	\$1,687,000 (5)	The project will be awarded by the extended deadline.
City of Merced	State Highway 59 & BNSF RR Multi-Use Path	10-3126	29-Jun-17	30-Jun-18	\$834,000 (3)	The project will be awarded by the extended deadline.
City of Folsom	Oak Parkway Trail Under Crossing and Johnny Cash Trail Connection	03-1683	19-Jan-17	31-Jul-18	\$882,000 (2)	The project will be awarded by the extended deadline.
East Bay Regional Park District	San Francisco Bay Trails, Pinole Shores to Bay Front Park	4-2122B	19-Jan-17	31-Jul-18	\$4,000,000 (2)	The project will be awarded by the extended deadline.
City of Santa Barbara	Montecito – Yanonali Street Bridge Replacement and Corridor Improvements	05-2603	19-Jan-17	31-Jul-18	\$2,845,000 (2)	The project will be awarded by the extended deadline.
Tahoe Transportation	State Route 89 Fanny Bridge Community Revitalization Project – Active Transportation Improvements	03-1524	16-Mar-17	31-Jul-18	\$4,900,000 (3)	The project will be awarded by the extended deadline.
City of Victorville	City of Victorville – Interagency Safe Routes to School Projects	08-1158	29-Jun-17	31-Jul-18	\$3,592,000 (4)	The project will be awarded by the extended deadline.
County of San Diego	Safe Routes to School – Live Oak Elementary/Potter Junior High	11-1158	29-Jun-17	31-Jul-18	\$1,900,000 (4)	The project will be awarded by the extended deadline.
City of Moreno Valley	Citywide Safe Routes to School Pedestrian Facility Improvements	08-1167	29-Jun-17	31-Dec-18	\$1,480,000 (4)	The project will be awarded by the extended deadline.
City of Los Angeles	Sixth (6 <sup>th</sup> ) Street Viaduct Replacement Project: Bicycle and Pedestrian Facilities	07-4931	29-Jun-17	31-Dec-18	\$2,052,000 (4)	The project will be awarded by the extended deadline.
<b>Grand Total</b>					<b>\$41,330,000</b>	

- (1) This extended deadline was approved in May 2017 (Waiver 17-12)  
 (2) This extended deadline was approved in June 2017 (Waiver 17-13)  
 (3) This extended deadline was approved in October 2017 (Waiver 17-39)  
 (4) This extended deadline was approved in December 2017 (Waiver 17-47)  
 (5) This extended deadline was approved in January 2018 (Waiver 18-02)

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



## Memorandum      TAB 35

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 21–22, 2018

Reference No.: 3.3 – ***REPLACEMENT ITEM***  
Information Item

From: NORMA ORTEGA  
Chief Financial Officer

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

Subject: **STATUS OF PRECONSTRUCTION SUPPORT ALLOCATIONS FOR SHOPP PROJECTS  
PER THE TIMELY USE FUNDS POLICY**

### **SUMMARY:**

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

In Fiscal Year (FY) 2016-17, the California Transportation Commission (Commission) allocated 1,094 SHOPP preconstruction support phases. As of February 14, 2018, 1,052 phases have expenditures. Fourteen phases were identified in the previous report as not incurring expenditures, were lapsed and were removed from this report. Nine phases were identified during the development of this report as not incurring expenditures, and will be considered lapsed, and will be removed from the next report in May 2018.

In FY 2017-18, the Commission allocated 483 SHOPP preconstruction support phases. As of February 14, 2018, 347 projects have expenditures. One phase was identified during the development of this report as not incurring expenditures, and will be considered lapsed, and will be removed from the next report in May 2018. The attachment reflects those phases allocated and that have reached the 4-month milestone but have not begun to incur expenditures; this applies to phases allocated in August 2017. Per the Interim SHOPP Guidelines, any phases allocated need to begin incurring expenditures within six months.

### **BACKGROUND:**

The passage of the Road Repair and Accountability Act (Senate Bill 1) necessitates that the Department and the Commission establish baseline budgets for each preconstruction support phase of each project in the 2016 State Highway Operation and Protection Program (SHOPP). Government Code Section 14526.5(g) formalizes the condition of allocation for preconstruction support phases on or after July 1, 2017 for all SHOPP projects. The Interim SHOPP Guidelines developed by the Commission Staff, in partnership with the Department, and adopted by the Commission at the June 2017 meeting, requires that expenditures allocated for SHOPP projects for preconstruction support phases begin accruing expenditures within six months of the date of allocation by the Commission. The policy also requires that preconstruction phases that have not begun expending within four months of allocation be reported to the Commission.

*"Provide a safe, sustainable, integrated and efficient transportation system  
to enhance California's economy and livability."*



**FY 2016-17 Allocations**

Month Allocated	Preconstruction Support Phase	Number of Support Phases Voted	Voted Phases \$ x 1000	Voted Phases Started \$ x 1000	Number of Phases Pending or Approved Time Ext.	Number of Phases Started within 4 months	Number of Phases Started within 6 months	Number of Phases Lapsed
Jun-17	PA&ED	391	\$511,018	\$508,183	0	385	387	4
	PS&E	353	\$547,000	\$533,102	5	329	342	6
	R/W Sup	350	\$114,219	\$108,210	4	265	323	23
<b>FY 16-17 Total</b>		<b>1,094</b>	<b>\$1,172,237</b>	<b>\$1,149,495</b>	<b>9</b>	<b>979</b>	<b>1,052</b>	<b>33</b>

**FY 2017-18 Allocations**

Month Allocated	Preconstruction Support Phase	Number of Support Phases Voted	Voted Phases \$ x 1000	Voted Phases Started \$ x 1000	Number of Phases Pending or Approved Time Ext.	Number of Phases Started within 4 months	Number of Phases Started within 6 months	Number of Phases Lapsed
Aug-17	PA&ED	52	\$51,222	\$51,068	0	51	51	1
	PS&E	60	\$75,748	\$73,540	2	56	58	0
	R/W Sup	56	\$14,720	\$14,225	3	32	52	1
<b>August 2017 Total</b>		<b>168</b>	<b>\$141,690</b>	<b>\$138,833</b>	<b>5</b>	<b>139</b>	<b>161</b>	<b>2</b>
Oct-17	PA&ED	108	\$178,185	\$174,205	6	102	102	0
	PS&E	41	\$33,982	\$28,265	5	36	36	0
	R/W Sup	39	\$11,317	\$8,487	9	30	30	0
<b>October 2017 Total</b>		<b>188</b>	<b>\$223,484</b>	<b>\$210,957</b>	<b>20</b>	<b>168</b>	<b>168</b>	<b>0</b>
Dec-17	PA&ED	11	\$20,103	\$3,775	9	2	2	0
	PS&E	32	\$40,068	\$12,066	24	8	8	0
	R/W Sup	24	\$3,198	\$503	18	6	6	0
<b>December 2017 Total</b>		<b>67</b>	<b>\$63,369</b>	<b>\$16,344</b>	<b>51</b>	<b>16</b>	<b>16</b>	<b>0</b>
Jan-18	PA&ED	5	\$3,635	\$0	5	0	0	0
	PS&E	31	\$41,219	\$11,058	29	2	2	0
	R/W Sup	24	\$2,385	\$0	24	0	0	0
<b>January 2018 Total</b>		<b>60</b>	<b>\$47,239</b>	<b>\$11,058</b>	<b>58</b>	<b>2</b>	<b>2</b>	<b>0</b>
<b>FY 17-18 Total</b>		<b>483</b>	<b>\$475,782</b>	<b>\$377,192</b>	<b>134</b>	<b>325</b>	<b>347</b>	<b>2</b>

Attachment



# **Voted Not Expended Project Status**

## **FY 16-17 Pre-Construction Allocations for SHOPP Projects**

Project No.	Dist-PPNO	EA	Work Description	Phase	Allocation Date	Expend. Deadline	Allocation Amount	Project Status
1	01-2302	0A120	In Humboldt County on Routes 96 and 101 at various locations. Seismic retrofit 3 bridges.	PS&E	06/28/2017	12/31/2017	\$ 1,856,000	Phase allocation has lapsed.
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.	PS&E	06/28/2017	12/31/2017	\$ 3,500,000	A nine-month time extension was approved at the January 2018 CTC Meeting.
3	03-4450	3F680	In Grass Valley, from Park Street to Route 20. Upgrade pedestrian infrastructure to meet Americans with Disabilities Act (ADA) requirements.	PS&E	06/28/2017	12/31/2017	\$ 950,000	Phase allocation has lapsed.
4	03-5113	0H460	In Roseville, at the Atlantic Street/Eureka Road westbound on-ramp. Install ramp meters and widen ramp for storage capacity. (G13 Contingency Project)	PS&E	06/28/2017	12/31/2017	\$ 850,000	A nine-month time extension was approved at the January 2018 CTC Meeting.
5	03-6916	3F540	On Route 99, at South Lagoon Creek Bridge No. 24-0028L, Lagoon Creek Bridge No. 24-0045L (PM 5.0), and North Lagoon Creek Bridge No. 24-0027L (PM 5.1); also on Route 160 (PM R44.5) at American River Bridge No. 24-0001L. Scour mitigation and bridge replacement.	PS&E	06/28/2017	12/31/2017	\$ 2,000,000	A nine-month time extension was approved at the January 2018 CTC Meeting.
6	07-4588	29530	In cities of Los Angeles, South Pasadena, and Pasadena, from West Sunset Boulevard to East Glenarm Street. Enhance highway worker safety by installing Maintenance Vehicle Pullouts, access gates and other measures.	PS&E	06/28/2017	12/31/2017	\$ 457,000	PS&E completed under another PPNO.
7	07-4810	31100	In Pasadena, at the Route 210/134/710 Interchange. Roadside safety improvements.	PS&E	06/28/2017	12/31/2017	\$ 900,000	A eight-month time extension was approved at the January 2018 CTC Meeting.



# Voted Not Expended Project Status

## FY 16-17 Pre-Construction Allocations for SHOPP Projects

Reference No.: 3.3  
March 21-22, 2018  
Attachment 1  
Page 2 of 3

Project No.	Dist-PPNO	EA	Work Description	Phase	Allocation Date	Expend. Deadline	Allocation Amount	Project Status
8	07-4893	31640	In and near Downey, from Garfield Avenue to east of Woodruff Avenue. Roadside safety improvements.	PS&E	06/28/2017	12/31/2017	\$ 1,000,000	Phase allocation has lapsed.
9	09-0653	36340	Near Shoshone, from east of Route 127 to Chicago Valley Road. Replace and install culverts.	PS&E	06/28/2017	12/31/2017	\$ 620,000	A six-month time extension was approved at the January 2018 CTC Meeting.
10	09-0658	36470	Near Bridgeport, from Conway Ranch Road to Route 270. Upgrade guardrail to meet current standards.	PS&E	06/28/2017	12/31/2017	\$ 1,054,000	Phase allocation has lapsed.
<b>PS&amp;E Phase - 10 Projects</b>								
11	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	12/31/2017	\$ 1,200,000	A nine-month time extension was approved at the January 2018 CTC Meeting.
12	03-4450	3F680	In Grass Valley, from Park Street to Route 20. Upgrade pedestrian infrastructure to meet Americans with Disabilities Act (ADA) requirements.	R/W Supp	06/28/2017	12/31/2017	\$ 730,000	Phase allocation has lapsed.
13	03-5113	0H460	In Roseville, at the Atlantic Street/Eureka Road westbound on-ramp. Install ramp meters and widen ramp for storage capacity. (G13 Contingency Project)	R/W Supp	06/28/2017	12/31/2017	\$ 130,000	A nine-month time extension was approved at the January 2018 CTC Meeting.
14	04-0738	0G680	Near Schellville, from north of Tolay Creek Bridge to south of Yellow Creek Bridge. Widen for standard shoulders, upgrade curves to standard, and install rumble strips.	R/W Supp	06/28/2017	12/31/2017	\$ 1,800,000	A eight-month time extension was approved at the January 2018 CTC Meeting.
15	07-4691	30300	In the city of Los Angeles, on Venice Boulevard, from Lincoln Boulevard to Route 10. Rehabilitate pavement.	R/W Supp	06/28/2017	12/31/2017	\$ 5,000	Phase allocation has lapsed.
16	09-0653	36340	Near Shoshone, from east of Route 127 to Chicago Valley Road. Replace and install culverts.	R/W Supp	06/28/2017	12/31/2017	\$ 150,000	A nine-month time extension was approved at the January 2018 CTC Meeting.



**Reference No.: 3.3**  
**March 21-22 , 2018**  
**Attachment 1**  
**Page 3 of 3**

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Reference No.: 3.3  
March 21-22 , 2018  
Attachment 2  
Page 1 of 1

[illegible]



# Memorandum

Tab 36

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 21-22, 2018

Reference No.: 3.4  
Information

Published Date: March 9, 2018

From: SUSAN BRANSEN  
Executive Director

Prepared By: Teresa Favila  
Associate Deputy Director

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

## **SUMMARY:**

Senate Bill (SB) 184 (Chapter 462, Statutes of 2007) authorizes a local or regional agency, upon notifying the California Transportation Commission (Commission), to expend its own funds for a project programmed in the State Transportation Improvement Program (STIP) to which the Commission has not yet made an allocation. This report (Attachment A) includes a list of local STIP projects programmed in Fiscal Year (FY) 2017-18 for which notification letters pursuant to SB 184 and allocation requests were received by the Commission.

The Commission received one SB 184 notification letter programmed in FY 2017-18 for the Glen Canyon Road-Green Hills Road-S Navarro Drive Bike Corridor & Roadway Preservation Project in Santa Cruz County. Based on SB 184, the effective date that funds may be expended for this project in advance of a Commission allocation is January 25, 2018. The project is highlighted on Attachment A.

## **BACKGROUND:**

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

Section 14529.17 is limited to advanced expenditures for projects programmed in the current fiscal year of the STIP. FY 2017-18 notifications received prior to the beginning of the fiscal year are effective on July 1, 2017. Notifications received after July 1, 2017, are effective the date the Commission receives the notification letter.

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

Invoking SB 184 does not establish a priority for allocations made by the Commission nor does it establish a timeframe for when the allocations will be approved by the Commission. The statute does not require that the Commission approve an allocation it would not otherwise approve.



SB 184 advance expenditures must be eligible for reimbursement in accordance with state laws and procedures. In the event the advance expenditures are determined to be ineligible, the state has no obligation to reimburse those expenditures.

Attachment A: SB 184 Notifications for Local STIP Projects



## SB 184 Notifications for Local STIP Projects FISCAL YEAR 2017-18

Includes SB 184 Letters Received Prior to July 1, 2017

	County	Agency	Rte	PPNO	Project	Date Letter is Effective	Meeting Reported	Planned Allocation	FY 17-18	Project Totals by Component			
										R/W	Const	E & P	PS&E
1	Alameda	ACTC		2179	Planning, Programming, and Monitoring	01-Jul-17	Aug-17	Aug-17	\$ 750		750		
2	Alameda	MTC		2100	Planning, Programming, and Monitoring	01-Jul-17	Aug-17	Aug-17	\$ 135		135		
3	Contra Costa	CCTA		2011O	Planning, Programming, and Monitoring	01-Jul-17	Aug-17	Aug-17	\$ 455		455		
4	Contra Costa	MTC		2118	Planning, Programming, and Monitoring	01-Jul-17	Aug-17	Aug-17	\$ 88		88		
5	Del Norte	Del Norte LTC		1032	Planning, Programming, and Monitoring	01-Jul-17	Aug-17	Aug-17	\$ 44		44		
6	Lake	Lake CCAPC		3002P	Planning, Programming, and Monitoring	01-Jul-17	Aug-17	Aug-17	\$ 76		76		
7	Humboldt	HCAOG		2002P	Planning, Programming, and Monitoring	01-Jul-17	Jun-17	Aug-17	\$ 160		160		
8	Marin	TAM		2127C	Planning, Programming, and Monitoring	01-Jul-17	Aug-17	Aug-17	\$ 206		206		
9	Marin	MTC		2127	Planning, Programming, and Monitoring	01-Jul-17	Aug-17	Aug-17	\$ 25		25		
10	Mendocino	MCOG		4002P	Planning, Programming, and Monitoring	01-Jul-17	Aug-17	Aug-17	\$ 164		164		
11	Napa	NVTA		1003E	Planning, Programming, and Monitoring	01-Jul-17	Aug-17	Aug-17	\$ 165		165		
12	Napa	MTC		2130	Planning, Programming, and Monitoring	01-Jul-17	Aug-17	Aug-17	\$ 15		15		
13	San Diego	SANDAG		7402	Planning, Programming, and Monitoring	01-Jul-17	Jun-17	Aug-17	\$ 1,105		1,105		
14	San Francisco	SFCTA		2007	Planning, Programming, and Monitoring	01-Jul-17	Aug-17	Aug-17	\$ 667		667		
15	San Francisco	MTC		2131	Planning, Programming, and Monitoring	01-Jul-17	Aug-17	Aug-17	\$ 69		69		
16	San Mateo	SM C/CAG		2140A	Planning, Programming, and Monitoring	01-Jul-17	Aug-17	Aug-17	\$ 338		338		
17	San Mateo	MTC		2140	Planning, Programming, and Monitoring	01-Jul-17	Aug-17	Aug-17	\$ 71		71		
18	Santa Clara	SCVTA		2255	Planning, Programming, and Monitoring	01-Jul-17	Aug-17	Aug-17	\$ 784		784		
19	Santa Clara	MTC		2144	Planning, Programming, and Monitoring	01-Jul-17	Aug-17	Aug-17	\$ 158		158		
20	Santa Cruz	Scotts Valley		2734	Glen Canyon Rd-Green Hillis Rd-S Navarra Dr Bike Corridor	26-Jan-18	Mar-18	Mar-18	\$ 707		707		
21	Solano	STA		2263	Planning, Programming, and Monitoring	01-Jul-17	Aug-17	Aug-17	\$ 203		203		
22	Solano	MTC		2152	Planning, Programming, and Monitoring	01-Jul-17	Aug-17	Aug-17	\$ 42		42		
23	Sonoma	SCTA		770E	Planning, Programming, and Monitoring	01-Jul-17	Aug-17	Aug-17	\$ 504		504		
24	Sonoma	MTC		2156	Planning, Programming, and Monitoring	01-Jul-17	Aug-17	Aug-17	\$ 50		50		
25	Tuolumne	Tuolumne CTC		452	Planning, Programming, and Monitoring	01-Jul-17	Aug-17	Aug-17	\$ 66		66		
					<b>Total (eligible on July 1, 2017, or from Effective Date of Letter, if received later)</b>				<b>\$7,047</b>	0	7,047	0	0

Highlighted - project that invoked SB 184 since last Commission Meeting



## **M e m o r a n d u m**

**To:** CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

**CTC Meeting:** March 21-22, 2018

**Reference No.:** 3.5  
Information Item

**From:** NORMA ORTEGA  
Chief Financial Officer

**Prepared by:** Steven Keck, Chief  
Division of Budgets

**Subject:** **FISCAL YEAR 2017-18 – SECOND QUARTER - FINANCE REPORT**

### **SUMMARY:**

The California Department of Transportation (Department) will present the Division of Budget's Fiscal Year (FY) 2017-18 Finance Report, for the second quarter, to the California Transportation Commission (Commission) at its March 21-22, 2018, as an informational item.

### **BACKGROUND:**

The purpose of the quarterly Finance Report is to provide the Commission with the status of capital allocations versus capacity and to report any trends or issues that may require action by the Department or the Commission regarding transportation funding policy, allocation capacity, or forecast methodology to ensure the efficient and prudent management of transportation resources.

Attachment





# **Department of Transportation Quarterly Finance Report**

## **Second Quarter 2017-18**

Department of Transportation  
Division of Budgets



The purpose of the Quarterly Finance Report is to provide the California Transportation Commission (Commission) with the status of capital allocations versus capacity and to report any trends or issues that may require action by the California Department of Transportation or Commission regarding transportation funding policy, allocation capacity, or forecast methodology to ensure the efficient and prudent management of transportation resources. Below is the schedule of dates for the development of the fiscal year 2016-17 and 2017-18 Quarterly Finance Reports.

<b>California Department of Transportation</b>			
<b>Quarterly Finance Report</b>			
<b>Schedule of Reports</b>			
<b>Fiscal Year</b>	<b>Quarterly Report</b>	<b>Activity</b>	<b>Date</b>
<b>2017-18</b>	<b>2016-17 Q4</b>	Close of Quarter	6/30/17
		Quarterly Report to Commission Staff	8/30/17
		Presented to Commission	10/18/17
	<b>2017-18 Q1</b>	Close of Quarter	9/30/17
		Quarterly Report to Commission Staff	11/15/17
		Presented to Commission	12/6/17
	<b>2017-18 Q2</b>	Close of Quarter	12/31/17
		Quarterly Report to Commission Staff	2/15/18
		Presented to Commission	3/21/18
	<b>2017-18 Q3</b>	Close of Quarter	3/31/18
		Quarterly Report to Commission Staff	5/15/18
		Presented to Commission	6/27/18
<b>2018-19</b>	<b>2017-18 Q4</b>	Close of Quarter	6/30/18
		Quarterly Report to Commission Staff	8/30/18
		Presented to Commission	10/17/18



# Department of Transportation Quarterly Finance Report

*Second Quarter 2017-18*

## EXECUTIVE SUMMARY

2017-18 Capital Allocations vs. Capacity Summary through December 31, 2017 (\$ in millions)							
	SHOPP <sup>1</sup>	STIP <sup>1</sup>	AERO	ATP	TIRCP	BONDS	TOTAL
Allocation Capacity	\$2,509	\$328	\$5	\$283	\$462	\$257	\$3,844
Total Votes	1,997	178	1	39	8	6	2,229
Authorized Changes <sup>2,3</sup>	-38	12	0	0	32	0	6
<b>Remaining Capacity</b>	<b>\$550</b>	<b>\$138</b>	<b>\$4</b>	<b>\$244</b>	<b>\$422</b>	<b>\$251</b>	<b>\$1,609</b>

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

<sup>1</sup>Proposition 1B Bond included in totals for 2017-18.

<sup>2</sup>Authorized changes include project increases and decreases pursuant to the Commission's G-12 process and project rescissions.

<sup>3</sup>Authorized changes under TIRCP reflect \$32 million toward the ACE Expansion - Lathrop to Merced project authorized by Senate Bill 132.

Through the second quarter of Fiscal Year 2017-18, the California Transportation Commission (Commission) has allocated approximately \$2.2 billion toward 320 projects. Adjustments totaled approximately \$6 million, leaving \$1.6 billion (42 percent) in remaining allocation capacity.

The State Highway Account (SHA), Public Transportation Account (PTA), and Traffic Congestion Relief Fund (TCRF) each ended the second quarter with a higher than projected cash balance. The variance is primarily due to the timing of expenditure processing by the State Controller's Office and transfers that were received earlier than anticipated. The Transportation Deferred Investment Fund (TDIF) ended the second quarter within acceptable range of forecast (See Appendix C).

During the second quarter, the authority to issue Commercial Paper (CP) was increased for Proposition (Prop) 1B, Local Transit, and High-Speed Rail projects. The California Department of Transportation (Department) received no upfront General Obligation (GO) bond sale proceeds during the quarter. In October, approximately \$8 million in CP issued for use on High-Speed Rail projects was refunded.

On December 21, 2017, Congress passed a Continuing Resolution (CR), providing a three week extension of 2017 spending. This CR extends beyond the second quarter Report, and ends on January 20, 2018. At the time this Report was written, the government did enter a three-day partial shutdown beginning January 20, 2018. Another CR was enacted on January 22, 2018, and provides funding through February 8, 2018. A long-term funding plan or additional CR would need to be approved before February 9, 2018. The Department will continue to monitor progress and will report updates as necessary.



## State Budget Outlook

On January 10, 2018, Governor Brown released his 2018-19 Budget Proposal. The Governor's Budget proposes \$13.6 billion in expenditures for the Department, which reflects an increase of approximately \$1.7 billion from the 2017-18 Enacted Budget.

The Governor's Proposal includes increases of approximately \$1.1 billion in Capital Outlay expenditures and approximately \$277 million in Local Assistance expenditures over the 2017-18 Enacted Budget. These projected expenditure increases are largely attributed to the enactment of the Road Repair and Accountability Act of 2017, also known as Senate Bill (SB) 1. In addition, the proposal increases State Operations expenditures by \$349 million, due primarily to increases in the Maintenance Program through SB 1.

Due to SB 1, the excise tax on gasoline and diesel increased by 12 and 20 cents per gallon, respectively, effective November 1, 2017. Sales tax on diesel also increased by 4 percent. An annual transportation improvement fee, ranging from \$25 to \$175 per vehicle, will be applied to registrations due beginning January 1, 2018. The current methodology used to set the price-based excise tax (PBET) will continue through 2018-19. The Board of Equalization will set the new rate prior to March 1, 2018. Effective 2019-20, the PBET will be replaced by a traditional excise tax of 17.3 cents per gallon. Adjustments for inflation on excise taxes begin 2020-21 using the California Consumer Price Index.



## STATE HIGHWAY OPERATION AND PROTECTION PROGRAM (SHOPP)

State Highway Operation and Protection Program (\$ in millions)					
Fund	Allocation Capacity	Allocations to Date	Adjustments	Net Allocations	Remaining Capacity
SHA	\$491	\$596	\$13	\$610	-\$119
FTF	1,672	1,320	-51	1,269	403
RMRA	293	1	0	1	292
Proposition 1B	53	80	0	80	-27
<b>Total</b>	<b>\$2,509</b>	<b>\$1,997</b>	<b>-\$38</b>	<b>\$1,959</b>	<b>\$550</b>

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

### Capital Allocations vs. Capacity

The Commission allocated approximately \$2 billion toward 189 SHOPP projects through the second quarter. Adjustments totaled negative \$38 million, leaving approximately \$550 million (22 percent) in remaining capacity.

### Outlook for Funding & Allocations

**SHA.** Effective July 1, 2017, the California Department of Tax and Fee Administration (CDTFA) adjusted the price-based excise tax from 9.8 cents in 2016-17 to 11.7 cents per gallon in 2017-18. The increased rate will have a marginal, positive impact on SHOPP capacity, as only a small portion of the price-based excise tax is allocated to the SHOPP. Due to the advancing of emergency projects with state funds, SHA capacity is temporarily exhausted. RMRA capacity can be used for the required non-federal match, and will not interrupt SHOPP allocations.

**Federal Trust Fund (FTF).** Net allocations totaling \$1.3 billion were committed toward federally eligible SHOPP projects through the second quarter, leaving approximately \$403 million in remaining allocation capacity. Recent CRs have not impacted allocations, but the Department continues to closely monitor the status of federal funding.

**RMRA:** SB 1 included an additional 12 cents per gallon base excise tax on gasoline, which began on November 1, 2017. Net allocations totaling approximately \$1 million were committed toward SHOPP projects through the second quarter, leaving approximately \$292 million in remaining allocation capacity.

**Proposition 1B.** Net allocations totaling \$80 million were committed toward SHOPP Proposition 1B projects through the second quarter, resulting in an over-allocation of \$27 million. A request for a Budget Revision to recapture project closeout savings has been submitted to the Department of Finance (DOF) for consideration, which will alleviate the overage.

### Recommendations

The Department will continue to monitor SHOPP resources and advise the Commission of any concerns or changes.



## STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

State Transportation Improvement Program (\$ in millions)					
Fund	Allocation Capacity	Allocations to Date	Adjustments	Net Allocations	Remaining Capacity
SHA	\$117	\$63	\$1	\$65	\$52
FTF	103	102	11	113	-10
PTA	45	8	0	8	37
Proposition 1B STIP	63	4	0	4	59
<b>Total</b>	<b>\$328</b>	<b>\$178</b>	<b>\$12</b>	<b>\$190</b>	<b>\$138</b>

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

### Capital Allocations vs. Capacity

The Commission allocated \$178 million toward 49 STIP projects through the second quarter. Adjustments totaled \$12 million, leaving approximately \$138 million (42 percent) in remaining allocation capacity.

### Outlook for Funding & Allocations

**SHA.** As mentioned previously, the CDTFA adjusted the 2017-18 price-based excise tax rate on gasoline, which translates into a marked increase in STIP revenue. Of note, despite the additional resources generated by SB 1, only a small portion support STIP projects.

**FTF.** Net allocations totaling \$113 million were committed toward federally eligible STIP projects through the second quarter, resulting in an over-allocation of \$10 million. Recent CRs have not impacted allocations, but the Department continues to closely monitor the status of federal funding.

**PTA.** Net allocations totaling \$8 million in PTA STIP projects were allocated during the second quarter, leaving approximately \$37 million in remaining allocation capacity.

**Proposition 1B.** Net allocations totaling \$4 million were committed toward STIP Proposition 1B projects through the second quarter, leaving \$59 million in remaining allocation capacity.

### Recommendations

The Department will continue to monitor STIP resources and advise the Commission of any concerns or changes.



## AERONAUTICS (AERO) PROGRAM

Aeronautics Program (\$ in millions)					
Fund	Allocation Capacity	Allocations to Date	Adjustments	Net Allocations	Remaining Capacity
AERO Account	\$5.2	\$1.2	\$0	\$1.2	\$4.0
<b>Total</b>	<b>\$5.2</b>	<b>\$1.2</b>	<b>\$0</b>	<b>\$1.2</b>	<b>\$4.0</b>

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

### Capital Allocations vs. Capacity

The Commission allocated a lump-sum of approximately \$1.2 million toward the Airport Improvement Program, and the Division has sub-allocated all \$1.2 million. There were no Acquisition & Development actions during the second quarter. The remaining \$4 million (approximately 77 percent) in allocation capacity is contingent on approval, by the DOF, of a transfer from the Local Airport Loan Account (LALA) to the AERO.

### Outlook for Funding & Allocations

The 2018 AERO Account Fund Estimate was approved by the Commission on August 16, 2017, and includes a projected \$4 million transfer from the LALA to the AERO Account in 2017-18. This transfer must be approved by the Commission and the DOF. During the second quarter, the DOF indicated that a transfer of \$1.4 million (rather than \$4 million) was likely to be approved, but did not specify a time frame for the transfer. If these resources are approved, they will be used to provide relief to the AERO Account in order to fund Program grants.

### Recommendations

A \$4 million transfer from the LALA was included as part of the 2017-18 allocation capacity, however, there has been no action by the DOF regarding the transfer. The status of this, and possible future transfers, will be monitored closely to ensure the AERO has sufficient resources to cover program expenditures. The Department recommends that the Commission delay allocations pending receipt of the transfer.



## ACTIVE TRANSPORTATION PROGRAM (ATP)

Active Transportation Program (\$ in millions)					
Fund	Allocation Capacity	Allocations to Date	Adjustments	Net Allocations	Remaining Capacity
SHA	\$49	\$9	\$0	\$9	\$40
FTF	124	28	0	28	96
Cap-and-Trade	10	0	0	0	10
RMRA	100	2	0	2	98
<b>Total</b>	<b>\$283</b>	<b>\$39</b>	<b>\$0</b>	<b>\$39</b>	<b>\$244</b>

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

### Capital Allocations vs. Capacity

The Commission allocated \$39 million toward 56 ATP projects through the second quarter, leaving \$244 million (approximately 86 percent) in remaining allocation capacity, including \$10 million in proceeds from Cap-and-Trade. SB 1 allocates \$100 million in additional resources annually toward the ATP, and is included as part of 2017-18 capacity. No projects have been completed.

### Outlook for Funding & Allocations

The 2017-18 allocation capacity for the ATP is consistent with the Adopted 2017 ATP Fund Estimate, and incorporates \$100 million in additional resources from the RMRA included in the ATP Augmentation that was approved by the Commission in June of 2017. The deadline to request 2017-18 funds is June 30, 2018.

### Recommendations

The Department will continue to monitor ATP resources and advise the Commission of any changes or issues.



## TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM (TIRCP)

Transit and Intercity Rail Capital Program (\$ in millions)					
Fund	Allocation Capacity	Allocations to Date	Adjustments	Net Allocations	Remaining Capacity
Cap-and-Trade	\$139	\$8	\$0	\$8	\$131
PTA	323	0	32	32	291
<b>Total</b>	<b>\$462</b>	<b>\$8</b>	<b>\$32</b>	<b>\$40</b>	<b>\$422</b>

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

### Capital Allocations vs. Capacity

Approximately \$40 million was allocated toward three TIRCP projects through the second quarter, leaving \$422 million (approximately 91 percent) in remaining allocation capacity. Adjustments totaling \$32 million represent the current-year need for the Altamont Corridor Express Expansion - Lathrop to Merced project, which was authorized by SB 132, and is not allocated by the Commission.

### Outlook for Funding & Allocations

SB 1 authorizes allocation of a portion of new resources from the PTA toward the TIRCP. These new resources are included as part of the allocation capacity. In addition, the TIRCP utilizes a percentage of the annual auction proceeds deposited into the Greenhouse Gas Reduction Fund (Cap-and-Trade). Actual proceeds vary throughout the year based on individual auction results, with the TIRCP receiving 10 percent of the total proceeds. The next auction is scheduled to occur on February 21, 2018.

### Recommendations

TIRCP revenues are subject to change, dependent on sales at Cap-and-Trade auctions. The Department will monitor the Program and, if necessary, will recommend modifications to the Commission.



## PROPOSITION 1A & 1B BONDS

Proposition 1A & 1B Bonds (\$ in millions)			
Fund	Allocation Capacity	Allocations to Date	Remaining Capacity
Proposition 1A	\$122	\$1	\$122
CMIA	0	0	0
TCIF	35	6	29
Intercity Rail	55	0	55
Local Bridge Seismic	16	0	16
Grade Separations <sup>1</sup>	18	0	18
Traffic Light Synchronization	0	0	0
Route 99	11	0	11
<b>Total</b>	<b>\$257</b>	<b>\$6</b>	<b>\$251</b>

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

<sup>1</sup>Highway-Railroad Crossing Safety Account (HRCSA)

### Capital Allocations vs. Capacity

The Commission allocated approximately \$6 million toward 23 Bond projects through the second quarter, leaving \$251 million (98 percent) in remaining allocation capacity. Approximately \$5.5 million was allocated to the Trade Corridors Improvement Fund (TCIF).

### Outlook for Funding & Allocations

In October 2017, the State Treasurer's Office (STO) provided the Department with \$9.4 million in additional authority to issue CP for use on Prop 1B Local Transit projects, and \$86.4 million in additional CP authority for use on Prop 1A High-Speed Rail projects. In October 2017, the STO conducted a GO bond sale in order to refund \$7.9 million in CP previously issued to the Department for use on Prop 1A High-Speed Rail projects. In November 2017, the STO issued \$10 million in CP to the Department for use on Prop 1A High-Speed Rail projects.

To date, \$140.8 million in CP has been authorized for Prop 1B Local Transit projects and \$121.4 million of that has been issued, and subsequently refunded, through GO bond sales. The Department has been issued approximately \$2.1 billion in CP for Prop 1B and Prop 1A projects, of which all but \$80 million has been refunded. Remaining CP authority to issue is \$19.4 million for Prop 1B Local Transit and \$103 million for Prop 1A. The Department received no upfront GO bond sale proceeds during the quarter.

Taking into account CTC allocations through December 2017, \$130 million of Prop 1B authority is available for allocation in fiscal year 2017-18, plus an additional estimated authority of \$170 million in future years. These amounts largely consist of authority for the use of potential savings consistent with the Prop 1B savings policy adopted by the CTC in January 2014. Original allocations are nearly complete for all programs except the Local Bridge Seismic Retrofit Account program, which will continue to make original allocations for several more years.

### Recommendations

The Department will continue to monitor Bond resources and advise the Commission of any concerns or changes.



## **APPENDICES**

**Appendix A.....Allocation Capacity and Assumptions**

**Appendix B.....Authorized Changes**

**Appendix C.....Cash Forecasts**

**Forecast Methodology  
State Highway Account  
Public Transportation Account  
Traffic Congestion Relief Fund  
Transportation Deferred Investment Fund**

**Appendix D.....Federal Emergency Projects**

**Appendix E.....Transportation Loans**

**Status of Outstanding Transportation Loans, as of December 31, 2017  
Interfund Transportation Loans**



## APPENDIX A – ALLOCATION CAPACITY AND ASSUMPTIONS

2017-18 Final Allocation Capacity By Fund and Program <sup>1</sup> (S in millions)							
Fund	SHOPP	STIP	AERO <sup>2</sup>	ATP	TIRCP	BONDS	TOTAL
SHA	\$491	\$117	\$0	\$49	\$0	\$0	\$657
FTF	1,672	103	0	124	0	0	1,899
RMRA	293	0	0	100	0	0	393
PTA	0	45	0	0	323	0	368
AERO	0	0	5	0	0	0	6
Cap and Trade	0	0	0	10	139	0	149
Proposition 1A Bonds <sup>3</sup>	0	0	0	0	0	122	122
Proposition 1B Bonds <sup>3</sup>	53	63	0	0	0	135	251
<b>Total Capacity</b>	<b>\$2,509</b>	<b>\$328</b>	<b>\$5</b>	<b>\$283</b>	<b>\$462</b>	<b>\$257</b>	<b>\$3,844</b>

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

<sup>1</sup>Allocation capacity related to trade corridors is not included.

<sup>2</sup>Aeronautics allocation capacity is contingent upon DOF approval of \$4 million LALA transfer.

<sup>3</sup>Subject to Bond sales.

The 2017-18 allocation capacity of approximately \$3.8 billion is based on the following:

- The STIP SHA, SHOPP SHA, and FTF allocation capacities are based on:
  - The 2017-18 Enacted Budget revenue and expenditure estimates,
  - The 2018 STIP FE estimated federal receipts,
  - August Redistribution based on 2017 Federal Highway Administration Notice,
  - The SHA prudent cash balance of \$415 million,
  - 2016-17 carryover allocation capacity
- The SHOPP RMRA capacity is based on the 2017-18 Enacted Budget, and SB 1 projections provided by DOF.
- The STIP PTA allocation capacity of \$45 million is based on the 2017-18 Enacted Budget, the PTA prudent cash balance of \$100 million, and includes approximately \$25 million in 2016-17 carryover allocation capacity.
- The AERO capacity is based on the Revised 2016 AERO Program FE and is contingent upon the DOF's approval of a \$4 million transfer from the LALA.
- The ATP capacity is based on the Adopted 2017 ATP FE and projects with time extensions approved by the Commission. The ATP capacity also incorporates the following assumptions:
  - Federal Highway Safety Improvement Program funds are not incorporated into the ATP.
  - State and federal resources are forecasted to remain stable.
  - SB 1 statutory allocation of \$100 million from RMRA.
  - AB 1613, approved on September 14, 2016, authorized \$10 million from Cap-and-Trade proceeds for ATP.
- The TIRCP capacity is based on the 2017-18 Enacted Budget's projected Cap and Trade revenues and projected allocations into the PTA pursuant to SB 1. Capacity was reduced \$11 million due to over allocation in 2016-17.



- Bond capacity is based on remaining bond authority, budget authority, and any administrative costs.
  - Proposition 1A and 1B capacities are based on the 2017-18 Enacted Budget and includes 2016-17 remaining authority. The bond capacities are also dependent on the sale of sufficient bonds for funding.
  - Allocation capacities for the Transportation Facilities Account (TFA), Highway-Railroad Crossing Safety Account (HRCSA), Trade Corridors Improvement Fund (TCIF), and State Route 99 Account are a result of project close-out and administrative savings.
  - Capacities for Inter-City Rail, Local Bridge Seismic Retrofit Account (LBSRA), and State Highway Operation and Protection Program (SHOPP) are based on the allocation of originally programmed projects.



## APPENDIX B—AUTHORIZED CHANGES

2017-18 Authorized Changes Summary through December 31, 2017 (\$ in millions)						
Program	Increases		Decreases		Total Count <sup>3</sup>	Net \$ Change
	Count	\$	Count	\$		
SHOPP <sup>1</sup>	75	\$36.2	91	-\$74.0	166	-\$37.8
STIP <sup>2</sup>	5	12.5	0	0	5	12.5
<b>TOTAL</b>	<b>80</b>	<b>\$48.7</b>	<b>91</b>	<b>-\$74.0</b>	<b>171</b>	<b>-\$25.3</b>

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

<sup>1</sup>Includes SHOPP and Proposition 1B Bond G-12 (SHOPP Augmentation) adjustments.

<sup>2</sup>Includes STIP and Proposition 1B Bond G-12 (TFA) adjustments.

<sup>3</sup>May include net zero adjustments.

### Summary of Authorized Changes

**SHOPP.** The Department has processed 75 project increases, totaling \$36.2 million (approximately \$483,000 per authorization). The Department has also processed 91 project decreases, totaling negative \$74 million (negative \$813,000 per authorization). The net change of the 166 allocation adjustments represent a savings of \$37.8 million.

**STIP.** The Department has processed five project increases, totaling approximately \$12.5 million (approximately \$2.5 million per authorization). The Department did not process any project decreases through the second quarter.

### Background

Commission Resolution G-16-12, which amends Resolution G-09-12, (Resolution G-12) allows for the Director of the Department to adjust project allocations within specific limits. It is intended that the Director's approved "decreases" will offset the Director's approved "increases." These authorized changes are known as G-12 authority. This delegation of authority greatly reduces the volume of financial transactions submitted to the Commission and increases the efficiency of the Department in processing changes. The Resolution G-12 requires that the Department report on all project capital outlay allocation changes made under this delegation to the Commission's Executive Director on a monthly basis. The Department provides a detailed, project by project, report to Commission staff each month.



## **APPENDIX C – CASH FORECASTS – FORECAST METHODOLOGY**

### **Methodology and Assumptions**

The cash forecasts for the SHA, PTA, TCRF, and TDIF are used by the Department to estimate and monitor the cash balance of transportation funds, to determine the level of allocations that can be supported, and to prepare for low or high cash periods. Variances are identified and reported to management and the Commission. If necessary, adjustments are made to capital allocation levels, funding policy, or forecast methodology.

The 2017-18 cash forecasts are based on the following assumptions:

- State Operations projections are based on historical trends and assumes a 2.6 percent increase each year, based on the DOF's Price Letter.
- Includes the most current expenditure projections available for Right-of-Way, SHOPP and STIP.
- Capital Outlay and Local Assistance expenditures are based on actual and projected Commission allocations using historical and seasonal construction patterns.
- Monthly adjustments are not forecasted, since they comprise timing differences between the Department's accounting system and the State Controller's Office (SCO). These adjustments include short-term loans made to the General Fund (GF), short-term loan repayments, Plans of Financial Adjustments, funds transferred in and out, and reimbursements.
- Federal receipts are based on the 2016 STIP FE.

### **SHA**

- Weight fee and excise tax revenue projections provided by the DOF, including new revenues and loan repayments implemented by SB 1.
- All other revenues are based on historical trends.
- Continued monthly transfers of weight fee revenues to the Transportation Debt Service Fund (TDSF).
- Prudent cash balance of \$415 million.

### **PTA**

- Revenue projections provided by the DOF.
- Repayment of an approximately \$14 million Public Employees' Pension Reform Act of 2013 (PEPRA) loan in 2017-18.
- SB 1 revenues allocated to the TIRCP are not included in the forecast. These resources may increase the fund balance in the third and fourth quarter.
- Prudent cash balance of \$100 million.

### **TCRF**

- Tribal gaming loan repayment of \$235 million transferred to the TCRF, however, \$75 million will be subsequently transferred to the SHA, \$85 million to the PTA, and \$75 million for local agencies.

### **TDIF**

- No resources will be received and no transfers will occur within the TDIF.



## **APPENDIX C – CASH FORECASTS – FORECAST METHODOLOGY (SB 1 FUNDS)**

### **Methodology and Assumptions**

The Department will be responsible for monitoring and reporting to the Commission on the newly created RMRA and Trade Corridor Enhancement Account (TCEA). The initial collection of revenue for these funds began on November 1, 2017. Resources will be compared to projections developed by the DOF, and used to monitor the cash balance and to determine allocations in future years. The Department will begin reporting on the actual resources in 2018-19, and advise the Commission of any concerns or changes. Monitoring and reporting will be based on the following assumptions:

#### **RMRA**

- New excise taxes (12 cents per gallon on gasoline and fifty percent of the 20 cents per gallon on diesel) effective on November 1, 2017, and the majority of revenue generated will be deposited into the account beginning in 2018.
- A new Transportation Improvement Fee effective on January 1, 2018, and the majority of revenue generated will be deposited into the account beginning in 2018.

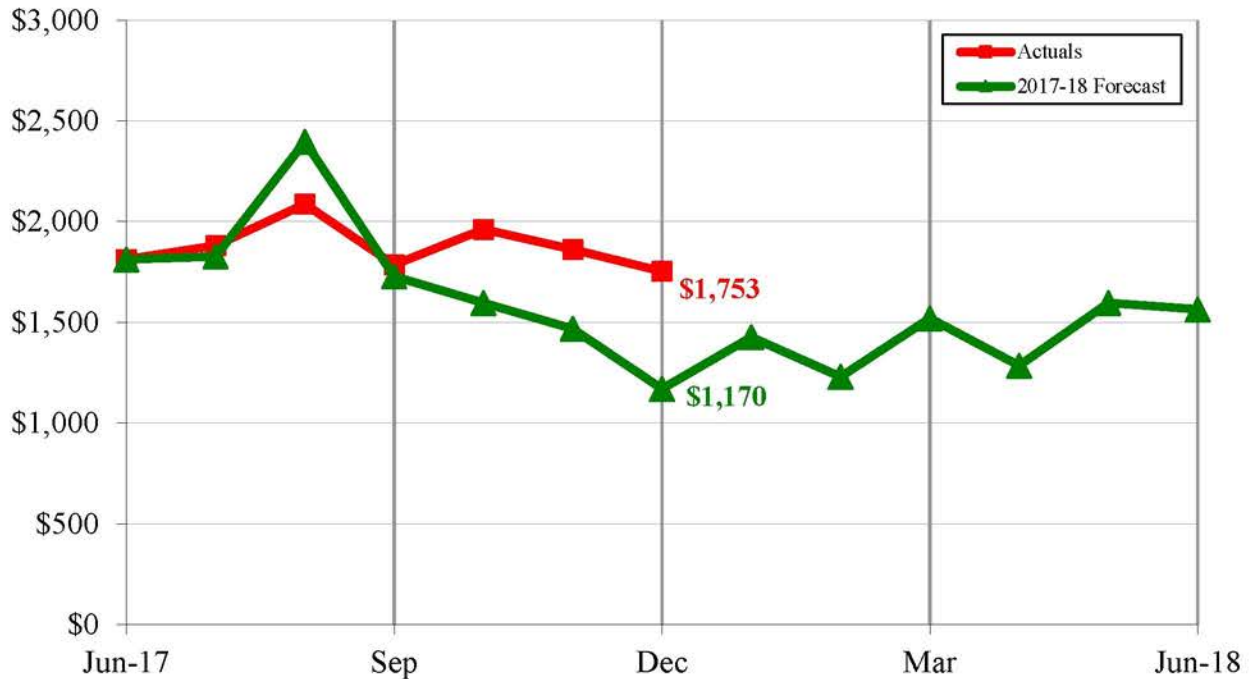
#### **TCEA**

- New excise tax (fifty percent of the 20 cents per gallon on diesel) effective on November 1, 2017, and the revenue generated will be deposited into the account beginning in 2018.



## APPENDIX C – CASH FORECASTS – STATE HIGHWAY ACCOUNT

### State Highway Account (SHA) 12-Month Cash Forecast (\$ in millions)



#### Year-to-Date SHA Summary

The SHA ending cash balance through the second quarter was approximately \$1.8 billion, \$583 million (50 percent) above the forecasted amount of \$1.2 billion. The variance is primarily due to expenditures that were lower than forecasted, and transfers that occurred earlier in the fiscal year than forecasted. Net transfers totaled \$1.1 billion, \$140 million (15 percent) above forecast. Expenditures totaled \$1.9 billion, \$262 million (12 percent) below forecast. Adjustments, which represent timing differences between the Department's accounting system and the SCO's accounting system, totaled \$165 million.

#### Year-to-Date Reconciliation

(\$ in millions)				
	Forecast	Actual	Difference	%
<b>Beginning Cash Balance</b>	<b>\$1,812</b>	<b>\$1,812</b>	<b>N/A</b>	
Revenues	598	639	42	
Transfers	922	1061	140	
Expenditures	-2,186	-1,924	262	
Adjustments	25	165	140	
<b>Ending Cash Balance</b>	<b>\$1,170</b>	<b>\$1,753</b>	<b>\$583</b>	<b>50%</b>

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



## APPENDIX C – CASH FORECASTS – PUBLIC TRANSPORTATION ACCOUNT

### Public Transportation Account (PTA) 12-Month Cash Forecast (\$ in millions)



#### Year-to-Date PTA Summary

The PTA ending cash balance through the second quarter was \$377 million, approximately \$150 million (66 percent) above the forecasted amount of \$227 million. This variance is primarily due to receipt of an \$85 million Pre-Proposition 42 loan repayment and \$25 million transfer from the SHA that were anticipated to occur at the end of the fiscal year. Because of this, the cash balance will remain above forecast until the end of the fiscal year. Revenues totaled \$114 million, \$10 million (8 percent) below forecast. Net transfers totaled \$110 million, \$104 million above forecast. Expenditures totaled \$151 million, which was within acceptable range of the forecast. Adjustments, which represent timing differences between the Department's accounting system and the SCO's accounting system, totaled a negative \$96 million.

#### Year-to-Date Reconciliation

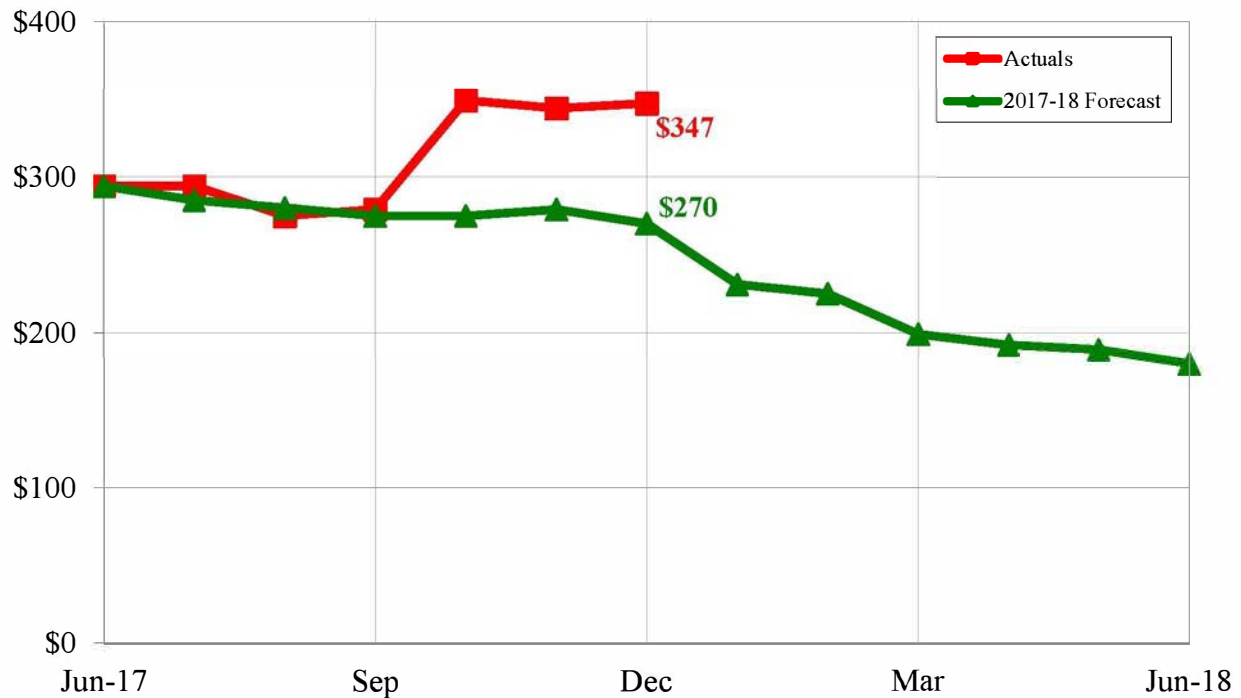
(\$ in millions)				
	Forecast	Actual	Difference	%
<b>Beginning Cash Balance</b>	<b>\$400</b>	<b>\$400</b>	<b>N/A</b>	
Revenues	123	114	-10	
Transfers	6	110	104	
Expenditures	-152	-151	1	
Adjustments	-151	-96	55	
<b>Ending Cash Balance</b>	<b>\$227</b>	<b>\$377</b>	<b>\$150</b>	<b>66%</b>

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



## APPENDIX C – CASH FORECASTS – TRAFFIC CONGESTION RELIEF FUND

### Traffic Congestion Relief Fund (TCRF) 12-Month Cash Forecast (\$ in millions)



#### Year-to-Date TCRF Summary

The TCRF ending cash balance through the second quarter was \$347 million, \$78 million (29 percent) above the forecasted balance of \$270 million. Transfers totaled \$75 million. The higher than forecasted cash balance is primarily due to receipt of a Pre-Proposition 42 loan repayment that remained in the account for apportionment by SCO to cities and counties for local streets and roads. DOF is working with SCO to complete the apportionment process, and estimates that it will occur during the third quarter. No revenues were received during the second quarter. Expenditures totaled \$23 million, \$3 million (14 percent) above forecast. Adjustments, which represent timing differences between the Department's accounting system and the SCO's accounting system, totaled \$5 million.

#### Year-to-Date Reconciliation

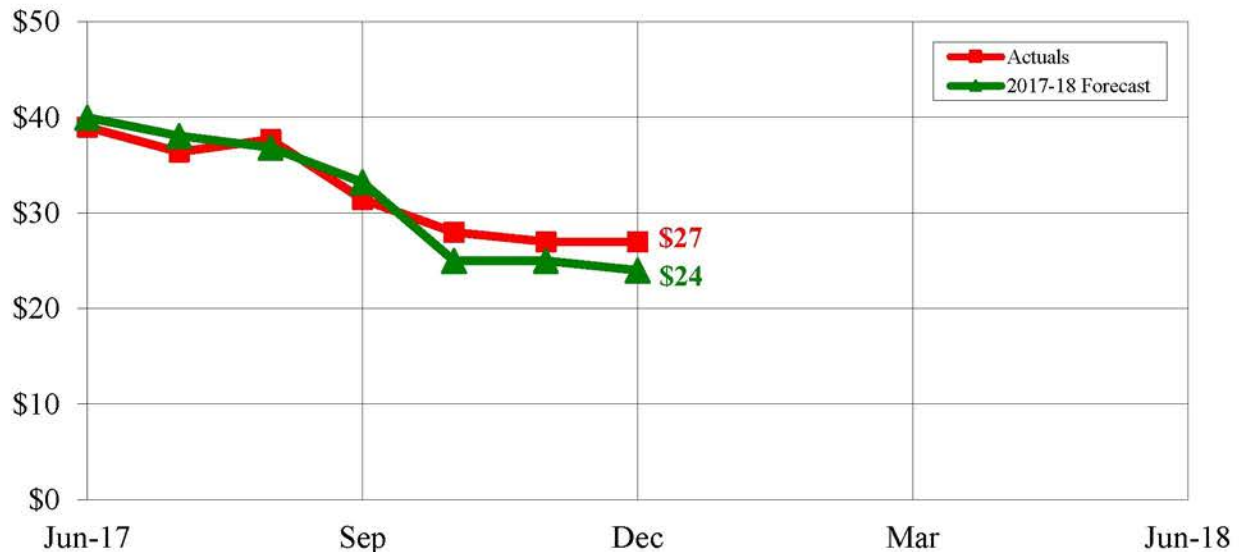
(\$ in millions)				
	Forecast	Actual	Difference	%
<b>Beginning Cash Balance</b>	<b>\$290</b>	<b>\$290</b>	<b>N/A</b>	
Revenues	0	0	0	
Transfers	0	75	75	
Expenditures	-20	-23	-3	
Adjustments		5	5	
<b>Ending Cash Balance</b>	<b>\$270</b>	<b>\$347</b>	<b>\$78</b>	<b>29%</b>

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



## APPENDIX C – CASH FORECASTS – TRANSPORTATION DEFERRED INVESTMENT FUND

### Transportation Deferred Investment Fund (TDIF) 12-Month Cash Forecast (\$ in millions)



#### Year-to-Date TDIF Summary

The TDIF ending cash balance through the second quarter was \$27 million, approximately \$3 million (11 percent) above the forecasted balance of \$24 million. No revenues were received during the second quarter. Transfers totaled approximately \$1 million, which consisted of a short term loan to the General Fund that was returned after the end of the quarter. Expenditures totaled \$2 million, \$12 million (82 percent) below forecast. This is due to a delay in processing expenditures by SCO. Adjustments, which reflect the delay between the Department's accounting system and the SCO's accounting system, totaled negative \$8 million.

#### Year-to-Date Reconciliation

(\$ in millions)				
	Forecast	Actual	Difference	%
<b>Beginning Cash Balance</b>	<b>\$38</b>	<b>\$38</b>	<b>N/A</b>	
Revenues	0	0	0	
Transfers	0	-1	-1	
Expenditures	-14	-2	12	
Adjustments		-8	-8	
<b>Ending Cash Balance</b>	<b>\$24</b>	<b>\$27</b>	<b>\$3</b>	<b>11%</b>

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



## APPENDIX D – FEDERAL EMERGENCY PROJECTS

Nationally, the Federal Emergency Relief Program includes \$100 million on an annual basis to fund the repair and reconstruction of eligible highway damage resulting from declared disasters. Congress has periodically provided additional funds for the Program through supplemental appropriations. The chart below represents disasters since 2010 that have not been completely funded by the Federal Highway Administration.

Disaster Repair Costs Approved Federal Funding and State/Local Impact (\$ millions)			
Disaster	Identified Cost of Disaster Repair		
	State	Local	Total
CA10-1, January 2010 Storms	\$90	\$15	\$105
CA11-3, March 15, 2011 Storms	282	17	299
CA12-1, December 2011 LA Tanker Fire	23	0	23
CA12-2, November 2011 So. Calif. Windstorm	1	4	5
CA13-5, August 2013 Tuo/Mpa Counties Rim Fire	1	0	1
CA14-2, August 2014 Napa Earthquake	10	0	10
CA15-2, December 2014 Statewide Storm Damage	67	4	71
CA15-3, February 2015 Northern California Storms	2	4	6
CA15-4, July 19, 2015 Tropical Storm Dolores	16	17	33
CA15-5, September 12, 2015 Valley Fire	12	2	14
CA15-6, September 11, 2015 Butte Fire	0	4	4
CA16-4, March 5, 2016 Storms	104	4	108
CA16-5, July 22, 2016 Sand Fire	2	4	6
CA16-7, August 16, 2016 Blue Cut Fire	5	1	6
CA17-1, December 9, 2016 Storms	52	14	66
CA17-2, January 6, 2017 Storms	1,315	258	1,573
CA17-3, Lake Oroville Dam Disaster	1	26	27
CA17-4, July 2017 Detwiller Fire	4	0	4
CA17-5, July 2017 Monsoon Rains	0	17	17
CA17-6, August 2017 Helena Fire	3	0	3
CA18-1, October 2017 Seven Fires	12	7	19
CA18-2, October 2017 Napa Fire	19	23	42
CA18-3, December 2017 Southern Calif. Fires	41	4	45
<b>Total Damage Estimate</b>	<b>\$2,063</b>	<b>\$427</b>	<b>\$2,489</b>
<b>Amount Obligated To Date</b>			<b>\$488</b>
<b>Allocation Available for Future Project Costs</b>			<b>\$161</b>
<b>Remaining Need</b>			<b>\$1,840</b>

Note: Totals may not add due to rounding.

Future federal emergency relief of this type can only be used to fund emergency projects and does not represent new capacity, except to the extent that the SHA funds have already been advanced for the emergency projects.



## APPENDIX E – TRANSPORTATION LOANS

Status of Outstanding Transportation Loans, as of December 31, 2017 (\$ in millions)			
FUND	Original Loan	Loans / Interest Paid-to-Date	Remaining Balance
<b>Pre-Proposition 42 (Tribal Gaming Revenue):</b>			
State Highway Account (SHA) <sup>1,2</sup>	\$473	\$421	\$52
Public Transportation Account (PTA) <sup>2</sup>	275	104	171
Traffic Congestion Relief Fund (TCRF) <sup>2</sup>	482	234	248
<b>Subtotal Pre-Proposition 42 Tribal Gaming Loans:</b>	<b>\$1,230</b>	<b>\$759</b>	<b>\$471</b>
<b>General Fund:</b>			
State Highway Account - Weight Fee Revenues <sup>1</sup>	\$227	\$80	\$147
State Highway Account - Weight Fee Revenues <sup>1</sup>	1,271	0	1,271
<b>Subtotal General Fund Loans:</b>	<b>\$1,498</b>	<b>\$80</b>	<b>\$1,418</b>
<b>High-Speed Passenger Train:</b>			
2013-14 Public Transportation Account (PTA) <sup>3</sup>	\$23	\$0	\$23
2014-15 Public Transportation Account (PTA) <sup>3</sup>	31	0	31
<b>Subtotal High-Speed Passenger Train Loans:</b>	<b>\$54</b>	<b>\$0</b>	<b>\$54</b>
<b>Local Mass Transit Providers (PEPRA):</b>			
Public Transportation Account (PTA) <sup>4</sup>	\$14	\$0	\$14
<b>Subtotal Local Mass Transit Providers Loans:</b>	<b>\$14</b>	<b>\$0</b>	<b>\$14</b>
<b>Totals:</b>	<b>\$2,796</b>	<b>\$839</b>	<b>\$1,957</b>

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

<sup>1</sup>Loan repayments will be directed to the TDSF for debt service payments.

<sup>2</sup>Pursuant to AB 133, \$173 million in loan repayments will be allocated as such: \$148 million to the TCRF, \$11 million to SHA for trade corridors, \$9 million to the PTA for TIRCP projects, and \$5 million to the SHA for SHOPP. Balances reflect these allocations.

<sup>3</sup>Repayment will occur when the PTA is determined to be in need of the funds or when the High-Speed Passenger Train Bond Fund no longer needs the funds.

<sup>4</sup>Repayments must occur no later than January 1, 2019.

### Pre-Proposition 42 Loans (Tribal Gaming)

The Pre-Proposition 42 (Tribal Gaming) loans occurred in 2001-02, when the State was faced with a growing budget deficit and looked to transportation funds to help fill the budget shortfall. The Transportation Refinancing Plan, Assembly Bill (AB) 438 (2001), authorized a series of loans that included delaying the transfers of gasoline sales tax to transportation for two years (until 2003-04), a loan from the TCRF to the GF, and loans from the SHA and the PTA to the TCRF.

In 2004-05, the Governor negotiated compacts that authorized the use of Tribal Gaming bond revenue to repay these loans in 2005-06, but legal challenges prevented the bonds from being issued. Due to the lack of Tribal Gaming bond proceeds, the GF was tasked with repayment of the loans. Between 2005-06 and 2007-08, the GF made partial loan repayments to the SHA and the PTA, totaling \$351 million. However, since statute did not specify repayment dates and the State was facing continuing budget shortfalls, repayments were suspended. The 2011-12 Governor's Budget indicated that the remaining Tribal Gaming loan repayments would start no earlier than 2016-17, with the SHA as the first fund to be repaid.



AB 115 (2011) declared that the SHA loan repayments are revenues derived from weight fees. As such, future loan repayments made to the SHA are expected to be subsequently transferred to the Transportation Debt Service Fund (TDSF).

AB 133, approved on March 1, 2016, appropriated \$173 million from the GF for partial repayment of outstanding Tribal Gaming loans. Pursuant to the bill, the funds would be deposited in the TCRF and subsequently allocated as such: \$148 million to the TCRF; \$11 million for trade corridor improvements; \$9 million to the PTA for TIRCP projects; and \$5 million to the SHA for the SHOPP. Because AB 133 contains language specifically allocating \$5 million to the SHOPP, those funds are expected to remain with the program, rather than diverted for debt service. In December 2016, the TCRF received the \$173 million loan repayment; however, none of the subsequent transfers have occurred.

SB 1, approved by the Governor on April 28, 2017, requires repayment of the remaining \$706 million in outstanding Pre-Proposition 42 loans by June 30, 2020. Pursuant to SB 1, repayments will occur in equal installments over the next three fiscal years, and would be distributed between the SHA, PTA and to Local Agencies. The 2017-18 repayment occurred during the second quarter. Of the \$235 million transferred to the TCRF from the GF, \$160 million was subsequently transferred to the PTA and the SHA (\$85 million and \$75 million, respectively). The \$75 million for Local Agencies remains in the TCRF for apportionment by SCO to cities and counties for local streets and roads. DOF is working with SCO to complete the apportionment process, and estimates that it will occur during the third quarter.

### **Weight Fees Loans**

In 2010, California voters passed Proposition 22, which amended the California Constitution by significantly restricting the State from using fuel excise tax revenues for GF relief, which was previously allowed. Pursuant to AB 105 (2011), a “Weight Fee Swap” was created, which allowed the State to use weight fee revenues for GF relief rather than fuel excise tax revenues. Furthermore, the bill authorized transfers of weight fee revenues from the SHA to the TDSF for transportation debt service and loans. To offset this diversion, an equivalent amount from the new price-based excise tax is transferred to the SHA.

The 2010-11 Budget Act authorized a total of \$227 million in loans from the SHA to the GF (\$80 million and \$147 million). Pursuant to AB 115, these loans were “grandfathered” into statute and characterized as being derived from weight fees; consequently, the repayment of these loans to the SHA will be transferred to the TDSF for transportation bond debt service.

An additional loan of \$44 million to the GF was authorized by the 2011-12 Budget Act. At the end of 2011-12 and 2012-13, excess weight fees available in the SHA were transferred as loans to the GF in the amount of \$139 million, \$25 million, and \$310 million. Pursuant to Section 9400.4(b)(2) of the California Vehicle Code, an additional \$42 million was transferred as a loan from excess weight fee revenues in the SHA to the GF in July 2012. Per legislation, the \$42 million shall be repaid no later June 30, 2021. In July 2012, \$204 million was transferred to the GF from excess weight fees in 2010-11. In April 2013, \$200 million was transferred to the GF from excess weight fees in 2010-11. In May 2013, \$30 million was transferred to the GF from remaining weight fees in 2011-12. In July 2014, excess weight fees available in the SHA were transferred as loans to the GF in the amount of \$92 million for 2013-14. In July 2015, excess weight fees available in the SHA were transferred as loans to the GF in the amount of \$151 million for 2014-15. In December 2016, \$33 million was transferred to the GF from excess weight fees in 2015-16. In October 2017, a return of pre-paid debt service of \$80 million occurred between the GF and the SHA, and was subsequently transferred out of the SHA to the TDSF. In total, there have been nearly \$1.5 billion in weight fee revenue loans made to the GF. Based on the way current legislation is written, repayment of these loans is anticipated to be subsequently transferred to the TDSF for transportation bond debt service.



## **High-Speed Passenger Train Loans**

The 2013-14 Budget Act authorized up to \$26 million in loans from the PTA to the High-Speed Passenger Train Bond Fund to cover support costs incurred by the High-Speed Rail Authority. During 2013-14, a total of \$23 million was loaned: \$5.4 million on August 16, 2013; \$8.9 million on October 8, 2013; \$5.6 million on March 13, 2014; and \$3 million on June 9, 2014. The 2014-15 Budget Act authorized an additional amount of up to \$31.6 million for support costs, including an initial authorization of approximately \$29.3 million and an additional authorization of \$2.3 million. During 2014-15, a total of \$31 million was loaned: \$7.3 million on September 17, 2014; \$7.3 million on December 18, 2014; \$7.3 million on February 17, 2015; \$2.3 million on March 25, 2015; and \$6.7 million on May 26, 2015. No additional loans are anticipated to occur. Pursuant to statute, loans will be repaid when the PTA is determined to be in need of the funds or when the High-Speed Rail Authority no longer needs the funds.

## **Local Mass Transit Providers Loans (PEPRA)**

Section 13(c) of the Urban Mass Transportation Act of 1964 mandates that employee protections for specified transit workers must be certified by the United States Department of Labor (DOL) before federal transit grants can be released to local mass transit employers. The California Public Employees' Pension Reform Act of 2013 (PEPRA) established new retirement formulas for employees first employed by a public entity on or after January 1, 2013. PEPRA requires such employees to contribute a specified percentage of the normal cost of their defined benefit pension plans, and prohibits public employers from paying an employee's share of retirement contributions. The DOL determined that PEPRA interferes with collective bargaining rights of transit workers protected under Section 13(c). Subsequently, the DOL refused to certify millions of dollars in federal transit grants to California transit agencies.

As a result, the California Legislature enacted AB 1222, which authorized the DOF to loan up to \$26 million from the PTA to local mass transit providers in amounts equal to federal transportation grants not received due to non-certification from the DOL. Concurrently, the State of California pursued litigation against the DOL, challenging its determination that PEPRA is incompatible with federal labor laws. On December 30, 2014, the court ruled that the DOL's determination that PEPRA precluded certification of federal transit grants under Section 13(c) was "arbitrary and capricious," and that the DOL "misinterpreted the law". The matter was remanded to the DOL "for further proceedings consistent with the court's order". The DOL later appealed the decision, but subsequently filed to have the appeal voluntarily dismissed, which was granted by the court on August 12, 2015. A hearing was scheduled on October 23, 2015, which resulted from the State of California filing a supplemental complaint to enforce the court's previous order remanding the case. On January 7, 2016, the court found that the DOL complied with its order to reconsider the relevant factors that were lacking in its original denial of grant certification. However, the court granted the State's motion for leave to file a supplemental complaint against the DOL. On August 22, 2016, the court again ruled, in part, that the DOL's actions were unlawful; however, no remedy was provided at that time. The court granted the DOL leave to file a supplemental brief in support of its motion regarding the denial of class certification relating to the Monterey-Salinas Transit's classic employees. The case remains in litigation. In total, \$14.2 million has been loaned from the PTA to local mass transit providers (Sacramento Regional Transit and Monterey-Salinas Transit). Although ongoing litigation continues to cause delays in repayment, these loans are expected to be repaid no later than January 1, 2019, as mandated by statute.



## **M e m o r a n d u m**

**To:** CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

**CTC Meeting:** March 21-22, 2018

**Reference No:** 3.6  
Information Item

**From:** NORMA ORTEGA  
Chief Financial Officer

**Prepared by:** Dara Wheeler, Chief  
Division of Rail and Mass  
Transportation

**Subject:** **FISCAL YEAR 2017-18 SECOND QUARTER PROPOSITION 1A HIGH-SPEED PASSENGER  
TRAIN BOND PROGRAM REPORT**

### **SUMMARY:**

The California Department of Transportation's Division of Rail and Mass Transportation is submitting the following information item for the March 2018 meeting: the Fiscal Year 2017-18 Second Quarter Proposition 1A High-Speed Passenger Train Bond Program Report.

### **BACKGROUND:**

In 2008, voters approved Proposition 1A: Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century. Under appropriation by the California State Legislature, the California Transportation Commission (Commission) is required to allocate funds for capital improvements to the intercity rail lines, commuter rail lines, and urban rail systems that provide direct connectivity to the high-speed train system and its facilities. As set forth in the Streets and Highways Code Section 2704.095, the Commission was required to program and allocate the net proceeds received from the sale of bonds authorized under Proposition 1A for the High-Speed Passenger Train Bond Program.

Attachment





# **Fiscal Year 2017–18 Second quarter Report High-Speed Passenger Train Bond Program**

Quarterly Report to the  
**California Transportation  
Commission**





## High-Speed Passenger Train Bond Program Progress Report

### **SUMMARY:**

The High-Speed Passenger Train Bond Program (Proposition 1A) is identified under two sub-programs: the Intercity Rail Program, and the Urban and Commuter Rail Program.

To date, the California Transportation Commission (Commission) has allocated \$826.346 million in Proposition 1A funds to 18 projects. Currently, 15 projects have received an allocation for the construction phase, 1 project for both Plans, Specifications and Estimates (PS&E) and the construction phase, 1 project for PS&E and Right of Way (R/W), and 1 project for Project Approval and Environmental Documentation (PA&ED) and PS&E. Tables 1-3 provide a summary of all projects having received an allocation.

Please note, the "Project Numbers" in this report are only for reference to indicate the number of projects to have received an allocation. These "Project Numbers" are subject to change in subsequent reports as projects are added.

### **INTERCITY RAIL FORMULA PROGRAM:**

Under the Intercity Rail Formula Program, the Commission was required to program in each of the intercity rail corridors a minimum of \$47.5 million in eligible projects for a combined total of \$142 million. The California Department of Transportation (Caltrans), in coordination with public agencies and the passenger rail operators on the intercity rail lines, presented to the Commission the list of projects for the formula portion up to the minimum allowed per corridor. The Commission reviewed the list of projects eligible under the formula program and adopted those projects that met the requirements.

The following is the status of projects under the Intercity Rail Formula Program. See Table 1 (attached) for specific project information.

#### **Project No. 1**

##### **Positive Train Control, Moorpark to San Onofre (Pacific Surfliner)**

The implementing agency, Southern California Regional Rail Authority (SCRRA), has received \$46.550 million for the construction phase. The project consists of implementing all aspects of Positive Train Control (PTC) technology along the Pacific Surfliner Corridor between Moorpark and San Onofre.

All Proposition 1A appropriated funding has been allocated and expended. The project was completed June 30, 2016. Close out report will be completed once the Indirect Cost Allocation Plan (ICAP) is established.



**Project No. 2****Positive Train Control, San Joaquin Corridor**

The implementing agency, Caltrans, received \$9.8 million for the construction phase. The project included purchasing, constructing, and installing links between key transmission stations, and multiple control points along Burlington Northern Santa Fe (BNSF) Railway Company right-of-way, including signal bungalows.

All Proposition 1A appropriated funding has been allocated and expended. Project was completed in January 2013. Final contract close out report (DOR-0039) submitted to Accounts Payable July 2013. No further action on this project to report.

**Project No. 3****Capitol Corridor (and ACE) Travel Time Reduction Project**

The implementing agency, Capitol Corridor Joint Powers Authority (CCJPA), received \$10.180 million for the construction phase. The goal of this project is to reduce the total travel time of the Capitol Corridor service by ten minutes through the removal of station dwell times, implementing super elevating curves, and replacing the existing rail to allow for higher operating speeds.

Rail replacement on the Coast Subdivision between Newark and San Jose has been completed. Adjustments to the track alignment (curve geometry) and modifications to the signal system were completed on the Martinez Subdivision between Oakland and Sacramento while work continued on the Coast Subdivision. The higher speeds on the Martinez Subdivision were implemented. A speed study will be conducted upon completion of all speed increases, and will result in a revised timetable for Capitol Corridor trains. This timetable revision is tentatively planned for fall 2018. The project is on schedule to be completed by June 30, 2019, with no anticipated changes in scope or cost.

**INTERCITY RAIL COMPETITIVE PROGRAM:**

Under the Intercity Rail Competitive Program, the Commission was required to program up to \$47.5 million in projects to any of the three intercity rail corridors. Caltrans, in coordination with public agencies and the passenger rail operators on the intercity rail lines, was required to select projects within each of the three corridors for the remaining 25 percent of the \$190 million appropriated to intercity rail under both formula and competitive projects and present the list of projects to the Commission for approval. The Commission gave priority to those projects selected in the following order:

- Projects that provided direct connectivity to the high-speed train system
- Projects that were eligible for or had committed federal funds
- Projects that promoted increased ridership, increased on-time-performance, and decreased running times



The following is the status of projects under the Intercity Rail Competitive Program. See Table 2 (attached) for specific project information.

#### **Project No. 4**

##### **Positive Train Control, San Onofre to San Diego**

The implementing agency, North County Transit District (NCTD), has received \$24.010 million for the construction phase. The project consists of implementing all aspects of PTC technology along the Pacific Surfliner Corridor between San Onofre and San Diego.

The NCTD received approval from the Federal Railroad Administration (FRA) to enter Extended Revenue Service Demonstration (RSD) on December 5, 2017. During the month of December, NCTD implemented PTC on all COASTER revenue service trains. During the next quarter, NCTD will continue operating PTC on all revenue service COASTER trains and will continue to update subdivision files to incorporate San Diego Subdivision track changes necessitated by capital project work on the right-of-way. The project will remain in extended RSD until the FRA certifies the system. The project is on schedule and expected to be completed in December 2018.

#### **Project No. 5**

##### **Positive Train Control, Los Angeles to Fullerton Triple Track**

The implementing agency, Caltrans, has received \$2.940 million for the construction phase. The project includes the installation of PTC components, the installation of links between key transmission stations and control points along the BNSF Railway Company right-of-way, the installation of signal bungalows, and the installation of critical locomotive and cab car on-board equipment.

The project was completed in December 2015. The PTC was part of a larger contract that expired December 31, 2016. Final closeout reports were prepared August 2017. There will be no further action on this project.

#### **Project No. 6**

##### **San Joaquin Corridor, Merced to Le Grand Segment 1 and a Portion of Segment 2**

The implementing agency, Caltrans, has received \$40.750 million for the construction phase. The project consists of capital improvements on the Merced to Le Grand Double Track, Segment 1, between Milepost 1041.99 and Milepost 1050.4. Capital improvements include construction of 8.41 miles of track, modification and upgrade to signal and track components (including five public at-grade road crossings), and engineering/civil work. The Capital improvements on Segment 2 consists of constructing 4.1 miles of main track, including but not limited to, three turnouts, three public road crossings, two private road crossings, one bridge, culverts and drainage facilities, placement of embankment/base rock subgrade, and wayside signal/telecom.



The construction of Segment 1 is complete. The contract to complete Segment 2 track work and construction of second platform at Merced Amtrak station was awarded in December 2017. Project completion is on schedule for October 2020.

### **Project No. 7**

#### **Capitol Corridor – Sacramento to Roseville 3rd Main Track Project**

The implementing agency, CCJPA, has received \$5.740 million for PS&E and R/W to begin Phase 1: the relocation of the Roseville station and addition of a third track, to increase service frequency, reduce freight train conflicts, accommodate freight train growth, and provide two additional round trips serving Roseville instead of the one round trip permitted today.

Environmental impact review has been completed and administrative procurement actions have been initiated by the CCJPA to obtain a complete design of proposed improvements. Design will initiate once this procurement is complete. The project is on schedule and set to be completed in September 2022.

### **URBAN AND COMMUTER RAIL PROGRAM:**

Under this program, \$760 million was divided among 11 eligible recipients using a formula distribution that incorporated track miles, vehicle miles, and passenger trips. The funding share totals identified for each eligible agency were determined using the distribution factors gathered from the most current available data in the National Transit Database, Federal Transit Administration. The Commission accepted from each eligible agency their priority list of projects up to their targeted amounts. Each project had to meet the criteria set forth in Section 2704.095 (c) through (j) of the Streets and Highways Code. The Commission took the following factors under consideration:

- Priority given to projects that provide direct connectivity to the high-speed train system
- Required matching funds be non-state funds (local, private, and federal funds, and state funds not under the Commission's purview)

The following is a status of projects under the Urban and Commuter Rail Program. See Table 3 (attached) for specific project information.

### **Project No. 8**

#### **Sacramento Intermodal Facility Improvements Project**

The implementing agency, Sacramento Regional Transit District, initially received \$1.752 million for PA&ED. With the completion of PA&ED, a cost savings of \$1.176 million was identified, deallocated from PA&ED, and reprogrammed to the construction phase. The total programmed amount now available under the construction phase is \$25 million.



A project scope modification was also included and approved by the Commission to add a component of the Sacramento Streetcar project that will directly connect to light rail and expand the catchment and disbursement area to be served by high-speed rail. In August 2017, \$632 thousand was allocated to PS&E.

The scope of the project has been divided into the following components:

- **Component # 1 – Sacramento Valley Station Loop**

California Environmental Quality Act clearance has officially been completed with savings identified. A complete design of the project is underway with the expectation of completion no later than June 2018. Construction is expected to begin in Fiscal Year (FY) 2018-19 and be completed end of FY 2021-22.

- **Component #2 – Downtown-Riverfront Streetcar**

Both federal and state environmental requirements have achieved clearance and completion. The overall project design has commenced and is expected to be complete by May 2019. Design activities were rescheduled to spring 2019 due to additional design work for the maintenance facility and River-front Road extension being added to the scope. In seeking the obtainment of matching federal funds, a Basis of Schedule and Risk and Contingency Management Plan has been provided to the FTA. Staff continues to meet with the FTA and the Project Management Oversight Consultant (PMOC) to advance the project. The meetings have included discussions on the 85 percent design comments, governance, and funding issues. Construction is anticipated to begin June 2018 and be completed by June 2021.

## **Project No. 9**

### **Caltrain Advanced Signal System/Positive Train Control**

The implementing agency, Peninsula Corridor Joint Powers Board (PCJPB), has received \$105.445 million for PS&E and the construction phase. The project consists of installing PTC technology along the Caltrain corridor.

After continued delays, repeated intervention, peer reviews, and failure to improve performance, the PCJPB terminated its contract with Parsons Transportation Group, the firm responsible for designing and implementing the Communications Based Overlay Signal System (CBOSS)/PTC project. During the past quarter, the PCJPB continued discussions with vendors to restart the project, with proposals received and being evaluated, with the intent to complete the project and achieve revenue service demonstration in compliance with the Federal deadline of December 31, 2018.

## **Project No. 10**

### **Central Subway**

The implementing agency, San Francisco Municipal Transportation Agency, received \$61.308 million for the construction phase. The project extends the 5.2-mile T-Third light rail line from its current junction at the Caltrain terminus area to south of Union Square and Chinatown for 1.7 miles.



All Proposition 1A appropriated funding has been allocated and expended; however, the project is still ongoing with work continuing at the Yerba Buena/Moscone Station, Union Square/Market Street Station, and the Chinatown Station. There has not been any significant change to the scope, schedule or budget. Total project expenditures to date are \$1,164.26 million. The total cost to date equals 73.9 percent of the total project budget of \$1.578 billion. The Master Project Schedule forecasts the Revenue Service Date of December 2019. The expected substantial completion date remains February 28, 2018.

### **Project No. 11**

#### **Millbrae Station Track Improvement and Car Purchase**

The implementing agency, San Francisco Bay Area Rapid Transit District (BART), has received \$140 million for the construction phase. The project consists of purchasing 46 new rail cars and lengthens all three of BART's rail storage tracks immediately south of the Millbrae station.

To date, ten pilot vehicles and eight production cars have been delivered. Qualification testing of the pilot vehicles continues on the mainline during both revenue and non-revenue hours. Certification paperwork was submitted to the California Public Utility Commission (CPUC) in October 2017, with a run of the ten-car pilot consist monitored by the CPUC in November. As a result a few additional modifications were needed which are currently underway and will be tested and witnessed by BART. The next step will be to repeat a system-wide test with the CPUC for final safety certification. Series production continues at the car-body manufacturing facility and project completion is still expected by May 2026.

### **Project No. 12**

#### **Metrolink Positive Train Control**

The implementing agency, SCRRA, has received \$35 million for the construction phase. The project consists of installing predictive collision avoidance technology throughout the Metrolink system.

All Proposition 1A appropriated funding has been allocated and PTC has been implemented. The SCRRA is working with BNSF, the Union Pacific Railroad (UPRR), and Amtrak to ensure deployment of in-service compatible PTC systems on all trains. In October 2017, SCRRA commenced interoperable PTC revenue service operations with BNSF and is currently underway with interoperable PTC testing with UPRR. Interoperable revenue service with UPRR is expected to commence in February or March 2018. There are no expected delays or changes to project scope, cost and schedule.



**Project No. 13****Regional Connector Transit Corridor**

The implementing agency, Los Angeles County Metropolitan Transportation Authority, has received \$114.874 million for the construction phase. The project consists of constructing a two-mile extension connecting the Metro light rail system to High Speed Rail through downtown Los Angeles, including the construction of three new underground light rail stations.

Varied operations are underway throughout the alignment to include: guideway and station box support of excavation, settlement monitoring, and utility relocations. Operations are currently active seven days with some being performed on a multiple-shift basis. Pile installation has been completed along the 1st Street Leg. Pile and deck beam installation at 2nd and Broadway has been completed. Water and power relocation along Flower St. continues with initial pile installation at Flower south (5th and 6th). Several utilities have been relocated with additional relocations continuing through 2018. Completion of the construction phase is on schedule for May 2021, with revenue service planned for December 2021.

**Project No. 14****Metrolink High-Speed Rail Readiness Program**

The implementing agency, SCRRA, has received \$68.5 million for the construction phase with a remaining \$20.2 million to be allocated for the refurbishment of the passenger cars. The project consists of acquisition of 20 high-powered Tier 4 locomotives and the reconditioning of passenger cars.

To date, 16 locomotives have been delivered. However, one was damaged during delivery and will need to be returned leaving 15 locomotives awaiting conditional acceptance. After conditional acceptance, each locomotive must run as a second unit (but in the lead) for 2,500 miles without incident that delays or cancels service. The logistics of this process equate to approximately two locomotives per month. Any defects discovered during these qualification runs must be addressed which may lead to delays. Project completion is expected by May 2019.

**Project No. 15****Stockton Passenger Track Extension**

The implementing agency, San Joaquin Regional Rail Commission (SJRRRC), initially received \$5.714 million for the construction phase, and plan to program and allocate the remaining \$9.260 million in FY 2017-18. The project consists of constructing a 2.57 mile extension of dedicated passenger rail track north of downtown Stockton, interlocking between the UPRR and the BNSF Railway.

The SJRRRC is coordinating with FRA for the NEPA categorical exclusion and the UPRR for approval of the preliminary design. Once concurrence on the design is obtained from both UPRR and the City of Stockton, SJRRRC will file a General Order 88-B application for the Harding Ave Bridge Crossing Modification with the California Public Utilities Commission.



The SJRRC plans to begin the invitation for bid once plans and specifications are completed. Construction is estimated to begin by June 2018.

### **Project No. 16**

#### **Blue Line Light Rail Improvements**

The implementing agency, San Diego Association of Governments, has received \$57.855 million for the construction phase. The project consists of improvements to existing infrastructure on the Blue Line Trolley including: replacing worn out rails and tracks, replace/rehabilitate switches and signaling, and reconstruction of existing platforms to accommodate low-floor vehicles.

The project has been completed and is now closed out. All funds have been expended.

### **Project No. 17**

#### **Positive Train Control**

The implementing agency, NCTD, has received \$17.833 million for the construction phase. The project consists of implementing all aspects of PTC technology along the Pacific Surfliner Corridor between San Onofre and San Diego.

All existing locomotives have been equipped with PTC technology and are in extended revenue service demonstration as approved by the FRA. Interoperability and complete implementation is expected by mid-2018.

### **Project No. 18**

#### **Maintenance Shop and Yard Improvements**

The implementing agency, BART, has received \$78.639 million for the construction phase. The project consists of expanding the existing Main Shop to support back shop double-ended operation, constructing a new Component Repair Shop (CRS), retrofitting the Maintenance and Engineering (M&E) storage facility, and constructing new track work, retaining walls, and sound walls, that will serve to connect the Hayward Maintenance Complex to the existing mainline BART tracks.

In addition to plumbing and electrical work, installation of mechanical equipment and the overhead crane are in progress for the CRS. Work was completed on three vehicle lifts in the Hayward Main Shop with the lifts being in service since October 2017. Work has begun on the north yard apron at the Hayward Back Shop. The contract for the new Central Warehouse facility was advertised for bids. Construction bid packages of the M&E Shop will be advertised in successive smaller segments for funding reasons. The new vehicle overhaul and heavy repair shop is still on-hold at 35 percent design due to funding concerns with completion of its construction still projected for January 2024.



**LETTERS OF NO PREJUDICE:**

The Letters of No Prejudice (LONP) Guidelines were approved in September 2010, under Resolution LONP 1A-G-1011-01. There were three projects that were approved for a LONP; all 3 of these projects have since been funded.

**BACKGROUND:**

On November 4, 2008, the voters approved Proposition 1A for the 21<sup>st</sup> Century, authorized by the Commission upon appropriation by the Legislature, to allocate funds for the capital improvements to intercity, commuter, and urban rail lines that provide direct connectivity to the high-speed train system and its facilities, or that are part of the construction of the high-speed train system.

**ATTACHMENTS:**

1. Table 1-Intercity Rail Formula Program
2. Table 2-Intercity Rail Competitive Program
3. Table 3-Urban and Commuter Rail Program



**Table 1: Intercity Rail Formula Program**

Project No.	Co.	Agency	Project Name	Total Project Cost Amount (millions)	Appropriated Amount (millions)	Programmed Amount (millions)	Allocated Amount (millions)	Expended Amount (millions)	% Expended Amount (millions)	Phase of Work Allocated	Contract Award Date	Project Completion Date
1	Various	SCRRA	Positive Train Control, Moorpark to San Onofre (Pacific Surfliner)	\$ 46,550	\$ 46,550	\$ 46,550	\$ 46,550	\$ 46,550	100%	CON	Oct-10	Jun-16
2	SJ	Caltrans	Positive Train Control, San Joaquin Corridor	\$ 9,800	\$ 9,800	\$ 9,800	\$ 9,800	\$ 9,800	100%	CON	Jun-12	Mar-13
3	Various	CCJPA	Capitol Corridor (and ACE) Travel Time Reduction	\$ 15,500	\$ 10,180	\$ 10,180	\$ 10,180	\$ 4,285	42%	CON	Jun-16	Jun-19
<b>TOTALS:</b>				<b>\$ 71,850</b>	<b>\$ 66,530</b>	<b>\$ 66,530</b>	<b>\$ 66,530</b>	<b>\$ 60,635</b>				

**Table 2: Intercity Rail Competitive Program**

Project No.	Co.	Agency	Project Name	Total Project Cost Amount (millions)	Appropriated Amount (millions)	Programmed Amount (millions)	Allocated Amount (millions)	Expended Amount (millions)	% Expended Amount (millions)	Phase of Work Allocated	Contract Award Date	Project Completion Date
4	SD	NCTD	Positive Train Control, San Onofre to San Diego	\$ 59,982	\$ 24,010	\$ 24,010	\$ 24,010	\$ 18,122	75%	CON	Aug-11	Dec-18
5	LA	Caltrans	Positive Train Control, LA to Fullerton Triple Track	\$ 2,940	\$ 2,940	\$ 2,940	\$ 2,940	\$ 2,940	100%	CON	Dec-11	Dec-16
6	SJ	Caltrans	San Joaquin Corridor, Merced to Le Grand Segment 1	\$ 40,750	\$ 40,750	\$ 40,750	\$ 40,750	\$ 28,390	70%	CON	Nov-13	Oct-19
7	Various	CCJPA	Capitol Corridor - Sacramento to Roseville 3rd Mainline Track Phase 1.	\$ 82,276	\$ 51,970	\$ 51,970	\$ 5,740	\$ -	0%	PS&E R/W	N/A	Sep-22
<b>TOTALS:</b>				<b>\$ 185,948</b>	<b>\$ 119,670</b>	<b>\$ 119,670</b>	<b>\$ 73,440</b>	<b>\$ 49,452</b>				



**Table 3: Urban and Commuter Rail Program**

Project No.	Co.	Agency	Project Name	Total Project Cost Amount (millions)	Appropriated Amount (millions)	Programmed Amount (millions)	Allocated Amount (millions)	Expended Amount (millions)	% Expended Amount (millions)	Phase of Work Allocated	Contract Award Date	Project Completion Date
8	SAC	SacRT	Sacramento Intermodal Facility Improvements	\$ 60,368	\$ 30,165	\$ 26,208	\$ 1,208	\$ 576	48%	PA&ED PS&E	N/A	Jun-21
* SacRT retains \$3,957 in future Proposition 1A funding to be allocated to this or another project.												
9	Various	PCJPB	Caltrain Advanced Signal System (CBOSS/PTC)	\$ 231,000	\$ 105,445	\$ 105,445	\$ 105,445	\$ 39,626	38%	PS&E CON	Aug-13	May-17
10	SF	SFMTA	Central Subway	\$ 1,578,300	\$ 61,308	\$ 61,308	\$ 61,308	\$ 61,308	100%	CON	Oct-12	Feb-18
11	SF	BART	Millbrae Station Track Improvements and Car Purchase	\$ 285,000	\$ 140,000	\$ 140,000	\$ 140,000	\$ 94,772	68%	CON	Jan-14	May-26
12	Various	SCRRA	Metrolink Positive Train Control	\$ 201,600	\$ 35,000	\$ 35,000	\$ 35,000	\$ 30,305	87%	CON	Oct-10	Jun-18
13	LA	LACMTA	Regional Connector Transit Corridor	\$ 1,366,100	\$ 114,874	\$ 114,874	\$ 114,874	\$ 103,387	90%	CON	May-14	Aug-21
14	Various	SCRRA	Metrolink High-Speed Rail Readiness Program	\$ 202,899	\$ 88,707	\$ 88,707	\$ 68,500	\$ 25,300	37%	CON	May-14	May-19
15	SJ	SJRRC	Stockton Passenger Track Extension	\$ 24,895	\$ 14,974	\$ 5,714	\$ 5,714	\$ 395	7%	CON	Feb-14	Jun-18
* SJRRC retains \$9,260 in future Proposition 1A funding to be allocated to this or another project.												
16	SD	SANDAG	Blue Line Light Rail Improvements	\$ 151,754	\$ 57,855	\$ 57,855	\$ 57,855	\$ 57,855	100%	CON	May-13	Dec-16
17	SD	NCTD	Positive Train Control	\$ 59,982	\$ 17,833	\$ 17,833	\$ 17,833	\$ 10,775	60%	CON	Aug-11	Dec-18
18	ALA	BART	Maintenance Shop & Yard Improvements	\$ 432,933	\$ 78,639	\$ 78,639	\$ 78,639	\$ 56,555	72%	CON	Jul-15	Jan-24

**TOTALS: \$ 4,594,831 \$ 744,800 \$ 731,583 \$ 686,376 \$ 480,854**



## Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 21-22, 2018

Reference No: 3.7  
Information Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Dara Wheeler, Chief  
Division of Rail and Mass  
Transportation

Subject: **FISCAL YEAR 2017-18 SECOND QUARTER INTERCITY PASSENGER RAIL  
OPERATIONS REPORT**

### **SUMMARY:**

Attached is the California Department of Transportation's (Department) Intercity Passenger Rail Operations Report for the second quarter of Fiscal Year (FY) 2017-18, October through December, 2017, for the three State-supported intercity passenger rail routes:

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

This report is an informational item at the California Transportation Commission's March, 2018 meeting.

### **BACKGROUND:**

In addition to owning the majority of equipment utilized on two of the three routes, the Department provides State funding for Amtrak operating costs for intercity passenger rail service and equipment capital costs, while providing oversight to ensure statewide integration and monitor performance.

This report compares ridership, on-time performance, and financial results reported in the second quarter of FY 2017-18, to those reported in the corresponding quarter of FY 2016-17.

These routes were three of the five busiest state-supported intercity passenger rail routes in the nation for Federal Fiscal Year 2016-17.

Attachment





# **Fiscal Year 2017-18 Second Quarter Intercity Passenger Rail Operations Report**

**Quarterly Report to the  
California Transportation  
Commission**

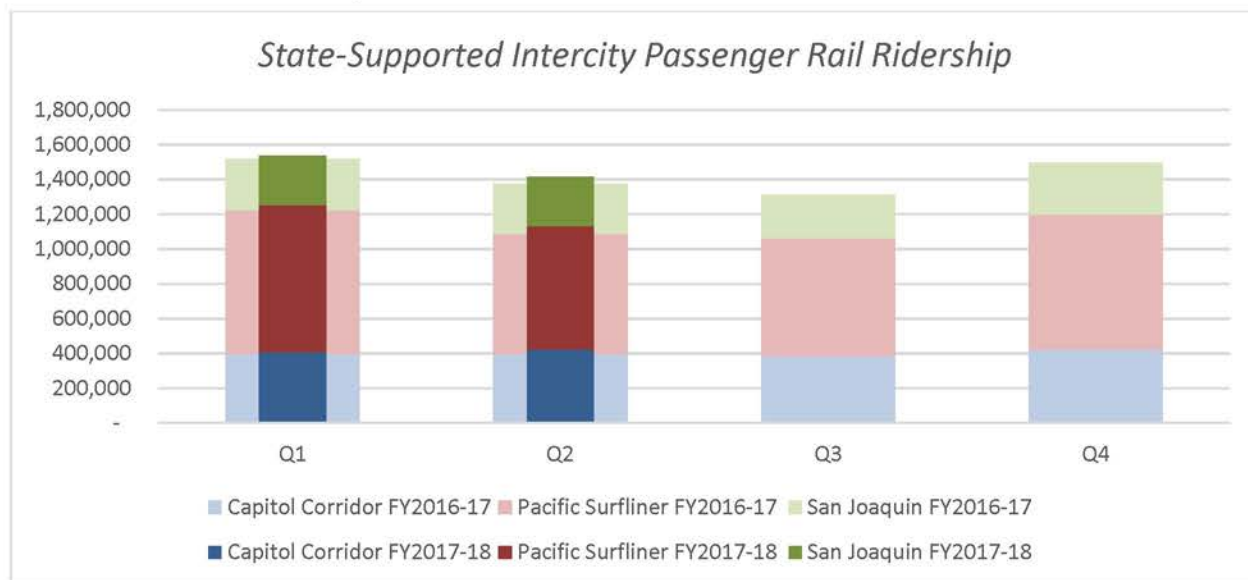




## **COMBINED STATEWIDE RESULTS**

### ***RIDERSHIP***

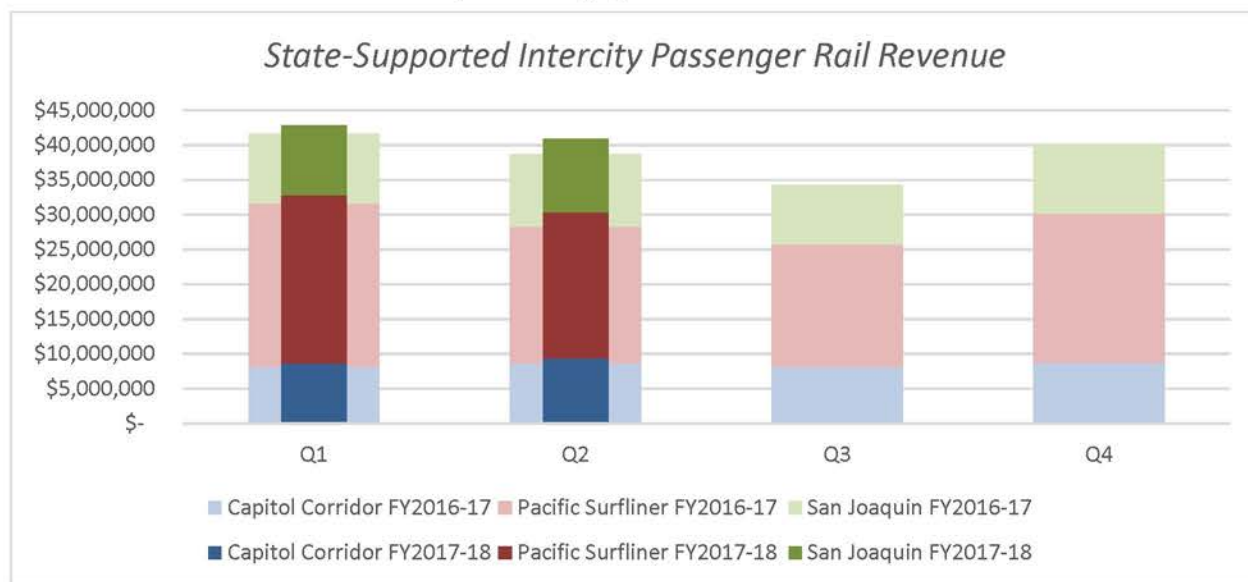
Total combined ridership on the three routes for the second quarter of FY 2017-18 (October-December 2017) was 1,415,819. This is an increase of 3.0% over the ridership of 1,374,689 in the second quarter of FY 2016-17.



### ***REVENUE and EXPENSES***

Total combined revenue for the three routes for the second quarter of FY 2017-18 was \$40,902,558. This is an increase of 5.7% over revenue of \$38,692,685 collected in the corresponding quarter of FY 2016-17.

Second quarter expenses for FY 2017-18 were \$62,185,775, an increase of 5.0% compared to expenses of \$59,211,780 reported in the corresponding quarter of FY 2016-17, resulting in a farebox ratio increase of 0.4 percentage points to 65.8%.





The following table provides further detail on the combined ridership, revenue, expense, farebox ratio, and on-time performance for the three State-supported routes for both the second quarter of FY 2017-18 and corresponding quarter of FY 2016-17.

<b>State-Supported Intercity Passenger Rail</b>				
<b><i>All Routes</i></b>				
	FY2017-18, Q2	FY2016-17, Q2	Difference	Percent Change
Ridership	1,415,819	1,374,689	41,130	3.0%
Revenue	\$40,902,558	\$38,692,685	\$2,209,873	5.7%
Expenses	\$62,185,775	\$59,211,780	\$2,973,995	5.0%
Farebox	65.8%	65.3%	0.4PP	
<i>PP - Percentage Points</i>				

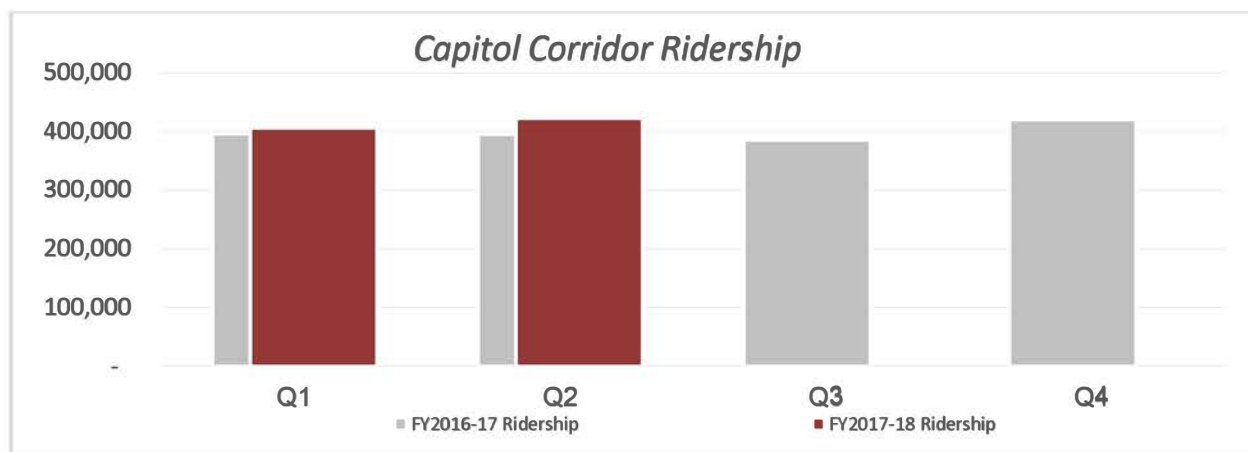


## **CAPITOL CORRIDOR ROUTE**

There are 15 weekday round-trips between Oakland and Sacramento. One of the trains extends beyond Sacramento to Auburn, and seven of the trains extend beyond Oakland to San Jose. On weekends, there are 11 round-trips between Oakland and Sacramento, with one extension to Auburn and seven round trips to San Jose.

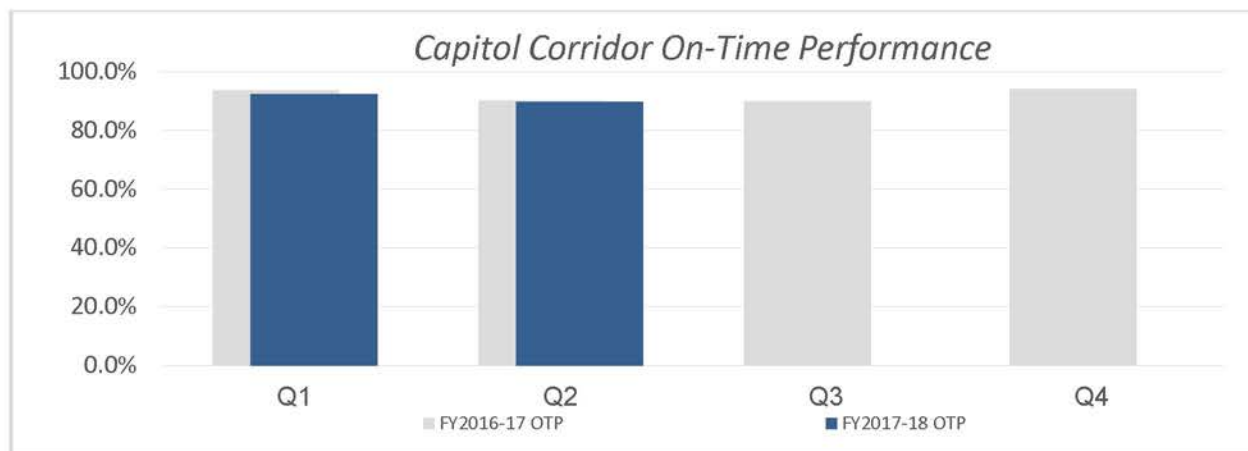
### ***RIDERSHIP***

Total ridership on the *Capitol Corridor* for the second quarter of FY 2017-18 was 422,583. This is an increase of 6.9% over ridership of 395,203 in the second quarter of FY 2016-17.



### ***ON-TIME PERFORMANCE (OTP)***

Endpoint on-time performance for the *Capitol Corridor* for the second quarter of FY 2017-18 was 90.3%. This is an increase of 0.2 percentage points over on-time performance of 90.1% in the second quarter of FY 2016-17.

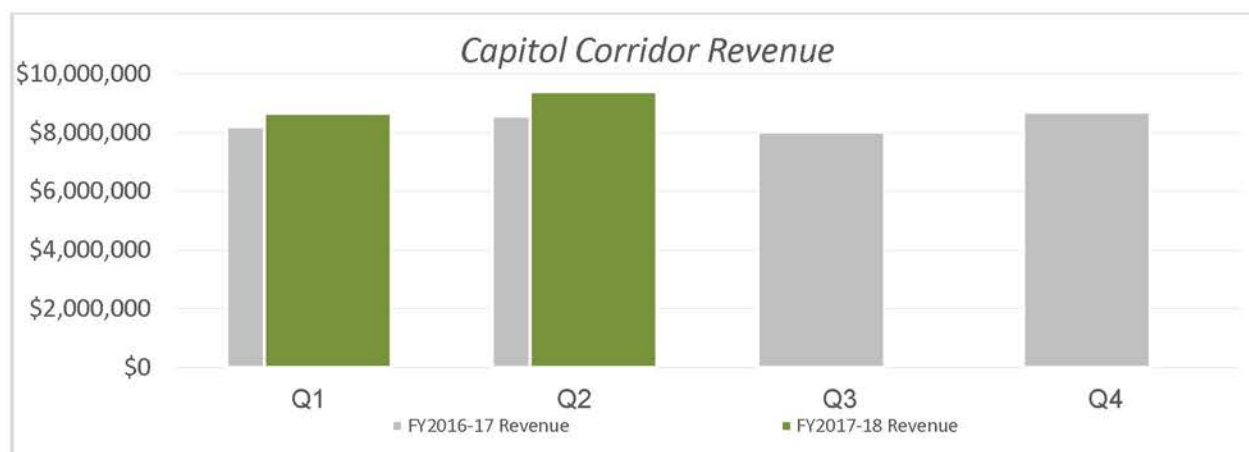


### ***REVENUE and FARE BOX RATIO***

Total revenue for the *Capitol Corridor* for the second quarter of FY 2017-18 was \$9,389,518. This is an increase of 9.5% over revenue of \$8,576,032 in the corresponding quarter of FY 2016-17.



Expenses for the second quarter of FY 2017-18 were \$14,880,275, an increase of 5.2% over expenses of \$14,140,412 in the corresponding quarter of FY 2016-17. The resulting farebox ratio in the second quarter of FY 2017-18 is 63.1%. This is a 2.5 percentage point increase over the farebox ratio of 60.6% in the corresponding quarter of FY 2016-17.



The following table provides further detail on the ridership, revenue, expense, farebox ratio, and on-time performance for the *Capitol Corridor* for the second quarter of FY 2017-18.

State-Supported Intercity Passenger Rail				
<i>Capitol Corridor</i>				
	FY2017-18, Q2	FY2016-17, Q2	Difference	Percent Change
Ridership	422,583	395,203	27,380	6.9%
Revenue	\$9,389,518	\$8,576,032	\$813,486	9.5%
Expenses	\$14,880,275	\$14,140,412	\$739,863	5.2%
Farebox	63.1%	60.6%	2.5PP	
On-Time Performance	90.3%	90.1%	0.2PP	
<i>PP - Percentage Points</i>				

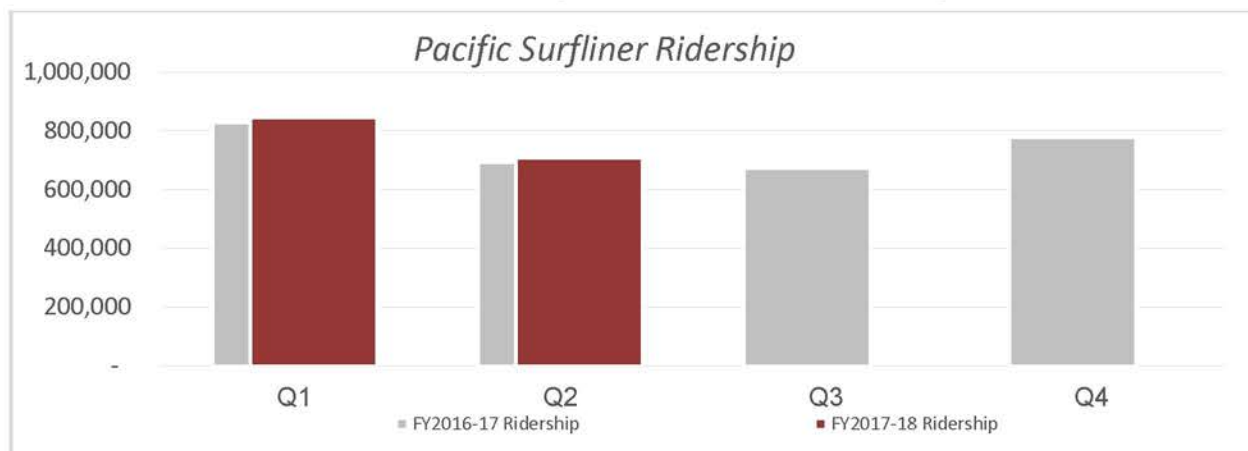


## **PACIFIC SURFLINER ROUTE**

There are 12 daily round-trips between Los Angeles and San Diego, five of which are through-trains between San Diego and Goleta (Santa Barbara); two of which continue north allowing connectivity with San Luis Obispo.

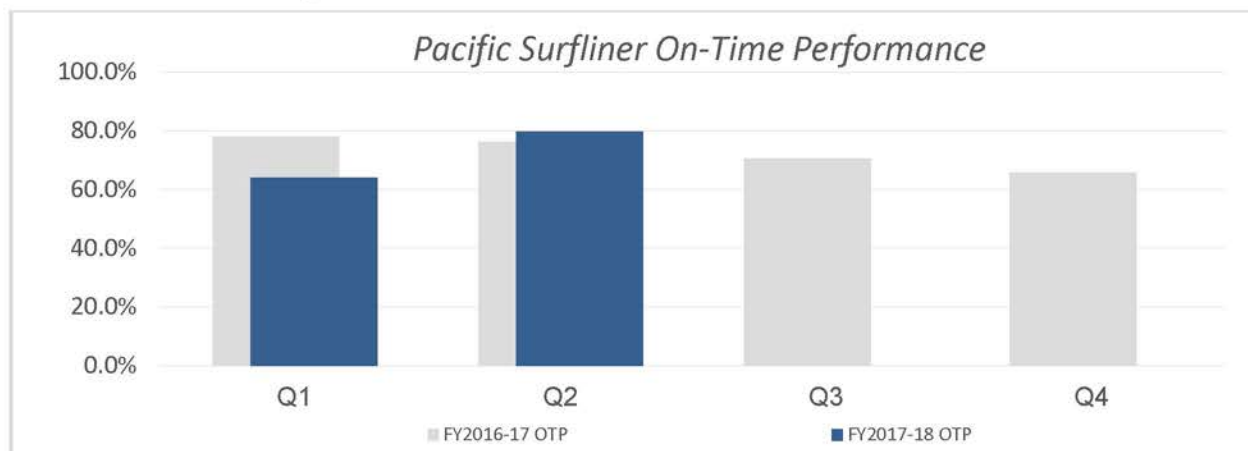
### ***RIDERSHIP***

Total ridership on the *Pacific Surfliner* for the second quarter of FY 2017-18 was 707,918. This is an increase of 2.3% over ridership of 692,307 in the second quarter of FY 2016-17.



### ***ON-TIME PERFORMANCE (OTP)***

Endpoint on-time performance for the *Pacific Surfliner* for the second quarter of FY 2017-18 was 79.7%. This is an increase of 3.4 percentage points over on-time performance of 76.3% in the second quarter of FY 2016-17.

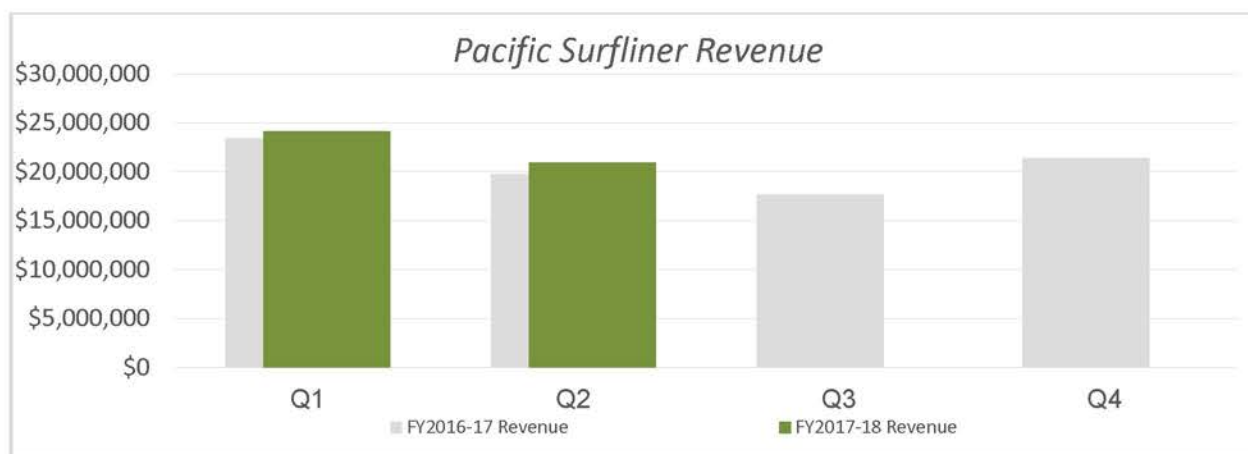


### ***REVENUE and FAREBOX RATIO***

Total revenue for the *Pacific Surfliner* for the second quarter of FY 2017-18 was \$20,935,075. This is an increase of 5.9% over revenue of \$19,760,302 in the corresponding quarter of FY 2016-17.



Expenses for the second quarter of FY 2017-18 were \$26,795,485, an increase of 7.4% from expenses of \$24,939,118 in the corresponding quarter of FY 2016-17. The resulting farebox ratio in the second quarter of FY 2017-18 is 78.1%. This is a 1.5 percentage point decrease from the farebox ratio of 79.2% in the corresponding quarter of FY 2016-17.



The following table provides further detail on the ridership, revenue, expense, farebox ratio, and on-time performance for the *Pacific Surfliner* for the second quarter of FY 2017-18.

State-Supported Intercity Passenger Rail				
<i>Pacific Surfliner</i>				
	FY2017-18, Q2	FY2016-17, Q2	Difference	Percent Change
Ridership	707,918	692,307	15,611	2.3%
Revenue	\$20,935,075	\$19,760,302	\$1,174,773	5.9%
Expenses	\$26,795,485	\$24,939,118	\$1,856,367	7.4%
Farebox	78.1%	79.2%	-1.5PP	
On-Time Performance	79.7%	76.3%	3.4PP	
PP - Percentage Points				

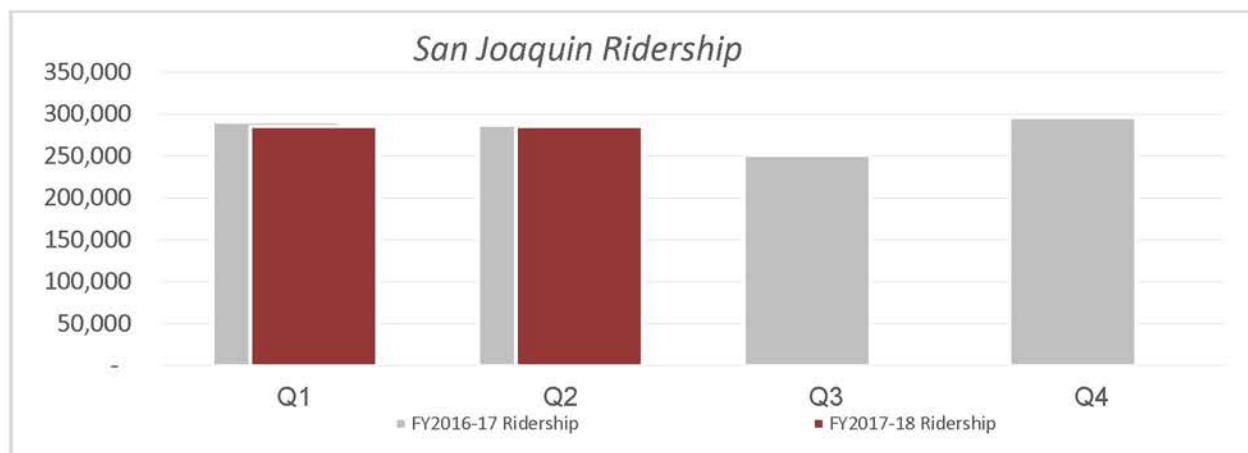


## **SAN JOAQUIN ROUTE**

Seven daily round-trips serve the San Joaquin Route, five operating between Oakland and Bakersfield and two between Sacramento and Bakersfield. All seven round-trips have dedicated bus connections between Bakersfield, Los Angeles, and other points throughout Southern California. On the north end, buses at Stockton connect Sacramento with Oakland trains and connect Oakland with Sacramento trains, thus providing seven daily arrivals and departures for both northern terminals. Additional connecting buses provide feeder service to communities throughout the north end of the State.

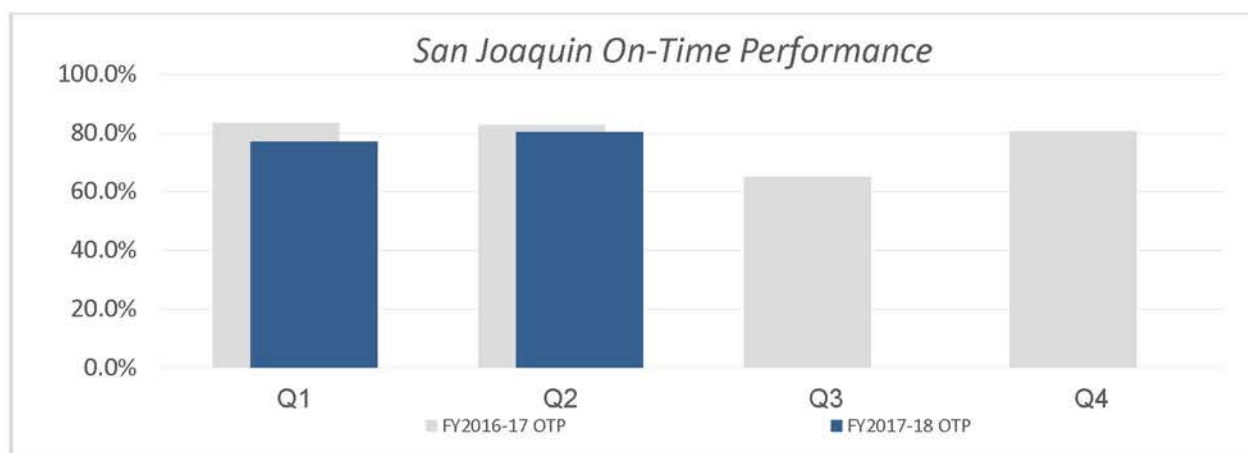
### ***RIDERSHIP***

Total ridership on the *San Joaquin* for the second quarter of FY 2017-18 was 285,318. This is a decrease of 0.6% from ridership of 287,179 in the second quarter of FY 2016-17.



### ***ON-TIME PERFORMANCE (OTP)***

Endpoint on-time performance for the *San Joaquin* for the second quarter of FY 2017-18 was 80.2%. This is a decrease of 2.4 percentage points from on-time performance of 82.6% in the second quarter of FY 2016-17.

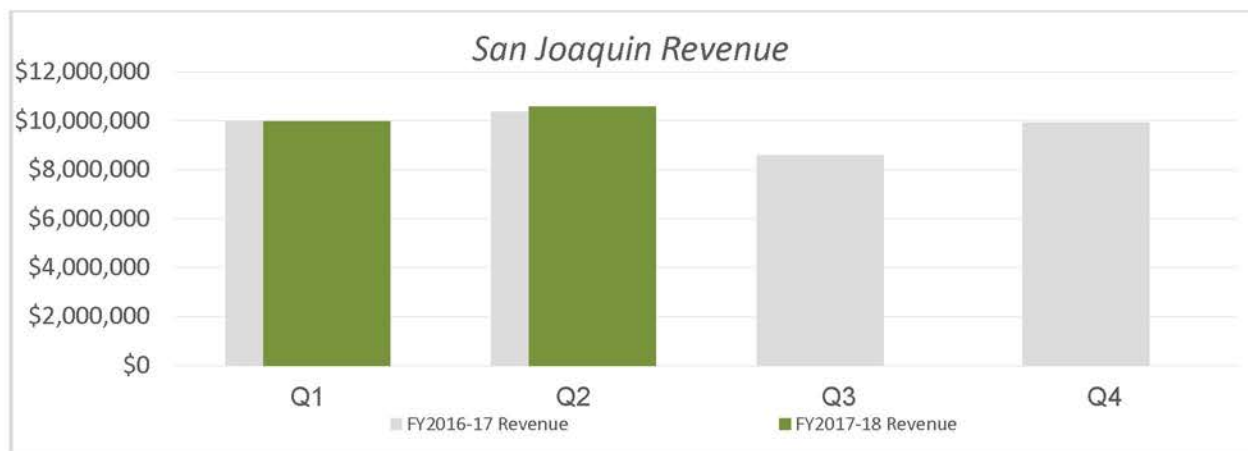




**REVENUE and FAREBOX RATIO**

Total revenue on the *San Joaquin* for the second quarter of FY 2017-18 was \$10,577,965. This is an increase of 2.1% over revenue of \$10,356,351 in the corresponding quarter of FY 2016-17.

Expenses for the second quarter of FY 2017-18 were \$20,510,014, an increase of 1.9% over expenses of \$20,132,250 in the corresponding quarter of FY 2016-17. The resulting farebox ratio in the second quarter of FY 2017-18 is 51.6%. This is a 0.1 percentage point increase from the farebox ratio of 51.4% in the corresponding quarter of FY 2016-17.



The following table provides further detail on the ridership, revenue, expense, farebox ratio, and on-time performance for the *San Joaquin* for the second quarter of FY 2017-18.

State-Supported Intercity Passenger Rail <i>San Joaquin</i>				
	FY2017-18, Q2	FY2016-17, Q2	Difference	Percent Change
Ridership	285,318	287,179	-1,861	-0.6%
Revenue	\$10,577,965	\$10,356,351	\$221,614	2.1%
Expenses	\$20,510,014	\$20,132,250	\$377,764	1.9%
Farebox	51.6%	51.4%	0.1PP	
On-Time Performance	80.2%	82.6%	-2.4PP	
PP - Percentage Points				



## **M e m o r a n d u m**

**To:** CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

**CTC Meeting:** March 21–22 2018

**Reference No:** 3.8  
Information Item

**From:** NORMA ORTEGA  
Chief Financial Officer

**Prepared by:** Gary Cathey, Chief  
Division of Aeronautics

**Subject:** **FISCAL YEAR 2017–18 SECOND QUARTER REPORT FOR THE AERONAUTICS  
ACQUISITION AND DEVELOPMENT PROGRAM AND AIRPORT IMPROVEMENT  
PROGRAM**

### **SUMMARY:**

The attached report is the California Department of Transportation (Department), Division of Aeronautics, Fiscal Year 2017–18 Second 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) March 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  
Second 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 (ALUCPs).

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 Second Quarter of the 2017–18 Fiscal Year. This report includes the status of the unallocated, allocated, and completed projects.

There are a total of 51 projects, valued at \$9.3 million, currently in the A&D Program. Of the 51 projects, 15 are allocated (valued at \$3.42 million), and there are 2 completed projects (valued at \$677,000) during this quarter. A total of 34 projects are still unallocated (valued at \$4.7 million).

The following spreadsheets include the status of the Projects Unallocated, Projects Allocated, and Projects Completed.

Note: Information contained in this report is reflective of actions occurring through the second quarter (December 31, 2017). Any actions taken after this date will be reflected in a future quarter, as appropriate.



## 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			
<b>Total</b>								<b>\$2,474,000</b>			



## 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 Remarking; 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 Tetrahedron	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
3	Chico Municipal	14-15	Butte	ALUCP	Progress Pay	3/26/2015	2/23/2016	\$99,000	\$30,492	3/26/2019	
4	Rio Vista	14-15	Solano	ALUCP	Progress Pay	3/26/2015	2/9/2016	\$144,000	0	3/26/2019	
8	Jacqueline Cochran	14-15	Riverside	ALUCP (County-wide)	Progress Pay	6/25/2015	6/21/2016	\$135,000	0	6/25/2019	
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	0	12/9/2019	
3	Lake Tahoe	15-16	El Dorado	ALUCP	Progress Pay	6/29/2016	6/6/2017	\$170,000	0	6/29/2020	
6	Fresno County	15-16	Fresno	ALUCP	Progress Pay	6/29/2016	6/12/2017	\$270,000	\$19,020	6/29/2020	
3	Sierraville Dearwater	15-16	Sierra	Slurry Seal and Re-Stripe Runway	Progress Pay	6/29/2016	7/27/2017	\$194,000	0	6/29/2020	
2	Hayfork	15-16	Trinity	Repave Runway	Plan to withdraw	6/29/2016		\$495,000	0	6/29/2020	X
2	Hyampom	15-16	Trinity	Runway Pavement Rehabilitation	Plan to withdraw	6/29/2016		\$414,000	0	6/29/2020	X
9	Shoshone	16-17	Inyo	Runway 15/33 Crack Repairs, Slurry Seal, Marking	Plans, Specifications & Estimates (PS&E)	5/18/2017		\$180,000	0	5/18/2021	
1	Shelter Cove	16-17	Humboldt	Slurry Seal Taxiway/Miscellaneous Pavement	PS&E	5/18/2017		\$192,000	0	5/18/2021	
3	Sierraville Dearwater	16-17	Sierra	Reconstruct Tie-down Area	PS&E	5/18/2017		\$489,000	0	5/18/2021	
1	Arcata	16-17	Humboldt	ALUCP Update	Allocated	5/18/2017		\$250,000	0	5/18/2021	
<b>Total Projects 15</b>						<b>Total</b>		<b>\$3,424,000</b>	<b>\$173,697</b>		



## Acquisition and Development Projects Status and Detail

### Completed Projects

District	Airport	Program Year	County	Project Description	Project Status	Allocation Date	Notice to Proceed Date	Total Allocation	Total Expenditure to Date	Date of Completion
2	Herlong	14-15	Lassen	Overlay Runway, Taxiway, and Apron	Completed	5/28/2015	6/9/16	\$354,500	\$324,096	10/13/2017
8	Chiriaco Summit	14-15	Riverside	Runway Paving and Grading	Completed	6/25/2015	6/29/16	\$479,000	\$353,116	10/18/2017
<b>Total Projects 2</b>							<b>Total</b>	<b>\$833,500</b>	<b>\$677,212</b>	



## Acquisition and Development Status and Detail

### Projects Behind Schedule

The following allocated projects are behind schedule:

<b>Airport County Project Description</b>	<b>Status</b>	<b>Estimated Date of Completion</b>
<b>Trinity Center Airport</b> Trinity County  Slurry Seal Apron, Taxiway Area, and Restripe Pavement	The project was granted an extension due to a county staffing shortage to complete the Plans, Specifications and Estimates (PS&E) phase after wildfires in 2015. The project has been awarded. The project is in construction with 90 percent complete, and one progress payment is paid.	5/28/2019
<b>Hayfork Airport</b> Trinity County  Repave Runway	Trinity County experienced a delay in PS&E completion, thereby delaying the award of the project. This was caused by the 2016 flood disaster in Trinity County. An eight-month extension for this project has been granted. The Sponsor agreed that they will not meet the extended award date. The Sponsor plans to withdraw the project.	Plan to withdraw
<b>Hyampom Airport</b> Trinity County  Runway Pavement Rehabilitation	Trinity County experienced a delay in PS&E completion, thereby delaying the award of the project. This was caused by the 2016 flood disaster in Trinity County. An eight-month extension for this project has been granted. The Sponsor agreed that they will not meet the extended award date. The Sponsor plans to withdraw the project.	Plan to withdraw



## **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 Commission, may provide a matching grant to a public entity for five percent of the amount of a federal AIP grant.

Each year the Commission approves a lump sum to match AIP grants. This allocation provides the authority for Caltrans to subvent matching funds to individual projects as requested by airport sponsors.

Caltrans provides the Commission with quarterly reports on the status of all sub-allocations made for state AIP Matching grant funds. It should be noted that the Aeronautics Account is a continuously appropriated account, and any unused funds revert to the Aeronautics Account for use in future fiscal years.

### **STATUS:**

At its August 2017 meeting, the Commission allocated \$1,189,000 for the AIP Matching Grants Program for Fiscal Year 2017–18. As of the Second Quarter, Caltrans has sub-allocated a total of \$1,161,588 toward 28 projects.

Note: Information contained in this report is reflective of actions occurring through the second quarter (December 31, 2017). Any actions taken after this date will be reflected in a future quarter, as appropriate.



Airport	Sponsor	Project Description	State Grant Date	Total Project Costs	AIP Grant Amount	State Match Amount
Lake Tahoe	City of South Lake Tahoe	Phase IV-Rehabilitate General Aviation Apron, including marking and miscellaneous drainage improvements	8/24/2017	\$2,060,755	\$1,854,680	\$92,734
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	8/24/2017	\$485,781	\$437,203	\$21,860
Yolo County	County of Yolo	Airport Drainage Basin Improvements (Phase I Design)	8/24/2017	\$235,778	\$212,200	\$10,610
Oxnard	County of Ventura	Update Airport Master Plan Study/Airport Layout Plan (ALP) Update	8/24/2017	\$271,176	\$244,058	\$12,203
Buchanan Field	County of Contra Costa	Update ALP Narrative Report Study; Update ALP Drawing Set and Aeronautical Survey	8/24/2017	\$309,400	\$278,460	\$13,923
Riverside Municipal	City of Riverside	Rehabilitate Apron; Rehabilitate Runway	8/31/2017	\$922,958	\$830,662	\$41,533
Benton Airpark	City of Redding	Install Automated Weather Observing System - AWOS II	9/5/2017	\$316,922	\$285,230	\$14,262
Fresno-Chandler	City of Fresno	Update Airport Master Plan Study including Aeronautical Survey	9/5/2017	\$475,000	\$427,500	\$21,375
Bishop	County of Inyo	Terminal Area Apron Pavement Rehabilitation and Markings (Construction)	9/5/2017	\$1,857,702	\$1,671,931	\$83,597
California City	City of California City	Eastside Taxiways Rehabilitation Project	9/15/2017	\$901,851	\$811,666	\$40,583
Camarillo	County of Ventura	Construct Northeast Apron	9/15/2017	\$10,703,202	\$3,755,942	\$100,000
Santa Ynez	County of Santa Barbara	Runway Incursion Markings (Lighted Runway Closure Markers), Improve Airport Erosion Control (Airfield Safety Grading), Access Control Gate	9/20/2017	\$1,694,628	\$1,525,165	\$76,258
Boonville	Anderson Valley Community Services District	Airport Layout Plan (ALP) Narrative Report including updated ALP Drawing Set	9/20/2017	\$125,000	\$112,500	\$5,625
Gnoss Field	County of Marin	Runway 13/31 Reconstruction, Construction	9/21/2017	\$2,527,096	\$2,274,386	\$100,000
Castle	County of Merced	ALP Update and Narrative Report and Obstruction Evaluation	9/25/2017	\$241,119	\$217,277	\$10,864
Rio Vista	City of Rio Vista	Construction of Drainage Improvements	9/27/2017	\$324,830	\$285,516	\$14,276
Reedley	City of Reedley	Design-Rehabilitate Runway 15/33 Crack Seal, Seal Coat, and Remarkings	10/3/2017	\$71,036	\$63,932	\$3,197
Columbia	County of Tuolumne	Design-Rehabilitate/Reconstruct 1600 feet of existing hangar taxilines	10/3/2017	\$566,713	\$510,042	\$25,502
Buchanan Field	County of Contra Costa	Reconstruct runway 14L/32R and replace runway edge lighting - Phase 1 Design	10/10/2017	\$276,299	\$248,669	\$12,433
Bakersfield Municipal	City of Bakersfield	Rehabilitate Northwest Apron Area	10/11/2017	\$625,780	\$563,202	\$28,160
Compton/Woodley	County of Los Angeles	Reconstruct Taxiway A, Reconstruct Runway 7R/25L Phase II	10/12/2017	\$6,338,166	\$5,704,350	\$100,000
Brackett Field	County of Los Angeles	Ramp/Apron Pavement Rehabilitation Project (Design)	10/12/2017	\$600,000	\$540,000	\$27,000



Airport	Sponsor	Project Description	State Grant Date	Total Project Costs	AIP Grant Amount	State Match Amount
Palo Alto	City of Palo Alto	Construction Phase I of the Apron Reconstruction Project	10/12/2017	\$9,421,664	\$8,479,497	\$100,000
San Gabriel Valley	County of Los Angeles	Apron Ramp Rehabilitation Project Phase 2	10/12/2017	\$6,349,826	\$5,714,843	\$26,789
Hanford	City of Hanford	Rehabilitate Taxilane Drainage - Construction Phase 4	10/26/2017	\$1,001,006	\$900,905	\$45,045
Brawley Municipal	City of Brawley	Construction of the Airfield Lighting Rehabilitation; Install Runway Vertical/Visual Guidance System	10/26/2017	\$1,415,278	\$1,273,750	\$63,688
Madera Municipal	City of Madera	Rehabilitate Runway 12/30; Runway, Taxiway, and Apron crack seal and reseal joints	10/26/2017	\$397,569	\$357,812	\$17,891
Nevada County	County of Nevada	Install Perimeter Fencing Not Required by 49 Code of Federal Regulations 1542	11/3/2017	\$1,159,550	\$1,043,595	\$52,180
						\$1,161,588



## **M e m o r a n d u m**

**To:** CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

**CTC Meeting:** March 21-22, 2018

**Reference No:** 3.10  
Information Item

**From:** NORMA ORTEGA  
Chief Financial Officer

**Prepared by:** Rihui Zhang, Chief  
Division of Local Assistance

**Subject:** **QUARTERLY REPORT - LOCAL ASSISTANCE LUMP SUM ALLOCATION FOR THE PERIOD ENDING DECEMBER 31, 2017**

### **SUMMARY:**

As of December 31, 2017, about \$209 million, or 13 percent, of the \$1.6 billion allocated by the California Transportation Commission (Commission) for Federal Fiscal Year (FFY) 2018 has been sub-allocated to 216 local projects. The majority of the sub-allocations (approximately \$161 million) are for 126 projects in the following three categories:

- National Highway Performance Program & RSTP Bridge – 45 projects, \$61 million
- Surface Transportation Block Grant Program (STBGP) – 33 projects, \$61 million
- Congestion Mitigation & Air Quality Program – 48 projects, \$39 million

The remaining \$48 million was sub-allocated for 90 projects in other categories (as referenced with an asterisk on the attachment).

### **BACKGROUND:**

The California Department of Transportation's (Department) Division of Local Assistance administers the local assistance subvention budget under delegated authority from the Commission. The Commission provides an annual lump sum allocation consistent with each Fiscal Year's Budget Act. The Commission further delegates to the Department the authority to adjust allocations between categories, and the Department reports to the Commission if transfers in or out of an expenditure category exceed 10 percent of its allocation, per Commission Resolution G-01-08.

Attachment



**LOCAL ASSISTANCE LUMP SUM ALLOCATIONS**  
 Period Ending December 31, 2017  
 (Dollars in Thousands)

Reference No.: 3.10  
 March 21-22, 2018  
 Attachment

Fund Description	Total Expenditures			Commission Allocation			Allocation Balance			Percent of Allocation Expended	Number of Projects
	State	Federal	Total	State	Federal	Total	State	Federal	Total	Total	Total
Local Administered & Miscellaneous Programs											
Surface Transportation Block Grant Program (STBGP) <sup>1</sup>		60,628	60,628		523,860	523,860		463,232	463,232	12%	33
Surface Transportation Program State Match and Exchange	0		0	57,849		57,849 *	57,849		57,849	0%	0
Congestion Mitigation & Air Quality Program		38,878	38,878		471,891	471,891		433,013	433,013	8%	48
Freeway Service Patrol	25,337		25,337	25,479		25,479 *	142		142	99%	13
High Priority Projects/Demonstration Projects/Emergency Relief		1,235	1,235		196,400	196,400 *		195,165	195,165	1%	5
Miscellaneous	1,000		1,000	3,250		3,250 *	2,250	-	2,250	31%	2
Bridge Programs											
Bridge Inspection	0		0	735		735 *	735		735	0%	0
National Highway Performance Program (NHPP) & RSTP Bridge <sup>2</sup>		60,685	60,685		236,990	236,990		176,305	176,305	26%	45
Rail Programs											
Railroad Grade Crossing Maintenance	0		0	3,765		3,765 *	3,765		3,765	0%	0
Railroad Grade Separation	5,000		5,000	15,000		15,000 *	10,000		10,000	33%	1
Safety Programs											
Highway Safety Improvement Program		16,612	16,612		76,859	76,859 *		60,247	60,247	22%	69
Freeway Service Patrol - Senate Bill 1	0		0	25,000		25,000 *	25,000		25,000	0%	0
Total Local Assistance Subvention Funds	31,337	178,038	209,375	131,078	1,506,000	1,637,078	99,741	1,327,962	1,427,703	13%	216

**Notes**

Allocations for state funds reflect the August 2017 Commission meeting vote, Item 2.5i, Resolution FM-17-02.  
 Allocations for federal funds reflect the August 2017 Commission meeting vote, Item 2.5h, Resolution FM-17-01.  
 The Allocation Balance is the difference between the Commission Allocations and the Total Expenditures.  
 Total expenditures are from Datalink (accounting system).  
 Includes funding and projects that have been transferred to the Federal Transit Administration.  
 In accordance with Commission Resolution G-01-08, the Department reports when total transfers in or out of an expenditure category exceed 10 percent of its allocation.

**Assumptions:**

- \* Indicates programs that were not discussed in Reference 3.10.
- <sup>1</sup> STBGP consists of the Surface Transportation Program subvented to local agencies, less funding set-aside for off-system bridge projects.
- <sup>2</sup> NHPP consists of on-system bridges (about \$237 million) while RSTP bridge projects consist of off-system bridge (about \$75 million).



## Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 21-22, 2018

Reference No: 3.11  
Information Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Rihui Zhang, Chief  
Division of Local Assistance

Subject: **FIRST QUARTER – BALANCE REPORT ON AB 1012 “USE IT OR LOSE IT” PROVISION  
FOR FEDERAL FISCAL YEAR 2016 UNOBLIGATED RSTP AND CMAQ FUNDS**

### **SUMMARY:**

As of December 31, 2017, the Regional Surface Transportation Program (RSTP) has approximately \$14.7 million and the Congestion Mitigation and Air Quality Improvement Program (CMAQ) has approximately \$15.1 million that are subject to reprogramming.

### **BACKGROUND:**

The Intermodal Surface Transportation Efficiency Act was enacted in 1991, and was in effect for six years. During that time, the Regions only obligated 87 percent of their federal funding. The next Federal Highway Act, known as the Transportation Equity Act for the 21st Century (TEA-21), was signed into law in 1998. During the first two years of TEA-21, the Regions' obligation of federal funds declined to 41 percent. By October 1999, the Regions had accumulated a \$1.2 billion backlog in federal apportionments and \$854 million in Obligation Authority (OA).

Assembly Bill (AB) 1012 was enacted on October 10, 1999 (Chapter 783, Statutes of 1999), with a goal of improving the delivery of transportation projects and addressing the backlog of the Regions' federal apportionments and OA. AB 1012 states that RSTP and CMAQ funds not obligated within the first three years of federal eligibility are subject to reprogramming by the California Transportation Commission in the fourth year in order to prevent the funds from being lost by the state.

The annual notice to the Regions, under AB 1012 “Use It or Lose It” provisions for Federal Fiscal Year (FFY) 2016 (October 1, 2015 through September 30, 2016), was released on November 17, 2017. The total FFY 2016 funds identified as subject to reprogramming under the provisions of AB 1012 were approximately \$31.9 million. This included approximately \$15.4 million of RSTP funds and approximately \$16.5 million of CMAQ funds. As of December 31, 2017, the RSTP amount has decreased to \$14,712,812 and the CMAQ amount has decreased to \$15,115,536.



The California Department of Transportation (Department) is responsible for monitoring and reporting unobligated balances. Each month, the Department provides notification to the Regions of the unobligated RSTP and CMAQ balances that have one year remaining under the AB 1012 guidelines. Beginning in FFY 2000, and continuing through FFY 2017, the Department's local partners have delivered enough projects to obligate a minimum of 100 percent of the available OA. The Department anticipates to fully deliver for the 19<sup>th</sup> consecutive year.

#### Attachments



Apportionment Status Report  
CMAQ and RSTP  
as of December 31, 2017

Reference No: 3.11  
March 21-22, 2018  
Attachment 1

AB 1012  
Balances entering the 3rd Year  
(from FFY 2016\*)  
Regional Report Summary

\*Previously referred to as Cycle 19

Region	CMAQ Unobligated 12/31/2017 Delivery Balance <sup>1</sup>	CMAQ Amount Subject to AB 1012 Reprogramming 11/01/2018 <sup>2</sup>	RSTP Unobligated 12/31/2017 Delivery Balance <sup>1</sup>	RSTP Amount Subject to AB 1012 Reprogramming 11/01/2018 <sup>2</sup>
Butte	2,269,536	-	2,888,615	-
Fresno	22,161,906	-	26,312,953	2,205,198
Kern	20,212,370	423,598	14,874,320	-
Kings	2,460,116	-	2,012,569	-
Los Angeles	140,055,447	-	241,388,708	-
Madera	5,209,698	938,508	1,981,478	-
Merced	6,816,688	561,071	3,364,392	-
Monterey <sup>3</sup>	-	-	5,441,452	-
Orange	67,601,828	-	30,743,896	-
Riverside	48,697,972	-	37,165,738	-
S. F. Bay Area (MTC)	42,880,001	-	59,073,492	-
Sacramento (SACOG)	26,207,961	-	21,226,198	-
San Benito <sup>3</sup>	-	-	748,807	-
San Bernardino	78,514,673	11,989,195	62,041,471	8,910,250
San Diego	36,085,799	-	46,234,135	-
San Joaquin	13,978,253	-	10,964,673	-
San Luis Obispo	4,292,336	-	3,962,275	-
Santa Barbara <sup>3</sup>	-	-	6,649,349	-
Santa Cruz <sup>3</sup>	-	-	2,581,827	-
Stanislaus	12,684,149	-	12,045,836	-
Tahoe	3,436,077	-	3,922,189	203,861
Tulare	2,298,592	-	7,600,520	-
Ventura	17,601,143	777,847	27,579,179	3,284,246
Rural Counties & SCAG	6,234,644	425,317	22,976,505	109,257
<b>TOTAL</b>	<b>559,699,188</b>	<b>15,115,536</b>	<b>653,780,577</b>	<b>14,712,812</b>

**Footnotes:**

Balances in the 3rd year (October 1, 2017) are subject to reprogramming on November 1, 2018. These balances include the Federal Fiscal Year (FFY) 2017 "Actual" apportionments (dated October 23, 2017) and FFY 2018 "Estimated" apportionments (dated October 23, 2017).

<sup>1</sup> Indicates all apportionments not yet obligated.

<sup>2</sup> Totals reflect balances in the third year.

<sup>3</sup> These Regions are in air quality attainment and cannot use unobligated CMAQ apportionments, which are deobligations of closed out projects. It is anticipated that any CMAQ balance that accumulates in a Region in air quality attainment will be included in a future CMAQ rescission or transferred to another Region that over-delivered prior to the end of the current FFY.



Apportionment Status Report  
CMAQ and RSTP  
as of December 31, 2017

Reference No: 3.11  
March 21-22, 2018  
Attachment 2

AB 1012  
Balances entering the 3rd Year  
(from FFY 2016\*)  
Rural Report Summary

\*Previously referred to as Cycle 19

Region	CMAQ Unobligated 12/31/2017 Delivery Balance <sup>1</sup>	CMAQ Amount Subject to AB 1012 Reprogramming 11/01/2018 <sup>2</sup>	RSTP Unobligated 12/31/2017 Delivery Balance <sup>1</sup>	RSTP Amount Subject to AB 1012 Reprogramming 11/01/2018 <sup>2</sup>
<b>Rural County Information:</b>				
Alpine	-	-	142,833	-
Amador <sup>3</sup>	-	-	513,007	-
Calaveras	782,969	43,716	613,813	-
Colusa	-	-	294,512	-
Del Norte	-	-	384,987	-
El Dorado	-	-	1,134,942	-
Glenn	-	-	381,127	-
Humboldt	-	-	1,798,491	-
Imperial (SCAG)	2,890,370	-	4,756,116	109,257
Inyo	-	-	782,017	-
Lake	-	-	860,241	-
Lassen	-	-	495,779	-
Mariposa	863,481	381,600	253,600	-
Mendocino	-	-	1,195,638	-
Modoc	-	-	323,097	-
Mono	-	-	310,347	-
Nevada	1,059,382	-	1,303,089	-
Placer	-	-	1,060,449	-
Plumas	-	-	285,403	-
Shasta	-	-	2,349,604	-
Sierra	-	-	145,369	-
Siskiyou	-	-	713,663	-
Tehama	638,442	-	1,854,253	-
Trinity	-	-	282,777	-
Tuolumne <sup>3</sup>	-	-	741,349	-
<b>Rural Combined Totals:</b>	<b>6,234,644</b>	<b>425,317</b>	<b>22,976,505</b>	<b>109,257</b>

**Footnotes:**

Balances in the 3rd year (October 1, 2017) are subject to reprogramming on November 1, 2018. These balances include the Federal Fiscal Year (FFY) 2017 "Actual" apportionments (dated October 23, 2017) and FFY 2018 "Estimated" apportionments (dated October 23, 2017).

<sup>1</sup> Indicates all apportionments not yet obligated.

<sup>2</sup> Totals reflect balances in the third year.

<sup>3</sup> These Regions are in air quality attainment and beginning with FFY 2016 they no longer receive new CMAQ funding. These Regions can use these unobligated CMAQ apportionments prior to their AB 1012 reprogramming date or contribute to a federal rescission.



# Memorandum

Tab 43

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 21-22, 2018

Reference No.: 4.17  
Information

Published Date: March 9, 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 Commission's Executive Director has delegated authority to comment on routine Notices of Preparation and Draft Environmental Impact Reports.

For the period of October 1, 2017 to December 31, 2017, the Commission received three 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



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

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

SUSAN BRANSEN, Executive Director

STATE OF CALIFORNIA

EDMUND G. BROWN Jr., Governor



## CALIFORNIA TRANSPORTATION COMMISSION

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>

December 28, 2017

Mr. Selim Eren  
P.E., Civil Engineer  
City of Santa Monica, Civil Engineering Division  
1437 4<sup>th</sup> Street, Suite 300  
Santa Monica, CA 90401

RE: Draft Environmental Impact Report / Environmental Assessment and Section 4(f) De Minimus Finding for the Santa Monica Pier Bridge Replacement Project

The California Transportation Commission (Commission), as a Responsible Agency, received the Draft Environmental Impact Report/Environmental Assessment (DEIR/EA) and Section 4(f) De Minimus Finding prepared by the California Department of Transportation (Caltrans) and the City of Santa Monica for the Santa Monica Pier Bridge Replacement Project. The project would construct a replacement for the existing Santa Monica Bridge with a seismically resistant and structurally sound bridge.

The Commission has no comments with respect to the project purpose and need, the alternatives studied, the impacts evaluated, and the evaluation methods used. The Commission should be notified as soon as the environmental process is finalized since project funds cannot be allocated for project design, right of way or construction until the final environmental document is complete. Once the final environmental process is concluded, the Commission will consider the environmental impacts in determining whether to approve the project for future consideration of funding.

Upon completion of the environmental process, please ensure the Commission is notified in writing whether the selected alternative identified in the final environmental document is consistent with the appropriate Regional Transportation Plan. In the absence of such assurance of consistency, the



Mr. Selim Eren

DEIR/EA for the Santa Monica Pier Bridge Replacement Project

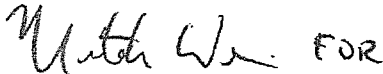
December 28, 2017

Page 2

project may be considered inconsistent and Commission staff will base its recommendations to the Commission on that determination. The Commission may deny funding to a project which is no longer eligible due to scope modifications or other reasons.

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

Sincerely,

 FOR

SUSAN BRANSEN

Executive Director

c: Phil Stolarski, Chief (Division of Environmental Analysis), California Department of Transportation



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

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

SUSAN BRANSEN, Executive Director

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FAX (916) 653-2134  
<http://www.catc.ca.gov>

November 21, 2017

Mr. Juan Torres  
Senior Environmental Planner  
California Department of Transportation  
855 M Street, Suite 200  
Fresno, CA 93721

RE: Draft Environmental Impact Report/Environmental Impact Statement and Section 4(f) De Minimus Finding for the New State Route 108 Project and Route Adoption

The California Transportation Commission (Commission), as a Responsible Agency, received the Draft Environmental Impact Report/Environmental Impact Statement (DEIR/EIS) and Section 4(f) De Minimus Finding prepared by the California Department of Transportation (Caltrans) for the New State Route 108 Project and Route Adoption. The project would construct the North County Corridor, New State Route 108 Project, which is currently comprised of four alternatives that would add new controlled-access travel lanes from State Route 219 to State Route 120.

The Commission has no comments with respect to the project purpose and need, the alternatives studied, the impacts evaluated, and the evaluation methods used. The Commission should be notified as soon as the environmental process is finalized since project funds cannot be allocated for project design, right of way or construction until the final environmental document is complete. Once the final environmental process is complete, the Commission will consider the environmental impacts in determining whether to approve the project for future consideration of funding.

Upon completion of the environmental process, please ensure the Commission is notified in writing whether the selected alternative identified in the final environmental document is consistent with the appropriate Regional Transportation Plan. In the absence of such assurance of consistency, the project may be considered inconsistent and Commission staff will base its recommendations to the




Mr. Juan Torres  
DEIR/EIS for the State Route 108 Project  
November 21, 2017  
Page 2

Commission on that determination. The Commission may deny funding to a project which is no longer eligible due to scope modifications or other reasons.

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



BOB ALVARADO, Chair  
FRAN INMAN, Vice Chair  
YVONNE B. BURKE  
NICOLETTA DUNN  
JES EARP  
JES C. GHIEMMETTI  
CARL GUARDINO  
CHRISTINE KEHOE  
JAMES MADAFFER  
JOSEPH TAVAGLIONE

STATE OF CALIFORNIA

EDMUND G. BROWN Jr., Governor



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

SUSAN BRANSEN, Executive Director

## CALIFORNIA TRANSPORTATION COMMISSION

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October 20, 2017

Mr. Jason Roach  
Senior Environmental Planner  
California Department of Transportation  
100 South Main Street, MS-16A  
Los Angeles, CA 94274-0001

RE: Recirculated Draft Environmental Impact Report (RDEIR) / Supplemental Draft  
Environmental Impact Statement (SDEIS) for the I-710 Corridor Project

Dear Mr. Roach,

The California Transportation Commission (Commission), as a Responsible Agency, received the RDEIR / SDEIS prepared by the California Department of Transportation (Caltrans) for the I-710 Corridor Project. The project would construct roadway improvements to address congestion and safety issues on a portion of Interstate 710 beginning at Ocean Boulevard in Long Beach and terminating at State Route 60. The project is funded through the Project Approval and Environmental phase only and is not fully funded. A total of \$1.31 billion has been identified and earmarked through local Measure R and M funds.

The Commission has no comments with respect to the project purpose and need, the alternatives studied, the impacts evaluated, and the evaluation methods used. The Commission should be notified as soon as the environmental process is finalized since project funds cannot be allocated for project design, right of way or construction until the final environmental document is complete. Once the final environmental process is complete, the Commission will consider the environmental impacts in determining whether to approve the project for future consideration of funding.

Upon completion of the California Environmental Quality Act process, prior to the Commission's action to approve the project for future consideration of funding, the Commission expects the lead



Mr. Jason Roach  
RDEIR / SDEIS for the I-710 Corridor Project  
October 20, 2017.  
Page 2

and/or implementing agency to provide written assurance whether the selected alternative identified in the final environmental document is, or is not consistent with, the project programmed by the Commission and included in the appropriate Regional Transportation Plan. In the absence of such assurance of consistency, it may be assumed that the project is not consistent and Commission staff will base its recommendations to the Commission on that fact. The Commission may deny funding to a project which is no longer eligible for funding due to scope modifications or other reasons.

The Commission also encourages Caltrans and its partners to ensure early communication with the Commission in the event it is anticipated that the Commission will be requested to provide authorization to develop and operate high-occupancy toll lanes or other toll facilities, including the administration and operation of a value pricing program and exclusive or preferential lane facilities in accordance with California Streets and Highways Code Section 149.7.

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

Sincerely,

  
SUSAN BRANSEN  
Executive Director

c: Phil Stolarski, Chief (Division of Environmental Analysis), California Department of Transportation



## **M e m o r a n d u m**

**To:** CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

**CTC Meeting:** March 21-22, 2018

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

**From:** NORMA ORTEGA  
Chief Financial Officer

**Prepared by:** Philip J. Stolarski, Chief  
Division of Environmental  
Analysis

**Subject:** **APPROVAL OF PROJECTS FOR FUTURE CONSIDERATION OF FUNDING**

### **ISSUE:**

Should the California Transportation Commission (Commission), as a responsible agency, approve the attached Resolutions E-18-15, E-18-16, E-18-17, E-18-18, E-18-19, E-18-20 and E-18-21?

### **RECOMMENDATION:**

The California Department of Transportation (Department) recommends that the Commission, as a responsible agency, approve the attached Resolutions E-18-15, E-18-16, E-18-17, E-18-18, E-18-19, E-18-20 and E-18-21.

### **BACKGROUND:**

#### **03-Sac-99/160, PM 4.98 & R44.47**

#### **RESOLUTION E-18-15**

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 160 (SR 160) and State Route 99 (SR 99) in Sacramento County. Perform bridge scour mitigation/repair on four bridges in Sacramento County. (PPNO 6916)

This project is located at two locations in Sacramento County, the American River Bridge on SR 160 near downtown Sacramento and three bridges at Lagoon Creek on SR 99 north of Twin Cities Road. The proposed project will involve bridge scour mitigation/replacement to protect the integrity and stability of the bridges with appropriate mitigation strategy. The project is fully funded and is currently programmed in the 2016 State Highway Operation and Protection Program (SHOPP) for an estimated total of \$26.8 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 MND has been provided to Commission staff. The project will result in less than significant impacts to the environment after mitigation. The following resource areas may be



impacted by the project: biological and cultural resources. Avoidance and minimization measures will reduce any potential effects on the environment. These measures include, but are not limited to, purchase of credits at offsite mitigation banks for wetland disturbance and habitat replacement for the giant garter snake. As a result, an MND was completed for this project.

Attachment 1

**04-Sol-80, PM 13.92**  
**RESOLUTION E-18-16**

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 80 (I-80) in Solano County. Rehabilitate an existing bridge on I-80 near the city of Fairfield. (PPNO 8315N)

This project is located near the city of Fairfield, in the county of Solano and proposes to rehabilitate the Dan Wilson Creek Bridge located along I-80. This project will replace the concrete overlay of the bridge deck and bridge railing. The work involves concrete deck overlay and new cast-in-steel-sheet pile foundation work. The project is fully funded and programmed in the 2016 SHOPP for an estimated total of \$5.2 million, which includes Construction (capital and support) and Right-of-Way (capital and support). Construction is estimated to begin in 2018. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2016 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, compensatory mitigation for the loss of California red-legged frog habitat. As a result, an MND was completed for this project.

Attachment 2

**04-Sol-84, PM 12.0/12.4**  
**RESOLUTION E-18-17**

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 84 (SR 84) in Solano County. Replace or rehabilitate an existing bridge on SR 4 near the city of Rio Vista. (PPNO 0886)



This project is located near the city of Rio Vista on SR 84 in the county of Solano. The bridge connects Ryder Island in the Sacramento-San Joaquin River Delta to the mainland. The project proposes to replace or rehabilitate the Minor Slough Bridge with a new fixed span and new vertical clearance over the slough to accommodate sea level rise. The project is fully funded and programmed in the 2016 SHOPP for an estimated total of \$38.5 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 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, revegetation and planting of all project disturbed areas, purchase of credits at offsite mitigation banks for wetland disturbance and habitat replacement for the delta smelt, longfin smelt, giant garter snake, and Swainson's hawk. As a result, an MND was completed for this project.

#### Attachment 3

#### **06-Tul-99, PM 19.46** **RESOLUTION E-18-18**

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

- State Route 99 (SR 99) in Tulare County. Replace existing bridge on SR 99 in the city of Tipton. (PPNO 6679)

This project is located in the city of Tipton on SR 99 and Avenue 152 in the county of Tulare. The project proposes to replace the Tipton Bridge at the Avenue 152 overcrossing and mitigate the continued deterioration and the low vertical clearance of the existing bridge. The project is estimated to cost \$11.5 million which is fully funded and programmed in the 2016 SHOPP, which includes Construction (capital and support) and Right-of-Way (capital and support). Construction is estimated to begin in 2020. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2016 SHOPP.

A copy of the 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



**07-LA-1, PM 56.4/56.9**  
**RESOLUTION E-18-19**

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 Los Angeles County. Replace an existing bridge on SR 1 in the city of Malibu. (PPNO 4498)

This project is located in the city of Malibu in Los Angeles County and proposes to replace the existing Trancas Creek Bridge with a new bridge structure on SR 1. The project also proposes to promote multimodal transportation with a Class II bike lane. The project is estimated to cost \$53.0 million. The project is fully funded and programmed in the 2016 SHOPP for an estimated total of \$49.9 million, which includes Construction (capital and support) and Right-of-Way (capital and support). Construction is estimated to begin in Fiscal Year 2021-22. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 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 hydrology and water quality. Avoidance and minimization measures will reduce any potential effects on the environment. These measures include, but are not limited to, work within Trancas Creek and Trancas Lagoon shall be scheduled between May 2 and September 30 to avoid the rainy season, storm water BMPs shall be incorporated, and an on-site biologist will monitor daily for snowy plover eggs, nests, or nesting behavior. As a result, an MND was completed for this project.

Attachment 5

**07-LA-138, PM 44.2/44.7**  
**RESOLUTION E-18-20**

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 138 (SR 138) in Los Angeles County. Widen a portion of SR 138 in the city of Palmdale. (EA 23620)

This project is located within the city of Palmdale in Los Angeles County. The project proposes to widen SR 138 from two lanes to three lanes each direction, between 5<sup>th</sup> Street East and 10<sup>th</sup> Street East, from two lanes to three lanes in each direction. The project proposes to also widen Sierra Highway between Avenue R and a point south of Avenue Q, from two lanes to three lanes in each direction. The total estimated cost of the project is \$25.0 million. The project is funded 100 percent with Metro Measure R funds and is programmed in the Draft 20117 Federal Transportation



Improvement Program and 2016-2040 Regional Transportation Plan. This project has also been determined eligible for federal-aid funding. Construction is estimated to begin in Fiscal Year 2019-20.

A copy of the MND has been provided to Commission staff. The project will result in less than significant impacts to the environment after mitigation. The following resource areas may be impacted by the project: parks and recreation, relocation and property acquisition, bicycle and pedestrian facilities, visual/aesthetics, and hazardous waste. Avoidance and minimization measures will reduce any potential effects on the environment. These measures include, but are not limited to, compensation will be paid to the city of Palmdale to replace parkland and facilities, relocation assistance and counseling will be made available to displaced persons and businesses, pedestrian and bicycle safety features will be installed at railroad crossings, a Context Sensitive Solutions Plan shall be developed for the project, a Health and Safety Plan shall be developed for the protection of workers for potential hazardous materials on the project site. As a result, an MND was completed for this project.

Attachment 6

**10-Mer-140, PM 0.00/42.7**  
**RESOLUTION E-18-21**

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 140 (SR 140) in Merced County. Upgrade guardrails and other safety devices on a portion of SR 140 near the town of Planada. (PPNO 3018)

This project proposes to upgrade guardrail and other existing safety devices at 12 locations along SR 140 in Merced County near the town of Planada. The proposed project includes 11 bridge locations and one culvert crossing. The estimated cost of the project is \$9.6 million. The project is funded and programmed in the 2016 SHOPP for an estimated total \$7.2 million which includes Construction (capital and support) and Right-of-Way (capital and support). Construction is estimated to begin in Fiscal Year 2019-20. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 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, 2.62 acres worth of credits shall be purchased at an approved conservation bank for loss of giant garter snake habitat. As a result, an MND was completed for this project.

Attachment 7



**CALIFORNIA TRANSPORTATION COMMISSION**

**Resolution for Future Consideration of Funding**

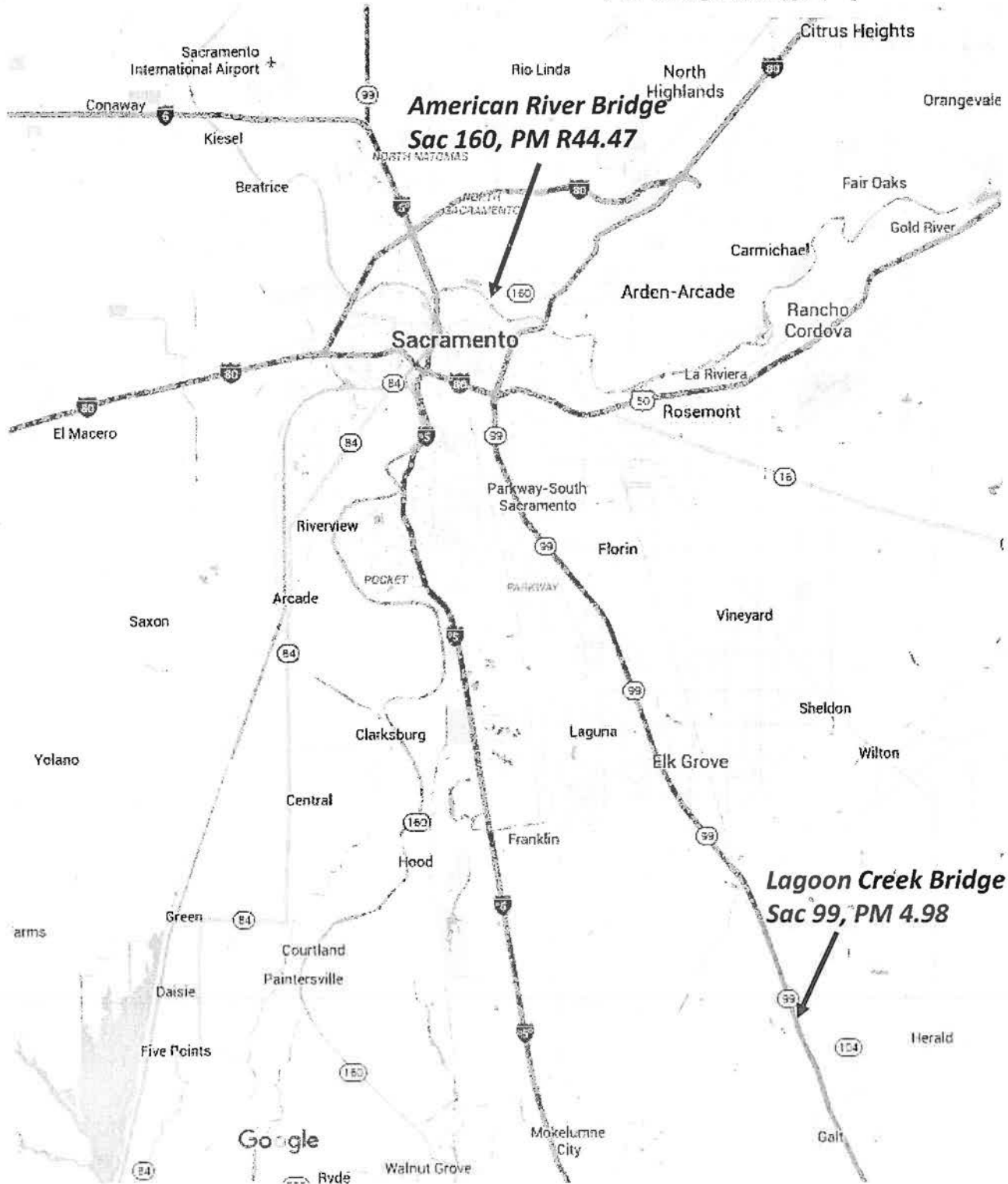
**03-Sac-99/160, PM 4.98 & R44.47**

**Resolution E-18-15**

- 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 160 (SR 160) and State Route 99 (SR 99) in Sacramento County. Perform bridge scour mitigation/repair on four bridges in Sacramento County. (PPNO 6916)
- 1.2 **WHEREAS**, the Department has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and
- 1.3 **WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Mitigated Negative Declaration; and
- 1.4 **WHEREAS**, the project will not have a significant effect on the environment.
- 2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby approve the above referenced project to allow for future consideration of funding.



## ATTACHMENT 1



### Project Vicinity Map

03-Sac 99, 160  
Bridge Scour Project

State of California  
Department of Transportation





## **NOTICE OF DETERMINATION**

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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:** Lagoon Creek Bridge and American River Bridge Scour Repair Project

2017072043	Julia Green	(916) 274-0570
<b>State Clearinghouse Number</b>	<b>Lead Agency Contact Person</b>	<b>Area Code/Telephone</b>

**Project Location** (include county): SR 99 and SR 160 in Sacramento County.

**Project Description:** Repair bridge scour damage on four bridges at two locations in Sacramento County.

This is to advise that the California Transportation Commission has approved the above described project  
(    Lead Agency /   X   Responsible Agency)  
on March 21-22, 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. 3, 703 B Street, Marysville, CA 95901

Susan Bransen

Signature (Public Agency)

Date

CALIFORNIA TRANSPORTATION COMMISSION

Executive Director

Title

Date received for filing at OPR:



**CALIFORNIA TRANSPORTATION COMMISSION**

**Resolution for Future Consideration of Funding**

**04-Sol-80, PM 13.92**

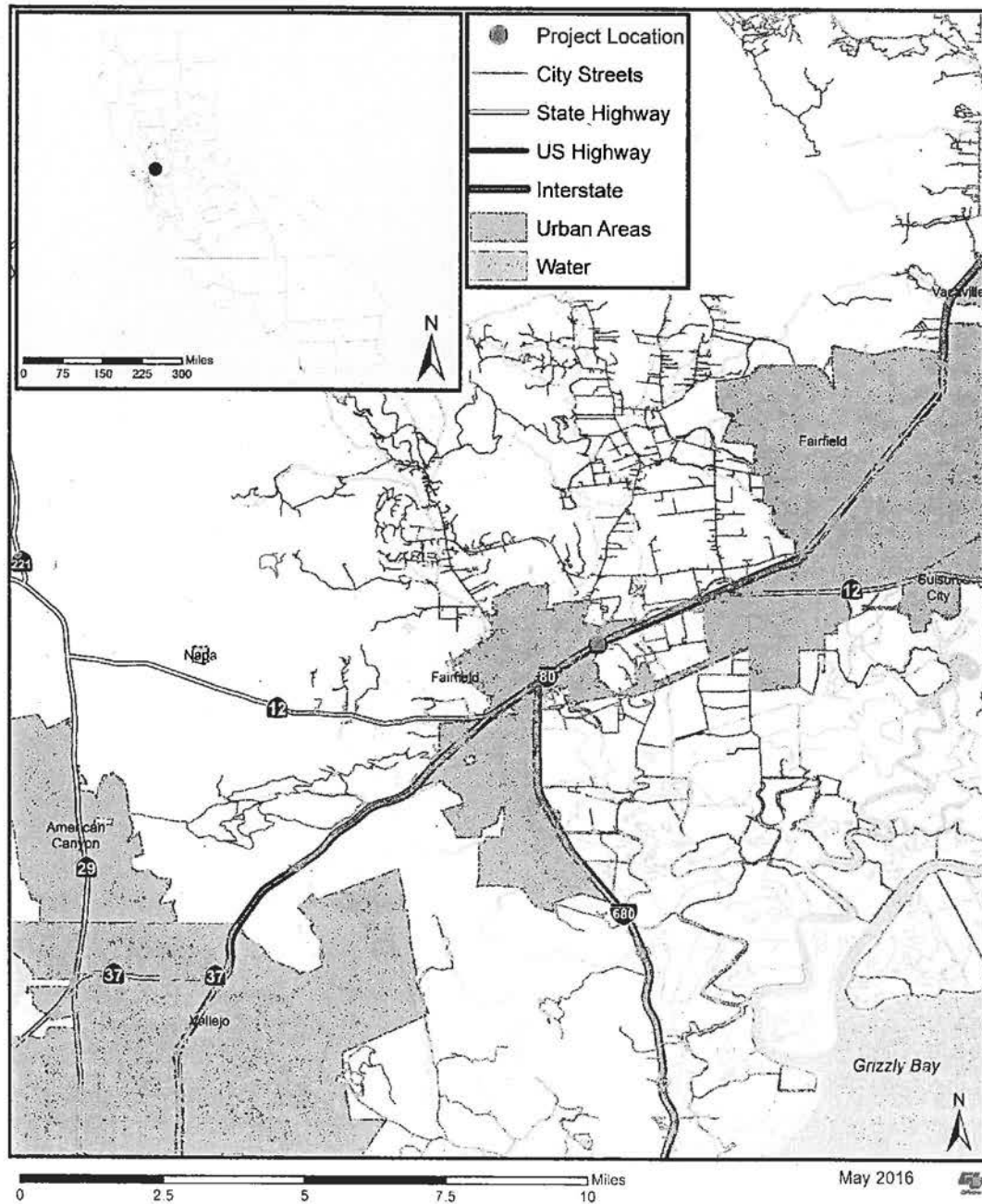
**Resolution E-18-16**

- 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 80 (I-80) in Solano County. Rehabilitate an existing bridge on I-80 near the city of Fairfield. (PPNO 8315N)
- 1.2 WHEREAS**, the Department has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and
- 1.3 WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Mitigated Negative Declaration; and
- 1.4 WHEREAS**, the project will not have a significant effect on the environment.
- 2.1 NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby approve the above referenced project to allow for future consideration of funding.



## ATTACHMENT 2

### Dan Wilson Creek Bridge Deck Replacement Project



Project Vicinity Map



## **NOTICE OF DETERMINATION**

---

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

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

**Project Title:** Dan Wilson Creek Bridge Replacement Project

<u>2016072007</u>	<u>Wahida Rashid</u>	<u>(510) 286-5935</u>
<b>State Clearinghouse Number</b>	<b>Lead Agency Contact Person</b>	<b>Area Code/Telephone</b>

**Project Location** (include county): Interstate 80 in Solano County.

**Project Description:** Replace existing bridge on Interstate 80.

This is to advise that the California Transportation Commission has approved the above described project  
(    Lead Agency /   X   Responsible Agency)  
on March 21-22, 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:



**CALIFORNIA TRANSPORTATION COMMISSION**

**Resolution for Future Consideration of Funding**

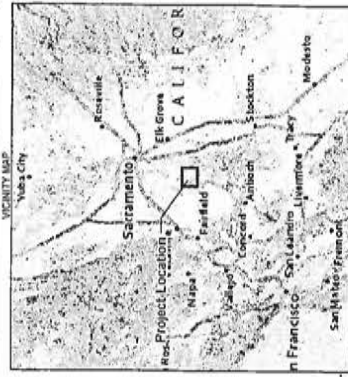
**04-Sol-84, PM 12.0/12.4**

**Resolution E-18-17**

- 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 84 (SR 84) in Solano County. Replace or rehabilitate an existing bridge on SR 4 near the city of Rio Vista. (PPNO 0886)
- 1.2 WHEREAS**, the Department has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and
- 1.3 WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Mitigated Negative Declaration; and
- 1.4 WHEREAS**, the project will not have a significant effect on the environment.
- 2.1 NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby approve the above referenced project to allow for future consideration of funding.



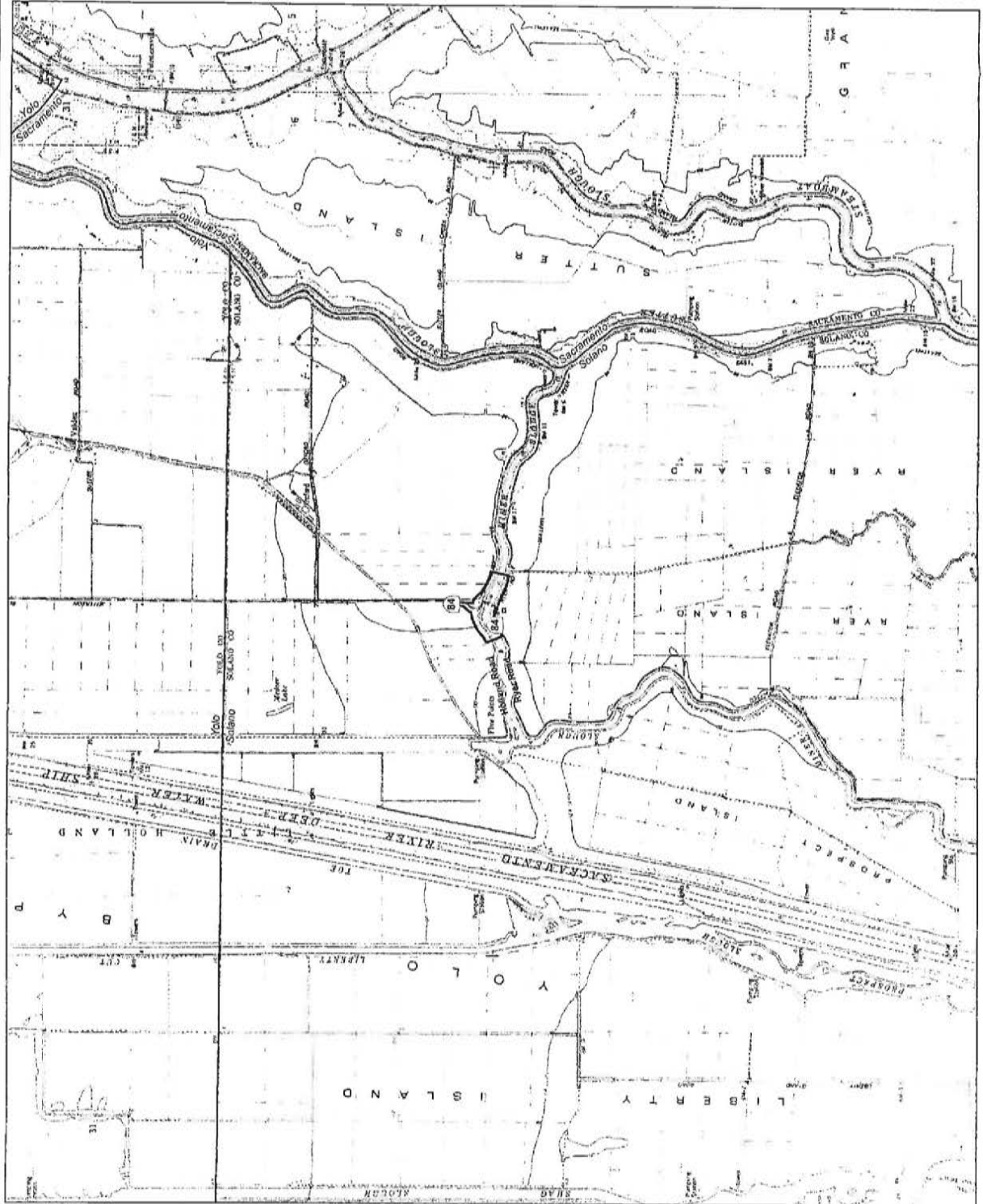
# ATTACHMENT 3



**LEGEND**  
 Project Study Area  
 County Boundary



**FIGURE 1-1**  
 Project Vicinity  
 Miner Slough Bridge Project  
 EA 06660, State Route 84 Post Mile 12.0/12.4  
 Solano County, California





## **NOTICE OF DETERMINATION**

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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:** Minor Slough Bridge Project

2015112011	Wahida Rashid	(510) 286-5935
<b>State Clearinghouse Number</b>	<b>Lead Agency Contact Person</b>	<b>Area Code/Telephone</b>

**Project Location** (include county): SR 84 in Solano County.

**Project Description:** Replace or rehabilitate an existing bridge on SR 84 in Solano County.

This is to advise that the California Transportation Commission has approved the above described project  
(    Lead Agency /   X   Responsible Agency)  
on March 21-22, 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:



**CALIFORNIA TRANSPORTATION COMMISSION**

**Resolution for Future Consideration of Funding**

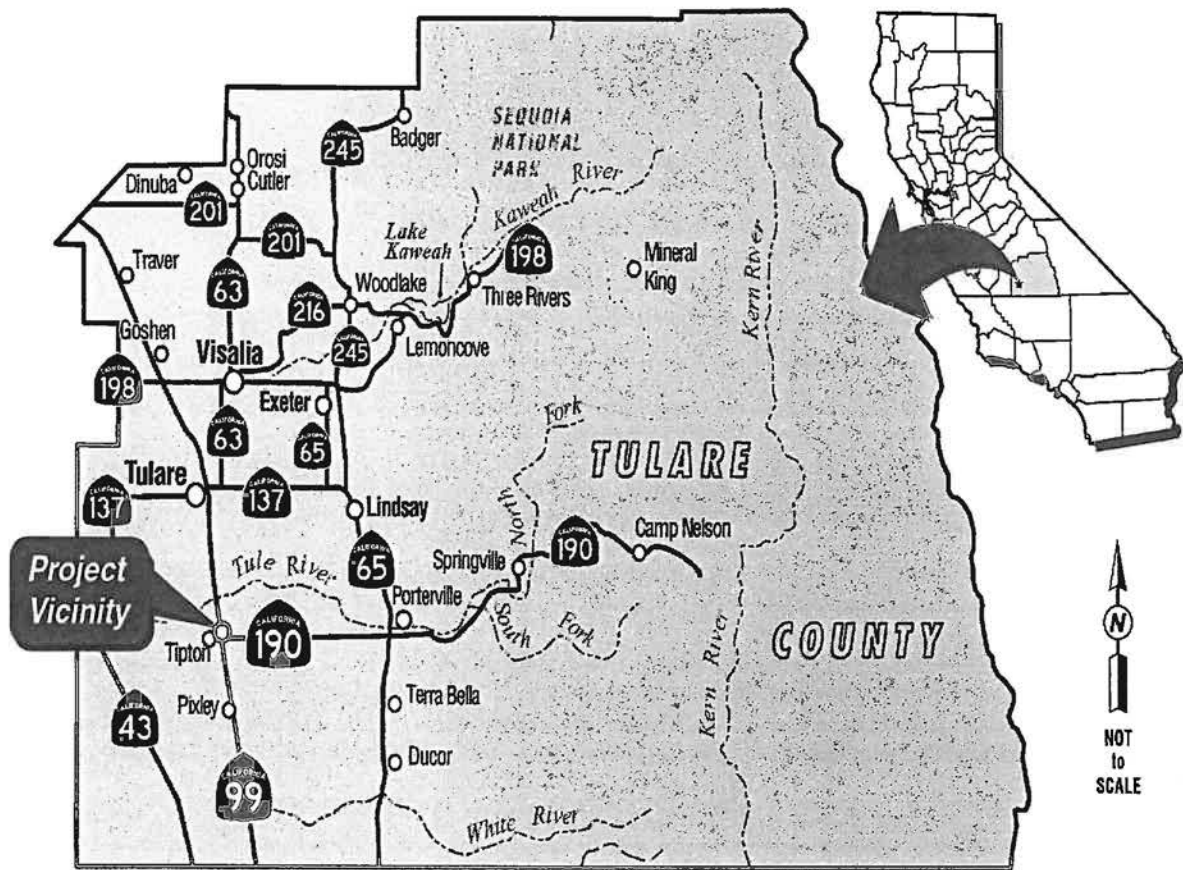
**06-Tul-99, PM 19.46**

**Resolution E-18-18**

- 1.1 WHEREAS**, the California Department of Transportation (Department) has completed a Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines for the following project:
- State Route 99 (SR 99) in Tulare County. Replace existing bridge on SR 99 in the city of Tipton. (PPNO 6679)
- 1.2 WHEREAS**, the Department has certified that the Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and
- 1.3 WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Negative Declaration; and
- 1.4 WHEREAS**, the project will not have a significant effect on the environment.
- 2.1 NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby approve the above referenced project to allow for future consideration of funding.



# ATTACHMENT 4





## **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:** Tipton Bridge Replacement Project

2017101043	Trais Norris	(559) 445-6447
<b>State Clearinghouse Number</b>	<b>Lead Agency Contact Person</b>	<b>Area Code/Telephone</b>

**Project Location** (include county): SR 99 in Tulare County.

**Project Description:** Replace an existing bridge on SR 99 in the city of Tipton.

This is to advise that the California Transportation Commission has approved the above described project  
(   Lead Agency / **X** Responsible Agency)  
on March 21-22, 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., 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**

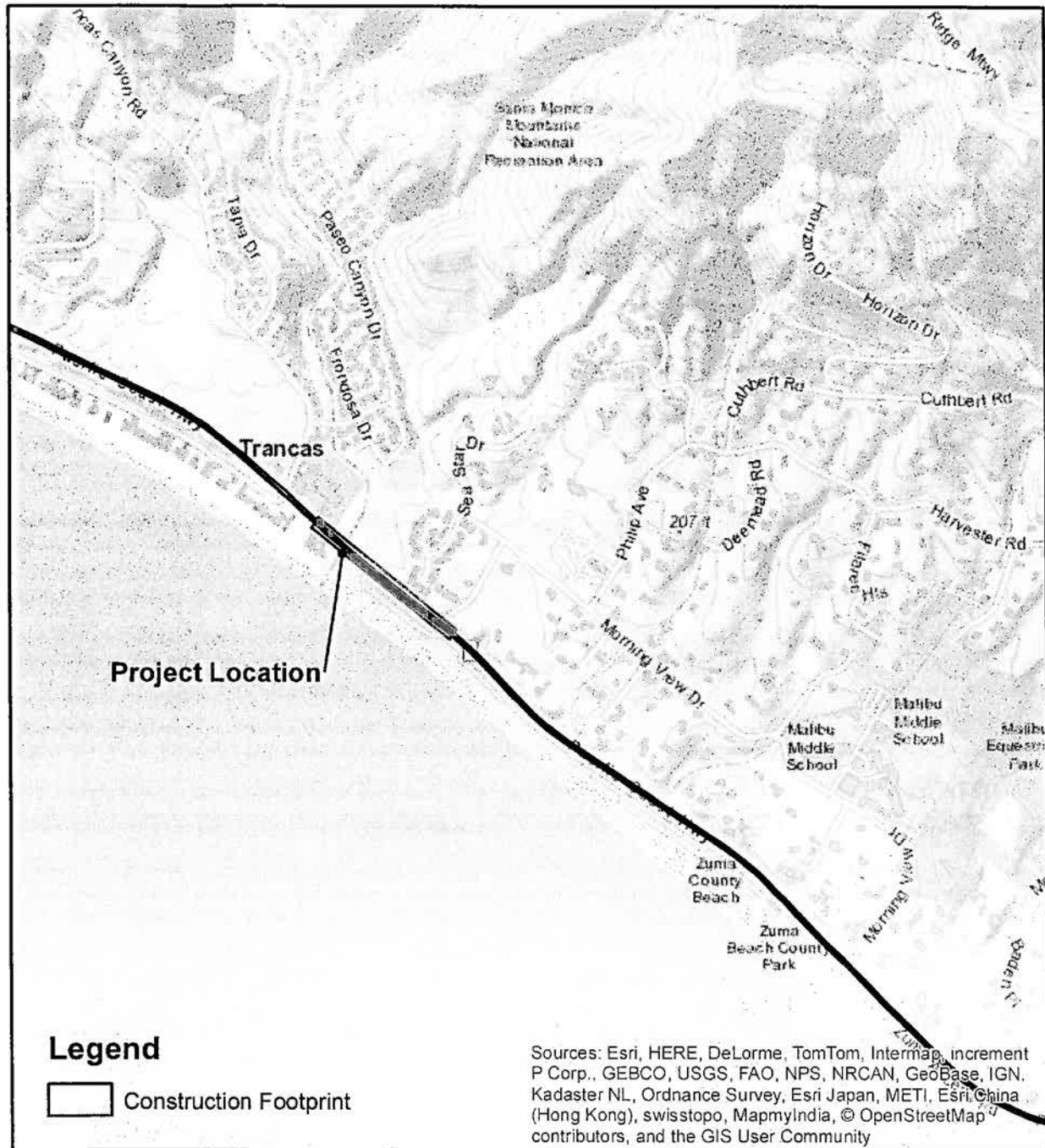
**07-LA-1, PM 56.4/56.9**

**Resolution E-18-19**

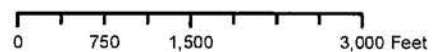
- 1.1 WHEREAS**, the California Department of Transportation (Department) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines for the following project:
- State Route 1 (SR 1) in Los Angeles County. Replace an existing bridge on SR 1 in the city of Malibu. (PPNO 4498)
- 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.



# Trancas Creek Bridge Replacement Project Vicinity Map



Trancas Creek Bridge Replacement  
State Route 1- Pacific Coast Highway (PCH)  
California Department of Transportation  
District 7, Los Angeles  
Map Created by Christine Lan, January 18, 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:** Merced 140 Guardrail Upgrade Project

<u>2017072004</u>	<u>Jaycee Azevedo</u>	<u>(209) 941-1919</u>
<b>State Clearinghouse Number</b>	<b>Lead Agency Contact Person</b>	<b>Area Code/Telephone</b>

**Project Location** (include county): SR 140 in Merced County.

**Project Description:** Upgrade existing guardrails and other existing safety features on a portion of SR 140 in Merced County.

This is to advise that the California Transportation Commission has approved the above described project  
(   Lead Agency / **X** Responsible Agency)  
on March 21-22, 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. Dr. Martin Luther King Jr. Boulevard, Oakland, CA 94612

Susan Bransen

Signature (Public Agency)

Date

CALIFORNIA TRANSPORTATION COMMISSION

Executive Director

Title

Date received for filing at OPR:



**CALIFORNIA TRANSPORTATION COMMISSION**

**Resolution for Future Consideration of Funding**

**07-LA-138, PM 44.2/44.7**

**Resolution E-18-20**

- 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 138 (SR 138) in Los Angeles County. Widen a portion of SR 138 in the city of Palmdale. (EA 23620)
- 1.2 **WHEREAS**, the Department has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and
- 1.3 **WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Mitigated Negative Declaration; and
- 1.4 **WHEREAS**, the project will not have a significant effect on the environment.
- 2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby approve the above referenced project to allow for future consideration of funding.



## ATTACHMENT 6

Figure 1-2: 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:** State Route 138 Improvements Project

<u>2017061013</u>	<u>Lourdes Ortega</u>	<u>(213) 897-9572</u>
<b>State Clearinghouse Number</b>	<b>Lead Agency Contact Person</b>	<b>Area Code/Telephone</b>

**Project Location** (include county): SR 138 in Los Angeles County.

**Project Description:** Widen SR 138 to four lanes in the city of Palmdale.

This is to advise that the California Transportation Commission has approved the above described project  
(    Lead Agency / **X** Responsible Agency)  
on March 21-22, 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 (**X** 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., 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**

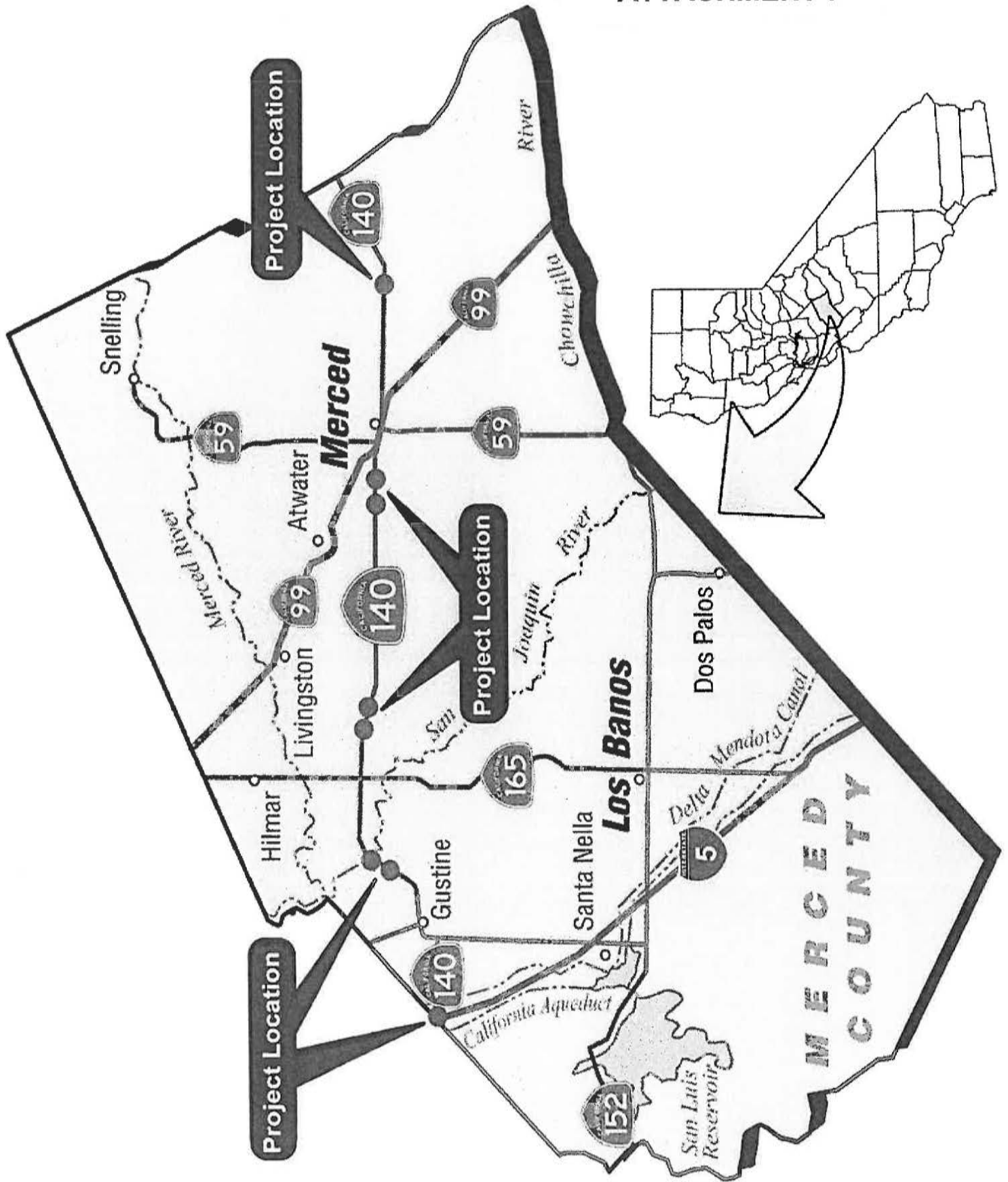
**10-Mer-140, PM 0.0/42.7**

**Resolution E-18-21**

- 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 140 (SR 140) in Merced County. Upgrade guardrails and other safety devices on a portion of SR 140 near the town of Planada. (PPNO 3018)
- 1.2 WHEREAS**, the Department has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and
- 1.3 WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Mitigated Negative Declaration; and
- 1.4 WHEREAS**, the project will not have a significant effect on the environment.
- 2.1 NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby approve the above referenced project to allow for future consideration of funding.



# ATTACHMENT 7



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:** Trancas Creek Bridge Replacement Project

<u>2017051008</u>	<u>Karl Price</u>	<u>(213) 897-1839</u>
<b>State Clearinghouse Number</b>	<b>Lead Agency Contact Person</b>	<b>Area Code/Telephone</b>

**Project Location** (include county): SR 1 in Los Angeles County.

**Project Description:** Replace existing bridge on SR 1 in the city of Malibu.

This is to advise that the California Transportation Commission has approved the above described project  
(    Lead Agency / **X** Responsible Agency)  
on March 21-22, 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., Los Angeles, CA 90012

<u>Susan Bransen</u>	<u>Executive Director</u>
Signature (Public Agency)	Title
CALIFORNIA TRANSPORTATION COMMISSION	

Date received for filing at OPR:



# Memorandum

Tab 45

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 21-22, 2018

Reference No.: 2.2c.(2)  
Action

Published Date: March 9, 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 MEADOWVIEW ROAD AND  
24<sup>TH</sup> STREET STREETScape IMPROVEMENTS PROJECT (RESOLUTION E-18-22)**

## **ISSUE:**

Should the California Transportation Commission (Commission), as a Responsible Agency, accept the Mitigated Negative Declaration for the Meadowview Road and 24<sup>th</sup> Street Streetscape Improvements 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 Sacramento (City) is the California Environmental Quality Act lead agency for the Project. The Project will construct separated sidewalks on both 24<sup>th</sup> Street and Meadowview Road, a landscaped median, and turn pockets on Meadowview Road and other improvements.

On August 28, 2017, the City adopted a Mitigated Negative Declaration for the Project and found that the Project will not have a significant effect on the environment after mitigation as outlined in the Mitigation Monitoring and Reporting Plan.

Impacts that require mitigation measures to be reduced to less than significant levels relate to biological resources, cultural, and hazardous materials. Mitigation measures include, but are not limited to: restrict tree/shrub removal from September 1st through February 14th to protect migratory birds, comply with the requirements of the Environmentally Sensitive Area protocols as outlined in the *Environmentally Sensitive Area Action Plan Meadowview Road/24<sup>th</sup> Street Streetscape Improvements Project*, and conduct hazardous materials and/or waste contamination tests prior to construction.



The Project is estimated to cost \$5,915,400 and is fully funded through construction with Active Transportation Program Funds (\$1,618,000), Regional Surface Transportation Program Funds (\$1,673,000), Congestion Mitigation and Air Quality Funds (\$1,245,000), and Local Funds (\$1,379,400).

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

**Attachments:**

- Resolution E-18-22
- Notice of Determination
- Project Location Map



**CALIFORNIA TRANSPORTATION COMMISSION**

**Resolution for Future Consideration of Funding**  
**3 – Sacramento County**  
**Resolution E-18-22**

- 1.1 WHEREAS,** the City of Sacramento (City) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the Meadowview Road and 24<sup>th</sup> Street Streetscape 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 along Meadowview Road, from Freeport Boulevard to the Light Rail Station at Detroit Boulevard, and along 24<sup>th</sup> Street from Meadowview Road north of Florin Road; and
- 1.4 WHEREAS,** the Project will construct separated sidewalks on both 24<sup>th</sup> Street and Meadowview Road, a landscaped median, and turn pockets on Meadowview Road, widen bike lanes, an urban design feature at Meadowview Road and 24<sup>th</sup> Street intersection, the construction of a two-lane roundabout at the intersection of 24<sup>th</sup> Street, 24<sup>th</sup> Street Bypass, and 25<sup>th</sup> Street, and the installation of pavement treatments at existing intersections and crosswalks; and
- 1.5 WHEREAS,** on August 28, 2017, the Sacramento City Council found that the proposed Project would not have a significant effect on the environment as outlined in the Mitigation Monitoring and Reporting Plan; and
- 1.6 WHEREAS,** on August 28, 2017, the Sacramento City Council adopted the Mitigated Negative Declaration; and
- 1.7 WHEREAS,** the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Mitigated Negative Declaration.
- 2.1 NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby accept the Mitigated Negative Declaration and approves the above referenced Project 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.**

Meadowview Road and 24<sup>th</sup> Street Streetscape Improvements Project

**Project Title**

2016072029	Cecilyn Foote	(916) 808-6843
<b>State Clearinghouse Number</b>	<b>Lead Agency Contact Person</b>	<b>Area Code/Telephone</b>

**Project Location** (include county): The project is located along Meadowview Road, from Freeport Boulevard to the Light Rail Station at Detroit Boulevard, and along 24<sup>th</sup> Street from Meadowview Road north of Florin Road, Sacramento County.

**Project Description:** The project will construct separated sidewalks on both 24<sup>th</sup> Street and Meadowview Road, a landscaped median, and turn pockets on Meadowview Road and other improvements.

This is to advise that the California Transportation Commission has approved the above described project on  
(    Lead Agency/   X   Responsible Agency)

March 21-22, 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: 915 I Street, Room 2000, Sacramento, CA 95814

SUSAN BRANSEN

*Signature (Public Agency)*

*Date*

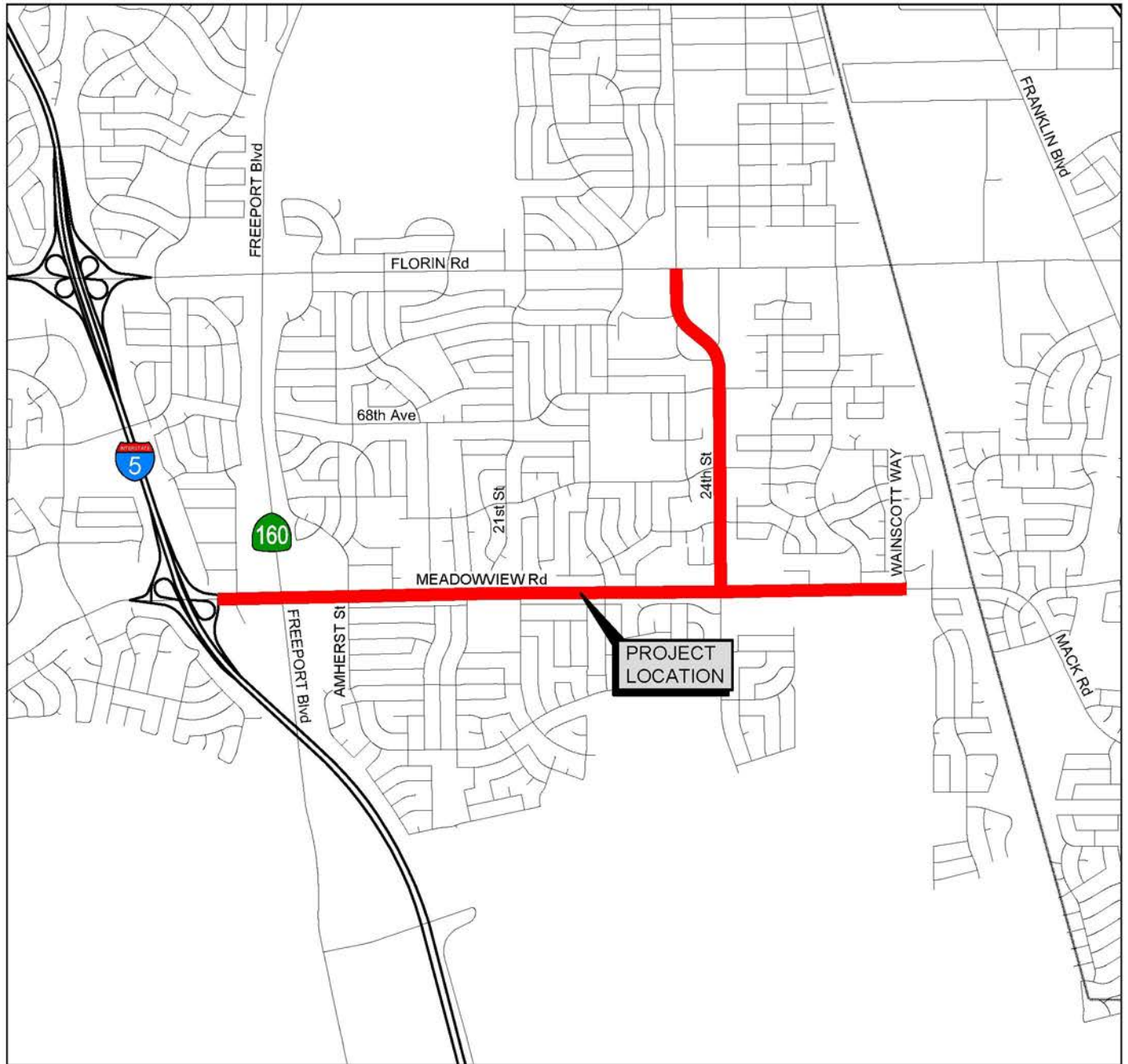
Executive Director  
California Transportation Commission

*Title*

Date received for filing at OPR:



Location map for:  
**MEADOWVIEW ROAD STREETSCAPE**  
 (PN: T15145500)



0 2,000' 4,000' 6,000' 8,000'





# Memorandum

Tab 46

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 21-22, 2018

Reference No.: 2.2c.(3)  
Action

Published Date: March 9, 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 FRANCISCO BOULEVARD  
WEST MULTI-USE PATHWAY PROJECT (RESOLUTION E-18-23)**

## **ISSUE:**

Should the California Transportation Commission (Commission), as a Responsible Agency, accept the Mitigated Negative Declaration for the Francisco Boulevard West Multi-Use Pathway Project (Project) in Marin 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 San Rafael (City) is the California Environmental Quality Act lead agency for the Project. The Project will construct Class II bicycle lanes and other improvements along Andersen Drive to the Mahon Creek Pathway.

On December 4, 2017, the San Rafael 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 Program.

Impacts that require mitigation measures to be reduced to less than significant levels relate to air quality, biological resources, cultural, water quality, noise, and traffic. Mitigation measures include, but are not limited to: water-down exposed surfaces two times a day to minimize dust, restrict in-water construction to low-flow periods between July 1st and November 30th to control turbid discharge into San Pablo Bay, employ an archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards for Archaeologist for construction-related reviews, prepare an Erosion and Sediment Control Plan for residue control, install mufflers on construction equipment to reduce noise levels, and develop a construction phasing and sequencing traffic management plan.



The Project is estimated to cost \$1,056,976 and is fully funded through construction with Local Funds (\$554,976) and Local Partnership Program Funds (\$502,000).

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

**Attachments:**

- Resolution E-18-23
- Notice of Determination
- Project Location Map



**CALIFORNIA TRANSPORTATION COMMISSION**

**Resolution for Future Consideration of Funding  
4 – Marin County  
Resolution E-18-23**

- 1.1 WHEREAS,** the City of San Rafael (City) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the Francisco Boulevard West Multi-Use Pathway 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 along Anderson Drive to the Mahon Creek Pathway in the City of San Rafael; and
- 1.4 WHEREAS,** the Project will construct Class II bicycle lanes and other improvements along Andersen Drive to the Mahon Creek pathway; and
- 1.5 WHEREAS,** on December 4, 2017, the San Rafael City Council found that the proposed Project would not have a significant effect on the environment as outlined in the Mitigation Monitoring and Reporting Program; and
- 1.6 WHEREAS,** on December 4, 2017, the San Rafael City Council adopted the Mitigated Negative Declaration; and
- 1.7 WHEREAS,** the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Mitigated Negative Declaration.
- 2.1 NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby accept the Mitigated Negative Declaration and approves the above referenced Project 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.**

Francisco Boulevard West Multi-Use Pathway Project

**Project Title**

2017102079	Kevin McGowan	(415) 485-3389
<b>State Clearinghouse Number</b>	<b>Lead Agency Contact Person</b>	<b>Area Code/Telephone</b>

**Project Location** (include county): The project is located along Andersen Drive to the Mahon Creek Pathway in the City of San Rafael, Marin County.

**Project Description:** The project will construct Class II bicycle lanes and other improvements along Andersen Drive to the Mahon Creek pathway.

This is to advise that the California Transportation Commission has approved the above described project on  
(   Lead Agency/ **X** Responsible Agency)  
March 21-22, 2018, and has made the following determinations regarding the above described project:

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

The above identified document with comments and responses and record of project approval is available to the General Public at: 111 Morphew Street, San Rafael, CA 94901

SUSAN BRANSEN

*Signature (Public Agency)*

*Date*

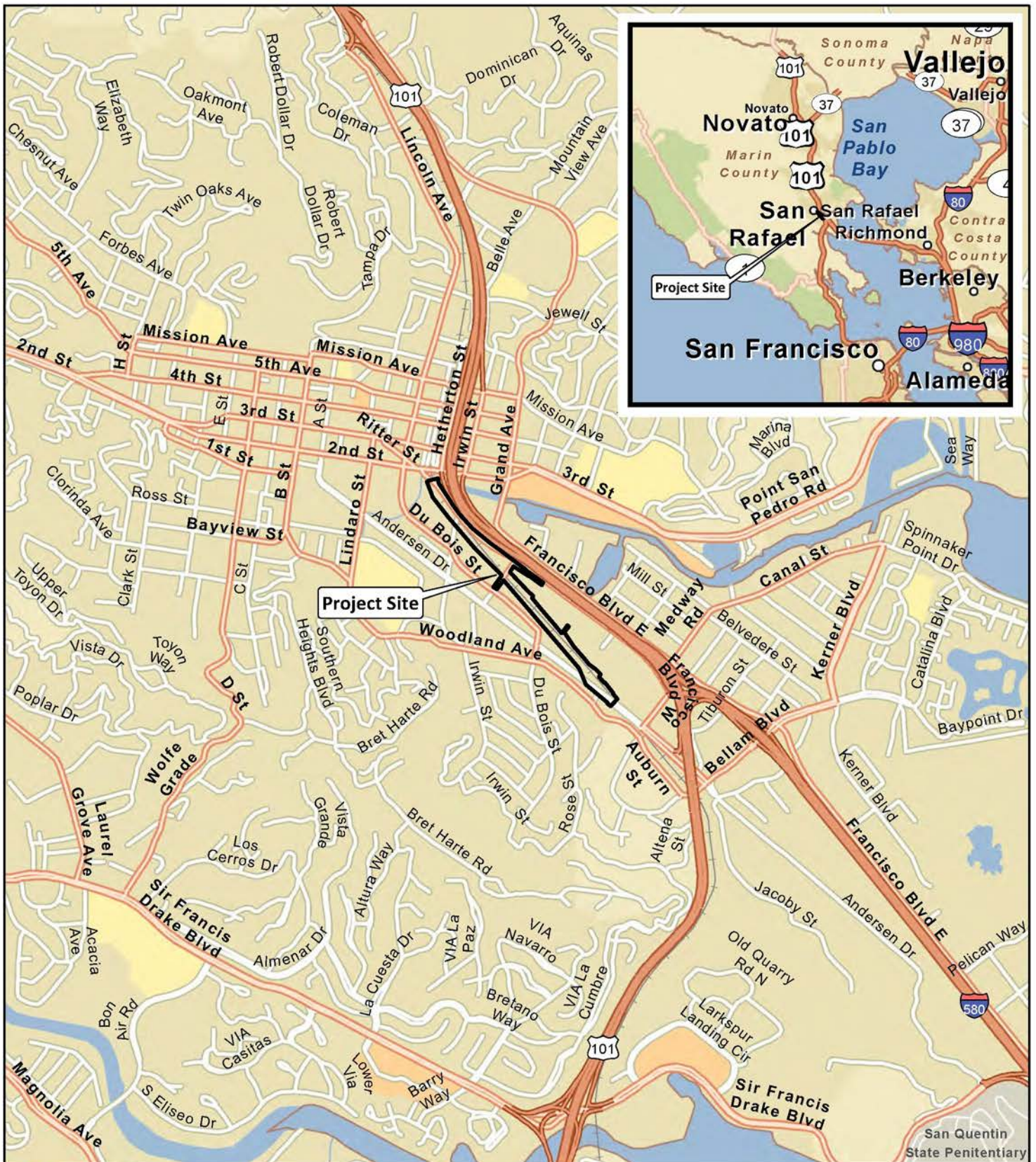
Executive Director

California Transportation Commission

*Title*

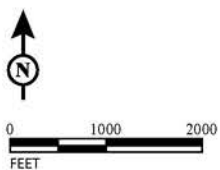
Date received for filing at OPR:





LSA

FIGURE 1



SOURCE: ESRI StreetMap North America (2012).

I:\ALT1701\GIS\Maps\ISMND\Figure 1\_Regional Location.mxd (8/14/2017)

Francisco Boulevard West Multi Use Path  
San Rafael County, California  
Regional Location



# Memorandum

Tab 47

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 21-22, 2018

Reference No.: 2.2c.(4)  
Action

Published Date: March 9, 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 LAS LOMAS DRIVE BICYCLE  
LANE AND PEDESTRIAN PROJECT (RESOLUTION E-18-24)**

## **ISSUE:**

Should the California Transportation Commission (Commission), as a Responsible Agency, accept the Mitigated Negative Declaration for the Las Lomas Drive Bicycle Lane and Pedestrian 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 Management Agency – Public Works of Monterey County is the California Environmental Quality Act lead agency for the Project. The Project will construct sidewalks, curbs, gutters, Class II bicycle lanes, retaining walls, and other improvements.

On January 14, 2015, the Monterey County Planning Commission adopted a Mitigated Negative Declaration for the Project and found that the Project will not have a significant effect on the environment after mitigation as outlined in the Mitigation Monitoring and Reporting Program.

Impacts that require mitigation measures to be reduced to less than significant levels relate to biological resources, air quality, geology, water quality, and noise. Mitigation measures include, but are not limited to: conduct a pre-construction survey for nesting birds, post English and Spanish signs for impacted neighbors to submit dust complaints, comply with the Soil Survey of Monterey County for installation of velocity interceptors to control water flow, adhere to storm water quality measures, and limit construction activities to weekdays between 7 AM and 7 PM.

On January 18, 2018, the Resource Management Agency – Public Works of Monterey County confirmed that the Mitigated Negative Declaration remains valid and that there are no new identified impacts requiring mitigation. The Resources Management Agency – Public Works of



Monterey County 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 \$3,168,000 and is fully funded through construction with Active Transportation Program Funds (\$2,894,000) and Local Funds (\$274,000).

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

**Attachments:**

- Resolution E-18-24
- Notice of Determination
- Project Location Map



**CALIFORNIA TRANSPORTATION COMMISSION**

**Resolution for Future Consideration of Funding  
5 – Monterey County  
Resolution E-18-24**

- 1.1 WHEREAS**, the Resource Management Agency – Public Works of Monterey County has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the Las Lomas Drive Bicycle Lane and Pedestrian Project (Project); and
- 1.2 WHEREAS**, the Resource Management Agency – Public Works 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 along Las Lomas Drive and Hall Road; and
- 1.4 WHEREAS**, the Project will construct sidewalks, curbs, gutters, Class II bicycle lanes, retaining walls, and other improvements; and
- 1.5 WHEREAS**, on January 14, 2015, the Monterey County Planning Commission found that the proposed Project would not have a significant effect on the environment as outlined in the Mitigation Monitoring and Reporting Program; and
- 1.6 WHEREAS**, on January 14, 2015, the Monterey County Planning Commission adopted the Mitigated Negative Declaration; and
- 1.7 WHEREAS**, on January 18, 2018, the Monterey County Planning Commission confirmed that the Mitigated Negative Declaration remains valid and that there are no new identified impacts requiring mitigation; and
- 1.8 WHEREAS**, on January 18, 2018, the Monterey County Planning Commission 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.**

Las Lomas Drive Bicycle Lane and Pedestrian Project

**Project Title**

Jonathan L. Pascua

(831) 755-8963

**State Clearinghouse Number**

**Lead Agency Contact Person**

**Area Code/Telephone**

**Project Location** (include county): The project is located along Las Lomas Drive and Hall Road, Monterey County.

**Project Description:** The project will construct sidewalks, curbs, gutters, Class II bicycle lanes, retaining walls, and other improvements.

This is to advise that the California Transportation Commission has approved the above described project on  
(    Lead Agency/ **X** Responsible Agency)

March 21-22, 2018, and has made the following determinations regarding the above described project:

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

The above identified document with comments and responses and record of project approval is available to the General Public at: 1441 Schilling Place, 2<sup>nd</sup> Floor, Salinas, CA 93901

SUSAN BRANSEN

*Signature (Public Agency)*

*Date*

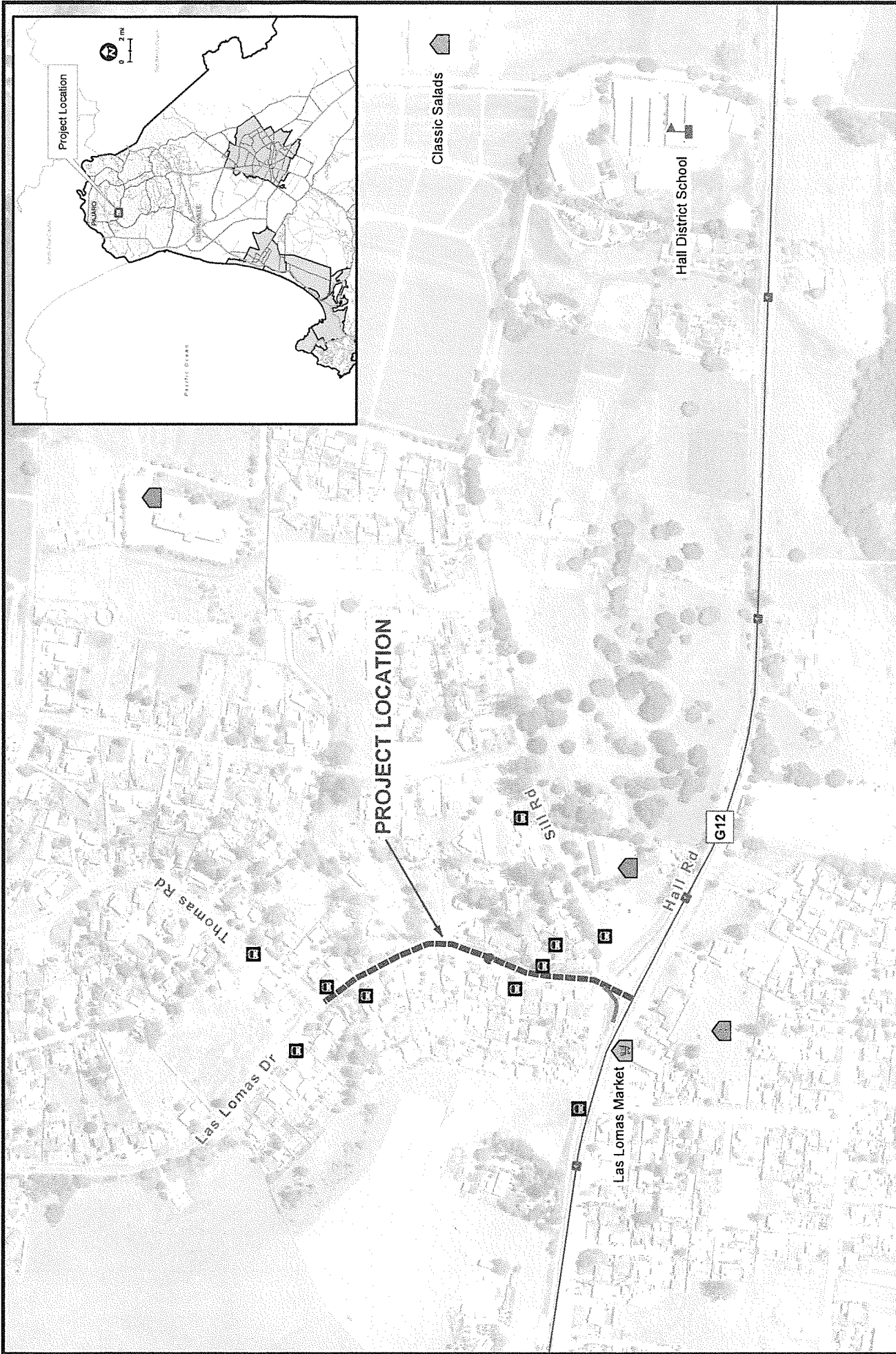
Executive Director

California Transportation Commission

*Title*

Date received for filing at OPR:





County of Monterey  
Resource Management Agency  
Public Works Department

# LAS LOMAS BICYCLE & PEDESTRIAN IMPROVEMENTS PROJECT

## LOCATION MAP

- Las Lomas Bicycle & Pedestrian Improvement Project**
- Bike Lane (Class II)
  - Existing Sidewalk
  - Employment Center
  - Shopping Center
  - School
  - MST Bus Stop
  - School Bus Stops
  - Worship Center

Map produced by  
Resource Management Agency  
May 2015.

0 200 400 FT



# Memorandum

Tab 48

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 21-22, 2018

Reference No.: 2.2c.(5)  
Action

Published Date: March 9, 2018

From: SUSAN BRANSEN  
Executive Director

Prepared By: Jose Oseguera  
Assistant Deputy Director

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING -  
NEGATIVE DECLARATION FOR THE APPLE VALLEY SOUTH SAFE ROUTES TO  
SCHOOL PROJECT (RESOLUTION E-18-25)**

## **ISSUE:**

Should the California Transportation Commission (Commission), as a Responsible Agency, accept the Negative Declaration for the Apple Valley South Safe Routes to School Project (Project) in San Bernardino County and approve the Project for future consideration of funding?

## **RECOMMENDATION:**

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

## **BACKGROUND:**

The Town of Apple Valley (Town) is the California Environmental Quality Act lead agency for the Project. The Project will construct a Class I bike path, repair asphalt, install high visibility sidewalks, curbing, gutters, and replace pavement.

On February 13, 2018, the Town adopted the Negative Declaration for the Project and found that the Project will not have a significant effect on the environment.

On February 14, 2018, the Town 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 \$3,470,000 and is fully funded through construction with Active Transportation Program Funds.

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



**Attachments:**

- Resolution E-18-25
- Notice of Determination
- Project Location Map



**CALIFORNIA TRANSPORTATION COMMISSION**

**Resolution for Future Consideration of Funding  
8 – San Bernardino County  
Resolution E-18-25**

- 1.1 WHEREAS,** the Town of Apple Valley (Town) has completed a Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the Apple Valley South Safe Routes to School Project (Project); and
- 1.2 WHEREAS,** the Town has certified that the Negative Declaration has been completed pursuant to CEQA and the CEQA Guidelines; and
- 1.3 WHEREAS,** the Project is located on Navajo Road between Bear Valley Road and Tussing Ranch Road; Sandia Road between Navajo Road and Mohawk; Manhasset Road from Tussing Ranch Road on the south to Panoche Road; and, Tussing Ranch Road adjacent to Mendel Park; and
- 1.4 WHEREAS,** the Project will construct a Class I bike path, repair asphalt, install high visibility sidewalks, curbing, gutters, and replace pavement; and
- 1.5 WHEREAS,** on February 13, 2018, the Town found that the proposed Project would not have a significant effect on the environment; and
- 1.6 WHEREAS,** on February 13, 2018, the Town adopted the Negative Declaration; and
- 1.7 WHEREAS,** the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Negative Declaration.
- 2.1 NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby accept the Negative Declaration and approves the above referenced Project 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.**

Apple Valley South Safe Routes to School Project

**Project Title**

N/A	Carol Miller	(760) 240-7000
<b>State Clearinghouse Number</b>	<b>Lead Agency Contact Person</b>	<b>Area Code/Telephone</b>

**Project Location** (include county): The project is located on Navajo Road between Bear Valley Road and Tussing Ranch Road; Sandia Road between Navajo Road and Mohawk; Manhasset Road from Tussing Ranch Road on the south to Panoche Road; and, Tussing Ranch Road adjacent to Mendel Park, San Bernardino County.

**Project Description:** The project will construct a Class I bike path, repair asphalt, install high visibility sidewalks, curbing, gutters, and replace pavement.

This is to advise that the California Transportation Commission has approved the above described project on  
(   Lead Agency/ **X** Responsible Agency)

March 21-22, 2018, and has made the following determinations regarding the above described project:

1. The project (  will/ **X** will not) have a significant effect on the environment.
2.    An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.  
**X** A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (  were/ **X** were not) made a condition of the approval of the project.
4. Mitigation reporting or monitoring plan (  was / **X** was not) adopted for this project.
5. A Statement of Overriding Considerations (   was / **X** was not) adopted for this project.
6. Findings (**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: 14955 Dale Evans Parkway, Apple Valley, CA 92307

SUSAN BRANSEN

*Signature (Public Agency)*

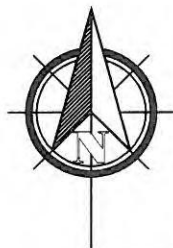
*Date*

Executive Director  
California Transportation Commission

*Title*

Date received for filing at OPR:





SCALE: NTS



**Town of Apple Valley**



# Memorandum

Tab 49

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 21-22, 2018

Reference No.: 2.2c.(6)  
Action

Published Date: March 9, 2018

From: SUSAN BRANSEN  
Executive Director

Prepared By: Jose Oseguera  
Assistant Deputy Director

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING -  
NEGATIVE DECLARATION FOR THE ELMWOOD ELEMENTARY SCHOOL  
ACCESS IMPROVEMENTS PROJECT (RESOLUTION E-18-26)**

## **ISSUE:**

Should the California Transportation Commission (Commission), as a Responsible Agency, accept the Negative Declaration for the Elmwood Elementary School Access Improvements Project (Project) in San Joaquin County and approve the Project for future consideration of funding?

## **RECOMMENDATION:**

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

## **BACKGROUND:**

The San Joaquin County Department of Public Works is the California Environmental Quality Act lead agency for the Project. The Project will reconstruct roadway and install sidewalks, curb ramps, walkways, gutters, relocate road signs, adjust utilities, and improve storm drainage.

On August 22, 2017, the San Joaquin County Board of Supervisors adopted the Negative Declaration for the Project and found that the Project will not have a significant effect on the environment.

On February 8, 2018, the San Joaquin County Department of Public Works 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 \$1,772,000 and is fully funded through construction with Local Funds (\$635,000) and Active Transportation Program Funds (\$1,137,000).

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



**Attachments:**

- Resolution E-18-26
- Notice of Determination
- Project Location Map



**CALIFORNIA TRANSPORTATION COMMISSION**

**Resolution for Future Consideration of Funding**  
**10 – San Joaquin County**  
**Resolution E-18-26**

- 1.1 WHEREAS,** the San Joaquin County Department of Public Works has completed a Negative Declaration pursuant to the California Environmental Quality Act (CEQA) for the Elmwood Elementary School Access Improvements Project (Project); and
- 1.2 WHEREAS,** the San Joaquin County Department of Public Works has certified that the Negative Declaration has been completed pursuant to CEQA and the CEQA Guidelines; and
- 1.3 WHEREAS,** the Project is located on Ardelle Avenue from the East Side Community Park to Bird Avenue, and from Bird Avenue to the Garden Acres Community Center; and
- 1.4 WHEREAS,** the Project will reconstruct roadway and install sidewalks, curb ramps, walkways, gutters, relocate road signs, adjust utilities, and improve storm drainage; and
- 1.5 WHEREAS,** on August 22, 2017, the San Joaquin County Board of Supervisors found that the proposed Project would not have a significant effect on the environment; and
- 1.6 WHEREAS,** on August 22, 2017, the San Joaquin County Board of Supervisors adopted the Negative Declaration; and
- 1.7 WHEREAS,** on February 8, 2018, the San Joaquin County Department of Public Works confirmed that the preferred alternative set forth in the final environmental document is consistent with the Project scope of work programmed by the Commission; and
- 1.8 WHEREAS,** the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Negative Declaration.
- 2.1 NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby accept the Negative Declaration and approves the above referenced Project 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.**

Elmwood Elementary School Access Improvements Project

**Project Title**

2017052074

Amy Spitzer

(209) 468-8494

**State Clearinghouse Number**

**Lead Agency Contact Person**

**Area Code/Telephone**

**Project Location** (include county): The project is located on Ardelle Avenue from the East Side Community Park to Bird Avenue and from Bird Avenue to the Garden Acres Community Center, San Joaquin County.

**Project Description:** The project will reconstruct roadway and install sidewalks, curb ramps, walkways, gutters, relocate road signs, adjust utilities, and improve storm drainage.

This is to advise that the California Transportation Commission has approved the above described project on  
(    Lead Agency/   X   Responsible Agency)

March 21-22, 2018, and has made the following determinations regarding the above described project:

1. The project (   will/   X  will not) have a significant effect on the environment.
2.    An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.  
  X   A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (   were/   X  were not) made a condition of the approval of the project.
4. Mitigation reporting or monitoring plan (   was /   X  was not) adopted for this project.
5. A Statement of Overriding Considerations (   was /   X  was not) adopted for this project.
6. Findings (   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: 1810 E. Hazelton Avenue, Stockton, CA 95205

SUSAN BRANSEN

*Signature (Public Agency)*

*Date*

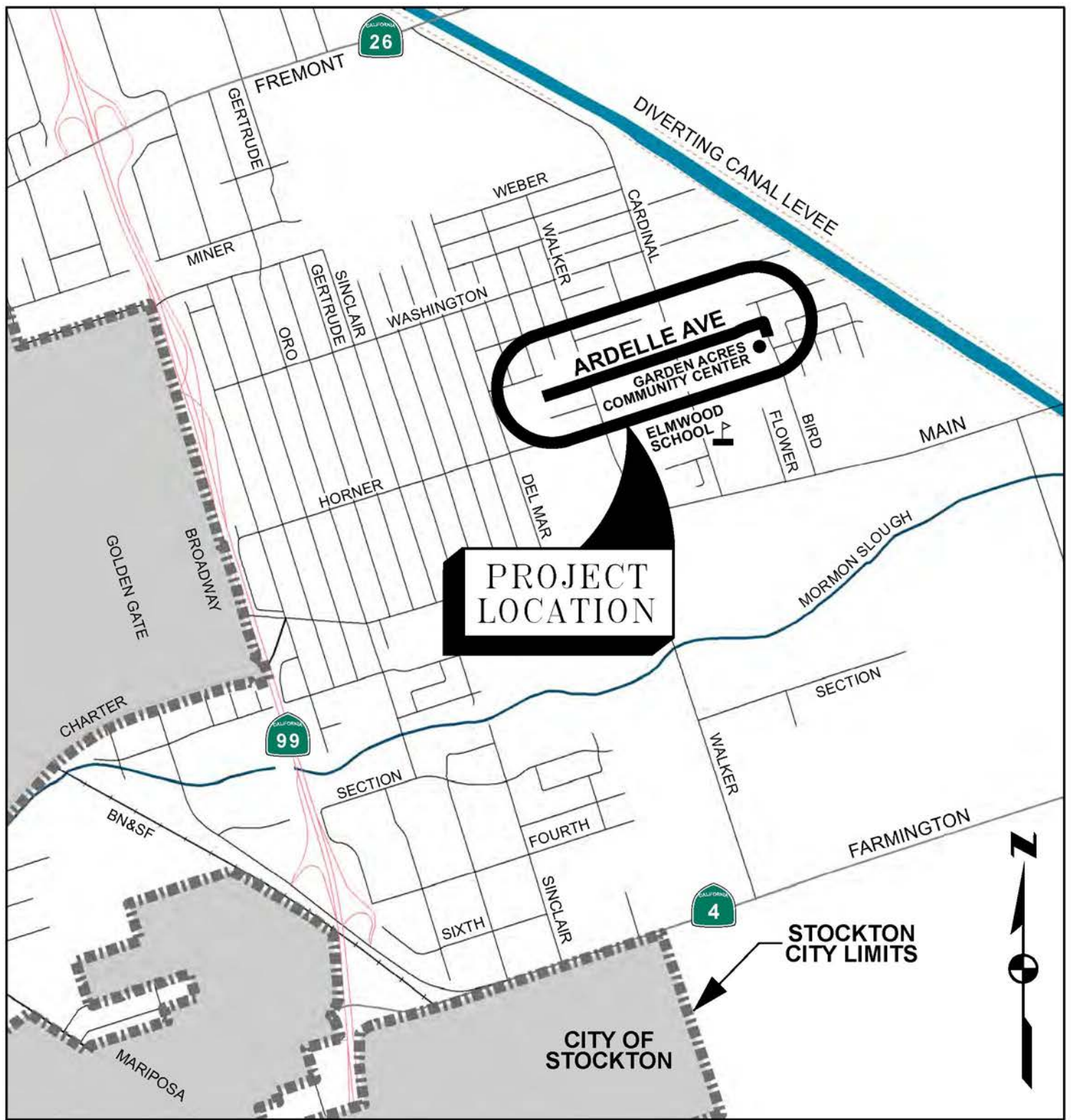
Executive Director

California Transportation Commission

*Title*

Date received for filing at OPR:





NO SCALE



## Vicinity Map

### ELMWOOD ELEMENTARY SCHOOL ACCESS IMPROVEMENTS

Ardelle Avenue: West End to Bird Avenue  
Bird Avenue: Ardelle Avenue to Garden Acres  
Community Center





# Memorandum

Tab 50

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 21-22, 2018

Reference No.: 2.2c.(7)  
Action

Published Date: March 9, 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 MINOR AVENUE COMPLETE  
STREETS PROJECT (RESOLUTION E-18-27)**

## **ISSUE:**

Should the California Transportation Commission (Commission), as a Responsible Agency, accept the Mitigated Negative Declaration for the Minor Avenue Complete Streets 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 Stockton (City) is the California Environmental Quality Act lead agency for the Project. The Project will construct Class II bicycle lanes, median islands, lane reductions, traffic signal modifications, crossings that comply with the Americans with Disabilities Act, safety modifications, landscaping, street lighting, and other improvements.

On February 21, 2017, the Stockton 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 Program.

Impacts that require mitigation measures to be reduced to less than significant levels relate to biological resources, cultural, hazardous materials, water quality, noise, and traffic. Mitigation measures include, but are not limited to: adhere to the provisions of the California Fish and Game Code and Migratory Bird Treaty Act of 1918, comply with the Secretary of the Interior's *Standards for the Treatment of Historic Properties and Guidelines for Preserving, Rehabilitating, Restoring, and Reconstruction Historic Buildings*, establish procedures for the safe removal and proper disposal of materials contaminated with asbestos, comply with National Emissions Standards for Hazardous Air Pollutants, inspect construction equipment to prevent the dripping of oil or fluids, use mufflers to minimize engine noise, and develop a Traffic Management Plan.



The Project is estimated to cost \$8,286,000 and is fully funded through construction with Active Transportation Program Funds (\$7,384,000), Congestion Mitigation and Air Quality Program Funds (\$861,000), and Local Funds (\$41,000).

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

**Attachments:**

- Resolution E-18-27
- Notice of Determination
- Project Location Map



**CALIFORNIA TRANSPORTATION COMMISSION**

**Resolution for Future Consideration of Funding**  
**10 – San Joaquin County**  
**Resolution E-18-27**

- 1.1 WHEREAS**, the City of Stockton (City) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the Minor Avenue Complete Streets 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 in downtown Stockton along Miner Avenue between Center Street and the Union Pacific Railroad; and
- 1.4 WHEREAS**, the Project will construct Class II bicycle lanes, median islands, lane reductions, traffic signal modifications, crossings that comply with the Americans with Disabilities Act, safety modifications, landscaping, street lighting, and other improvements; and
- 1.5 WHEREAS**, on February 21, 2017, the Stockton City Council found that the proposed Project would not have a significant effect on the environment as outlined in the Mitigation Monitoring and Reporting Program; and
- 1.6 WHEREAS**, on February 21, 2017, the Stockton City Council adopted the Mitigated Negative Declaration; and
- 1.7 WHEREAS**, the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Mitigated Negative Declaration.
- 2.1 NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby accept the Mitigated Negative Declaration and approves the above referenced Project 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.**

Minor Avenue Complete Streets Project

**Project Title**

2016122014	Rosa Alvarez	(209) 937-8134
<b>State Clearinghouse Number</b>	<b>Lead Agency Contact Person</b>	<b>Area Code/Telephone</b>

**Project Location** (include county): The project is located in downtown Stockton along Miner Avenue between Center Street and the Union Pacific Railroad, San Joaquin County.

**Project Description:** The project will construct Class II bicycle lanes, median islands, lane reductions, traffic signal modifications, crossings that comply with the Americans with Disabilities Act, safety modifications, landscaping, street lighting, and other improvements.

This is to advise that the California Transportation Commission has approved the above described project on  
(    Lead Agency/   X   Responsible Agency)  
March 21-22, 2018, and has made the following determinations regarding the above described project:

1. The project (   X   will/        will not) have a significant effect on the environment.
2.        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.

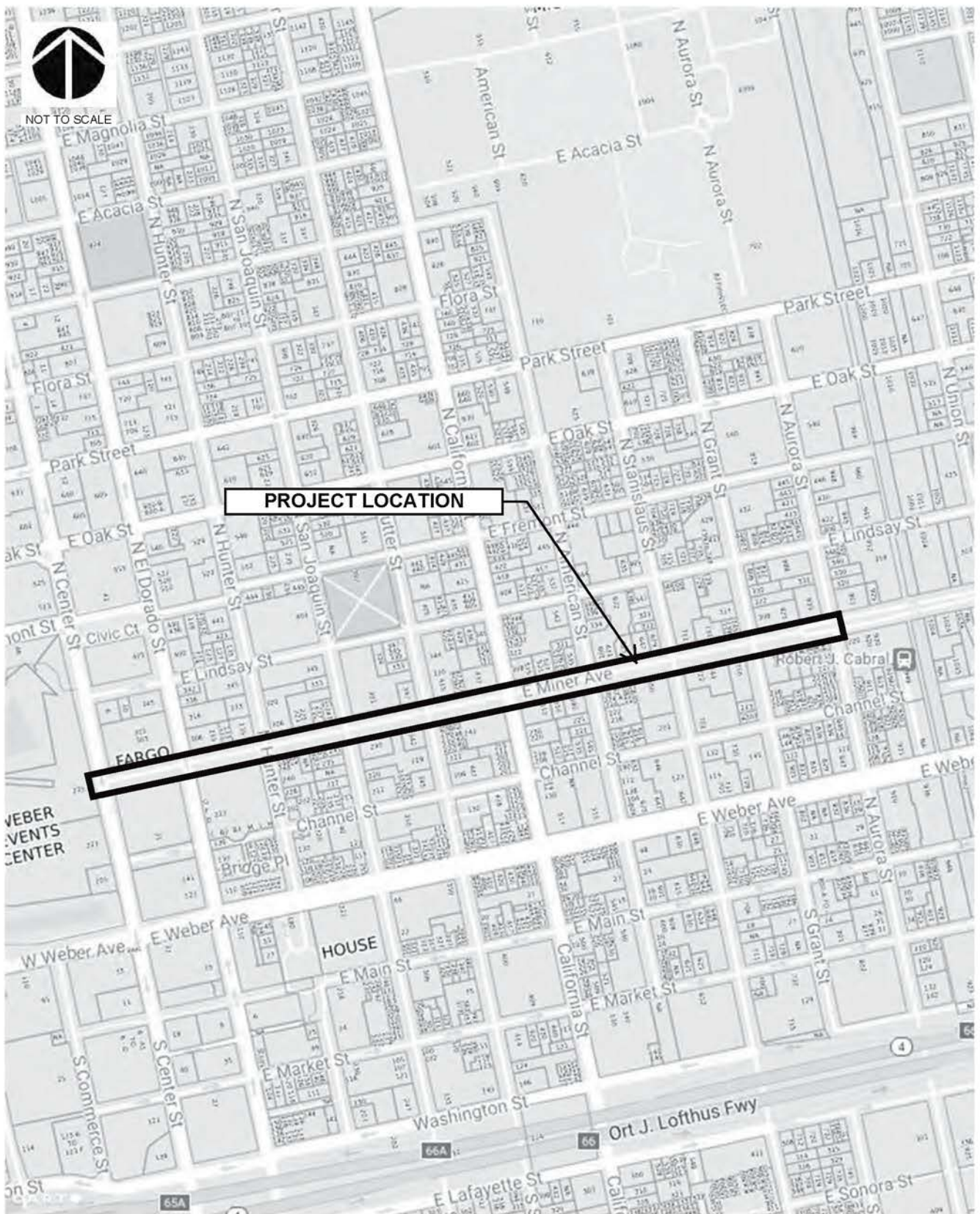
The above identified document with comments and responses and record of project approval is available to the General Public at: 22 E. Weber Avenue, Room 301, Stockton, CA 95202

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

Date received for filing at OPR:



# MINER AVENUE COMPLETE STREETS



VICINITY MAP



# Memorandum

Tab 51

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 21-22, 2018

Reference No.: 2.2c.(11)  
Action

Published Date: March 9, 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 RAIL TRAIL SEGMENT 7  
(PHASE I) MULTI-USE TRAIL PROJECT (RESOLUTION E-18-31)**

## **ISSUE:**

Should the California Transportation Commission (Commission), as a Responsible Agency, accept the Mitigated Negative Declaration for the Rail Trail Segment 7 (Phase I) Multi-Use Trail Project (Project) in Santa Cruz 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 Santa Cruz is the California Environmental Quality Act lead agency for the Project. The Project will construct a 1.3-mile paved bicycle/pedestrian trail.

On October 5, 2017, the City of Santa Cruz Planning Commission adopted a Mitigated Negative Declaration for the Project and found that the Project will not have a significant effect on the environment after mitigation as outlined in the Mitigation Monitoring and Reporting Program.

Impacts that require mitigation measures to be reduced to less than significant levels relate to aesthetics, air quality, biological resources, cultural, geology, hazards, hydrology, and noise. Mitigation measures include, but are not limited to: require the contractors to incorporate native grass and wildflower seed for replanting, prohibit grading activities during periods of high wind (over 15 mph) to minimize the release of particulate matter, employ a qualified archaeologist if human remains are discovered, evaluate the project site for vulnerability to liquefaction, use Best Management Practices if hazardous wastes are encountered, develop a drainage plan for handling storm runoff, and utilize muffling devices to minimize noise levels.



The Project is estimated to cost \$3,100,000 and is fully funded through construction with State Transportation Improvement Program Funds (\$1,805,000) and Local Funds (\$1,295,000).

Construction is estimated to begin in Fiscal Year 2017-18.

**Attachments:**

- Resolution E-18-31
- Notice of Determination
- Project Location Map



**CALIFORNIA TRANSPORTATION COMMISSION**

**Resolution for Future Consideration of Funding  
5 – Santa Cruz County  
Resolution E-18-31**

- 1.1 WHEREAS,** the City of Santa Cruz (City) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the Rail Trail Segment 7 (Phase I) Multi-Use Trail 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 adjacent to the rail line between Natural Bridges Drive to the east and California Street and Bay Street to the west; and
- 1.4 WHEREAS,** the Project will construct a 1.3-mile paved bicycle/pedestrian trail; and
- 1.5 WHEREAS,** on October 5, 2017, the City of Santa Cruz Planning Commission found that the proposed Project would not have a significant effect on the environment after mitigation as outlined in the Mitigation Monitoring and Reporting Program; and
- 1.6 WHEREAS,** on October 5, 2017, the City of Santa Cruz Planning Commission adopted the Mitigated Negative Declaration; and
- 1.7 WHEREAS,** the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Mitigated Negative Declaration.
- 2.1 NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby accept the Mitigated Negative Declaration and approves the above referenced Project 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.**

Rail Trail Segment 7 (Phase I) Multi-Use Trail Project

**Project Title**

2017082025

Nathan Nguyen

(831) 420-5188

**State Clearinghouse Number**

**Lead Agency Contact Person**

**Area Code/Telephone**

**Project Location** (include county): The project is located adjacent to the rail line between Natural Bridges Drive to the east and California Street and Bay Street to the west in Santa Cruz County.

**Project Description:** The project will construct a 1.3-mile paved bicycle/pedestrian trail.

This is to advise that the California Transportation Commission has approved the above described project on March 21-22, 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: 809 Center Street, Room 201, Santa Cruz, CA 95060

SUSAN BRANSEN

*Signature (Public Agency)*

*Date*

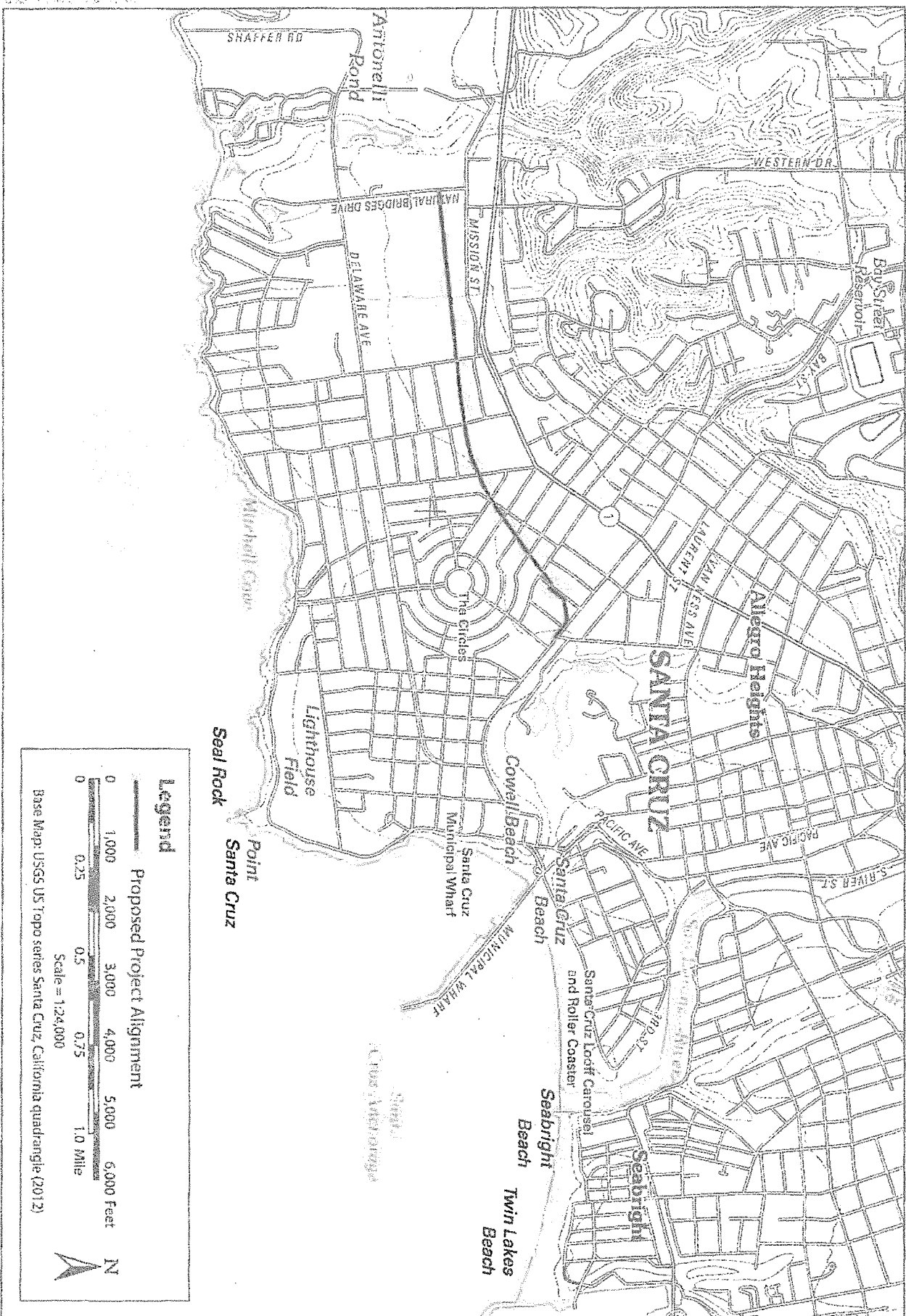
Executive Director

California Transportation Commission

*Title*

Date received for filing at OPR:





# RAIL TRAIL SEGMENT 7 (PHASE I)



# Memorandum

Tab 52

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 21-22, 2018

Reference No.: 2.2c.(8)  
Action

Published Date: March 9, 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 LA HABRA UNION PACIFIC  
RAIL LINE BIKEWAY PROJECT (RESOLUTION E-18-28)**

## **ISSUE:**

Should the California Transportation Commission (Commission), as a Responsible Agency, accept the Mitigated Negative Declaration for the La Habra Union Pacific Rail Line Bikeway Project (Project) in Orange 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 La Habra is the California Environmental Quality Act lead agency for the Project. The Project will construct a Class I Bikeway that will connect to the City of Whittier Greenway Trail, link to the City of Brea Union Pacific Railroad Bikeway, and the 66-mile Orange County Bikeway Network.

On January 22, 2018, the La Habra Planning Commission adopted a Mitigated Negative Declaration for the Project and found that the Project will not have a significant effect on the environment after mitigation as outlined in the Mitigation Monitoring and Reporting Program.

Impacts that require mitigation measures to be reduced to less than significant levels relate to aesthetics, cultural resources, geology, water quality, and public utility services. Mitigation measures include, but are not limited to: remove graffiti within 72 hours of discovery, consult with the Gabrieleno Band of Mission Indians when ground disturbances occur, comply with the Geotechnical Evaluation and the Phase II Environmental Assessment, implement a Storm Water Pollution Prevention Plan, and employ illumination standards as specified by the Chief Building Official and the Police Chief.



The Project is estimated to cost \$799,964 and will fund right-of-way acquisition with Active Transportation Program Funds (\$708,204) and Local Funds (\$91,760).

Construction is estimated to begin in Fiscal Year 2021-22.

**Attachments:**

- Resolution E-18-28
- Notice of Determination
- Project Location Map



**CALIFORNIA TRANSPORTATION COMMISSION**

**Resolution for Future Consideration of Funding**  
**12 – Orange County**  
**Resolution E-18-28**

- 1.1 WHEREAS,** the City of La Habra has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the La Habra Union Pacific Rail Line Bikeway Project (Project); and
- 1.2 WHEREAS,** the City of La Habra has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the CEQA Guidelines; and
- 1.3 WHEREAS,** the Project is located on the Union Pacific Railroad right-of-way between the La Habra West City Limit and the La Habra East City Limit; and
- 1.4 WHEREAS,** the Project will construct a Class I Bikeway that will connect to the City of Whittier Greenway Trail, link to the City of Brea Union Pacific Railroad Bikeway, and the 66-mile Orange County Bikeway Network; and
- 1.5 WHEREAS,** on January 22, 2018, the La Habra Planning Commission found that the proposed Project would not have a significant effect on the environment as outlined in the Mitigation Monitoring and Reporting Program; and
- 1.6 WHEREAS,** on January 22, 2018, the La Habra Planning Commission adopted the Mitigated Negative Declaration; and
- 1.7 WHEREAS,** the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Mitigated Negative Declaration.
- 2.1 NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby accept the Mitigated Negative Declaration and approves the above referenced Project 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.**

La Habra Union Pacific Rail Line Bikeway Project

**Project Title**

Michael Plotnick

(562) 383-4162

**State Clearinghouse Number**

**Lead Agency Contact Person**

**Area Code/Telephone**

**Project Location** (include county): The project is located on the Union Pacific Railroad right-of-way between the La Habra West City Limit and the La Habra East City Limit in Orange County.

**Project Description:** The project will construct a Class I Bikeway that will connect to the City of Whittier Greenway Trail, link to the City of Brea Union Pacific Railroad Bikeway, and the 66-mile Orange County Bikeway Network.

This is to advise that the California Transportation Commission has approved the above described project on  
(    Lead Agency/   X   Responsible Agency)

March 21-22, 2018, and has made the following determinations regarding the above described project:

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

The above identified document with comments and responses and record of project approval is available to the General Public at: 110 E. La Habra Boulevard, La Habra, CA 90633

SUSAN BRANSEN

*Signature (Public Agency)*

*Date*

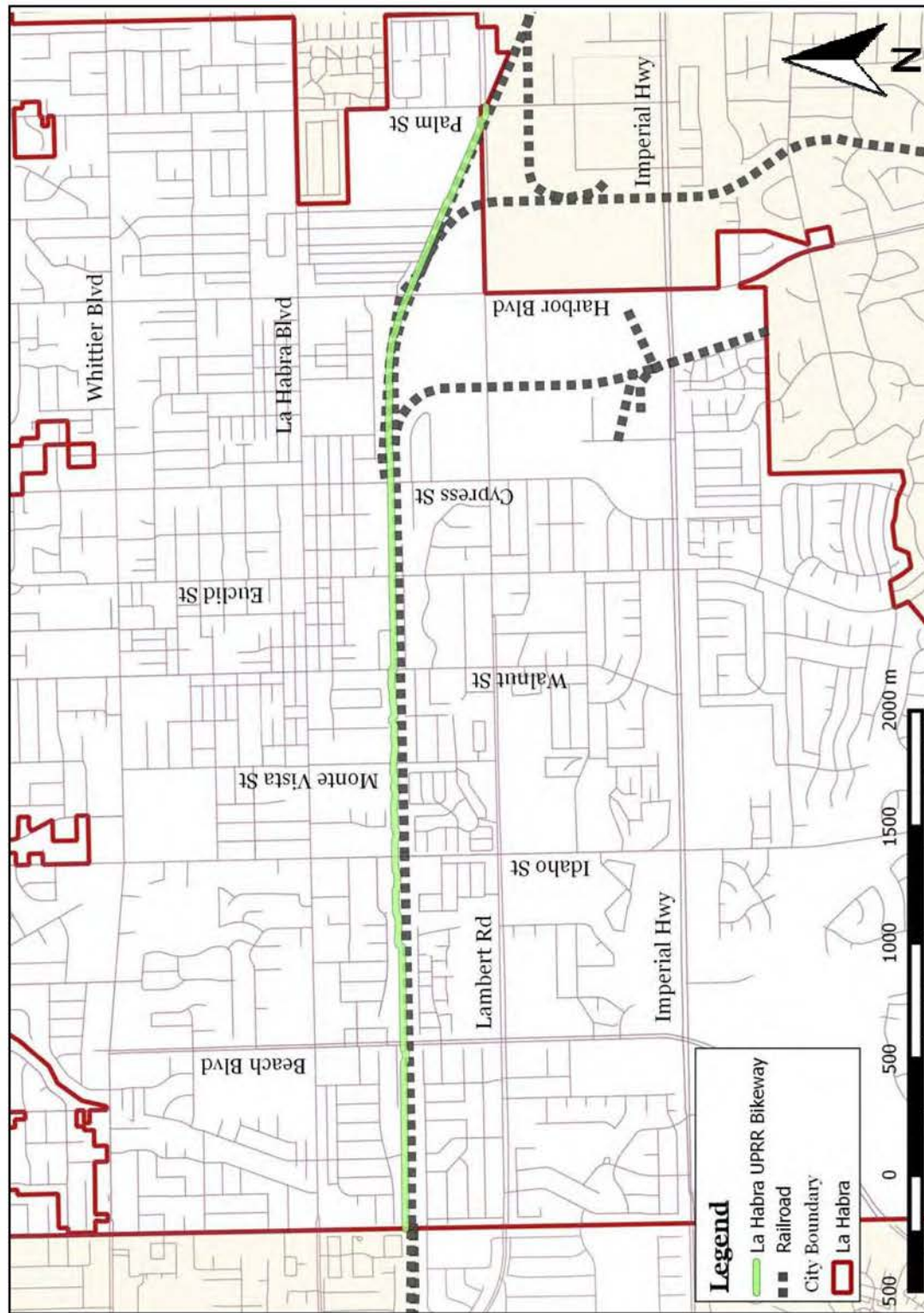
Executive Director

California Transportation Commission

*Title*

Date received for filing at OPR:





**EXHIBIT 3**  
**OVERVIEW MAP OF THE BIKEWAY**  
SOURCE: QUANTUM GIS



# Memorandum

Tab 53

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 21-22, 2018

Reference No.: 4.5  
Action

Published Date: March 9, 2018

From: SUSAN BRANSEN  
Executive Director

Prepared By: Christine Gordon  
Assistant Deputy Director

Subject: **APPROVAL OF THE FISCAL YEAR 2016-17 ENVIRONMENTAL ENHANCEMENT  
AND MITIGATION PROGRAM RESOLUTION G-18-05**

## **ISSUE:**

Should the California Transportation Commission (Commission) approve the Fiscal Year (FY) 2016-17 Environmental Enhancement and Mitigation (EEM) Program prepared and submitted by the California Natural Resources Agency (Resources Agency)?

## **RECOMMENDATION:**

Staff recommends that the Commission approve the FY 2016-17 EEM Program that includes 13 projects on the Recommended for Funding List and one project on the Substitution List with the following stipulations:

- 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 to allow a substitution.
- The Resources Agency shall report to the Commission when a project is awarded from the Substitution List.
- The Commission expects that the funds allocated will be expended on a timely basis.
- For projects which include land acquisition, grant recipients are encouraged to reduce overall project costs by exploring the feasibility of acquiring easements rather than fee title when appropriate.
- Due to the uniqueness of the individual projects in this program, the Resources Agency should be especially diligent in the on-site inspection and auditing of the projects included in the program.



**BACKGROUND:**

Section 164.56 of the Streets and Highway Code specifies that the Commission shall annually award grants to fund proposals that are included on a list prepared by the Resources Agency. The Resources Agency has developed procedures and criteria to evaluate and rank each grant proposal forming a multi-disciplined evaluation team to review applications and recommend projects for funding. Any local, state or federal agency or nonprofit entity may apply for and receive grants to undertake environmental enhancement and mitigation projects that are directly or indirectly related to the environmental impact of modifying existing transportation facilities or for the design, construction or expansion of new transportation facilities.

Projects eligible for funding include, but are not limited to, the following:

- Urban Forestry - projects designed to offset vehicular emissions of carbon dioxide.
- Resource Lands - projects for acquisition or enhancement of resource lands to mitigate the loss of, or the detriment to, resource lands lying within the right-of-way acquired for proposed transportation improvements.
- Mitigation Projects Beyond the Scope of the Lead Agency - projects to mitigate the impact of proposed transportation facilities or to enhance the environment, where the ability to effectuate the mitigation or enhancement measures is beyond the scope of the lead agency responsible for assessing the environmental impact of the proposed transportation improvement.

The Resources Agency reviewed 46 grant applications and recommends \$7,979,624 in funding for 13 projects (\$3,557,817 in Northern California for 6 projects and \$4,421,807 Southern California for 7 projects).

The Resources Agency also developed a Substitution List that includes one project in Northern California for \$1,000,000. In the event a project is removed or savings are generated from the Recommended for Funding List, a project from the Substitution List may be substituted as long as there is sufficient capacity to allow for a substitution.

There are 32 projects not recommended for funding: 17 in Northern California and 15 in Southern California. The multi-disciplined evaluation team used the EEM Program procedures and criteria to evaluate applications and recommended the most competitive project applications for award.

Each project recommended for funding has provided the Resources Agency evidence of CEQA compliance.



Attachments:

- Attachment A: Resolution G-18-05
- Attachment B: California Natural Resources Agency Proposed FY 2016-17 Environmental Enhancement and Mitigation Program Recommendations



**California Transportation Commission**

**APPROVAL OF THE FISCAL YEAR 2016-17  
ENVIRONMENTAL ENHANCEMENT AND MITIGATION PROGRAM**

Resolution G-18-05

- 1.1 **WHEREAS**, Streets and Highways Code Section 164.56 establishes the Environmental Enhancement and Mitigation Program; and
- 1.2 **WHEREAS**, the Environmental Enhancement and Mitigation Program provides funding annually for environmental enhancement and mitigation projects which are directly or indirectly related to the environmental impact of modifying existing transportation facilities or for the design, construction or expansion of new transportation facilities; and
- 1.3 **WHEREAS**, the California Natural Resources Agency (Resources Agency) 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
- 1.4 **WHEREAS**, the Commission is responsible for awarding grants to fund proposals which are included on the list prepared by the California Natural Resources Agency; and
- 1.5 **WHEREAS**, the Resources Agency has prepared a Projects Recommended for Funding list totaling \$7,979,624 for thirteen projects, and that list has been reviewed by the Commission; and
- 1.6 **WHEREAS**, the Resources Agency also prepared a Substitution list of projects totaling \$1,000,000 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 approves the Fiscal Year 2016-17 Environmental Enhancement and Mitigation Program, 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 to allow this substitution; and
- 2.3 **BE IT FURTHER RESOLVED**, that the Resources Agency shall report to the Commission when a project is awarded from the Substitution List; and



- 2.4 **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
- 2.5 **BE IT FURTHER RESOLVED**, that for projects which include land acquisition, the Commission encourages grant recipients to reduce overall project costs by exploring the feasibility of acquiring easements rather than fee title when appropriate; and
- 2.6 **BE IT FURTHER RESOLVED**, that due to the uniqueness of the individual projects in this program, the Commission recommends the Resources Agency be especially diligent in the on-site inspection and auditing of the projects included in this program.





January 22, 2018

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

Dear Ms. Bransen:

As provided in Section 164.56 of the Streets and Highways Code, the California Natural Resources Agency (Agency) has evaluated the 2016/17 Environmental Enhancement and Mitigation program grant applications and have listed these applications on the attached Recommended for Funding, Substitution and Projects Not Recommended for Funding Lists. Projects on the Recommended for Funding and Substitution Lists meet the statutory requirements and contribute to the mitigation of the environmental effects of transportation facilities.

Agency recommends that the projects on the Recommended for Funding List be authorized to receive immediate funding. These recommendations were determined by a multi-disciplined evaluation team that reviewed each application and visited each site. The list contains 13 projects with a total value of just under \$8 million, which includes the 2017 appropriation of \$6.7 million, with an additional \$1.3 million in unspent dollars from projects awarded with prior appropriations. One project has been placed on the Substitution List should any projects that are recommended for funding be unable to proceed.

If you have any questions about the recommended projects or the process used to evaluate them, please call Carol Carter, EEM Coordinator, at (916) 651-7588 or contact her by email at [carol.carter@resources.ca.gov](mailto:carol.carter@resources.ca.gov).

Sincerely,

A handwritten signature in dark ink, appearing to read 'John Laird'.

John Laird  
Secretary for Natural Resources

Enclosures

1416 Ninth Street, Suite 1311, Sacramento, CA 95814 Ph. 916.653.5656 Fax 916.653.8102 <http://resources.ca.gov>





## PROPOSED ENVIRONMENTAL AND MITIGATION RECOMMENDATIONS

### **RECOMMENDATION**

Approve grants for 13 projects totaling \$7,979,624.42

### **BACKGROUND**

Under Streets and Highways Code Section 164.56(a), the California Transportation Commission (Commission) is charged with the responsibility of funding an annual Environmental Enhancement and Mitigation (EEM) Program as evaluated and recommended for award by the California Natural Resources Agency (Agency) in accordance with the funding level provided in the State Budget.

The EEM Program awards grants to environmental enhancement and mitigation projects that are directly or indirectly related to the environmental impact of modifying existing transportation facilities or for the design, construction, or expansion of new transportation facilities.

California Streets and Highways Code Section 164.56 (as amended in 2013, SB 99) provides for Grants to be awarded in three categories -

- Urban Forestry: Projects designed to offset vehicular emissions of carbon dioxide.
- Resource Lands: Acquisition or enhancement of resource lands to mitigate the loss of, or the detriment to, resource lands lying within the right-of-way acquired for proposed transportation improvements.
- Mitigation Projects Beyond the Scope of the Lead Agency: Projects to mitigate the impact of proposed transportation facilities or to enhance the environment, where the ability to effectuate the mitigation or enhancement measures is beyond the scope of the lead agency responsible for assessing the environmental impact of the proposed transportation improvement.

Agency is responsible for developing and adopting guidelines (procedures and criteria) and determining eligibility, evaluating proposals, submitting a list of projects recommended for funding, and managing the grants post awards. The Agency's procedures and criteria contain a scoring mechanism to evaluate projects by assigning point scores to each project. Projects making the initial cut are then visited for further vetting. In accordance with the provisions of Section 187 and 188 of the Streets and Highways Code, an attempt is made to allocate 40 percent of the total amount recommended to projects in the northern counties and 60 percent of the total amount to projects in southern counties. The percentages vary slightly year to year dependent on the pool of applications and competitiveness.

### **AVAILABLE FUNDING**

Funds are available from 4 appropriations totaling \$7,979,624.42, including \$6,700,000 from the 2017 appropriation and \$1,279,624.42 in unspent dollars from projects awarded with prior appropriations (2015 - \$139,471.73, 2014 - \$690,152.69, 2013 - \$450,000)

### **CEQA**

Each project recommended for funding provided evidence of CEQA compliance.



<b>2016-17 Grant Cycle Environmental Enhancement and Mitigation Program</b>					
<b>Projects Recommended for Funding (13)</b>					
<b>Applicant</b>	<b>Project Name</b>	<b>County</b>	<b>N/S</b>	<b>Category</b>	<b>Rec \$</b>
American River Conservancy	El Dorado Ranch Acquisition (Phase #3; 1,018 acres)	El Dorado	N	RL	\$850,500.00
Eureka, City of	Martin Slough Restoration Project	Humboldt	N	RL	\$500,000.00
Humboldt Bay Harbor District	Samoa Dunes and Wetlands Conservation Project	Humboldt	N	RL	\$708,948.42
Land Trust of Napa County	Wragg Ridge Acquisition Project	Napa	N	RL	\$1,000,000.00
Mendocino Land Trust	James Creek Fish Passage Barrier Modification	Mendocino	N	RL	\$180,000.00
Truckee River Watershed Council	Johnson Canyon Mitigation and Restoration Project	Nevada	N	RL	\$318,369.00
<b>6 NORTHERN PROJECTS (45% TOTAL FUNDING)</b>					<b>\$3,557,817.42</b>
Big Bear Lake, City of	Stanfield Marsh Outdoor Recreation and Education (SMORE) Project	San Bernardino	S	UF	\$331,388.00
Chino Hills, City of	Hollow Run Nature Park Project	San Bernardino	S	UF	\$279,169.00
Dinuba, City of	Dinuba Green Median Improvements	Tulare	S	UF	\$412,250.00
Land Conservancy of San Luis Obispo County	SLO Creek Farms Acquisition	San Luis Obispo	S	RL	\$900,000.00
Poway, City of	Van Dam Cornerstone Acquisition	San Diego	S	RL	\$500,000.00
The California Desert Land Conservancy	Rock Springs Ranch Acquisition Project	San Bernardino	S	RL	\$999,000.00
The Escondido Creek Conservancy	Acquisition of the John Henry Ranch in San Diego County	San Diego	S	RL	\$1,000,000.00
<b>7 SOUTHERN PROJECTS (55% TOTAL FUNDING)</b>					<b>\$4,421,807.00</b>
<b>TOTAL RECOMMENDED FOR FUNDING</b>					<b>\$7,979,624.42</b>

**Categories:****MP** - Mitigation Projects Beyond the Scope of the Lead Agency**RL** - Resource Lands**UF** - Urban Forestry



2016-17 Grant Cycle Environmental Enhancement and Mitigation Program					
Substitution List (1 Project)					
Applicant	Project Name	County	N/S	Category	Requested \$
The Trust for Public Land	Lindsay Creek Conservation Easement Acquisition Project	Humboldt	N	RL	\$1,000,000.00
1 PROJECT ON SUBSTITUTION LIST				\$0.00	\$1,000,000.00

**Categories:****MP** - Mitigation Projects Beyond the Scope of the Lead Agency**RL** - Resource Lands**UF** - Urban Forestry



<b>2016-17 Grant Cycle</b> <b>Environmental Enhancement and Mitigation Program</b>					
<b>Projects Not Recommended For Funding (32)</b>					
<b>Applicant</b>	<b>Project Name</b>	<b>County</b>	<b>N/S</b>	<b>Category</b>	<b>Requested \$</b>
Amigos de los Rios	Hollydale Regional Park Green Infrastructure	Los Angeles	S	UF	\$499,777.00
Arcata, City of	Arcata Community Forest Expansion (Forsyth)	Humboldt	N	RL	\$840,000.00
Bear Yuba Land Trust	Sanford Ranch Conservation Easement	Nevada	N	RL	\$413,000.00
Burlingame, City of	Chapin Avenue Green Street Retrofit	San Mateo	N	UF	\$600,000.00
Calexico, City of	Heber Park Improvement and EEM Project	Imperial	S	UF	\$472,000.00
California Desert Land Conservancy, The	Wildlife Linkages Restoration Project	San Bernardino	S	RL	\$143,100.00
El Dorado County Resource Conservation District	Camp Sacramento Erosion Control and Habitat Improvement Project	El Dorado	N	MP	\$395,304.00
Feather River Land Trust	Spring Valley Ranch Conservation Easement	Plumas	N	RL	\$1,000,000.00
Goleta, City of	Ekwill Street and Fowler Road Extensions Mitigation Project	Santa Barbara	S	RL	\$497,725.00
Hesperia, City of	Ranchero Road Interchange Landscaping Project	San Bernardino	S	MP	\$500,000.00
Land Conservancy of San Luis Obispo County	The Pismo Preserve ADA Trail Project	San Luis Obispo	S	MP	\$499,791.00
North East Trees, Inc.	Stocker Corridor Greenway Trail Project	Los Angeles	S	UF	\$500,000.00
Pacific Forest Trust	Black Butte Working Forest Conservation Easement	Siskiyou	N	RL	\$750,000.00
Pasadena, City of, Department of Public Works	City of Pasadena Urban Forest Drought Recovery Program	Los Angeles	S	UF	\$499,518.00
Placer Land Trust	Laursen Ranch (South) Acquisition	Placer	N	RL	\$1,000,000.00

**Categories:****MP** - Mitigation Projects Beyond the Scope of the Lead Agency**RL** - Resource Lands**UF** - Urban Forestry



<b>2016-17 Grant Cycle</b> <b>Environmental Enhancement and Mitigation Program</b>					
<b>Projects Not Recommended For Funding (32)</b>					
<b>Applicant</b>	<b>Project Name</b>	<b>County</b>	<b>N/S</b>	<b>Category</b>	<b>Requested \$</b>
River Partners	Mendonca Dairy Acquisition on the San Joaquin River	Stanislaus	N	RL	\$1,000,000.00
Sanctuary Forest, Inc.	Van Arken Community Forest Project Phase 1	Humboldt	N	RL	\$1,000,000.00
Save the Redwoods League	Mailliard East Ranch Conservation Easement Acquisition Project	Mendocino	N	RL	\$1,000,000.00
Shasta Land Trust	River Butte Ranch Conservation Easement	Shasta	N	RL	\$510,000.00
Sierra Foothill Conservancy	Hornitos Ranch Conservation Easement Acquisition	Mariposa	N	RL	\$1,000,000.00
South Pasadena, City of	City of South Pasadena Urban Reforestation Project	Los Angeles	S	UF	\$309,289.00
South Pasadena, City of	South Pasadena Pocket Park Acquisition	Los Angeles	S	RL	\$357,600.00
South San Francisco, City of	South San Francisco Caltrain Station Mitigation	San Mateo	N	MP	\$500,000.00
Sunrise Recreation and Park District	Cabana Park	Sacramento	N	UF	\$500,000.00
The Trust for Public Land	Temescal Ranch Phase 2 Acquisition Project	Los Angeles	S	RL	\$1,000,000.00
Torrance, City of	Planting our Future: Urban Forestry Renewal Project	Los Angeles	S	UF	\$350,000.00
Truckee Donner Land Trust	Frog Lake Acquisition Project	Nevada	N	RL	\$1,000,000.00
Vallejo, City of	Vallejo Bus Transit Center Mitigation Project	Solano	N	UF	\$500,000.00
Ventura Hillsides Conservancy	Walker-Hearne Ranch Acquisition Phase 2	Ventura	S	RL	\$1,000,000.00
Visalia, City of	St. John's Eastside Renewal Project	Tulare	S	UF	\$327,671.87

**Categories:****MP** - Mitigation Projects Beyond the Scope of the Lead Agency**RL** - Resource Lands**UF** - Urban Forestry



<b>2016-17 Grant Cycle</b> <b>Environmental Enhancement and Mitigation Program</b>					
<b>Projects Not Recommended For Funding (32)</b>					
<b>Applicant</b>	<b>Project Name</b>	<b>County</b>	<b>N/S</b>	<b>Category</b>	<b>Requested \$</b>
Western Rivers Conservancy	Santa Margarita River Preserve	San Diego	S	RL	\$1,000,000.00
Yurok Tribe	Final Piece of the Blue Creek Preserve: A Sanctuary for Fish and Wildlife	Del Norte	N	RL	\$1,000,000.00

**Categories:****MP** - Mitigation Projects Beyond the Scope of the Lead Agency**RL** - Resource Lands**UF** - Urban Forestry



# Memorandum

Tab 54

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 21-22, 2018

Reference No.: 2.5c.(7)  
Action

Published Date: March 9, 2018

From: SUSAN BRANSEN  
Executive Director

Prepared By: Christine Gordon  
Assistant Deputy Director

Subject: **FINANCIAL ALLOCATION FOR CALIFORNIA NATURAL RESOURCES AGENCY  
FY 2016-17 ENVIRONMENTAL ENHANCEMENT AND MITIGATION PROJECTS  
RESOLUTION FP-17-44**

## **ISSUE:**

Should the California Transportation Commission (Commission) allocate \$7,299,624 for 11 projects included in the California Natural Resources Agency's Fiscal Year (FY) 2016-17 Environmental Enhancement and Mitigation (EEM) Program?

## **RECOMMENDATION:**

Staff recommends that the Commission approve the financial allocation of \$7,299,624 to fund projects included in the FY 2016-17 EEM Program.

## **BACKGROUND:**

The Budget Act of 2017 appropriated \$6,700,000 for the EEM Program. In addition to the current year appropriation, a balance of \$139,472 is available from the Budget Act of 2015 and savings of \$1,140,152 is available from 2013 and 2014 appropriations. Therefore, a total of \$7,979,624 is available for the 2016-17 EEM Program.

Attachment A includes a list of 11 EEM Program projects off the State Highway System totaling \$7,299,624. The CEQA Lead Agencies for these projects have determined that the projects are exempt from CEQA and are requesting an allocation at this time. The two projects not included will be brought forward for allocation at the May 2018 Commission Meeting.

## **FINANCIAL RESOLUTION:**

Resolved, that \$7,299,624 be allocated for the 11 EEM Program projects identified on the attached list. Funds for this allocation are available from the following sources: \$6,700,000 from the Budget Act of 2017; \$139,472 from Budget Act 2015; and \$1,140,152 from prior year (2014 and 2013) appropriations.



Attachments:

- Attachment A: California Natural Resources Agency Proposed FY 2016-17 Environmental Enhancement and Mitigation Program Recommendations



<b>2016-17 Grant Cycle Environmental Enhancement and Mitigation Program</b>					
<b>Projects Recommended for Funding (11)</b>					
<b>Applicant</b>	<b>Project Name</b>	<b>County</b>	<b>N/S</b>	<b>Category</b>	<b>Rec \$</b>
American River Conservancy	El Dorado Ranch Acquisition (Phase #3; 1,018 acres)	El Dorado	N	RL	\$850,500.00
Humboldt Bay Harbor District	Samoa Dunes and Wetlands Conservation Project	Humboldt	N	RL	\$708,948.42
Land Trust of Napa County	Wragg Ridge Acquisition Project	Napa	N	RL	\$1,000,000.00
Truckee River Watershed Council	Johnson Canyon Mitigation and Restoration Project	Nevada	N	RL	\$318,369.00
Big Bear Lake, City of	Stanfield Marsh Outdoor Recreation and Education (SMORE) Project	San Bernardino	S	UF	\$331,388.00
Chino Hills, City of	Hollow Run Nature Park Project	San Bernardino	S	UF	\$279,169.00
Dinuba, City of	Dinuba Green Median Improvements	Tulare	S	UF	\$412,250.00
Land Conservancy of San Luis Obispo County	SLO Creek Farms Acquisition	San Luis Obispo	S	RL	\$900,000.00
Poway, City of	Van Dam Cornerstone Acquisition	San Diego	S	RL	\$500,000.00
The California Desert Land Conservancy	Rock Springs Ranch Acquisition Project	San Bernardino	S	RL	\$999,000.00
The Escondido Creek Conservancy	Acquisition of the John Henry Ranch in San Diego County	San Diego	S	RL	\$1,000,000.00
<b>TOTAL RECOMMENDED FOR FUNDING</b>					<b>\$7,299,624.42</b>

**Categories:****MP** - Mitigation Projects Beyond the Scope of the Lead Agency**RL** - Resource Lands**UF** - Urban Forestry



**Tab 55**

## **M e m o r a n d u m**

**To:** CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

**CTC Meeting:** March 21–22, 2018

**Reference No:** 2.7c.(1)  
Action Item

**From:** NORMA ORTEGA  
Chief Financial Officer

**Prepared by:** Gary Cathey, Chief  
Division of Aeronautics

**Subject:** **FINANCIAL ALLOCATION AMENDMENT FOR LOCALLY-ADMINISTERED  
AERONAUTICS PROJECT AT PUBLIC-USE AIRPORT  
RESOLUTION FDOA-2018-04, AMENDING RESOLUTION FDOA-2015-03**

### **ISSUE:**

Should the California Transportation Commission (Commission) approve the following financial allocation amendment to deallocate \$35,508 from the Ravendale Airport Widen Runway, Taxiway Rehabilitation, and Restripe Pavement project (Las-4-10-1) in Lassen County, due to savings upon project completion?

### **RECOMMENDATION:**

The California Department of Transportation recommends the approval of the following financial allocation amendment to deallocate \$35,508 from the Ravendale Airport Widen Runway, Taxiway Rehabilitation, and Restripe Pavement project (Las-4-10-1) in Lassen County.

### **BACKGROUND:**

Actions made by the Commission for the Ravendale Airport Widen Runway, Taxiway Rehabilitation, and Restripe Pavement project are as follows:

- March 2011-Commission approved Resolution FDOA-2010-02, allocating \$351,000 to the project.
- December 2015-Commission approved Resolution FDOA-2015-03 to de-allocate \$45,000, revising allocation to \$306,000.
- June 2016-Commission approved Resolution FDOA-2015-02 providing \$120,000 in supplemental funding to complete the project, making revised allocation \$426,000.

This California Aid to Airports Program (CAAP) Acquisition and Development (A&D) Project identified in the following vote box has been completed with project savings. The proposed changes are reflected in strikethrough and bold in accordance with the attached revised vote box.

### **FINANCIAL RESOLUTION:**

Be it Resolved, that the CAAP funds originally allocated for \$426,000 for the Ravendale Airport Widen Runway, Taxiway Rehabilitation, and Restripe Pavement project be hereby amended to \$390,492 in accordance with the attached revised vote box.

Attachment



## 2.7 Aeronautic Financial Matters

2.7c.(1) Financial Allocation Amendment: Aeronautics Program		Resolution FDOA-2018-04 Amending Resolution FDOA-2015-03	
<del>\$426,000</del>	Ravendale Airport	2010-11	
<b>\$390,492</b>	Widen Runway, Taxiway Rehabilitation and Restripe Pavement	602-0041	<del>\$426,000</del>
	Las-4-10-1	10.10.020.200	<b>\$390,492</b>
County of Lassen	<b><u>Amend Resolution FDOA-2015-03 to deallocate \$35,508 due to project savings at completion.</u></b>		
Las			



## Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 21–22, 2018

Reference No: 2.7c.(2)  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Gary Cathey, Chief  
Division of Aeronautics

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR LOCALLY-ADMINISTERED  
AERONAUTICS PROJECT AT PUBLIC-USE AIRPORT  
RESOLUTION FDOA-2018-05, AMENDING RESOLUTION FDOA-2015-12**

### **ISSUE:**

Should the California Transportation Commission (Commission) approve the following financial allocation amendment to deallocate \$107,333 from the Montague-Yreka, Rohrer Field Airport Resurface Runway, Taxiways, and Ramps project (Sis-2-15-1) in Siskiyou County, due to savings upon project completion?

### **RECOMMENDATION:**

The California Department of Transportation recommends the approval of the following financial allocation amendment to deallocate \$107,333 from the Montague-Yreka, Rohrer Field Airport Resurface Runway, Taxiways, and Ramps project (Sis-2-15-1) in Siskiyou County.

### **BACKGROUND:**

At its June 2016 meeting, the Commission approved Resolution FDOA-2015-12 for \$499,000 for the Montague-Yreka, Rohrer Field Airport Resurface Runway, Taxiways, and Ramps project.

This California Aid to Airports Program (CAAP) Acquisition and Development (A&D) project identified in the following vote box has been completed with project savings. The proposed changes are reflected in strikethrough and bold in accordance with the attached revised vote box.

### **FINANCIAL RESOLUTION:**

Be it Resolved, that the CAAP funds originally allocated for \$499,000 for the Montague-Yreka, Rohrer Field Airport Resurface Runway, Taxiways and Ramps project be hereby amended to \$391,667 in accordance with the attached revised vote box.

Attachment



## 2.7 Aeronautic Financial Matters

2.7c.(2) Financial Allocation Amendment: Aeronautics Program		Resolution FDOA-2018-05 Amending Resolution FDOA-2015-12	
<del>\$499,000</del>	Montague-Yreka, Rohrer Field	2015-16	
<b>\$391,667</b>	Resurface Runway, Taxiways and Ramps	602-0041	<del>\$499,000</del>
	Sis-2-15-1	10.10.020.200	<b>\$391,667</b>
<u>City of Montague</u>	<b><u>Amend Resolution FDOA-2015-12 to deallocate \$107,333 due to project savings at completion</u></b>		
Sis			



## Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 21–22, 2018

Reference No: 2.7c.(3)  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Gary Cathey, Chief  
Division of Aeronautics

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR LOCALLY-ADMINISTERED  
AERONAUTICS PROJECT AT A PUBLIC-USE AIRPORT  
RESOLUTION FDOA-2018-06, AMENDING RESOLUTION FDOA-2011-05**

### **ISSUE:**

Should the California Transportation Commission (Commission) approve the following financial allocation amendment to deallocate \$55,500 from the Herlong Airport Overlay Runway, Taxiway, and Apron project (Las-5-11-1) in Lassen County, due to saving upon project completion?

### **RECOMMENDATION:**

The California Department of Transportation recommends the approval of the following financial allocation amendment to deallocate \$55,500 from the Herlong Airport Overlay Runway, Taxiway, and Apron project (Las-5-11-1) in Lassen County.

### **BACKGROUND:**

At its April 2012 meeting, the Commission approved Resolution FDOA-2011-05 for \$77,000 for the Herlong Airport Overlay Runway, Taxiway, and Apron project.

This California Aid to Airports Program (CAAP) Acquisition and Development (A&D) project identified in the following vote box has been completed with project savings. The proposed changes are reflected in strikethrough and bold in accordance with the attached revised vote box.

### **FINANCIAL RESOLUTION:**

Be it Resolved, that the CAAP funds originally allocated for \$77,000 for the Herlong Airport Overlay Runway, Taxiway, and Apron project be hereby amended to \$21,500 in accordance with the attached revised vote box.

Attachment



## 2.7 Aeronautic Financial Matters

2.7c.(3) Financial Allocation Amendment: Aeronautics Program		Resolution FDOA-2018-06 Amending Resolution FDOA-2011-05	
<del>\$77,000</del>	Herlong Airport	2011-12	
<b>\$21,500</b>	Overlay runway, taxiway and apron	602-0041	<del>\$77,000</del>
	Las-5-11-1	10.10.020.200	<b>\$21,500</b>
<u>County of Lassen</u>	<b><u>Amend Resolution FDOA-2011-05 to deallocate \$55,500 due to project savings at completion.</u></b>		
Las			



## Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 21–22, 2018

Reference No: 2.7c.(4)  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Gary Cathey, Chief  
Division of Aeronautics

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR LOCALLY-ADMINISTERED  
AERONAUTICS PROJECT AT PUBLIC-USE AIRPORT  
RESOLUTION FDOA-2018-07, AMENDING RESOLUTION FDOA-2015-04**

### **ISSUE:**

Should the California Transportation Commission (Commission) approve the following financial allocation amendment to deallocate \$16,550 from the Ravendale Airport Overlay Runway and Tiedown Area project (Las-4-11-1) in Lassen County, due to savings upon project completion?

### **RECOMMENDATION:**

The California Department of Transportation recommends the approval of the following financial allocation amendment to deallocate \$16,550 from the Ravendale Airport Overlay Runway and Tiedown Area project (Las-4-11-1) in Lassen County.

### **BACKGROUND:**

Actions made by the Commission for the Ravendale Airport Overlay Runway and Tiedown Area project are as follows:

- April 2012-Commission approved Resolution FDOA-2011-05 allocating \$99,000 to the project.
- December 2015-Commission approved Resolution FDOA-2015-02 to de-allocate \$39,000, revising allocation to \$60,000.
- March 2016-Commission approved a technical correction to the Resolution (FDOA-2015-02 to FDOA-2015-04).

This California Aid to Airports Program (CAAP) Acquisition and Development (A&D) Project identified in the following vote box has been completed with project savings. The proposed changes are reflected in strikethrough and bold in accordance with the attached revised vote box.

### **FINANCIAL RESOLUTION:**

Be it Resolved, that the CAAP funds originally allocated for \$60,000 for the Ravendale Airport Overlay Runway and Tiedown Area project be hereby amended to \$43,450 in accordance with the attached revised vote box.

Attachment



## 2.7 Aeronautic Financial Matters

2.7c.(4) Financial Allocation Amendment: Aeronautics Program		Resolution FDOA-2018-07 Amending Resolution FDOA-2015-04	
\$60,000	Ravendale Airport	2011-12	
<b>\$43,450</b>	Overlay Runway and Tiedown Area	602-0041	\$60,000
	Las-4-11-1	10.10.020.200	<b>\$43,450</b>
<u>County of Lassen</u>	<b><u>Amend Resolution FDOA-2015-04 to deallocate \$16,550 due to project savings at completion.</u></b>		
Las			



## Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 21–22, 2018

Reference No: 2.7c.(5)  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Gary Cathey, Chief  
Division of Aeronautics

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR LOCALLY-ADMINISTERED  
AERONAUTICS PROJECTS AT PUBLIC-USE AIRPORT  
RESOLUTION FDOA-2018-08, AMENDING RESOLUTION FDOA-2014-01**

### **ISSUE:**

Should the California Transportation Commission (Commission) approve the following financial allocation amendment to deallocate \$445 from the Taft Airport Slurry Seal Runway and Restripe, Renovate Runway Lighting project (Ker-2-11-1) in Kern County, due to savings upon project completion?

### **RECOMMENDATION:**

The California Department of Transportation recommends the approval of the following financial allocation amendment to deallocate \$445 from the Taft Airport Slurry Seal Runway and Restripe, Renovate Runway Lighting project (Ker-2-11-1) in Kern County.

### **BACKGROUND:**

Actions made by the Commission for the Taft Airport Slurry Seal Runway and Restripe, Renovate Runway Lighting project are as follows:

- April 2012-Commission approved Resolution FDOA-2011-05, allocating \$248,000 to the project.
- August 2014-Commission approved Resolution FDOA-2014-01 to de-allocate \$144,000, revising allocation to \$104,000.

This California Aid to Airports Program (CAAP) Acquisition and Development (A&D) project identified in the following vote box has been completed with project savings. The proposed changes are reflected in strikethrough and bold in accordance with the attached revised vote box.

### **FINANCIAL RESOLUTION:**

Be it Resolved, that the CAAP funds originally allocated for \$104,000 for the Taft Airport Slurry Seal Runway and Restripe, Renovate Runway Lighting project be hereby amended to \$103,555 in accordance with the attached revised vote box.

Attachment



## 2.7 Aeronautic Financial Matters

2.7c.(5) Financial Allocation Amendment: Aeronautics Program		Resolution FDOA-2018-08 Amending Resolution FDOA-2014-01	
\$104,000	Taft Airport	2011-12	
<b>\$103,555</b>	Slurry Seal Runway and Restripe, Renovate Runway Lighting	602-0041	\$104,000
	Ker-2-11-1	10.10.020.200	<b>\$103,555</b>
County of Kern	<b><u>Amend Resolution FDOA-2014-01 to deallocate \$445 due to project savings at completion.</u></b>		
Ker			



## Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 21–22, 2018

Reference No: 2.7c.(6)  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Gary Cathey, Chief  
Division of Aeronautics

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR LOCALLY-ADMINISTERED  
AERONAUTICS PROJECT AT PUBLIC-USE AIRPORT  
RESOLUTION FDOA-2018-09, AMENDING RESOLUTION FDOA-2014-09**

### **ISSUE:**

Should the California Transportation Commission (Commission) approve the following financial allocation amendment to deallocate \$4,323 from the Cameron Air Park Runway Crack Repair and Slurry Seal project (ED-6-14-1) in El Dorado County, due to savings upon project completion?

### **RECOMMENDATION:**

The California Department of Transportation recommends the approval of the following financial allocation amendment to deallocate \$4,323 from the Cameron Air Park Runway Crack Repair and Slurry Seal project (ED-6-14-1) in El Dorado County.

### **BACKGROUND:**

At its June 2015 meeting, the Commission approved Resolution FDOA-2014-09 for \$89,000 for the Cameron Air Park Runway Crack Repair and Slurry Seal project.

This California Aid to Airports Program (CAAP) Acquisition and Development (A&D) project identified in the following vote box has been completed with project savings. The proposed changes are reflected in strikethrough and bold in accordance with the attached revised vote box.

### **FINANCIAL RESOLUTION:**

Be it Resolved, that the CAAP funds originally allocated for \$89,000 for the Cameron Air Park Runway Crack Repair and Slurry Seal project be hereby amended to \$84,677 in accordance with the attached revised vote box.

Attachment



## 2.7 Aeronautic Financial Matters

2.7c.(6) Financial Allocation Amendment: Aeronautics Program		Resolution FDOA-2018-09 Amending Resolution FDOA-2014-09	
\$89,000	Cameron Air Park	2014-15	
<b>\$84,677</b>	Runway Crack Repair and Slurry Seal	602-0041	\$89,000
	ED-6-14-1	10.10.020.200	<b>\$84,677</b>
<u>County of El Dorado</u>	<b><u>Amend Resolution FDOA-2014-09 to deallocate \$4,323 due to project savings at completion.</u></b>		
ED			



## Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 21–22, 2018

Reference No: 2.7c.(7)  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Gary Cathey, Chief  
Division of Aeronautics

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR LOCALLY-ADMINISTERED  
AERONAUTICS PROJECT AT PUBLIC-USE AIRPORT  
RESOLUTION FDOA-2018-10, AMENDING RESOLUTION FDOA-2014-09**

### **ISSUE:**

Should the California Transportation Commission (Commission) approve the following financial allocation amendment to deallocate \$125,884 from the Chiriaco Summit Airport Runway Paving and Grading project (Riv-4-14-1) in Riverside County due to savings upon project completion?

### **RECOMMENDATION:**

The California Department of Transportation recommends the approval of the following financial allocation amendment to deallocate \$125,884 from the Chiriaco Summit Airport Runway Paving and Grading project (Riv-4-14-1) in Riverside County.

### **BACKGROUND:**

Actions made by the Commission for the Chiriaco Summit Airport Runway Paving and Grading project are as follows:

- June 2015-Commission approved Resolution FDOA-2014-09 allocating \$430,000 to the project.
- March 2016-Commission approved Resolution FDOAS-2015-01 providing \$49,000 in supplemental funding to complete the project, making revised allocation \$479,000.

This California Aid to Airports Program (CAAP) Acquisition and Development (A&D) Project identified in the following vote box has been completed with project savings. The proposed changes are reflected in strikethrough and bold in accordance with the attached revised vote box.

### **FINANCIAL RESOLUTION:**

Be it Resolved, that the CAAP funds originally allocated for \$479,000 for the Chiriaco Summit Airport Runway Paving and Grading project be hereby amended to \$353,116 in accordance with the attached revised vote box.

Attachment



## 2.7 Aeronautic Financial Matters

2.7c.(7) Financial Allocation Amendment: Aeronautics Program		Resolution FDOA-2018-10 Amending Resolution FDOA-2014-09	
\$479,000	Chiriaco Summit Airport	2014-15	
<b>\$353,116</b>	Runway Paving and Grading	602-0041	\$479,000
	Riv-4-14-1	10.10.020.200	<b>\$353,116</b>
<u>County of Riverside</u>	<b><u>Amend Resolution FDOA-2014-09 to deallocate \$125,884 due to project savings at completion</u></b>		
Riv			



## Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 21–22, 2018

Reference No: 2.7c.(8)  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Gary Cathey, Chief  
Division of Aeronautics

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR LOCALLY-ADMINISTERED  
AERONAUTICS PROJECT AT PUBLIC-USE AIRPORT  
RESOLUTION FDOA-2018-11, AMENDING RESOLUTION FDOA-2015-05**

### **ISSUE:**

Should the California Transportation Commission (Commission) approve the following financial allocation amendment to deallocate \$15,877 from the Ravendale Airport Overlay Runway and Tiedown Area project (Las-4-14-1) in Lassen County due to savings upon project completion?

### **RECOMMENDATION:**

The California Department of Transportation recommends the approval of the following financial allocation amendment to deallocate \$15,877 from the Ravendale Airport Overlay Runway and Tiedown Area project (Las-4-14-1) in Lassen County.

### **BACKGROUND:**

Actions made by the Commission for the Ravendale Airport Overlay Runway and Tiedown Area project are as follows:

- May 2015-Commission approved Resolution FDOA-2014-08 allocating \$306,000 to the project.
- December 2015-Commission approved Resolution FDOA-2015-05 de-allocating \$122,000 based on contract award, making revised allocation \$184,000.
- March 2016-Commission approved technical corrections to the Resolution number (FDOA-2015-03 to FDOA-2015-05) and project description.

This California Aid to Airports Program (CAAP) Acquisition and Development (A&D) Project identified in the following vote box has been completed with project savings. The proposed changes are reflected in strikethrough and bold in accordance with the attached revised vote box.

### **FINANCIAL RESOLUTION:**

Be it Resolved, that the CAAP funds originally allocated for \$184,000 for the Ravendale Airport Overlay Runway and Tiedown Area project be hereby amended to \$168,123 in accordance with the attached revised vote box.

Attachment



## 2.7 Aeronautic Financial Matters

2.7c.(8) Financial Allocation Amendment: Aeronautics Program		Resolution FDOA-2018-11 Amending Resolution FDOA-2015-05	
<del>\$184,000</del>	Ravendale Airport	2014-15	
<b>\$168,123</b>	Overlay Runway and Tiedown Area	602-0041	<del>\$184,000</del>
	LAS-4-14-1	10.10.020.200	<b>\$168,123</b>
<u>County of Lassen</u>	<b><u>Amend Resolution FDOA-2015-05 to deallocate \$15,877 due to project savings at completion.</u></b>		
Las			



## Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 21–22, 2018

Reference No: 2.7c.(9)  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Gary Cathey, Chief  
Division of Aeronautics

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR LOCALLY-ADMINISTERED  
AERONAUTICS PROJECT AT PUBLIC-USE AIRPORT  
RESOLUTION FDOA-2018-12, AMENDING RESOLUTION FDOA-2015-12**

### **ISSUE:**

Should the California Transportation Commission (Commission) approve the following financial allocation amendment to deallocate \$97,304 from the Sierraville-Dearwater Airport Slurry Seal and Re-Stripe Runway project (Sie-1-15-1) in Sierra County due to savings upon project completion?

### **RECOMMENDATION:**

The California Department of Transportation recommends the approval of the following financial allocation amendment to deallocate \$97,304 from the Sierraville-Dearwater Airport Slurry Seal and Re-Stripe Runway project (Sie-1-15-1) in Sierra County.

### **BACKGROUND:**

At its June 2016 meeting, the Commission approved Resolution FDOA-2015-12 for \$194,000 for the Sierraville-Dearwater Airport Slurry Seal and Re-Stripe Runway project.

This California Aid to Airports Program (CAAP) Acquisition and Development (A&D) project identified in the following vote box has been completed with project savings. The proposed changes are reflected in strikethrough and bold in accordance with the attached revised vote box.

### **FINANCIAL RESOLUTION:**

Be it Resolved, that the CAAP funds originally allocated for \$194,000 for the Sierraville-Dearwater Airport Slurry Seal and Re-Stripe Runway project be hereby amended to \$96,696 in accordance with the attached revised vote box.

Attachment



## 2.7 Aeronautic Financial Matters

2.7c.(9) Financial Allocation Amendment: Aeronautics Program		Resolution FDOA-2018-12 Amending Resolution FDOA-2015-12	
\$194,000	Sierraville Dearwater Airport	2015-16	
<b>\$96,696</b>	Slurry Seal and Re-Stripe Runway	602-0041	\$194,000
	Sie-1-15-1	10.10.020.200	<b>\$96,696</b>
County of Sierra Sie	<b><u>Amend Resolution FDOA-2015-12 to deallocate \$97,304 due to project savings at completion.</u></b>		



## Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 21–22, 2018

Reference No: 2.7c.(10)  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Gary Cathey, Chief  
Division of Aeronautics

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR LOCALLY-ADMINISTERED  
AERONAUTICS PROJECT AT A PUBLIC-USE AIRPORT  
RESOLUTION FDOA-2018-13, AMENDING RESOLUTION FDOA-2014-08**

### **ISSUE:**

Should the California Transportation Commission (Commission) approve the following financial allocation amendment to deallocate \$30,404 from the Herlong Airport Overlay Runway, Taxiway, and Apron project (Las-5-14-1) in Lassen County due to savings upon project completion?

### **RECOMMENDATION:**

The California Department of Transportation recommends the approval of the following financial allocation amendment to deallocate \$30,404 from the Herlong Airport Overlay Runway, Taxiway, and Apron project (Las-5-14-1) in Lassen County.

### **BACKGROUND:**

At its May 2015 meeting, the Commission approved Resolution FDOA-2014-08 for \$333,000 for the Herlong Airport Overlay Runway, Taxiway, and Apron project.

This California Aid to Airports Program (CAAP) Acquisition and Development (A&D) project identified in the following vote box has been completed with project savings. The proposed changes are reflected in strikethrough and bold in accordance with the attached revised vote box.

### **FINANCIAL RESOLUTION:**

Be it Resolved, that the CAAP funds originally allocated for \$333,000 for the Herlong Airport Overlay Runway, Taxiway, and Apron project be hereby amended to \$302,596 in accordance with the attached revised vote box.

Attachment



## 2.7 Aeronautic Financial Matters

2.7c.(10) Financial Allocation Amendment: Aeronautics Program		Resolution FDOA-2018-13 Amending Resolution FDOA-2014-08	
\$333,000	Herlong Airport	2014-15	
<b>\$302,596</b>	Overlay runway, taxiway and apron	602-0041	\$333,000
	Las-5-14-1	10.10.020.200	<b>\$302,596</b>
<u>County of Lassen</u>	<b><u>Amend Resolution FDOA-2014-08 to deallocate \$30,404 due to project savings at completion.</u></b>		
Las			



## Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 21–22, 2018

Reference No: 2.7c.(11)  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Gary Cathey, Chief  
Division of Aeronautics

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR LOCALLY-ADMINISTERED  
AERONAUTICS PROJECT AT PUBLIC-USE AIRPORT  
RESOLUTION FDOA-2018-14, AMENDING RESOLUTION FDOA-2015-12**

### **ISSUE:**

Should the California Transportation Commission (Commission) approve the following financial allocation amendment to deallocate \$495,000 from the Hayfork Airport Repave Runway project (Tri-2-15-1) in Trinity County due to the timely use of funds restriction?

### **RECOMMENDATION:**

The California Department of Transportation recommends the approval of the following financial allocation amendment to deallocate \$495,000 from the Hayfork Airport Repave Runway project (Tri-2-15-1) in Trinity County.

### **BACKGROUND:**

Actions made by the Commission for the Hayfork Airport Repave Runway project are as follows:

- June 2016-Commission approved Resolution FDOA-2015-12 allocating \$495,000 to the project.
- June 2017-Commission approved Waiver 17-31 granting an eight-month extension to award the contract.

The responsible agency has been unable to award the contract within the eight-month extension approved by the Commission. The Commission's timely use of funds restriction in the Resolution G-14-03: Policy Guidance of General Aviation Funding requires a deallocation for this California Aid to Airports Program (CAAP) Acquisition and Development (A&D) Project identified in the following vote box. The proposed changes are reflected in strikethrough and bold in accordance with the attached revised vote box.

### **FINANCIAL RESOLUTION:**

Be it Resolved, that the CAAP funds originally allocated for \$495,000 for the Hayfork Airport Repave Runway project be hereby amended to \$0 in accordance with the attached revised vote box.

Attachment



## 2.7 Aeronautic Financial Matters

2.7c.(11) Financial Allocation Amendment: Aeronautics Program		Resolution FDOA-2018-14 Amending Resolution FDOA-2015-12	
\$495,000 \$0	Hayfork Airport Repave Runway Tri-2-15-1	2015-16 602-0041 10.10.020.200	\$495,000 \$0
County of Trinity Tri	<b><u>Amend Resolution FDOA-2015-12 to deallocate \$495,000 due to timely use of funds restriction.</u></b>		



## Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 21–22, 2018

Reference No: 2.7c.(12)  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Gary Cathey, Chief  
Division of Aeronautics

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR LOCALLY-ADMINISTERED  
AERONAUTICS PROJECT AT PUBLIC-USE AIRPORT  
RESOLUTION FDOA-2018-15, AMENDING RESOLUTION FDOA-2015-12**

### **ISSUE:**

Should the California Transportation Commission (Commission) approve the following financial allocation amendment to deallocate \$414,000 from the Hyampom Airport Runway Pavement Rehabilitation project (Tri-5-15-1) in Trinity County due to the timely use of funds restriction?

### **RECOMMENDATION:**

The California Department of Transportation recommends the approval of the following financial allocation amendment to deallocate \$414,000 from the Hyampom Airport Runway Pavement Rehabilitation project (Tri-5-15-1) in Trinity County.

### **BACKGROUND:**

Actions made by the Commission for the Hyampom Airport Runway Pavement Rehabilitation project are as follows:

- June 2016-Commission approved Resolution FDOA-2015-12 allocating \$414,000 to the project.
- June 2017-Commission approved Waiver 17-31 granting an eight-month extension to award the contract.

The responsible agency has been unable to award the contract within the eight-month extension approved by the Commission. The Commission's timely use of funds restriction in the Resolution G-14-03: Policy Guidance of General Aviation Funding requires a deallocation for this California Aid to Airports Program (CAAP) Acquisition and Development (A&D) Project identified in the following vote box. The proposed changes are reflected in strikethrough and bold in accordance with the attached revised vote box.

### **FINANCIAL RESOLUTION:**

Be it Resolved, that the CAAP funds originally allocated for \$414,000 for the Hyampom Airport Runway Pavement Rehabilitation project be hereby amended to \$0 in accordance with the attached revised vote box.

Attachment



## 2.7 Aeronautic Financial Matters

2.7c.(12) Financial Allocation Amendment: Aeronautics Program		Resolution FDOA-2018-15 Amending Resolution FDOA-2015-12	
\$414,000 \$0	Hyampom Airport Runway Pavement Rehabilitation Tri-5-15-1	2015-16 602-0041 10.10.020.200	\$414,000 \$0
County of Trinity Tri	<b><u>Amend Resolution FDOA-2015-12 to deallocate \$414,000 due to timely use of funds restriction.</u></b>		



## **M e m o r a n d u m**

**To:** CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

**CTC Meeting:** March 21-22, 2018

**Reference No:** 2.3c.  
Action Item

**From:** NORMA ORTEGA  
Chief Financial Officer

**Prepared by:** Janice Benton, Chief  
Division of Design

**Subject:** **RELINQUISHMENT RESOLUTIONS**

### **ISSUE:**

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) request for the relinquishment resolutions that will transfer highway facilities no longer needed for the State Highway System to the local agencies identified in the summary?

### **RECOMMENDATION:**

The Department recommends that the Commission approve the relinquishment resolutions, summarized below, that will transfer highway facilities no longer needed for the State Highway System to the local agencies identified in the summary. It has been determined that each facility in the specific relinquishment resolution summarized below may be disposed of by relinquishment. Upon the recording of the approved relinquishment resolutions in the county where the facilities are located, all rights, title and interest of the State in and to the facilities to be relinquished will be transferred to the local agencies identified in the summary. The facilities are safe and drivable. The local authorities have been advised of the pending relinquishments a minimum of 90 days prior to the Commission meeting pursuant to Section 73 of the Streets and Highways Code. Any exceptions or unusual circumstances are described in the individual summaries.

### **RESOLUTIONS:**

Resolution R-4004 – 02-Plu-89-PM 20.4  
(Request No. 10792) – 1 Segment

Relinquishes right of way in the county of Plumas along Route 89 (Crescent Street and Ann Street) at Ayoob Alley, consisting of collateral facilities. The County, by letter dated November 14, 2017, agreed to accept title upon relinquishment by the State. The 90-day notice period expired January 14, 2018.



Resolution R-4005 – 04-Mrn-101-PM 23.2/23.9  
(Request No. 56131) – 1 Segment

Relinquishes right of way in the city of Novato along Route 101 on Redwood Boulevard, consisting of collateral facilities. The City, by freeway agreement dated January 27, 1998, and Resolution No. 16-12 dated February 14, 2012, agreed to accept title upon relinquishment by the State. The City, by Resolution No. 2018-005 dated January 9, 2018, agreed to waive the 90-day notice requirement and accept title upon relinquishment by the State.



## **M e m o r a n d u m**

**To:** CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

**CTC Meeting:** March 21-22, 2018

**Reference No:** 2.4b.  
Action Item

**From:** NORMA ORTEGA  
Chief Financial Officer

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

**Subject:** **RESOLUTIONS OF NECESSITY**

### **ISSUE:**

Should the California Transportation Commission (Commission) adopt Resolutions of Necessity (Resolutions) for these parcels, whose owners are not contesting the declared findings of the California Department of Transportation (Department) under Section 1245.230 of the Code of Civil Procedure?

### **RECOMMENDATION:**

The Department recommends the Commission adopt Resolution C-21601 through C-21604, and C-21606 through C-21608 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-21601 - Harvinder S. Birk and Harpreet K. Birk, as Trustees of The Birk Family Trust  
02-Sha-5-PM R4.7 - Parcel 14764-1, 2, 3, 4 - EA 3H7309.

Right of Way Certification (RWC) Date: 05/01/18; Ready To List (RTL) Date: 05/04/18.

Freeway - In Shasta County – roadway rehabilitation. Authorizes condemnation of land in fee and a temporary construction easement for a State highway. Located in the city of Anderson at Sikh Center Drive. Assessor Parcel Numbers (APNs) 201-950-005,023; 201-920-013.

C-21602 - W.E. Hanson, as Trustee and Oscar L. Willett, as Beneficiary of that certain Trust as Created by Deed and Declaration of Trust, recorded June 22, 1933, in Book 137, Page 126  
05-SLO-46-PM 36.0 - Parcel 9599-1 - EA 330719.

RWC Date: 05/12/07; RTL Date: 05/18/07. Expressway - convert Highway 46 to a four lane Expressway. Authorizes condemnation of a public road easement to provide access to Route 46. Located in the unincorporated area of Paso Robles at 6475 Burgundy Lane.  
APN 015-133-029.

C-21603 - Hassan Baharloo, a single man

05-SLO-166-PM 42.8 - Parcel 9958-1 - EA 0A5509.

RWC Date: 12/15/06; RTL Date: 03/30/07. Expressway - realignment of horizontal curves on State Route (SR) 166 east of Gifford. Authorizes condemnation of land in fee for State highway. Located on SR 166 in San Luis Obispo County, near the town of New Cuyama.  
APN 094-391-001.

C-21604 - James Raymond Darr, Trustee of the James Raymond Darr Living Trust, Dated June 22, 2012, as to an undivided ½ interest and Michael K. Pitcairn and Glenda F. Pitcairn, as Trustees of The Michael K. & Glenda F. Pitcairn Revocable Living Trust, as community property, as to an undivided ½ interest

06-Ker-46-PM 32.23 - Parcel 87133-1, 2, 3, 4 - EA 442549.

RWC Date: 06/01/17; RTL Date: 06/05/17. Conventional highway – two lane Conventional Highway to four lane Conventional Highway. Authorizes condemnation of land in fee for a State highway, a temporary easement for highway construction purposes, and underlying fee. Located in the city of Lost Hills at 21981 Highway 46. APN 069-370-24.



C-21606 - McKany Trust, et al.

11-SD-11-PM 1.87 - Parcel 34810-1, 2, 3, 4 - EA 056339.

RWC Date: 07/06/18; RTL Date: 07/09/18. Freeway - construct new four lane highway and commercial vehicle enforcement facility. Authorizes condemnation of land in fee for a State highway, extinguishment of abutter's rights of access, a permanent easement for drainage purposes, and extinguishment of permanent and temporary easements for ingress/egress, road, and utility purposes. Located in the county of San Diego near Otay Mesa Road and Alta Road. APN 648-070-14.

C-21607 - Otay Business Park, LLC, a Delaware Limited Liability Company

11-SD-11-PM 2.57 - Parcel 34814-1, 2, 3 - EA 056339.

RWC Date: 07/06/18; RTL Date: 07/09/18. Freeway - construct new four lane highway and commercial vehicle enforcement facility. Authorizes condemnation of land in fee for a State highway, extinguishment of abutter's rights of access, a permanent easement for drainage purposes, and extinguishment of a permanent easement for ingress and egress purposes. Located in the county of San Diego southeast of Otay Mesa Road and Alta Road. APN 648-070-21.

C-21608 - Rancho Vista Del Mar, a California Corporation formerly known as 3250 Corp., a California Corporation

11-SD-11-PM 2.57 - Parcel 34815-1 - EA 056339.

RWC Date: 07/06/18; RTL Date: 07/09/18. Freeway - construct new four lane highway and commercial vehicle enforcement facility. Authorizes condemnation of land in fee for a State highway and extinguishment of abutter's rights of access. Located in the county of San Diego southeast of Otay Mesa Road and Alta Road. APN 648-080-18.

Attachment



TRANSPORTATION COMMISSION  
RESOLUTION NO.

**C-21601**

CALIFORNIA TRANSPORTATION COMMISSION

RESOLUTION OF NECESSITY

TO ACQUIRE CERTAIN REAL PROPERTY

OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN

HIGHWAY 02-Sha-5-PM R4.7 PARCEL 14764-1, 2, 3, 4

OWNER: Harvinder S. Birk and Harpreet K. Birk, as Trustees of The  
Birk Family Trust

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

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

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

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

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

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

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

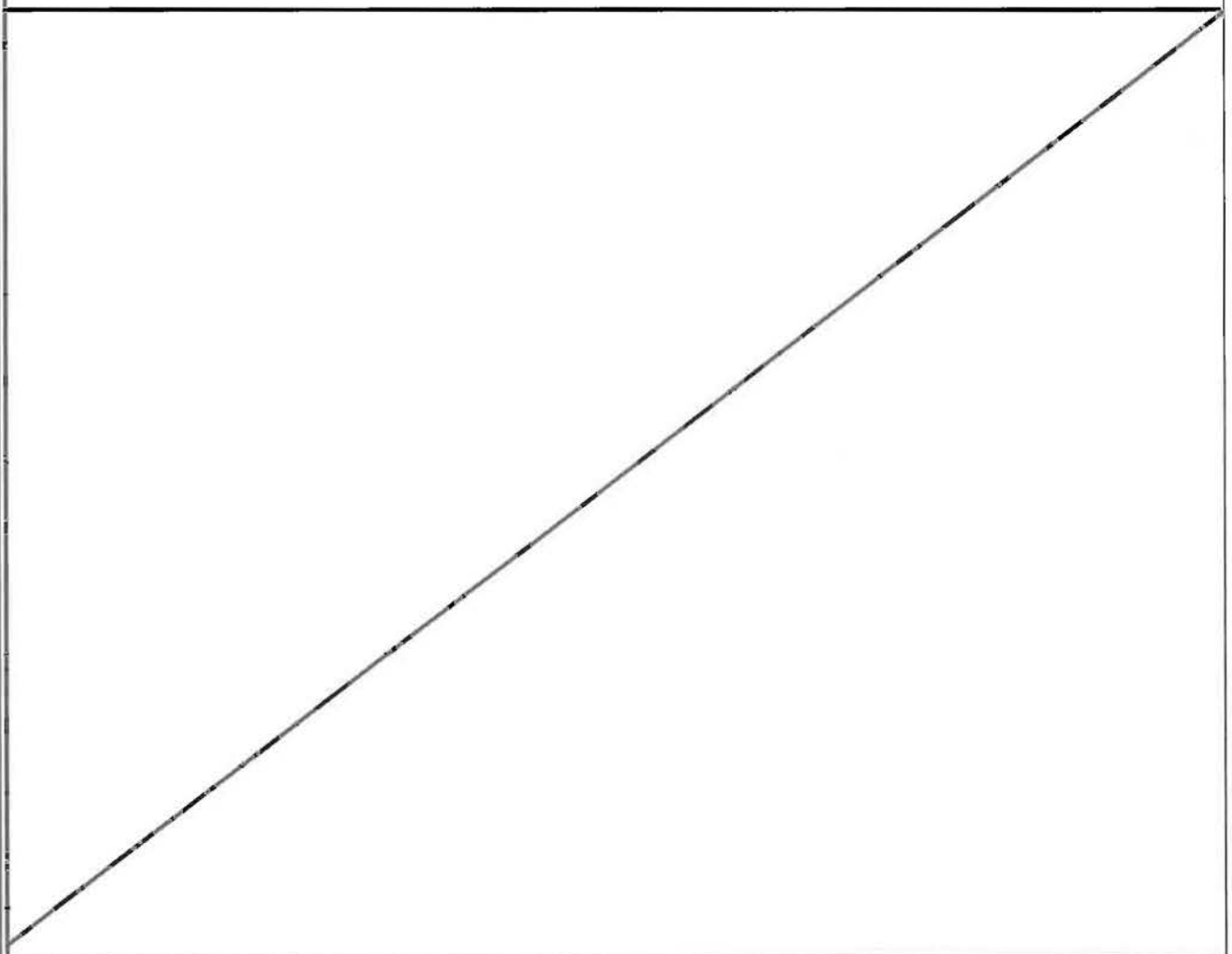
**APPROVED AS TO FORM AND PROCEDURE**

**APPROVAL RECOMMENDED**



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 Shasta, State of California,  
11 Highway 02-SHA-5 and described as follows:





## Memorandum

District	County	Route	Postmile	Project ID
02	SHA	5	R4.7	02-1800-0024

**To:** Lisa Harvey  
R/W, District 02 (Redding)

**From:** Ralph Reasoner  
R/W Engineering, District 02 (Redding)

**Subject:** RESOLUTION OF NECESSITY TRANSMITTAL

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

- RON Mapping (3 pages)
  - Index Map (Exhibit A) – shows parcel(s) in relation to the overall project
  - Detail Map (Exhibit B) – shows parcel(s) in detail
  - Detail Map (Exhibit C) – shows parcel(s) in detail
- RON Legal Description for parcel(s): (3 pages)
  - 14764-1, 14764-2, 14764-3, 14764-4

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

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

Signature

  
Professional Land Surveyor



Date Jan 17, 2018



Parcel 14764-1 (14764-2 and 14764-3)

For State highway purposes, that portion of the land conveyed to HARVINDER S. BIRK and HARPREET K. BIRK, as Trustees of THE BIRK FAMILY TRUST, by deed recorded December 19, 2000 as Document No. 2000-0046028, Official Records of Shasta County, bounded to the west by the east line of State Route 5 as shown on the map filed August 30, 1971 in Book 36 of Land Surveys at page 53, and to the east by the line described as follows:

Commencing at a brass disk in concrete stamped "6-5-70" as shown on the map filed October 20, 2008 in Book 56 of Land Surveys at page 125, Shasta County Records, from which a brass disk in concrete stamped "6-5-72" as shown on said map, bears N 9°11'13" W, 2675.35 feet;

thence, N 9°34'39" E, 574.47 feet to a point hereinafter referred to as Point A;

thence, N 9°10'55" W, 20 feet, more or less, to a point on the northerly line of the land conveyed to Central Pacific Railroad Company by deed recorded June 26, 1872 in Book 5 of Deeds at page 39, Shasta County Records, being the TRUE POINT OF BEGINNING of this line;

thence, continuing, N 9°10'55" W, 397 feet, more or less, to a point distant 417.18 feet from said Point A;

thence, continuing, N 9°10'55" W, 50.00 feet along a course hereinafter referred to as Course A;

thence, continuing, N 9°10'55" W, 290.76 feet;

thence, N 12°02'40" W, 302.95 feet;

thence, continuing, N 12°02'40" W, 50.00 feet along a course hereinafter referred to as Course B;

thence, continuing, N 12°02'40" W , 448.05 feet;

thence, N 9°10'55" W, 290.25 feet;

thence, S 80°49'05" W, 5.00 feet;



thence, N 9°10'55" W, 20 feet, more or less, to a point on the northerly line of said land conveyed to Birk, being the POINT OF TERMINATION of this line.

EXCEPTING THEREFROM, those portions lying westerly of and perpendicular to said Course A and Course B.

Parcel 14764-4

A temporary easement for construction purposes over, upon, and across that portion of the lands conveyed to HARVINDER S. BIRK and HARPREET K. BIRK, as Trustees of THE BIRK FAMILY TRUST, by deed recorded December 19, 2000 as Document No. 2000-0046028, Official Records of Shasta County, bounded to the west by the east line of State Route 5 as shown on the map filed August 30, 1971 in Book 36 of Land Surveys at page 53, and to the east by the line described as follows:

Commencing at a brass disk in concrete stamped "6-5-70" as shown on the map filed October 20, 2008 in Book 56 of Land Surveys at page 125, Shasta County Records, from which a brass disk in concrete stamped "6-5-72" as shown on said map, bears N 9°11'13" W, 2675.35 feet;

thence, N 30°30'51" E, 494.55 feet to a point hereinafter referred to as Point B;

thence, N 8°50'57" W, 20 feet, more or less, to a point on the northerly line of the land conveyed to Central Pacific Railroad Company by deed recorded June 26, 1872 in Book 5 of Deeds at page 39, Shasta County Records, being the TRUE POINT OF BEGINNING of this line;

thence, continuing, N 8°50'57" W, 300 feet, more or less, to a point distant 319.02 from said point B;

thence, from a tangent that bears N 78°54'45" W, along a curve to the right having a radius of 101.03 feet, through an angle of 51°32'37", a distance of 90.89 feet;

thence, N 27°22'08" W, 52.94 feet;



thence, along a tangent curve to the right having a radius of 728.86 feet, through an angle of  $15^{\circ}39'17''$ , a distance of 199.14 feet;

thence, N  $8^{\circ}50'57''$  W, 33.89 feet;

thence, N  $9^{\circ}10'55''$  W, 261.24 feet;

thence, N  $12^{\circ}02'40''$  W, 801.00 feet;

thence, N  $9^{\circ}10'55''$  W, 302.60 feet;

thence, along a tangent curve to the right having a radius of 15.00 feet, through an angle of  $38^{\circ}24'43''$ , a distance of 10 feet, more or less, to a point on the northerly line of said land conveyed to Birk, being the POINT OF TERMINATION of this line.

EXCEPTING THEREFROM, the parcel for State highway purposes hereinbefore described.

The temporary easement herein shall cease and terminate upon the completion of construction or not later than October 2, 2021.

Bearings and distances are based on the California Coordinate System of 1983(2004.69), Zone 1. Divide distances by 0.99990035 to obtain ground level distances.



TRANSPORTATION COMMISSION  
RESOLUTION NO.

**C-21602**

CALIFORNIA TRANSPORTATION COMMISSION  
RESOLUTION OF NECESSITY  
TO ACQUIRE CERTAIN REAL PROPERTY  
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN  
HIGHWAY 05-SLO-46-PM 36.0 PARCEL 9599

OWNER: W.E. Hanson, as Trustee and Oscar L. Willett, as Beneficiary  
of that certain Trust as Created by Deed and Declaration of Trust,  
recorded June 22, 1933, in Book 137, Page 126

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

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

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

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

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

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

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

\_\_\_\_\_  
Attorney, Department of Transportation

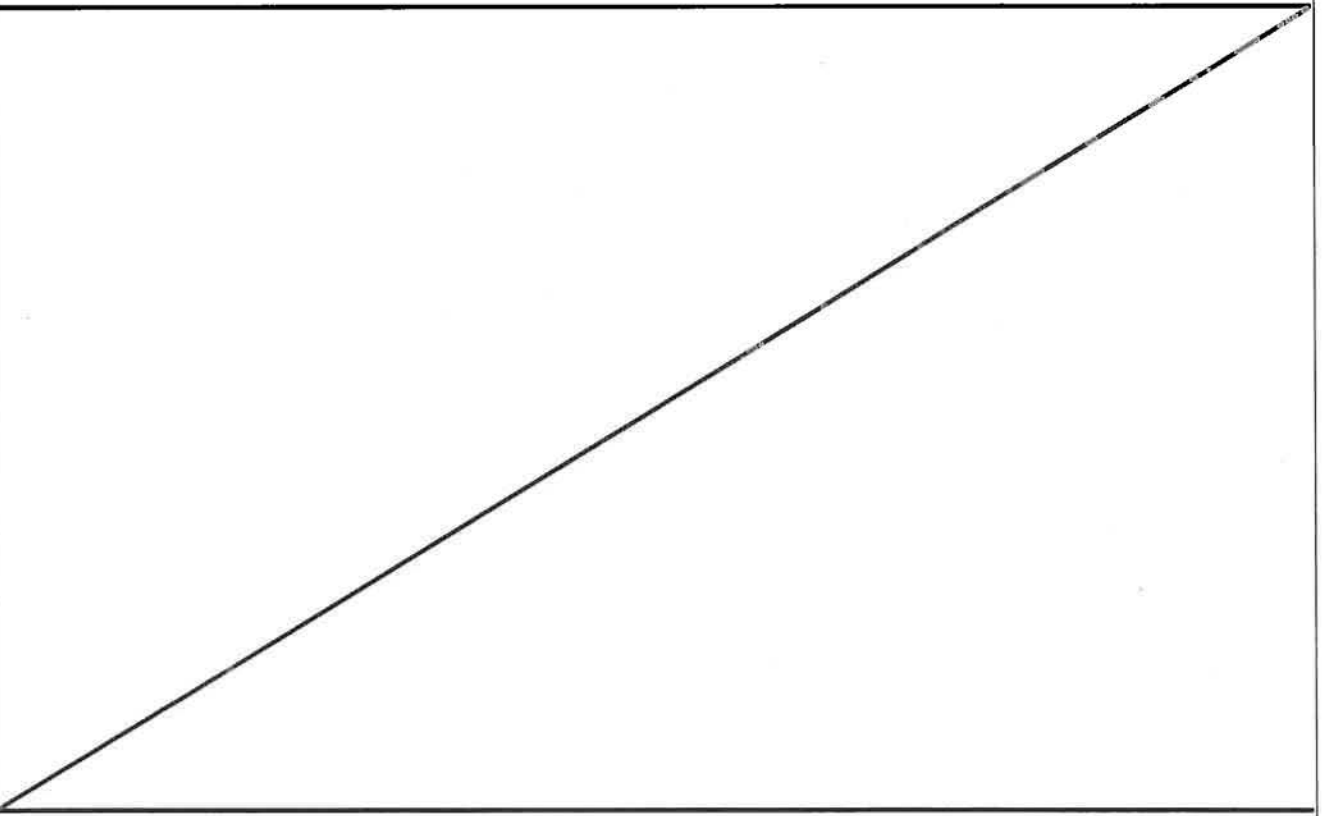
\_\_\_\_\_  
DIVISION OF RIGHT OF WAY



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

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

11      The real property or interests in real property, which the  
12      Department of Transportation is by this resolution authorized to  
13      acquire, is situated in the County of San Luis Obispo, State of  
14      California, Highway 05-SLO-46 and described as follows:





## Memorandum

District	County	Route	Postmile	Project ID
05	SLO	46	36.0	0500000499

**To:** CENTRAL REGION RESOLUTION OF NECESSITY

**From:** Joseph Bloom  
R/W Engineering, District 05

**Subject:** RESOLUTION OF NECESSITY TRANSMITTAL

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

- RON Mapping (2 pages)
  - Index Map (Exhibit A) – shows parcel(s) in relation to the overall project
  - Detail Map (Exhibit B) – shows parcel(s) in detail
- RON Legal Description for parcel(s): (1 page)
  - 9599-1

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

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

Signature

  
Professional Land Surveyor

Date Nov. 18, 2016





Parcel 9599-1 PUBLIC ROAD EASEMENT

An easement for public road purposes upon, over and across that portion of Lot 66 in Tract 22 as said lot and tract are shown on the map filed in Book 5 of Maps, Page 42, records of the County of San Luis Obispo, more particularly described as follows:

BEGINNING at the southwest corner of said Lot 66, being the intersection of the westerly line of said Lot 66 and the center line of Burgandy Lane according to said map of Tract 22;

THENCE (1), northerly along said westerly line of Lot 66, a distance of 6.096 meters (20.00 feet);

THENCE (2), N 76°29'52" E, a distance 44.201 meters;

THENCE (3), N 6°41'49" E, a distance 58.420 meters;

THENCE (4), N 14°40'01" E, a distance 57.804 meters to the northeast corner of said Lot 66, said point being on the easterly line of said Tract 22;

THENCE (5), S 1°39'09" W, along the easterly line of said Tract 22, to the intersection with the center line of Burgandy Lane;

THENCE (6) westerly, along the center line of said Burgandy Lane to the POINT OF BEGINNING.

The bearings and distances used in this description are based on the California Coordinate System of 1983, Zone 5. Multiply distances by 0.999989 to convert to ground distances.

END OF DESCRIPTION



TRANSPORTATION COMMISSION  
RESOLUTION NO.

**C-21603**

CALIFORNIA TRANSPORTATION COMMISSION  
RESOLUTION OF NECESSITY  
TO ACQUIRE CERTAIN REAL PROPERTY  
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN  
HIGHWAY 05-SLO-166-PM 42.8 PARCEL 9958-1  
OWNER: Hassan Baharloo, a single man

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

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

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

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

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

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

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

**APPROVED AS TO FORM AND PROCEDURE**

**APPROVAL RECOMMENDED**

\_\_\_\_\_  
Attorney, Department of Transportation

\_\_\_\_\_  
DIVISION OF RIGHT OF WAY



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

8 The real property or interests in real property, which the  
9 Department of Transportation is by this resolution authorized to  
10 acquire, is situated in the County of San Luis Obispo, State of  
11 California, Highway 05-SLO-166 and described as follows:

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## Memorandum

District	County	Route	Postmile	Project ID
5	SLO	166	42.8	0500000014

**To:** ESTHER RIVAS  
RIGHT OF WAY

**From:** JOSE D. AMBRIZ  
R/W Engineering, District 5

**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): (ONE page(s))
  - 9958-1

The electronic files for the above listed information have been transmitted by ROWMIS & CENTRAL REGION R.O.N. EMAIL.

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

Signature

  
Professional Land Surveyor

Date January 4, 2018





## EXHIBIT "A"

### PARCEL 9958-1

For State highway purposes, that portion of the land described in the deed recorded February 27, 1976, in Volume 1881 at Page 762, Official Records of San Luis Obispo County, State of California, lying southerly of the following described lines:

BEGINNING at a point on the northerly line of the State highway shown on the map filed in the State Highway Map Book 1 at Page 58-F, records of said County, said point bears N 27°16'30" E, 40.00 feet from Engineer's Station 145+75 on the centerline shown on said map;  
THENCE (1), S 72°10'09" E, 65.89 feet;  
THENCE (2), S 62°34'16" E, 675.00 feet;  
THENCE (3), S 71°18'37" E, 434.60 feet;  
THENCE (4), S 81°18'34" E, 668.00 feet;  
THENCE (5), S 74°14'42" E, 308.00 feet;  
THENCE (6), S 72°29'42" E, 178.00 feet;  
  
THENCE (7), S 61°22'20" E, 362.53 feet to a point that bears N 29°52'30" E, 109.06 feet from Engineer's Station 171+85.30 on said centerline shown on said map.

EXCEPTING THEREFROM any portion contained within the existing State highway.

### END OF DESCRIPTION

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

Signature 

Date January 4, 2018





TRANSPORTATION COMMISSION  
RESOLUTION NO.

**C-21604**

CALIFORNIA TRANSPORTATION COMMISSION  
RESOLUTION OF NECESSITY

TO ACQUIRE CERTAIN REAL PROPERTY

OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN

HIGHWAY 06-Ker-46-PM 32.23 PARCEL 87133-1, 2, 3, 4

OWNER: James Raymond Darr, Trustee of the James Raymond Darr Living Trust, Dated June 22, 2012, as to an undivided  $\frac{1}{2}$  interest and Michael K. Pitcairn and Glenda F. Pitcairn, as Trustees of The Michael K. & Glenda F. Pitcairn Revocable Living Trust, as community property, as to an undivided  $\frac{1}{2}$  interest

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

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

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

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

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

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

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

Attorney, Department of Transportation

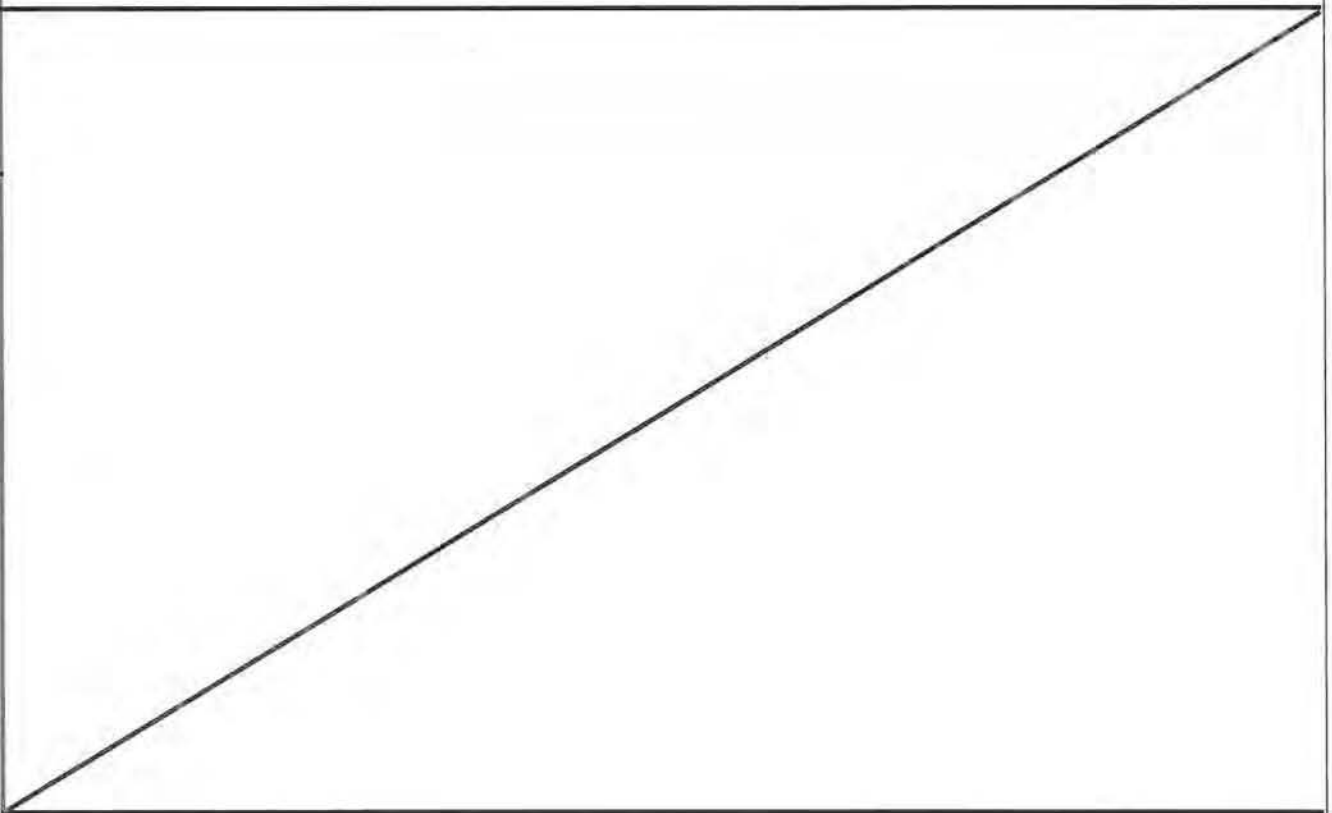
DIVISION OF RIGHT OF WAY



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

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

11      The real property or interests in real property, which the  
12      Department of Transportation is by this resolution authorized to  
13      acquire, is situated in the County of Kern, State of California,  
14      Highway 06-Ker-46 and described as follows:





## Memorandum

District	County	Route	Postmile	Project ID
06	KER	46	32.23	0612000175

**To:** Condemnation Unit

**From:** Curtis K. Abe  
RW Engineering, District 06

**Subject:** RESOLUTION OF NECESSITY TRANSMITTAL

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

- RON Mapping (2 pages)
  - Index Map (Exhibit A) – shows parcel(s) in relation to the overall project
  - Detail Map (Exhibit B) – shows parcel(s) in detail
- RON Legal Descriptions for parcel(s): (3 page(s))
  - 87133-1 & 87133-2
  - 87133-3
  - 87133-4

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 01/18/2018





Parcel 87133-1 & 87133-2

For State Highway purposes that portion of Parcel 4 of Parcel Map No. 7275, filed in Book 31, Page 41 and 42 of Parcel Maps, on August 02, 1984, in the Office of the Recorder of Kern County, more particularly described as follows:

BEGINNING at the northwest corner of said Parcel 4; THENCE (1) along the westerly boundary of said Parcel 4, South  $0^{\circ}32'24''$  West, 114.20 feet; THENCE (2) departing said westerly boundary, South  $89^{\circ}27'36''$  East, 15.00 feet; THENCE (3) North  $0^{\circ}32'24''$  East, 7.47 feet; THENCE (4) North  $45^{\circ}39'39''$  East, 23.41 feet to the southerly boundary of the north 90.00 feet of said Parcel 4; THENCE (5) along said southerly boundary, South  $89^{\circ}27'36''$  East, 433.43 feet to the beginning of a curve concave southerly as described in the Irrevocable Offer of Dedication to the County of Kern, recorded in Book 5674, on page 703, of Official Records of Kern County, said curve has a radius of 20.00 feet; THENCE (6) easterly along said curve through a central angle of  $19^{\circ}57'39''$  an arc distance of 6.97 feet; THENCE (7) departing said curve and said Irrevocable Offer, South  $44^{\circ}20'21''$  East, 17.01 feet to a point of non-tangency at the beginning of a curve, of a radius of 20.00 feet, as described in the Irrevocable Offer of Dedication to the County of Kern, recorded in Book 5674, on page 703, of Official Records of Kern County, to which a radial line bears North  $70^{\circ}49'16''$  East; THENCE (8) southerly along said curve through a central angle of  $19^{\circ}43'08''$  an arc distance of 6.88 feet; THENCE (9) departing said curve and said Irrevocable Offer, South  $89^{\circ}27'36''$  East, 45.02 feet to the easterly boundary of said Parcel 4; THENCE (10) along said easterly boundary of said Parcel 4, North  $0^{\circ}32'32''$  East, 110.00 feet, to the northeast corner of said Parcel 4; THENCE (11) along the northerly boundary of Parcel 4, North  $89^{\circ}27'36''$  West, 530.03 feet, to the POINT OF BEGINNING.



Parcel 87133-1 & 87133-2 (continued)

EXCEPTING THEREFROM, that portion of Parcel 4 of Parcel Map No. 7275, filed in Book 31, Page 41 and 42 of Parcel Maps, on August 02, 1984, in the Office of the Recorder of Kern County, included in the following described land:

COMMENCING at the northwest corner of said Parcel 4; THENCE (1) along the westerly boundary of said Parcel 4, South  $0^{\circ}32'24''$  West, 114.20 feet; THENCE (2) departing said westerly boundary, South  $89^{\circ}27'36''$  East, 15.00 feet; THENCE (3) North  $0^{\circ}32'24''$  East, 7.47 feet; THENCE (4) North  $45^{\circ}39'39''$  East, 23.41 feet to the southerly boundary of the north 90.00 feet of said Parcel 4; THENCE (5) along said southerly boundary, South  $89^{\circ}27'36''$  East, 433.43 feet to a point at the beginning of a curve concave southerly as described in the Irrevocable Offer of Dedication to the County of Kern, recorded in Book 5674, on page 703, of Official Records of Kern County, said curve has a radius of 20.00 feet, said point being the POINT OF BEGINNING; THENCE (6) easterly along said curve through a central angle of  $90^{\circ}00'00''$  an arc distance of 31.42 feet; THENCE (7) departing said curve and said Irrevocable Offer, South  $89^{\circ}27'36''$  East, 45.02 feet to the easterly boundary of said Parcel 4; THENCE (8) along said easterly boundary of said Parcel 4, North  $0^{\circ}32'32''$  East, 110.00 feet, to the northeast corner of said Parcel 4; THENCE (9) along the northerly boundary of Parcel 4, North  $89^{\circ}27'36''$  West, 45.02 feet to the northeast corner of the Order of Vacation recorded as Document 0203103698, on May 28, 2003, Kern County Official Records, THENCE (10) along the easterly boundary of said Order of Vacation, South  $0^{\circ}32'24''$  West, 90.00 feet to the southeasterly corner of said Order of Vacation; THENCE (11) along the southerly boundary of said Order of Vacation, North  $89^{\circ}27'36''$  West, 20.00 feet to the POINT OF BEGINNING.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 5. Multiply distances by 1.00002875 to convert to ground distances.



Parcel 87133-3

A temporary EASEMENT for construction of State Highway facilities and appurtenances thereto, under, upon, over and across that portion of Parcel 4 of Parcel Map No. 7275, filed in Book 31, Page 41 and 42 of Parcel Maps, on August 02, 1984, in the Office of the Recorder of Kern County, described as follows:

COMMENCING at the northwest corner of said Parcel 4; THENCE (1) along the westerly boundary of said Parcel 4, South 0°32'24" West, 114.20 feet to the POINT OF BEGINNING; THENCE (2) continuing along said westerly boundary of Parcel 4, South 0°32'24" West, 10.00 feet; THENCE (3) departing said westerly boundary of Parcel 4, South 89°27'36" East, 15.00 feet; THENCE (4) North 0°32'24" East, 10.00 feet; THENCE (5) North 89°27'36" West, 15.00 feet to the POINT OF BEGINNING;

Rights to the above described temporary easement shall cease and terminate on July 01, 2020. Said rights may also be terminated prior to the above date by STATE upon notice to OWNER.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 5. Multiply distances by 1.00002875 to convert to ground distances.



Parcel 87133-4

For State Highway purposes, the underlying fee portion of Parcel 4 of Parcel Map No. 7275, filed in Book 31, Page 41 and 42 of Parcel Maps, on August 02, 1984, in the Office of the Recorder of Kern County, included in the following described land:

COMMENCING at the northwest corner of said Parcel 4; THENCE (1) along the westerly boundary of said Parcel 4, South  $0^{\circ}32'24''$  West, 114.20 feet; THENCE (2) departing said westerly boundary, South  $89^{\circ}27'36''$  East, 15.00 feet; THENCE (3) North  $0^{\circ}32'24''$  East, 7.47 feet; THENCE (4) North  $45^{\circ}39'39''$  East, 23.41 feet to the southerly boundary of the north 90.00 feet of said Parcel 4; THENCE (5) along said southerly boundary, South  $89^{\circ}27'36''$  East, 433.43 feet to a point at the beginning of a curve concave southerly as described in the Irrevocable Offer of Dedication to the County of Kern, recorded in Book 5674, on page 703, of Official Records of Kern County, said curve has a radius of 20.00 feet, said point being the POINT OF BEGINNING; THENCE (6) easterly along said curve through a central angle of  $90^{\circ}00'00''$  an arc distance of 31.42 feet; THENCE (7) departing said curve and said Irrevocable Offer, South  $89^{\circ}27'36''$  East, 45.02 feet to the easterly boundary of said Parcel 4; THENCE (8) along said easterly boundary of said Parcel 4, North  $0^{\circ}32'32''$  East, 110.00 feet, to the northeast corner of said Parcel 4; THENCE (9) along the northerly boundary of Parcel 4, North  $89^{\circ}27'36''$  West, 45.02 feet to the northeast corner of the Order of Vacation recorded as Document 0203103698, on May 28, 2003, Kern County Official Records, THENCE (10) along the easterly boundary of said Order of Vacation, South  $0^{\circ}32'24''$  West, 90.00 feet to the southeasterly corner of said Order of Vacation; THENCE (11) along the southerly boundary of said Order of Vacation, North  $89^{\circ}27'36''$  West, 20.00 feet to the POINT OF BEGINNING.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 5. Multiply distances by 1.00002875 to convert to ground distances.



TRANSPORTATION COMMISSION  
RESOLUTION NO.

**C-21606**

CALIFORNIA TRANSPORTATION COMMISSION  
RESOLUTION OF NECESSITY  
TO ACQUIRE CERTAIN REAL PROPERTY  
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN  
HIGHWAY 11-SD-11-PM 1.87 PARCEL 34810-1, 2, 3, 4  
OWNER: McKany Trust, et al.

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

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

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

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

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

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

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

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

\_\_\_\_\_  
Attorney, Department of Transportation

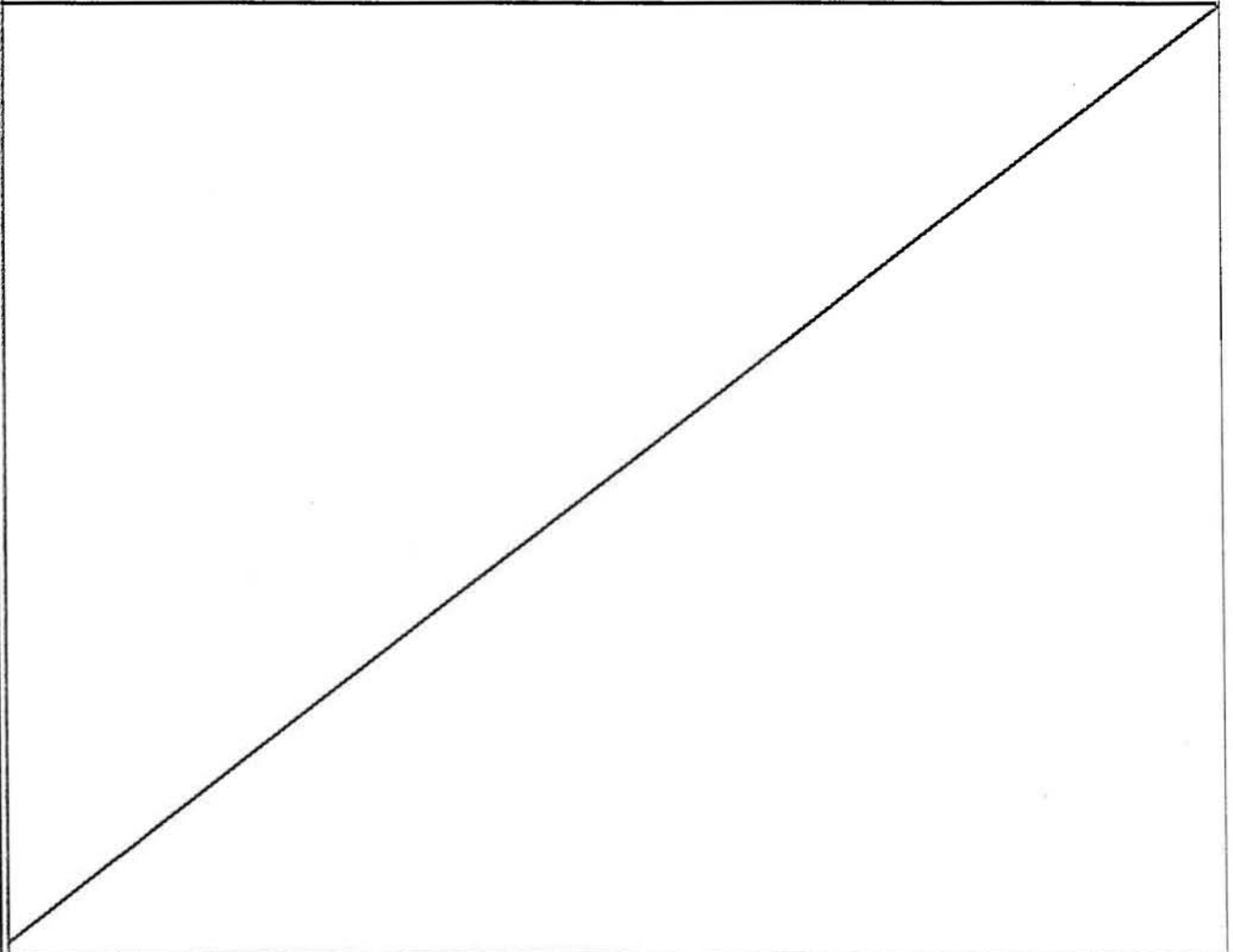
\_\_\_\_\_  
DIVISION OF RIGHT OF WAY



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

8 The real property or interests in real property, which the  
9 Department of Transportation is by this resolution authorized to  
10 acquire, is situated in the County of San Diego, State of  
11 California, Highway 11-SD-11 and described as follows:

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# **TITLE SHEET**

(Resolution of Necessity Description)

District	County	Route	Postmile
11	SD	11	1.87

PROJECT ID 1100020520  
EA 056339

Legal descriptions for the parcels listed below are attached.

This document consists of a total of 4 pages.

Parcels in Legal Description:					
34810-1					
34810-2					
34810-3					
34810-4					

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

Signature Sylvia N. Dietsch  
Professional Land Surveyor

Date Dec. 4, 2017





PARCEL 34810-1

For freeway purposes, that portion of the Southeast Quarter of the Northwest Quarter of Section 31, Township 18 South, Range 1 East, San Bernardino Meridian, in the County of San Diego, State of California, according to Official Plat thereof, lying Northerly of the following described line:

COMMENCING at the North Quarter Corner of said Section 31 marked with a 3 inch brass disc stamped "S.D.CO.ENGR. 1990", as shown on Record of Survey No. 18717, filed April 1, 2005, as File No. 2005-0265751, in the office of the San Diego County Recorder, State of California; said monument bears N.00°16'27"W., 2,656.31 feet from a 2" iron pipe with tag stamped "LS 3145", accepted as the center of said Section 31 as shown on Record of Survey No. 6945, filed April 8, 1968 as File No. 58386, in the office of said County Recorder; THENCE along the north-south centerline of said Section 31, S.00°16'27"E., 1,604.69 feet to the POINT OF BEGINNING;

THENCE (1) leaving said centerline, N.83°19'17"W., 113.57 feet;  
THENCE (2) N.04°29'11"W., 137.65 feet;  
THENCE (3) N.75°05'45"W., 144.23 feet;  
THENCE (4) N.85°15'05"W., 143.21 feet;  
THENCE (5) S.86°09'19"W., 206.44 feet;  
THENCE (6) N.84°16'57"W., 243.15 feet;  
THENCE (7) S.54°47'10"W., 340.43 feet;  
THENCE (8) N.87°25'17"W., 288.41 feet to the POINT OF TERMINUS.

EXCEPTING therefrom the Easterly 30 feet.

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

PARCEL 34810-2

For freeway purposes, a portion of that certain easement described as Parcel 2 in deed recorded on March 10, 1986 as Document Number 86-091126, in the office of the San Diego County Recorder, State of California more particularly described as "an easement and right of way for ingress and egress and road purposes and for sewer, water, gas, power and telephone lines and appurtenances thereto to be used in common with the Trustor's and others over, upon and under the Easterly 30.00 feet of the Northeast quarter of the Northwest quarter of Section 31, Township 18 South, Range 1 East, San Bernardino Meridian, in the County of San Diego, State of California, according to Official Plat thereof," lying Southerly of the following described line:

COMMENCING at the North Quarter Corner of said Section 31 marked with a 3 inch brass disc stamped "S.D.CO.ENGR. 1990", as shown on Record of Survey No. 18717, filed April 1, 2005 as File No. 2005-0265751, in the office of said County Recorder; said monument bears N.00°16'27"W., 2,656.31 feet from a 2" iron pipe with tag stamped "LS 3145", accepted as the center of said Section 31 as shown on Record of Survey No. 6945, filed April 8, 1968 as File No. 58386, in the office of said County Recorder; THENCE along the north-south centerline of said Section 31, S.00°16'27"E., 1,123.82 feet to the POINT OF BEGINNING;

THENCE (1) leaving said centerline, N.83°47'39"W., 105.21 feet to the POINT OF TERMINUS.

PARCEL 34810-3

For freeway purposes, a portion of that certain easement described as Parcel 3 in deed recorded on March 10, 1986 as Document Number 86-091126, in the office of the San Diego County



Recorder, State of California more particularly described as "a temporary easement and right of way for ingress and egress and road purposes and for sewer, water, gas, power and telephone lines and appurtenances thereto to be used in common with the Trustor's and others, over, upon and under the Westerly 30.00 feet of the Easterly 60.00 feet of the Northeast quarter of the Northwest quarter of Section 31, Township 18 South, Range 1 East, San Bernardino Meridian, in the County of San Diego, State of California, according to Official Plat thereof," lying Southerly of the following described line:

COMMENCING at the North Quarter Corner of said Section 31 marked with a 3 inch brass disc stamped "S.D.CO.ENGR. 1990", as shown on Record of Survey No. 18717, filed April 1, 2005 as File No. 2005-0265751, in the office of said County Recorder; said monument bears N.00°16'27"W., 2,656.31 feet from a 2" iron pipe with tag stamped "LS 3145", accepted as the center of said Section 31 as shown on Record of Survey No. 6945, filed April 8, 1968 as File No. 58386, in the office of said County Recorder; THENCE along the north-south centerline of said Section 31, S.00°16'27"E., 1,123.82 feet to the POINT OF BEGINNING;

THENCE (1) leaving said centerline, N.83°47'39"W., 105.21 feet to the POINT OF TERMINUS.

Said temporary easement shall terminate upon the occurrence of either of the 2 conditions.

(1) The County of San Diego extends Alta Road 60.00 feet wide, along the East line of the Northwest quarter of Section 31.

(2) A permanent easement is obtained over the West 30.00 feet of the Northeast quarter of Section 31, Township 18 South, Range 1 East, San Bernardino Meridian.

#### PARCEL 34810-4

For freeway purposes, an EASEMENT FOR DRAINAGE PURPOSES AND INCIDENTS THERETO upon, over, under and across that portion of the Southeast Quarter of the Northwest Quarter of Section 31, Township 18 South, Range 1 East, San Bernardino Meridian, in the County of San Diego, State of California, according to Official Plat thereof, described as follows:

COMMENCING at the North Quarter Corner of said Section 31 marked with a 3 inch brass disc stamped "S.D.CO.ENGR. 1990", as shown on Record of Survey No. 18717, filed April 1, 2005, as File No. 2005-0265751, in the office of the San Diego County Recorder, State of California; said monument bears N.00°16'27"W., 2,656.31 feet from a 2" iron pipe with tag stamped "LS 3145", accepted as the center of said Section 31 as shown on Record of Survey No. 6945, filed April 8, 1968 as File No. 58386, in the office of said County Recorder;

THENCE (1) along the north-south centerline of said Section 31, S.00°16'27"E., 1,604.69;

THENCE (2) leaving said centerline, N.83°19'17"W., 113.57 feet;

THENCE (3) N.04°29'11"W., 137.65 feet;

THENCE (4) N.75°05'45"W., 144.23 feet;

THENCE (5) N.85°15'05"W., 143.21 feet;

THENCE (6) S.86°09'19"W., 206.44 feet;

THENCE (7) N.84°16'57"W., 243.15 feet;

THENCE (8) S.54°47'10"W., 340.43 feet;

THENCE (9) N.87°25'17"W., 187.96 feet to a point on the Westerly line of the Southeast Quarter of the Northwest Quarter of said Section 31, said point being the POINT OF BEGINNING;

THENCE (10) along said Westerly line, S.00° 04' 33"W., 40.04 feet;

THENCE (11) leaving said Westerly line, S.87° 25' 17"E., 105.75 feet;

THENCE (12) N.02° 34' 43"E., 40.00 feet to the herein above course "(9)";



THENCE (13) along said course "(9)", N.87° 25' 17"W., 107.50 feet to the POINT OF BEGINNING.

Reserving unto OWNERS of the above described parcel of land, their successors or assigns, the right at any time to remove such drainage facilities or portions thereof upon removing the necessity for the drainage facilities or portions thereof or upon providing in place thereof a functional drainage replacement, the design and construction of which shall be first approved by the State of California Department of Transportation, for the protection and support of said freeway.

The bearings and distances used in the above description(s) are based on the California Coordinate System of 1983, Zone 6, HPGN Epoch 1991.35. Divide all distances by 1.0000206 to obtain ground level distances.



TRANSPORTATION COMMISSION  
RESOLUTION NO.

**C-21607**

CALIFORNIA TRANSPORTATION COMMISSION  
RESOLUTION OF NECESSITY  
TO ACQUIRE CERTAIN REAL PROPERTY  
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN  
HIGHWAY 11-SD-11-PM 2.57 PARCEL 34814-1, 2, 3  
OWNER: Otay Business Park, LLC a Delaware Limited Liability Company

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

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

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

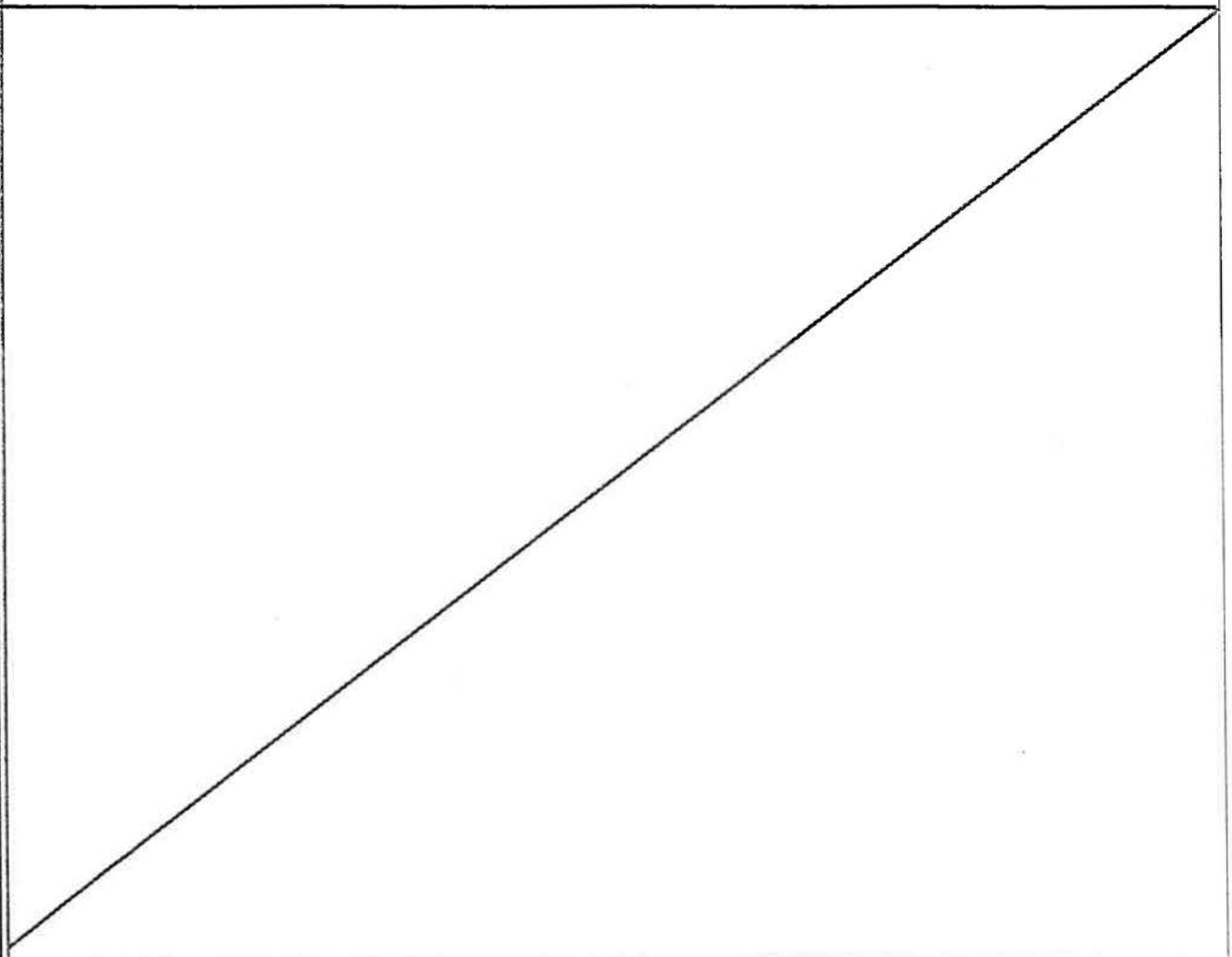
\_\_\_\_\_  
Attorney, Department of Transportation

\_\_\_\_\_  
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 San Diego, State of  
11 California, Highway 11-SD-11 and described as follows:





**TITLE SHEET**  
(Resolution of Necessity Description)

District	County	Route	Postmile
11	SD	11	2.57

PROJECT ID 1100020520EA 056339

Legal descriptions for the parcels listed below are attached.

This document consists of a total of 4 pages.

Parcels in Legal Description:					
34814-1					
34814-2					
34814-3					

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

Signature: Sylvia N. Dietsch  
Professional Land Surveyor

Date 11-30-2017





Parcel 34814-1

For freeway purposes, that portion of the Southeast Quarter of Section 31, Township 18 South, Range 1 East, San Bernardino Base and Meridian, in the County of San Diego, State of California, described as Parcel 1 in deed recorded November 30, 2005 as Document Number 2005-1033150 of Official Records in the office of the San Diego County Recorder, State of California, lying Easterly of courses "(10)" through "(18)" and Northerly of courses "(19)" through "(21)" of the following described line:

COMMENCING at the North Quarter Corner of said Section 31, said corner being marked with a 3 inch brass disc stamped "S.D.CO.ENGR. 1990", as shown on Record of Survey No. 18717, filed April 1, 2005, as File No. 2005-0265751, in the office of said County Recorder; said monument bears N.00°16'27"W., 2,656.31 feet from a 2 inch iron pipe with tag stamped "LS 3145", accepted as the center of said Section 31 as shown on Record of Survey No. 6945, filed April 8, 1968 as File No. 58386, in the office of said County Recorder; THENCE along the North-South centerline of said Section 31, S.00°16'27"E., 1,604.69 feet to the POINT OF BEGINNING;

THENCE (1) leaving said centerline, S.83°19'17"E., 124.87 feet;

THENCE (2) N.02°04'31"E., 111.17 feet;

THENCE (3) S.71°27'43"E., 320.36 feet;

THENCE (4) S.37°18'45"E., 289.12 feet;

THENCE (5) S.61°30'59"E., 260.44 feet;

THENCE (6) N.84°46'55"E., 224.06 feet;

THENCE (7) S.50°40'32"E., 296.90 feet;

THENCE (8) S.33°40'45"E., 404.02 feet;

THENCE (9) S.16°31'12"E., 138.55 feet;

THENCE (10) S.12°00'57"E., 511.51 feet;

THENCE (11) S.40°09'53"W., 138.93 feet;

THENCE (12) S.41°14'40"E., 956.74 feet;

THENCE (13) S.00°00'00"E., 114.58 feet;

THENCE (14) N.90°00'00"E., 101.23 feet;

THENCE (15) S.00°00'00"W., 161.61 feet;

THENCE (16) S.90°00'00"W., 101.23 feet;

THENCE (17) S.00°00'00"E., 979.24 feet;

THENCE (18) S.52°42'34"E., 164.83 feet to the North line of that certain property described in deed to the United States of America, recorded April 7, 2000 as Document Number 2000-0177412, in the office of said County Recorder;

THENCE (19) along the North line of that certain property conveyed to the United States of America by said deed recorded as document number 2000-017412 N.84°40'02"E., 371.55 to the East Line of said Section 31;

THENCE Easterly along the North line of that certain property described in "Final Judgment of Condemnation" to the United States of America, recorded November 7, 2002 as Document Number 2002-0995949, in the office of said County Recorder the following two courses:

(20) N.84°40'02"E., 1,664.82 feet to an angle point therein;

(21) N.84°36'59"E., 558.76 feet to the POINT OF TERMINUS.

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



Parcel 34814-2

For freeway purposes, a portion of that certain easement described as Parcel 2 in deed recorded November 30, 2005 as Document Number 2005-1033150, in the office of the San Diego County Recorder, State of California, more particularly described as "an easement for ingress and egress over the Easterly 30 feet of the West Half of Section 31, Township 18 South, Range 1 East, San Bernardino Meridian, in the County of San Diego, State of California, according to the official plat thereof", lying between the following described LINE "A" and LINE "B":

LINE "A": COMMENCING at the North Quarter Corner of said Section 31 marked with a 3 inch brass disc stamped "S.D.CO.ENGR. 1990", as shown on Record of Survey No. 18717, filed April 1, 2005, as File No. 2005-0265751, in the office of said County Recorder; said monument bears N.00°16'27"W., 2,656.31 feet from a 2 inch iron pipe with tag stamped "LS 3145", accepted as the center of said Section 31 as shown on Record of Survey No. 6945, filed April 8, 1968 as File No. 58386, in the office of said County Recorder; THENCE along the North-South centerline of said Section 31, S.00°16'27"E., 1,123.82 feet to the POINT OF BEGINNING;  
THENCE (1) leaving said centerline, N.83°47'39"W., 105.21 feet to the POINT OF TERMINUS.

LINE "B": COMMENCING at the North Quarter Corner of said Section 31 marked with a 3 inch brass disc stamped "S.D.CO.ENGR. 1990", as shown on Record of Survey No. 18717, filed April 1, 2005, as File No. 2005-0265751, in the office of said County Recorder; said monument bears N.00°16'27"W., 2,656.31 feet from a 2 inch iron pipe with tag stamped "LS 3145", accepted as the center of said Section 31 as shown on Record of Survey No. 6945, filed April 8, 1968 as File No. 58386, in the office of said County Recorder; THENCE along the North-South centerline of said Section 31, S.00°16'27"E., 1,604.69 feet to the POINT OF BEGINNING;  
THENCE (2) leaving said centerline, N.83°19'17"W., 113.57 feet to the POINT OF TERMINUS.

Parcel 34814-3

For freeway purposes, an EASEMENT FOR DRAINAGE PURPOSES AND INCIDENTS THERETO upon, over, under and across that portion of the Southeast Quarter of Section 31, Township 18 South, Range 1 East, San Bernardino Base and Meridian, in the County of San Diego, State of California, described as Parcel 1 in deed recorded November 30, 2005 as Document Number 2005-1033150 of Official Records in the office of the San Diego County Recorder, State of California, described as follows:

COMMENCING at the North Quarter Corner of said Section 31, said corner being marked with a 3 inch brass disc stamped "S.D.CO.ENGR. 1990", as shown on Record of Survey No. 18717, filed April 1, 2005, as File No. 2005-0265751, in the office of said County Recorder; said monument bears N.00°16'27"W., 2,656.31 feet from a 2 inch iron pipe with tag stamped "LS 3145", accepted as the center of said Section 31 as shown on Record of Survey No. 6945, filed April 8, 1968 as File No. 58386, in the office of said County Recorder;

THENCE (1) along the North-South centerline of said Section 31, S.0°16'27"E., 1,604.69 feet;  
THENCE (2) leaving said centerline, S.83°19'17"E., 124.87 feet;  
THENCE (3) N.02°04'31"E., 111.17 feet;  
THENCE (4) S.71°27'43"E., 320.36 feet;  
THENCE (5) S.37°18'45"E., 289.12 feet;  
THENCE (6) S.61°30'59"E., 260.44 feet;  
THENCE (7) N.84°46'55"E., 224.06 feet;  
THENCE (8) S.50°40'32"E., 296.90 feet;  
THENCE (9) S.33°40'45"E., 404.02 feet;  
THENCE (10) S.16°31'12"E., 138.55 feet;



THENCE (11) S.12°00'57"E., 511.51 feet;  
THENCE (12) S.40°09'53"W., 138.93 feet;  
THENCE (13) S.41°14'40"E., 103.88 feet to the POINT OF BEGINNING;  
THENCE (14) S.41°14'40"E., 310.09 feet;  
THENCE (15) N.84°16'19"W., 97.62 feet;  
THENCE (16) N.41°14'40"W., 238.73 feet;  
THENCE (17) N.48°45'20"E., 66.61 feet to the POINT OF BEGINNING.

Reserving unto OWNERS of the above described parcel of land, their successors or assigns, the right at any time to remove such drainage facilities or portions thereof upon removing the necessity for the drainage facilities or portions thereof or upon providing in place thereof a functional drainage replacement, the design and construction of which shall be first approved by the State of California Department of Transportation, for the protection and support of said freeway.

The bearings and distances used in the above description(s) are based on the California Coordinate System of 1983, Zone 6, HPGN Epoch 1991.35. Divide all distances by 1.0000150 to obtain ground level distances.



TRANSPORTATION COMMISSION  
RESOLUTION NO.

**C-21608**

CALIFORNIA TRANSPORTATION COMMISSION  
RESOLUTION OF NECESSITY  
TO ACQUIRE CERTAIN REAL PROPERTY  
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN  
HIGHWAY 11-SD-11-PM 2.57 PARCEL 34815-1  
OWNER: Rancho Vista Del Mar, a California corporation formerly  
known as 3250 Corp., a California corporation

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

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

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

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

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

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

**APPROVED AS TO FORM AND PROCEDURE**

**APPROVAL RECOMMENDED**

\_\_\_\_\_  
Attorney, Department of Transportation

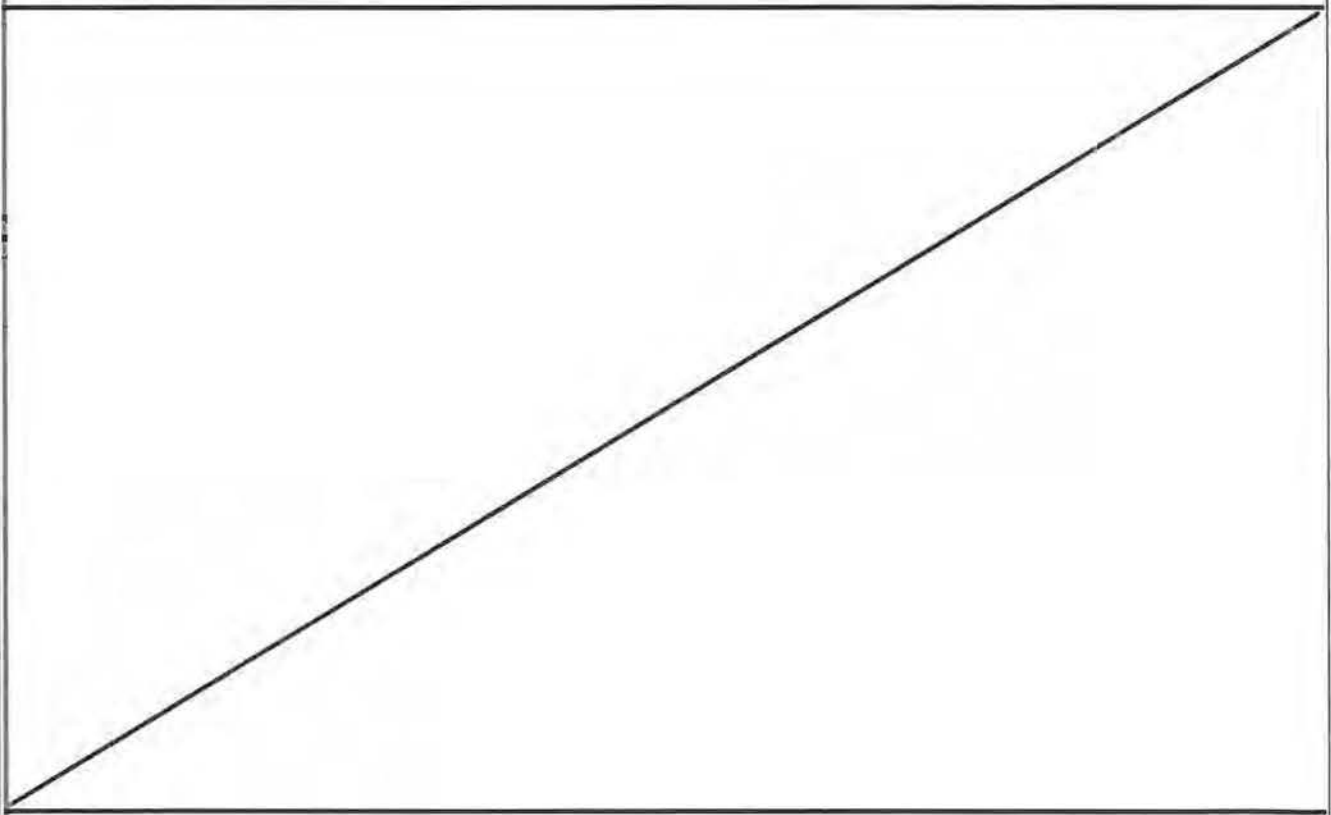
\_\_\_\_\_  
DIVISION OF RIGHT OF WAY



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 San Diego, State of  
14      California, Highway 11-SD-11 and described as follows:





# TITLE SHEET

(Resolution of Necessity Description)

District	County	Route	Postmile
11	SD	11	2.57

PROJECT ID 1100020520EA 056339

Legal descriptions for the parcels listed below are attached.

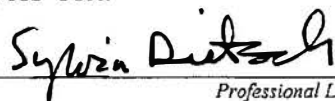
This document consists of a total of 2 pages.

## Parcels in Legal Description:

34815-1					

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

Signature



Professional Land Surveyor

Date 11-29-2017



Parcel 34815-1

For freeway purposes, that portion of the Northeast Quarter of the Southwest Quarter of Section 32, Township 18 South, Range 1 East, San Bernardino Base and Meridian, in the County of San Diego, State of California according to the official plat thereof, lying Southerly and Westerly of courses "(12)" through "(15)" of the following described LINE "A":

LINE "A": COMMENCING at the North Quarter Corner of Section 31, Township 18 South, Range 1 East, San Bernardino Base and Meridian, in said County, said corner being marked with a 3 inch brass disc stamped "S.D.CO.ENGR. 1990", as shown on Record of Survey No. 18717, filed April 1, 2005 as File No. 2005-0265751, in the office of the County Recorder of San Diego County, State of California; said monument bears N.00°16'27"W., 2,656.31 feet from a 2 inch iron pipe with tag stamped "LS 3145", accepted as the center of said Section 31 as shown on Record of Survey No. 6945, filed April 8, 1968 as File No. 58386, in the office of said County Recorder; THENCE along the North-South centerline of said Section 31, S.00°16'27"E., 1,123.82 feet to the POINT OF BEGINNING;

THENCE (1) leaving said centerline, S.83°47'39"E., 123.62 feet;  
THENCE (2) S.00°49'07"E., 113.40 feet;  
THENCE (3) S.85°37'14"E., 263.34 feet;  
THENCE (4) S.64°04'34"E., 1,000.54 feet;  
THENCE (5) S.57°42'25"E., 541.35 feet;  
THENCE (6) S.70°31'35"E., 617.96 feet;  
THENCE (7) S.62°34'21"E., 251.09 feet;  
THENCE (8) N.49°52'04"E., 274.99 feet;  
THENCE (9) S.43°26'30"E., 186.51 feet;  
THENCE (10) S.48°31'37"W., 269.03 feet;  
THENCE (11) S.44°35'20"E., 597.79 feet;  
THENCE (12) N.90°00'00"E., 1,228.06 feet;  
THENCE (13) S.00°00'00"E., 527.89 feet;  
THENCE (14) N.90°00'00"E., 299.05 feet;  
THENCE (15) S.00°00'00"E., 734.05 feet;  
THENCE (16) N.90°00'00"E., 86.73 feet;  
THENCE (17) S.12°21'40"E., 918.70 feet to a point on the North line of that certain property conveyed to the United States of America by "Final Judgment of Condemnation", recorded November 7, 2002, as Document Number 2002-0995949, in the office of said County Recorder and being the POINT OF TERMINUS.

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

The OWNER'S remaining property is landlocked and without any direct access to the freeway or to any public or private road. The State is without obligation or liability to provide access to said real property.

The bearings and distances used in the above description are based on the California Coordinate System of 1983, Zone 6, HPGN Epoch 1991.35. Divide all distances by 1.0000150 to obtain ground level distances.



## **M e m o r a n d u m**

**To:** CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

**CTC Meeting:** March 21-22, 2018

**Reference No:** 2.4d.  
Action Item

**From:** NORMA ORTEGA  
Chief Financial Officer

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

**Subject:** **CONVEYANCE OF EXCESS STATE OWNED REAL PROPERTY**

### **ISSUE:**

Should the California Transportation Commission (Commission) approve execution of the following Director's Deeds?

### **RECOMMENDATION:**

The California Department of Transportation (Department) recommends the Commission authorize execution of the Director's Deeds summarized below. The conveyance of excess State owned real property, including exchanges, is pursuant to Section 118 of the Streets and Highways Code.

The Director's Deeds included in this item involve an estimated current value of \$1,184,737. The State will receive a return of \$1,585,837 from the sale of these properties. A recapitulation of the items presented and corresponding maps are attached.

### **DIRECTOR'S DEEDS:**

**01-04-Ala-880** Post Mile (PM) 33.6  
Disposal Unit #DD-050126-01-01  
Convey to: Shivjoti Rani

Oakland  
3,396 Square Feet (s.f.)  
\$326,000  
Public Sale Estimate (PSE) \$218,000

Public sale. Five active bidders participated in the public sale. Selling price represents the highest bid received at the public sale.



**02-05-Mon-101 PM 92.6** North Salinas  
Disposal Unit #DD-10392-01-01 0.28 acre  
Convey to: RAMON MARTINEZ VERDIN \$6,837 (Appraisal \$6,837)  
AND DEBORAH SUE VERDIN, Community  
Property with Right of Survivorship.

Direct sale. Selling price is the highest appraised value received from the adjoining owner. Parcel is too small for independent development and irregular in shape. District agents reached out to the other adjoining owners and both parties were not interested in purchasing the property.

**03-05-Mon-101 PM 94.2** Prunedale  
Disposal Unit #DD-10997-01-01 0.77 acre  
Convey to: Fabian I. Coria and Vanessa M. Coria \$127,000 (PSE \$125,400)  
-50% interest, and Hilda A. Iracheta- 50% interest.

Public sale. Two active bidders participated in the public sale. Selling price is the highest bid received from the public sale.

**04-05-SLO-46 PM 35.6** Paso Robles  
Disposal Unit #DE-9277-01-01 2,461 s.f.  
DE-9277-01-02 6,110 s.f. (Shared w/ PG&E)  
Convey to: SOUTHERN CALIFORNIA GAS \$0  
COMPANY, a California Corporation Appraisal Not Applicable (N/A)

Direct conveyance obligation is 97.3% State and 2.7% Utility Owner pursuant to Utility Agreement UT-857.862 dated November 5, 2007. Relocation of corresponding utilities was completed from 2011 to 2012.

**05-05-SLO-46 PM 35.6** Paso Robles  
Disposal Unit #DE-9277-01-03 6,110 s.f. (Shared with So. Cal. Gas  
Convey to: PACIFIC GAS AND ELECTRIC Co.)  
COMPANY, a California Corporation \$0  
Appraisal N/A

Direct conveyance obligation is 97.3% State and 2.7% Utility Owner pursuant to Utility Agreement UT-857.572 dated February 1, 2008. Relocation of corresponding utilities was completed from 2011 to 2012.



<b><u>06</u></b> -07-LA-30 PM R8.0	City of Claremont
Disposal Unit #DD-75565-01-01	6,962 s.f
Convey to: Holliday Marital Estate Trust	\$2,500 (Appraisal \$2,500)

Direct sale. The subject property is a vacant lot, approximately 0.16 acre located on the southeast corner of Baseline Road and San Antonio Creek in the city of Claremont. The subject property is landlocked.

<b><u>07</u></b> -10-Tuo-108 PM 3.0	Tuolumne County
Disposal Unit #DD-009187-03-01	2.14 acres
Convey to: Ramesh Pitamber	\$161,000 (PSE \$115,000)

Public sale. Four active bidders participated in the public sale. Selling price represents the highest bid received at the public sale.

<b><u>08</u></b> -10-Tuo-108 PM 3.0	Tuolumne County
Disposal Unit #DD-009189-01-01	3.81 acres
Convey to: Ramesh Pitamber	\$511,000 (PSE \$360,000)

Public sale. Five bidders participated in the public sale. Selling price represents the highest bid received at the public sale.

<b><u>09</u></b> -10-Tuo-108 PM 4.6	Tuolumne County
Disposal Unit #DD-009248-03-01	1.23 acres
Convey to: Ramesh Pitamber	\$167,000 (PSE \$147,000)

Public sale. Three active bidders participated in the public sale. Selling price represents the highest bid received at the public sale.

<b><u>10</u></b> -10-Tuo-108 PM 3.7	Tuolumne County
Disposal Unit #DD-009814-01-01	1.0 acre
Convey to: Ramesh Pitamber	\$71,000 (PSE \$59,000)

Public sale. Three active bidders participated in the public sale. Selling price represents the highest bid received at the public sale.

<b><u>11</u></b> -10-Tuo-108 KP 7.3	Tuolumne County
Disposal Unit #DD-013922-02-01	0.25 acre
Convey to: Patel Real Estate Investments, LLC	\$25,000 (PSE \$22,000)

Public sale. Two active bidders participated in the public sale. Selling price represents the highest bid received at the public sale.



12-10-Tuo-108 PM 2.2

Disposal Unit #DD-013926-01-01

Convey to: Cypress Square Properties, LLC

Tuolumne County

1.3 acres

\$111,000 (PSE \$73,000)

Public sale. Three active bidders participated in the public sale. Selling price represents the highest bid received at the public sale.

13-10-Tuo-108 PM 4.14

Disposal Unit #DD-014005-01-01

Convey to: Ramesh Pitamber

Tuolumne County

3.1 acres

\$77,500 (PSE \$56,000)

Public sale. Four active bidders participated in the public sale. Selling price represents the highest bid received at the public sale.

#### Attachments

Attachment A – Financial summary spreadsheet

Exhibits 1A-13B – Parcel maps



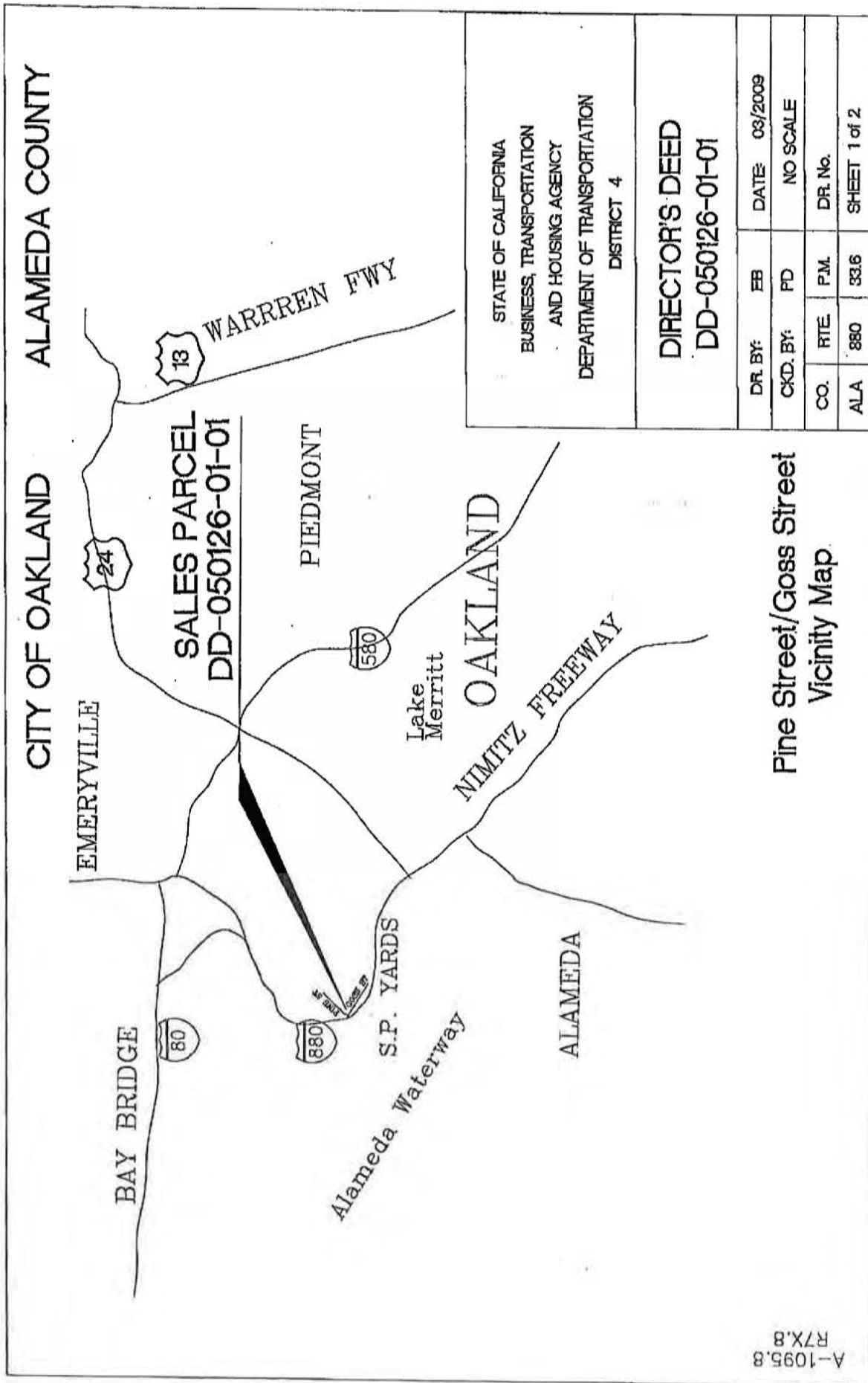
**SUMMARY OF DIRECTOR'S DEEDS - 2.4d.****PRESENTED TO CALIFORNIA TRANSPORTATION COMMISSION - March 21-22, 2018****Table I - Volume by Districts**

District	Direct Sales	Public Sales	Non-Inventory Conveyances (i.e. Utility Easements)	Other Funded Sales	Total Items	Current Estimated Value	Return From Sales	Recovery %
								Return From Sales Current Value
01								
02								
03								
04		1			1	\$218,000	\$326,000	149.5%
05	1	1	2		4	\$132,237	\$133,837	101.2%
06								
07	1				1	\$2,500	\$2,500	100.0%
08								
09								
10		7			7	\$832,000	\$1,123,500	135.0%
11								
12								
<b>Total</b>	<b>2</b>	<b>9</b>	<b>2</b>		<b>13</b>	<b>\$1,184,737</b>	<b>\$1,585,837</b>	<b>133.9%</b>

**Table II - Analysis by Type of Sale**

Type of Sale	# of Items	Current Estimated Value	Return From Sales	Recovery %
				Return From Sales Current Value
Direct Sales	2	\$9,337	\$9,337	100.0%
Public Sales	9	\$1,175,400	\$1,576,500	134.1%
Non-Inventory Conveyances	2	None	None	
<b>Sub-Total</b>	<b>13</b>	<b>\$1,184,737</b>	<b>\$1,585,837</b>	<b>133.9%</b>
Other Funded				
Sales				
<b>Total</b>	<b>13</b>	<b>\$1,184,737</b>	<b>\$1,585,837</b>	<b>133.9%</b>





A-1095.8  
R7X.8

STATE OF CALIFORNIA  
BUSINESS, TRANSPORTATION  
AND HOUSING AGENCY  
DEPARTMENT OF TRANSPORTATION  
DISTRICT 4

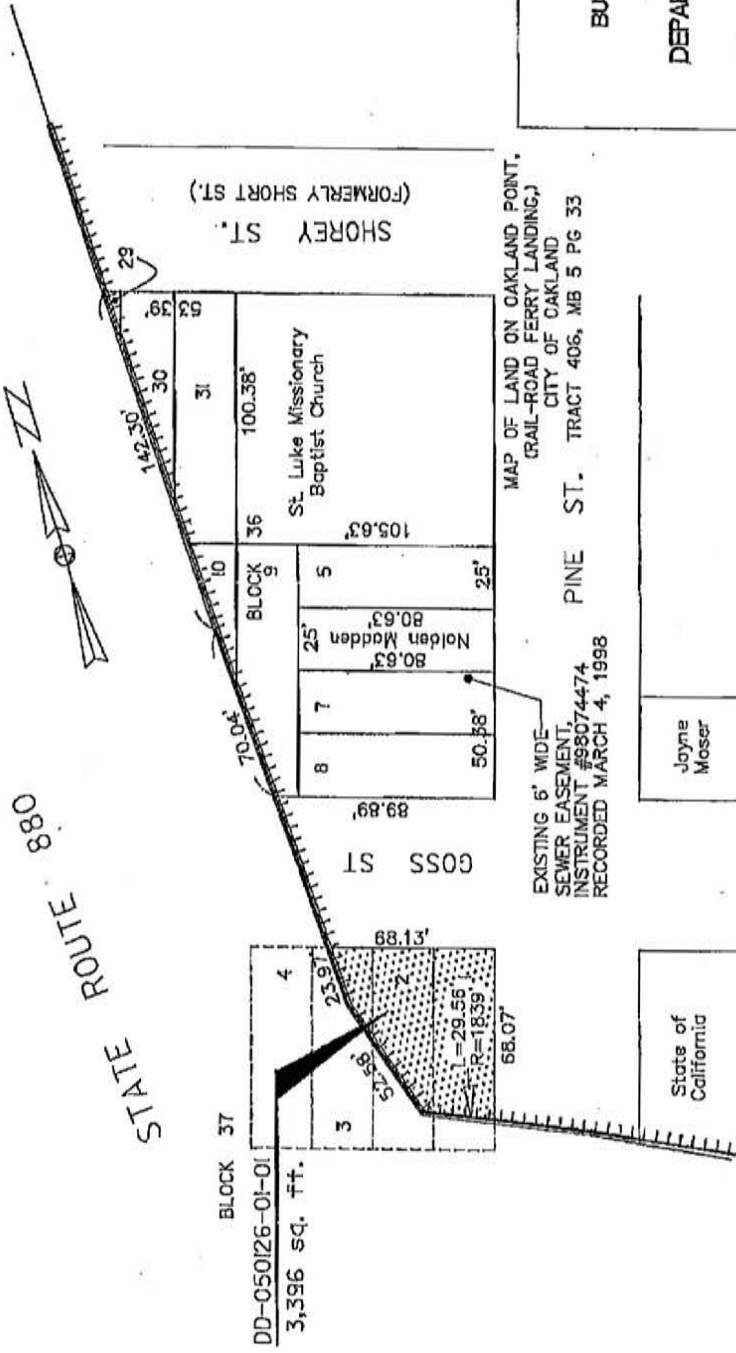
**DIRECTOR'S DEED**  
**DD-050126-01-01**

DR. BY:	FB	DATE:	03/2009
CKD. BY:	PD	NO SCALE	
CO.	RTE	P.M.	DR. No.
ALA	880	3316	SHEET 1 of 2

L:\PROJECTS\Boettold\DD050126...



CITY OF OAKLAND ALAMEDA COUNTY



LEGEND  
 POB POINT OF BEGINNING  
 ACCESS PROHIBITED



A-1095.8  
 R7X.8

Pine Street/Goss Street

STATE OF CALIFORNIA BUSINESS, TRANSPORTATION AND HOUSING AGENCY DEPARTMENT OF TRANSPORTATION DISTRICT 4			
DIRECTOR'S DEED DD-050126-01-01			
DR. BY:	EB	DATE:	03/2009
CKD. BY:	PD	1"=70'	
CO.	RTE	P.M.	DR. No.
ALA	880	33.6	SHEET 2 of 2

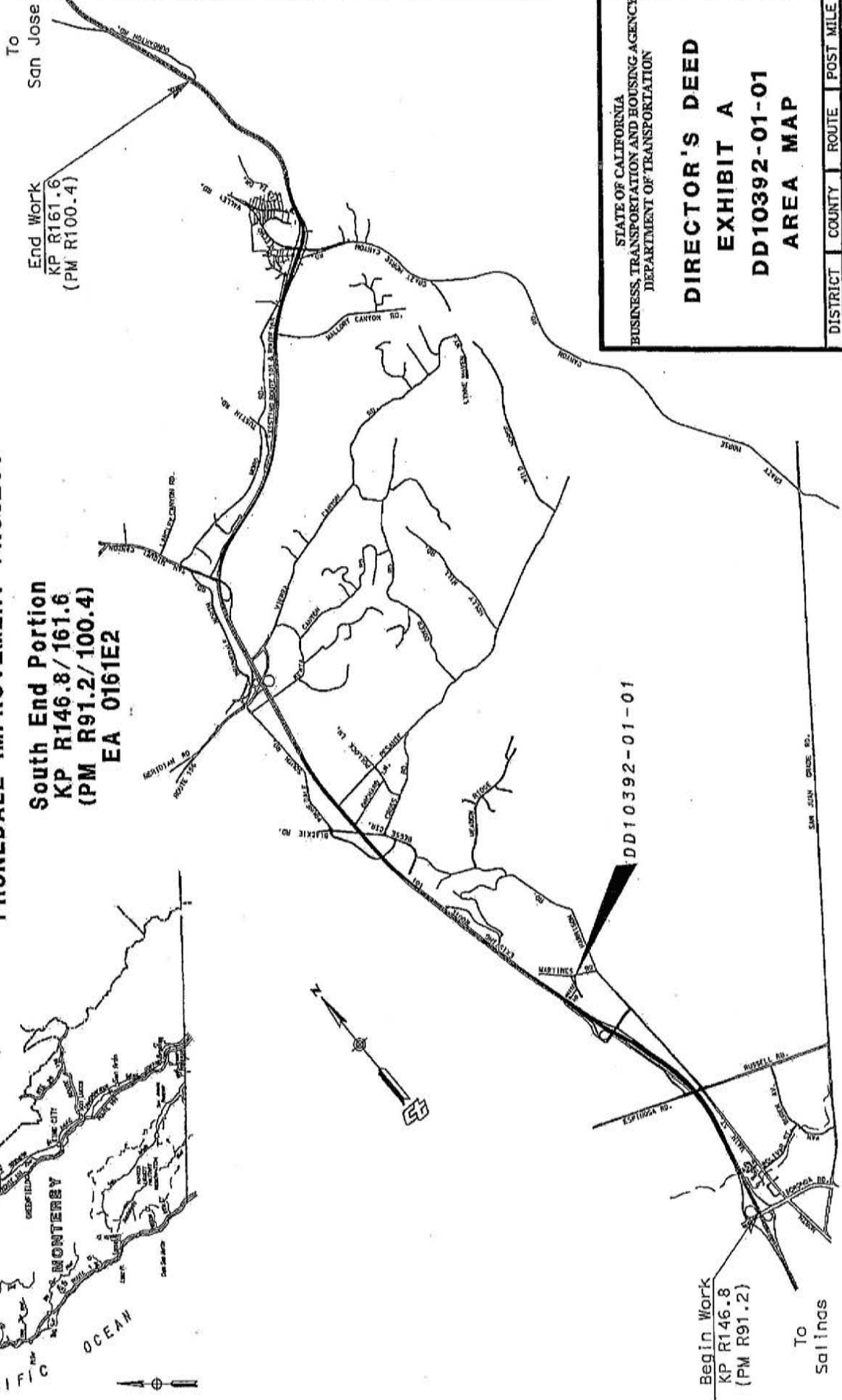
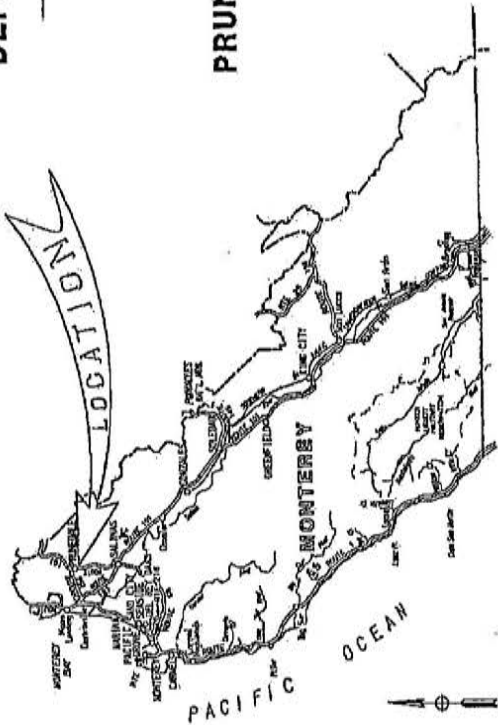


# DEPARTMENT OF TRANSPORTATION

## STATE HIGHWAY US 101

### IN MONTEREY COUNTY PRUNEDALE IMPROVEMENT PROJECT

South End Portion  
KP R146.8/161.6  
(PM R91.2/100.4)  
EA 0161E2



STATE OF CALIFORNIA  
BUSINESS, TRANSPORTATION AND HOUSING AGENCY  
DEPARTMENT OF TRANSPORTATION

## DIRECTOR'S DEED EXHIBIT A DD10392-01-01 AREA MAP

DISTRICT	COUNTY	ROUTE	POST MILE
05	MON	101	92.6

NOT TO SCALE



White Rd

S2° 03' 21" W  
57.063 /  
(3)\* /

07/144-QR  
Schoch Road  
SEGMENT B STATE HIGHWAY MAP BK 6  
N 12° 32' 20" E (4)\*  
COUNTY R/W 196.840  
NO PG 2008024010-OR  
NO PG 10 - 22

**DD10392-01-01**

RANCHO/ BOLSA DE  
LAS/ESCARPINAS

MONTEREY COUNTY



STATE OF CALIFORNIA  
BUSINESS AND TRANSPORTATION AGENCY  
DEPARTMENT OF TRANSPORTATION

## DIRECTOR'S DEED MAP

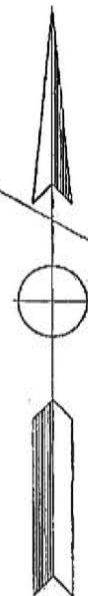
DD10392-01-01

Course lines and bearings are on Fig. 85. June 4. Distances and averaging are gpc elsewhere. Multiply by 1.000562 to obtain ground distances.

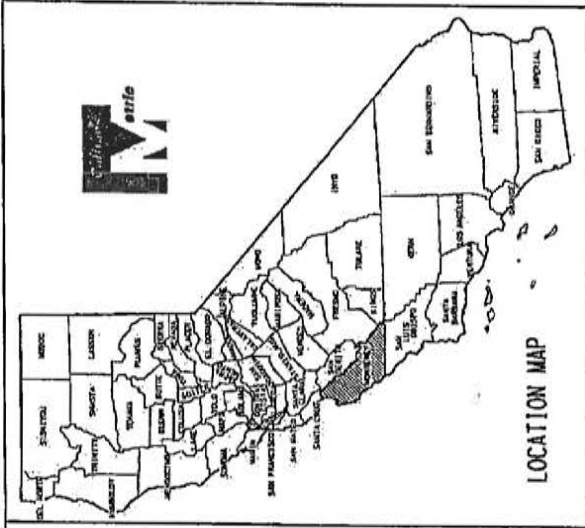
INST.	COUNTY	ROUTE	SLS POST FATH.	POST NO.	TOTAL SHEETS
05	MON	101	148.14 92.6	2	2

SOURCE 05 CHARGE 05 E. R. 010129

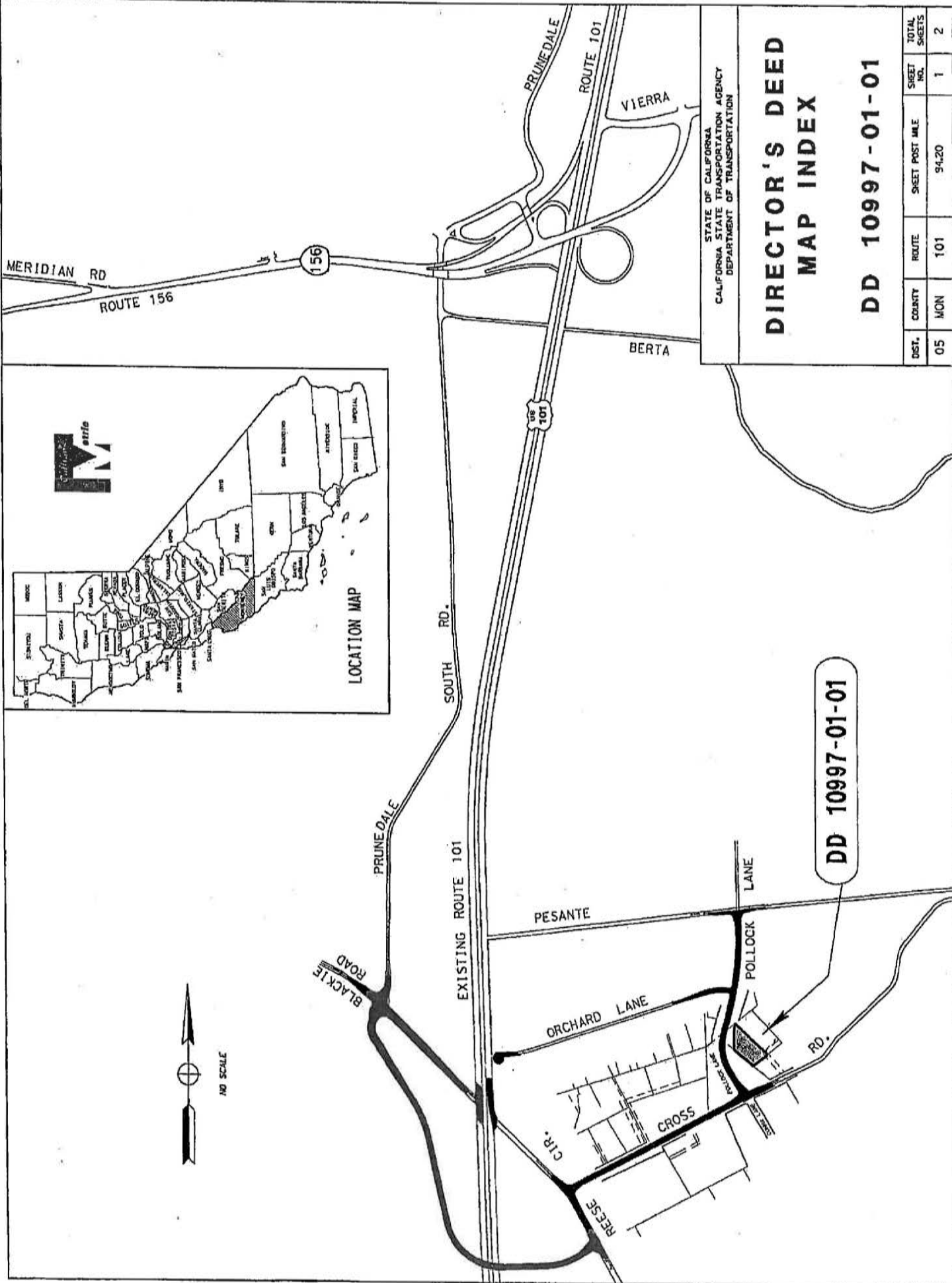
SOURCE	05	CHARGE	05	E. A.	0161E9
--------	----	--------	----	-------	--------







NO SCALE



STATE OF CALIFORNIA  
CALIFORNIA STATE TRANSPORTATION AGENCY  
DEPARTMENT OF TRANSPORTATION

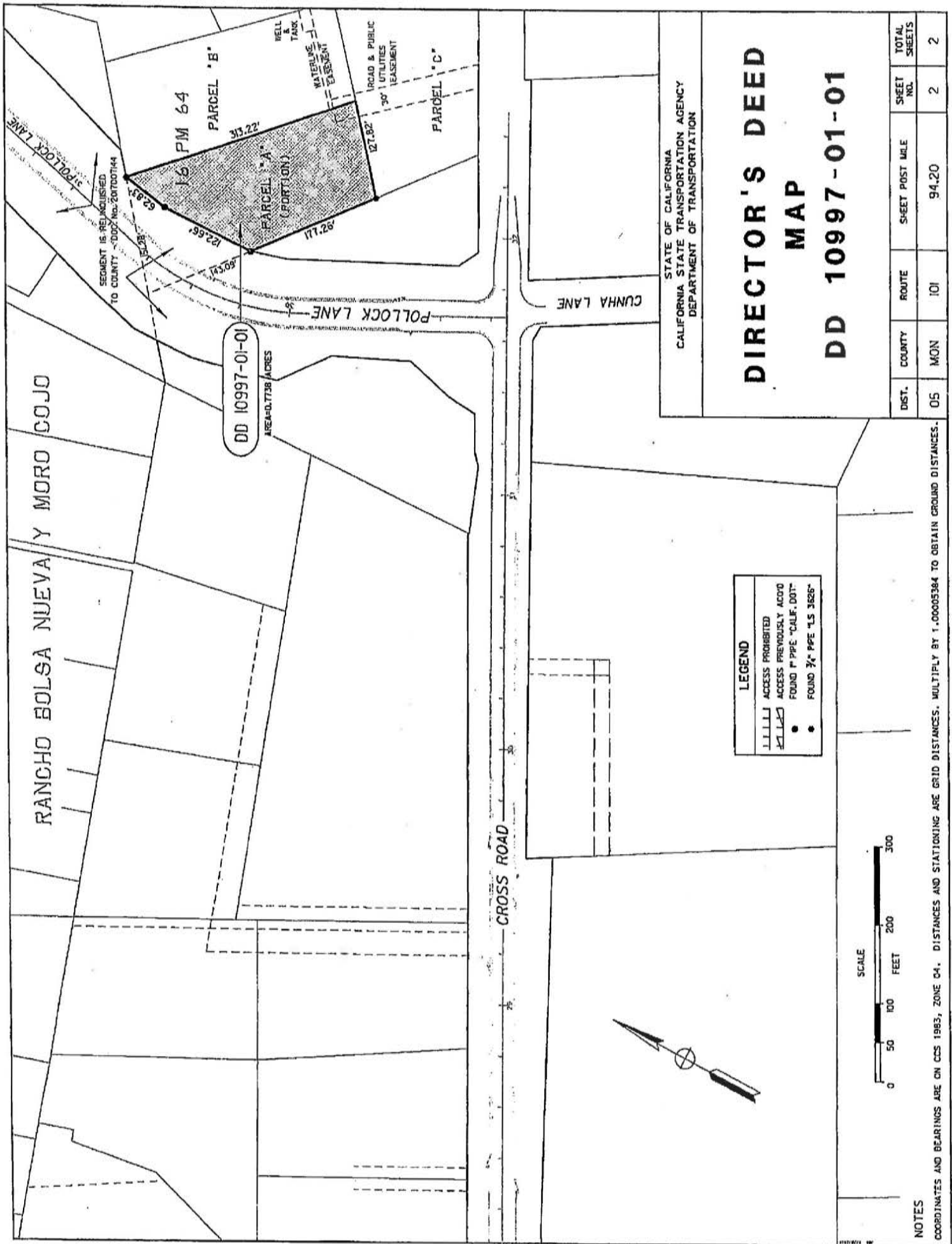
# DIRECTOR'S DEED MAP INDEX

DD 10997-01-01

DIST.	COUNTY	ROUTE	SHEET POST MILE	SHEET NO.	TOTAL SHEETS
05	MON	101	94.20	1	2

DD 10997-01-01



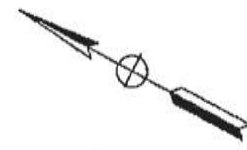
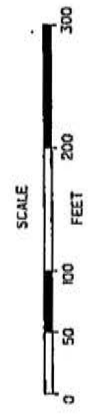


STATE OF CALIFORNIA  
CALIFORNIA STATE TRANSPORTATION AGENCY  
DEPARTMENT OF TRANSPORTATION

# DIRECTOR'S DEED MAP DD 10997-01-01

DIST.	COUNTY	ROUTE	SHEET POST MILE	SHEET NO.	TOTAL SHEETS
05	MON	101	94.20	2	2

NOTES  
COORDINATES AND BEARINGS ARE ON CCS 1983, ZONE 04. DISTANCES AND STATIONING ARE GRID DISTANCES. MULTIPLY BY 1.00005384 TO OBTAIN GROUND DISTANCES.

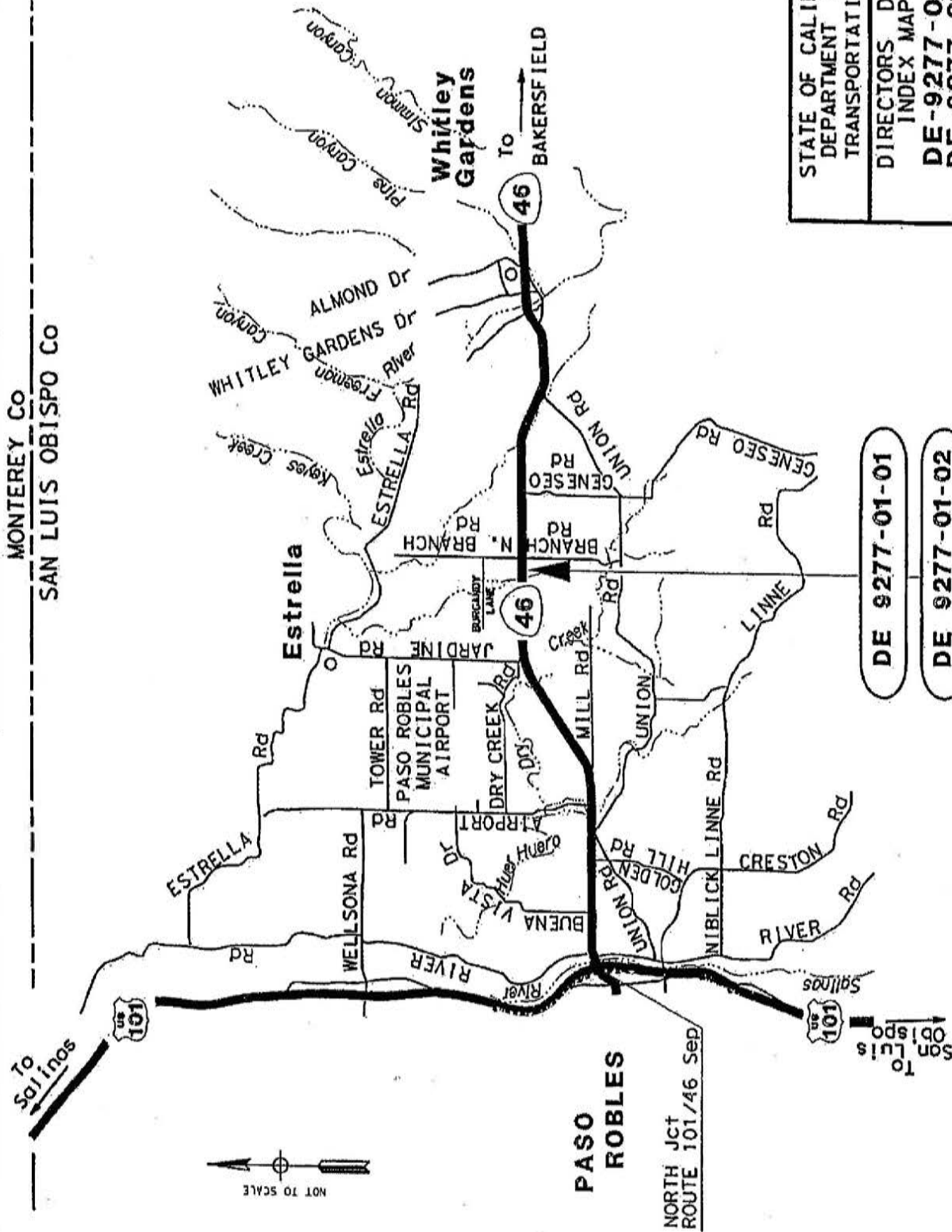


LEGEND	
	ACCESS PROHIBITED
	ACCESS PREVIOUSLY ACCTD
•	FOUND 1" PPE "CALF. DOT"
•	FOUND 3/4" PPE "LS 3526"

3B



MONTEREY CO  
SAN LUIS OBISPO CO



STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION			
DIRECTORS DEED INDEX MAP			
DE-9277-01-01 DE-9277-01-02			
COUNTY	ROUTE	POST MILE	
<b>SLO</b>	<b>46</b>	<b>35.6</b>	





VINTAGE HILLS ROAD

TO PASO ROBLES

ROUTE 46

TO BAKERSFIELD

101 102 103 104 105 106 4550.004

S 88°36'10" E

S 88°36'10" E

S 88°36'10" E

760.000

40.000 40.311

1586°36'10"E

SECTION 21  
TOWNSHIP 26 SOUTH  
RANGE 13 EAST  
MOUNT DIABLO  
MERIDIAN

DETAIL

DETAIL

DE9277-01-01

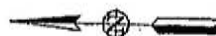
DE9277-01-02

DE9277-01-01

229 Sq Meters  
2461 Sq Feet

DE9277-01-02

568 Sq Meters  
6110 Sq Feet



METERS

0 50 100 200

Access Prohibited

Access Previously acq'd

Access Opening

STATE OF CALIFORNIA  
DEPARTMENT OF  
TRANSPORTATION

DIRECTORS DEED  
MAP

DE 9277-01-01  
DE 9277-01-02

COUNTY	ROUTE	POST MILE
SLO	46	35.6







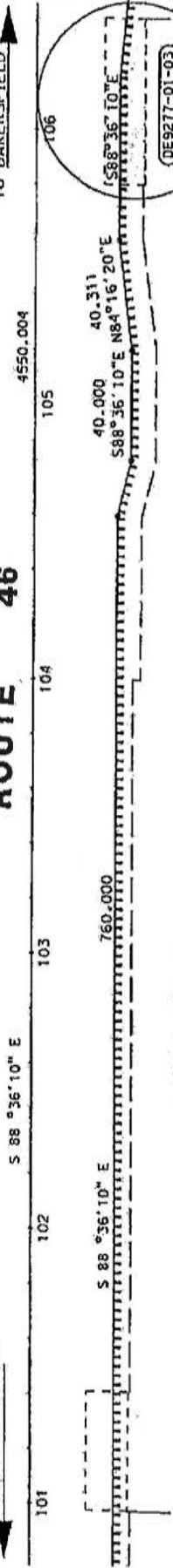


VINTAGE HILLS ROAD

TO PASO ROBLES

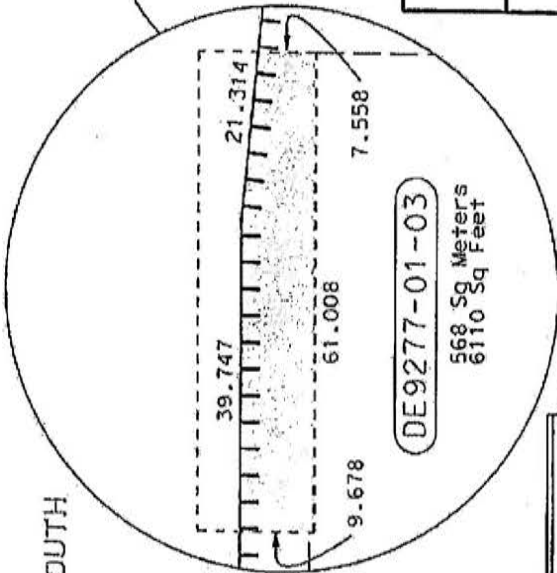
ROUTE 46

TO BAKERSFIELD



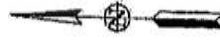
SECTION 21  
TOWNSHIP 26 SOUTH  
RANGE 13 EAST  
MOUNT DIABLO  
MERIDIAN

DE9277-01-03



DE9277-01-03

568 Sq Meters  
6110 Sq Feet



- Access Prohibited
- Access Previously occ'd
- Access Opening

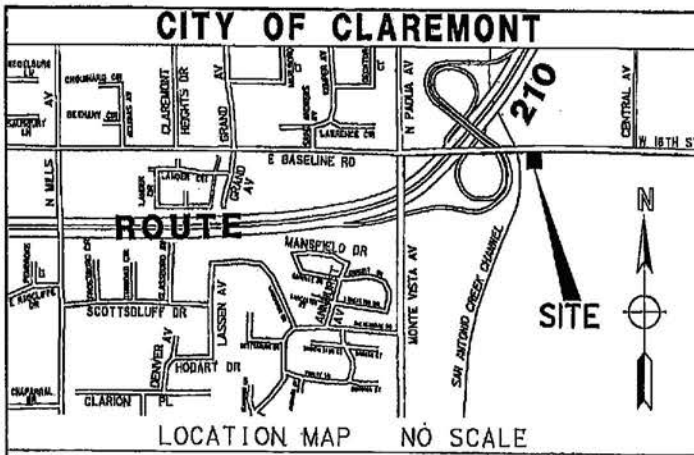
STATE OF CALIFORNIA  
DEPARTMENT OF  
TRANSPORTATION

DIRECTORS DEED  
MAP

DE 9277-01-03

COUNTY	ROUTE	POST MILE
SLO	46	35.6

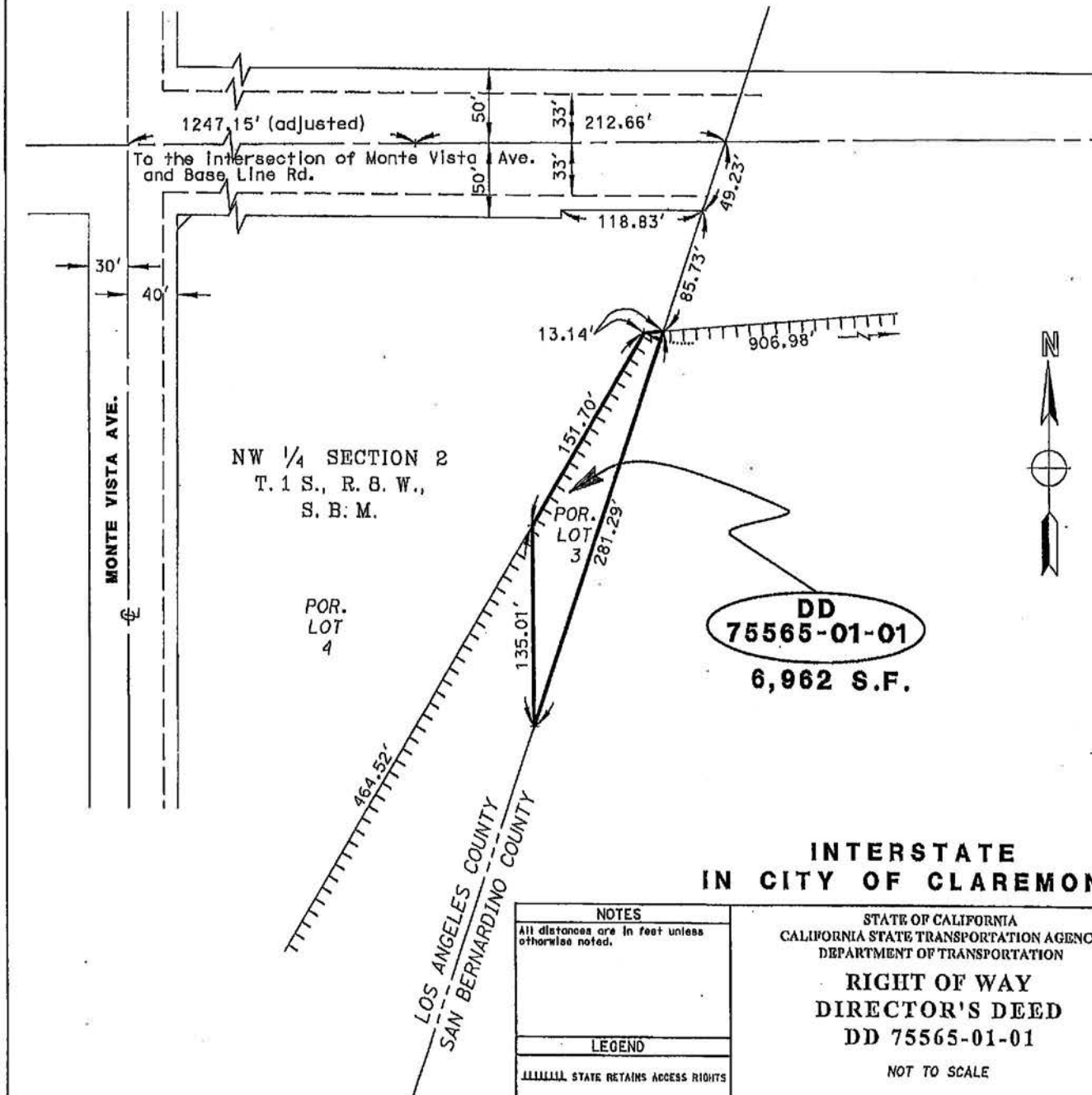




NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.

**PARCEL NO. AREA**  
**DD 75565-01-01 6,962 SF**

PORTION LOT 3 OF NE<sup>1</sup>/<sub>4</sub> OF NW<sup>1</sup>/<sub>4</sub>  
 SECTION 2, T. 1 S, R. 8 W.  
 SAN BERNARDINO MERIDIAN



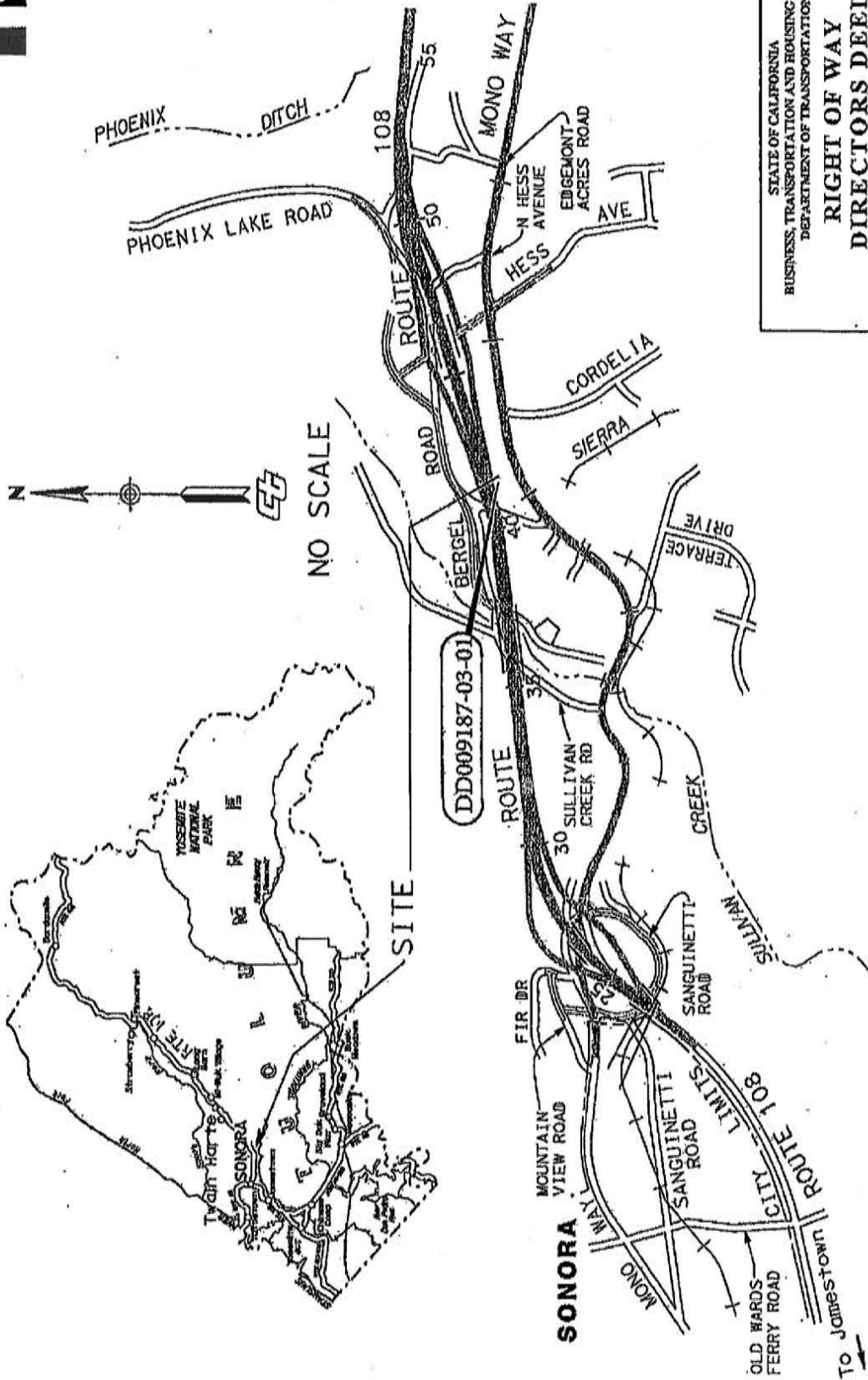
# INTERSTATE IN CITY OF CLAREMONT

NOTES
All distances are in feet unless otherwise noted.
LEGEND
STATE RETAINS ACCESS RIGHTS

STATE OF CALIFORNIA CALIFORNIA STATE TRANSPORTATION AGENCY DEPARTMENT OF TRANSPORTATION					
RIGHT OF WAY DIRECTOR'S DEED DD 75565-01-01					
NOT TO SCALE					
REF. MAP: R/W MAP NO. F1240-3 DATE: 02-15-17					
DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
07	LA	30	R 8.0	1	1



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



STATE OF CALIFORNIA  
BUSINESS, TRANSPORTATION AND HOUSING AGENCY  
DEPARTMENT OF TRANSPORTATION  
**RIGHT OF WAY**  
**DIRECTORS DEED**  
DD009187-03-01

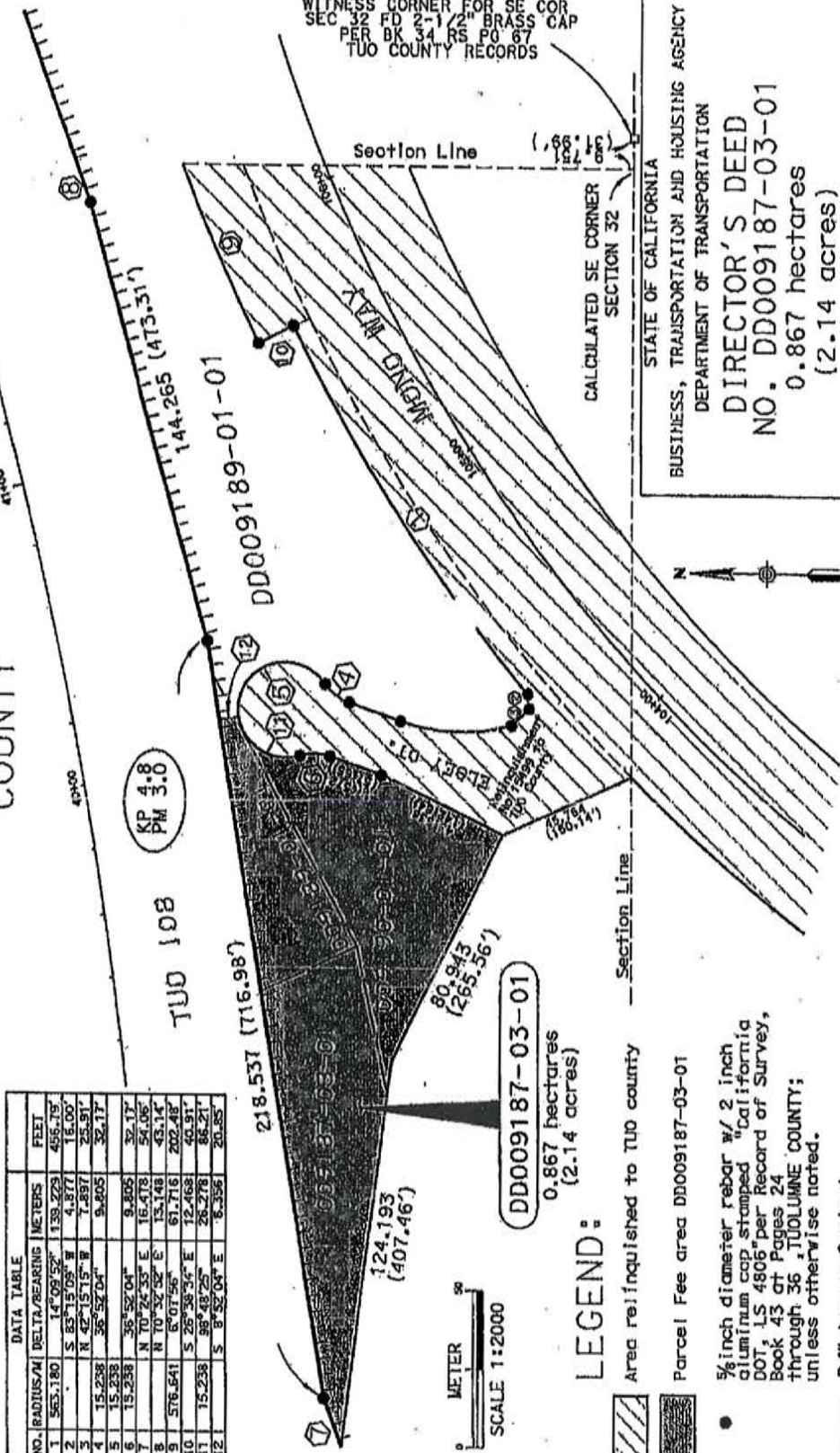
DISTRICT	COUNTY	ROUTE	SHEET	RP/PM	SHEET NO.	TOTAL SHEETS
10	TUL	108	4.8/3.0	1	1	2





T.2N., R.15E., M.D.M. SECTION 32  
TUOLUMNE COUNTY

DATA TABLE		
NO.	RADIUS/MI	DELTA/BEARING
1	565.180	14° 09' 52" E
2	83.150	8° 15' 05" E
3	42.151	5° 15' 05" E
4	15.238	36° 52' 04" E
5	15.238	36° 52' 04" E
6	15.238	36° 52' 04" E
7	15.238	36° 52' 04" E
8	576.641	6° 07' 56" E
9	576.641	6° 07' 56" E
10	15.238	36° 52' 04" E
11	15.238	36° 52' 04" E
12	15.238	36° 52' 04" E



LEGEND:

- Area relinquished to TUO county
- Parcel Fee area DD009187-03-01
- 5/8 inch diameter rebar w/ 2 inch aluminum cap stamped "California DOT, LS 4806" per Record of Survey, Book 43 at Pages 24 through 36, TUOLUMNE COUNTY; unless otherwise noted.

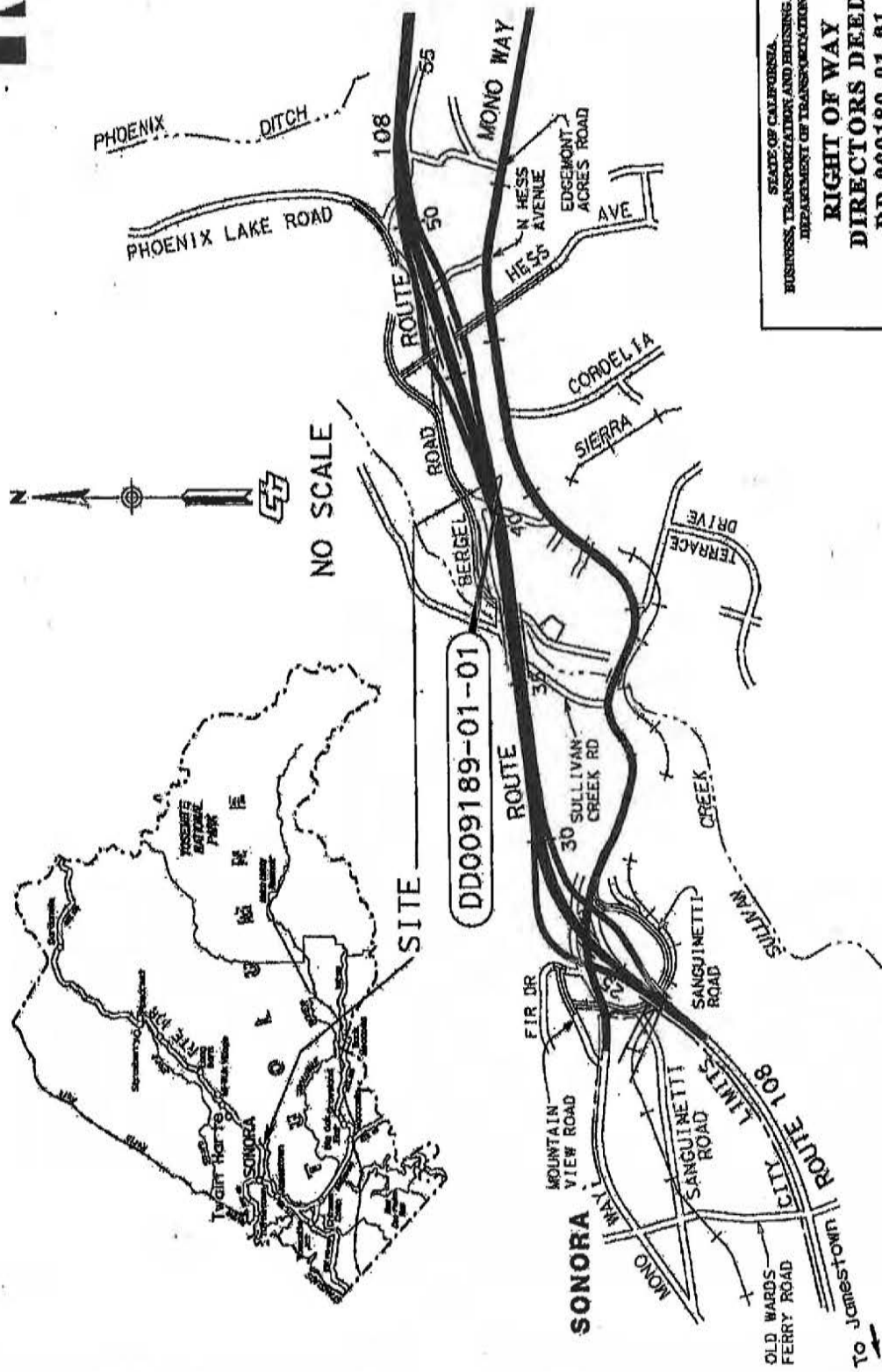
TTT R/W Access Control

STATE OF CALIFORNIA  
BUSINESS, TRANSPORTATION AND HOUSING AGENCY  
DEPARTMENT OF TRANSPORTATION  
DIRECTOR'S DEED  
NO. DD009187-03-01  
0.867 hectares  
(2.14 acres)  
10-TUO-108-KP 4.8 PM 3.0  
SHEET 2 OF 2





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



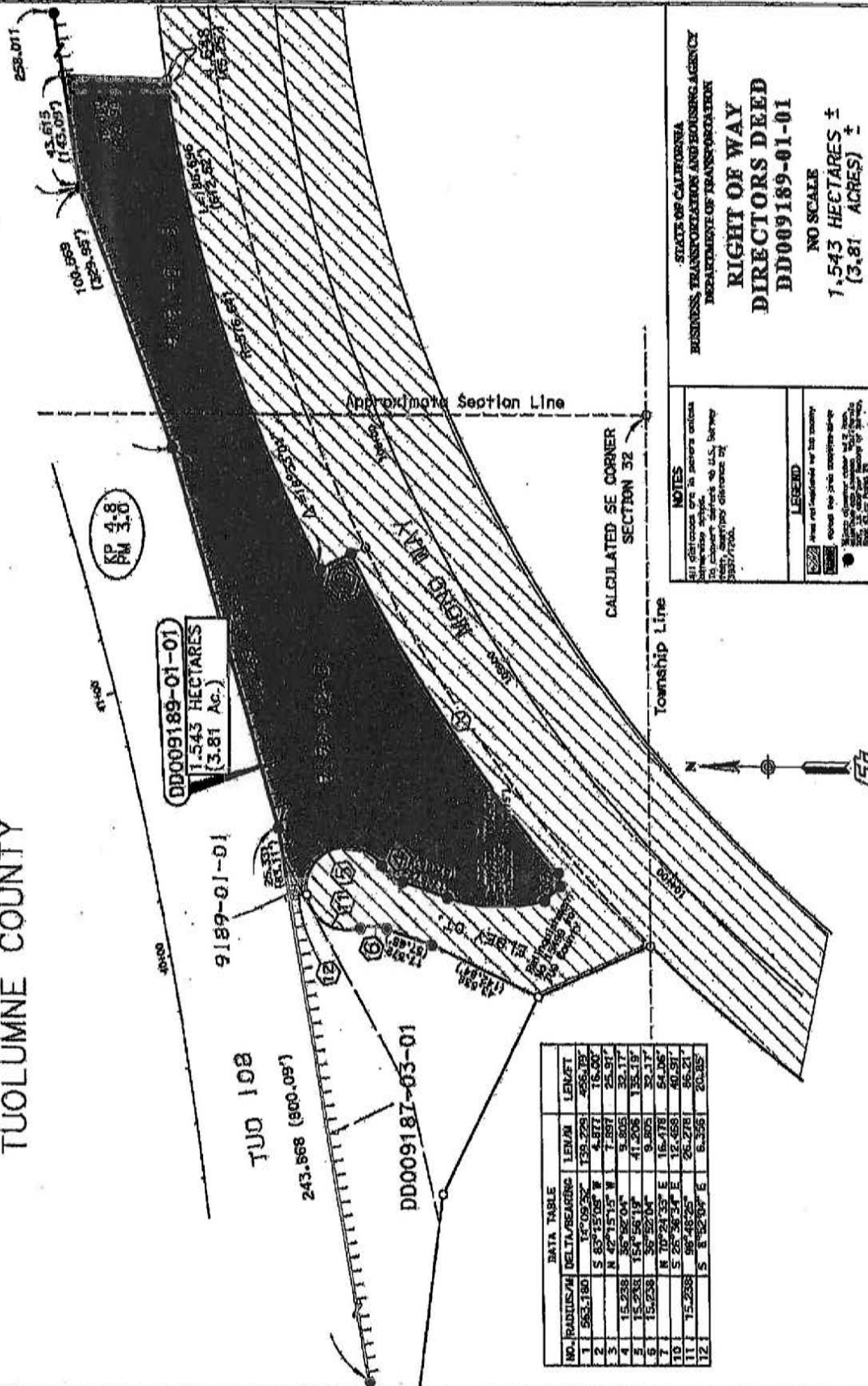
STATE OF CALIFORNIA  
BUSINESS, TRANSPORTATION AND HOUSING AGENCY  
DEPARTMENT OF TRANSPORTATION  
**RIGHT OF WAY  
DIRECTORS DEED  
DD 009189-01-01**

DISTRICT	COUNTY	ROUTE	SHEET NO./PM	SHEET NO.	TOTAL SHEETS
TO	TO	TO	4.8/5.0	1	2



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

T. 2N., R. 15E., M. D. M. SECTION 32  
TUOLUMNE COUNTY



DATA TABLE			
NO.	RADIUS/4	DELTA/RECEIVING	LENGTH
1	593.180	12°09'32"	130.228
2		S 83°15'08" E	4.617
3		N 47°15'15" W	7.897
4	15.238	S 62°04" E	9.805
5	15.238	154°56'19"	135.119
6	15.238	S 52°04" E	9.308
7		N 70°24'33" E	16.478
8	15.238	S 25°36'34" E	12.468
9		S 82°00" E	26.278
10		S 82°00" E	6.356
11	15.238	S 82°00" E	66.285
12			20.21

STATE OF CALIFORNIA  
BUSINESS, TRANSPORTATION AND HOUSING AGENCY  
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY  
DIRECTORS DEED  
DD009189-01-01

NO SCALE  
1.543 HECTARES ±  
(3.81 ACRES) ±

**NOTES**

[illegible]

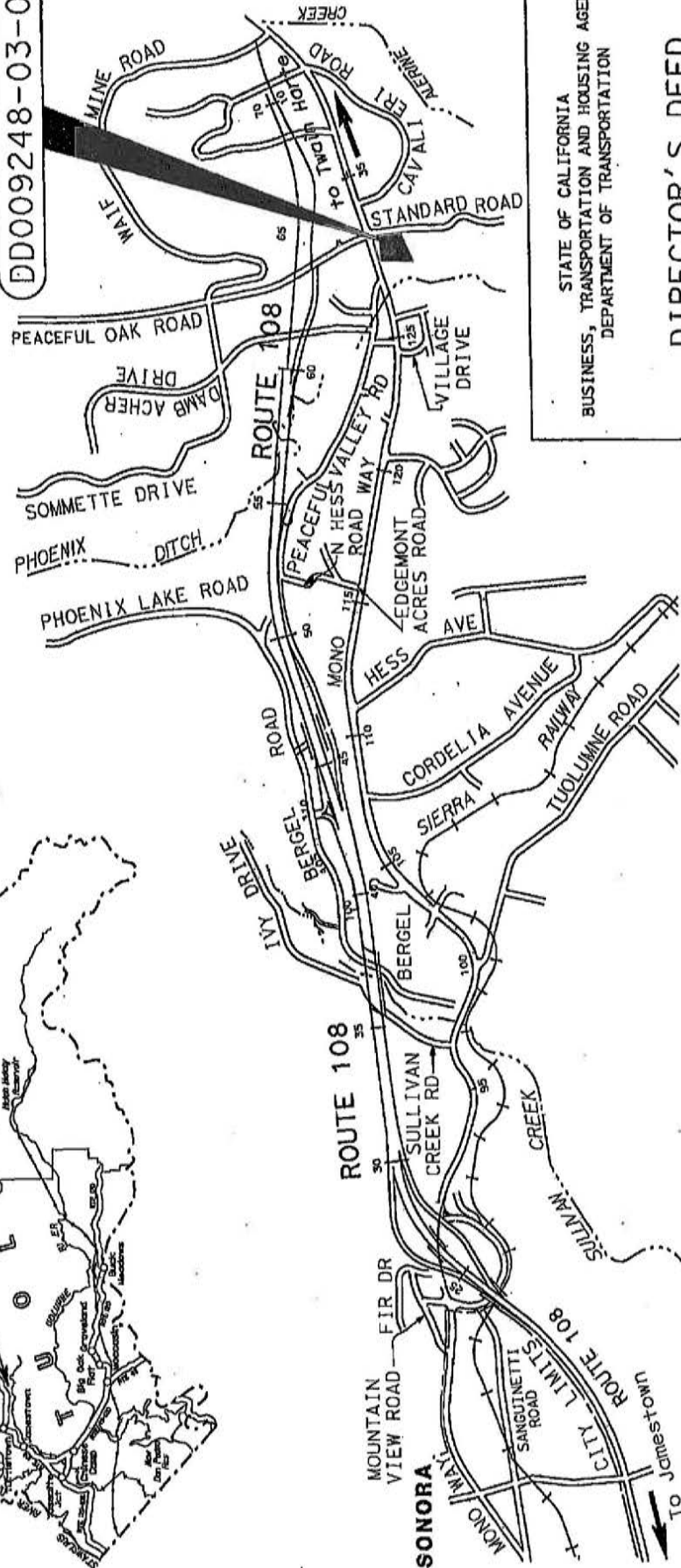
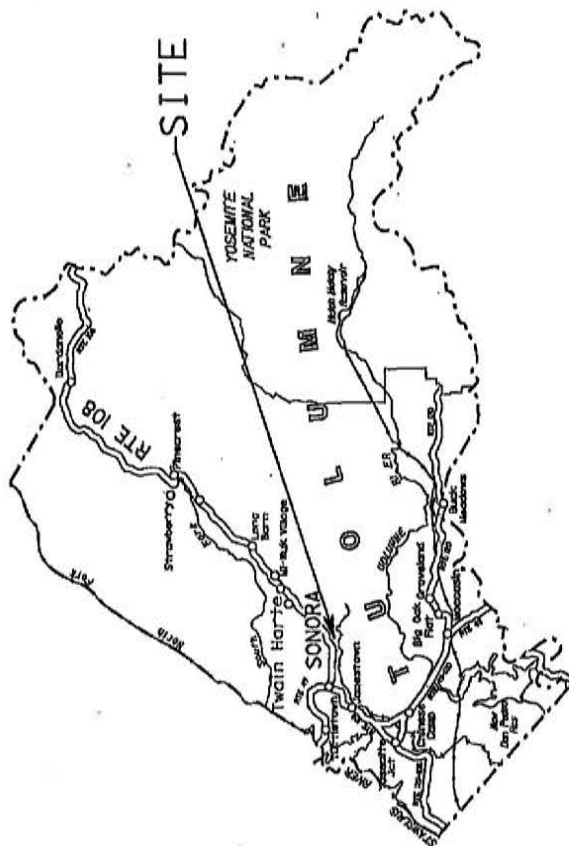
DISTRICT	COUNTY	ROUTE	SHEET NO./PM	SHEET NO.	TOTAL SHEETS
10	TRD	108	48/30	2	2





NO SCALE

DD009248-03-01



STATE OF CALIFORNIA  
BUSINESS, TRANSPORTATION AND HOUSING AGENCY  
DEPARTMENT OF TRANSPORTATION

DIRECTOR'S DEED  
NO. DD009248-03-01

10-TU0-108-PM 4.6 (KP 7.4)  
SHEET 1 OF 2



T. 2 N., R. 15 E., M.D.M. SECTION 34 TUOLUMNE COUNTY

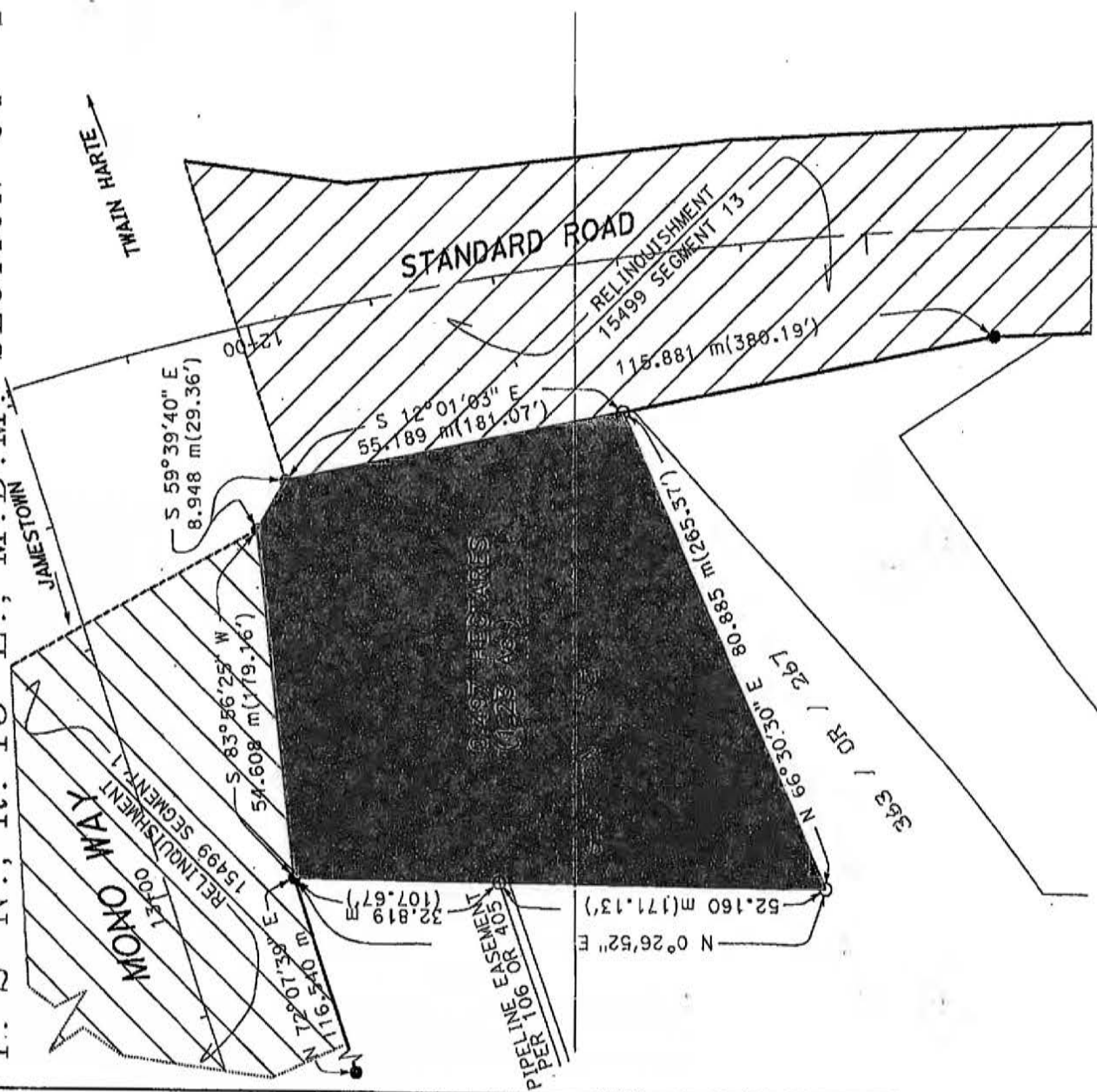



**LEGEND:**

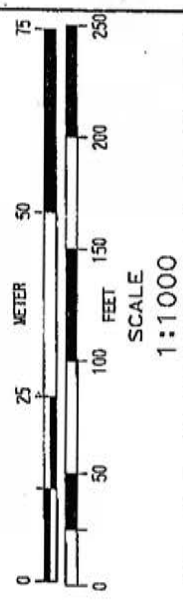
- Calculated point
- 3/4 inch diameter rebar w/ 2 inch aluminum cap stamped "California DOT, LS 4806"

per Record of Survey, Book 43 at Pages 24 through 36, TUOLUMNE COUNTY

Parcel: DD009248-03-01 fee



Coordinates, bearings and distances shown are based on the California Coordinate System 1983, Zone 3. DISTANCES ARE IN METERS unless otherwise noted. DISTANCES SHOWN IN ( ) ARE IN U.S. SURVEY FEET. Multiply distances shown by 1.00016223 to obtain ground level distances. To convert meters to the U.S. Survey Foot multiply distances by 3937/1200. To convert square meters to square feet multiply area by 10.7639. To convert hectares to acres multiply by 2.471.



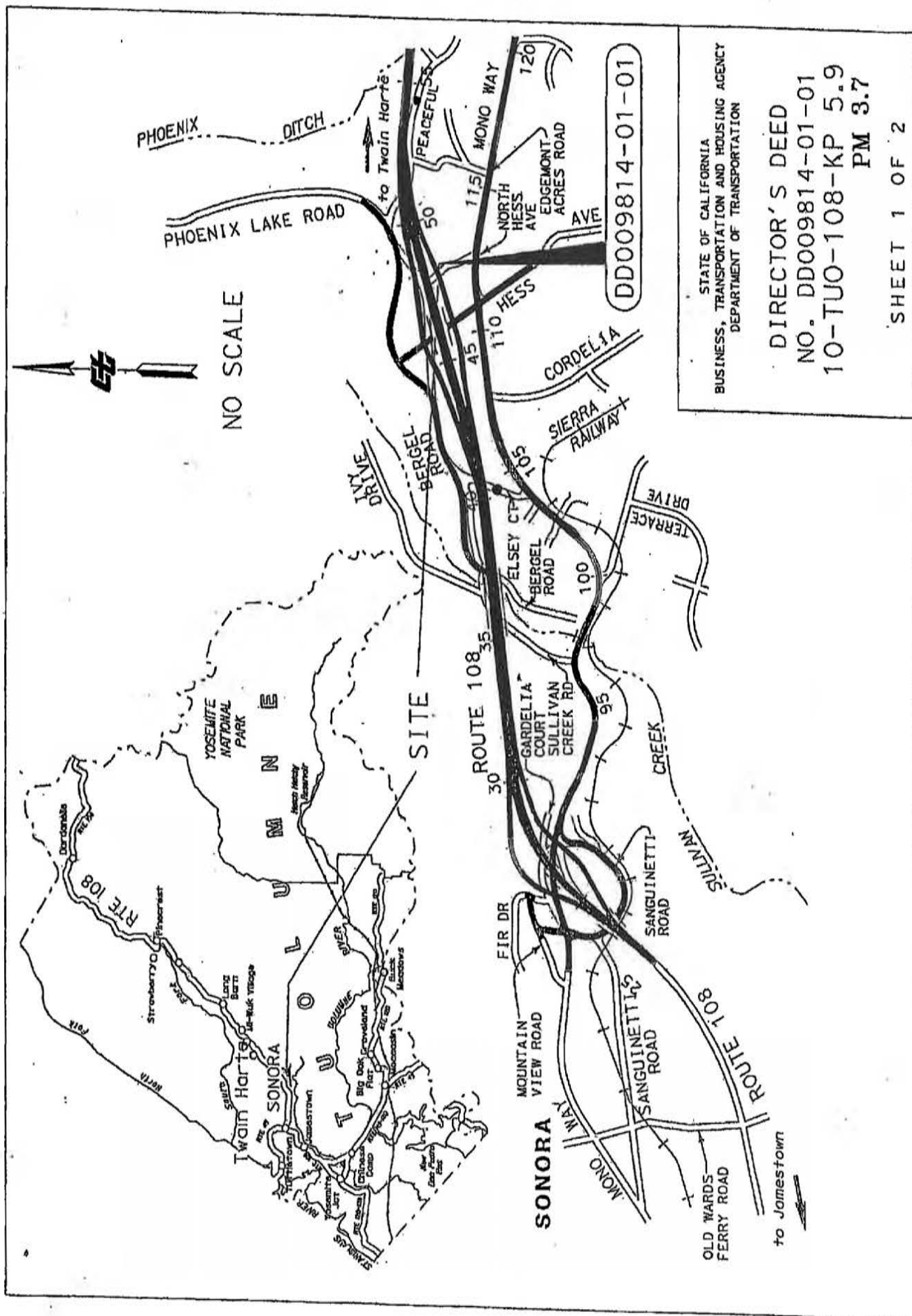
STATE OF CALIFORNIA  
BUSINESS, TRANSPORTATION AND HOUSING AGENCY  
DEPARTMENT OF TRANSPORTATION

**DIRECTOR'S DEED**  
NO. DD009248-03-01  
0.497 HECTARES ±  
(1.23 ACRES) ±

10-TUO-108-PM 4.6 (KP 7.4)  
SHEET 2 OF 2

T. 1 N., R. 15 E., M.D.M. SECTION 3

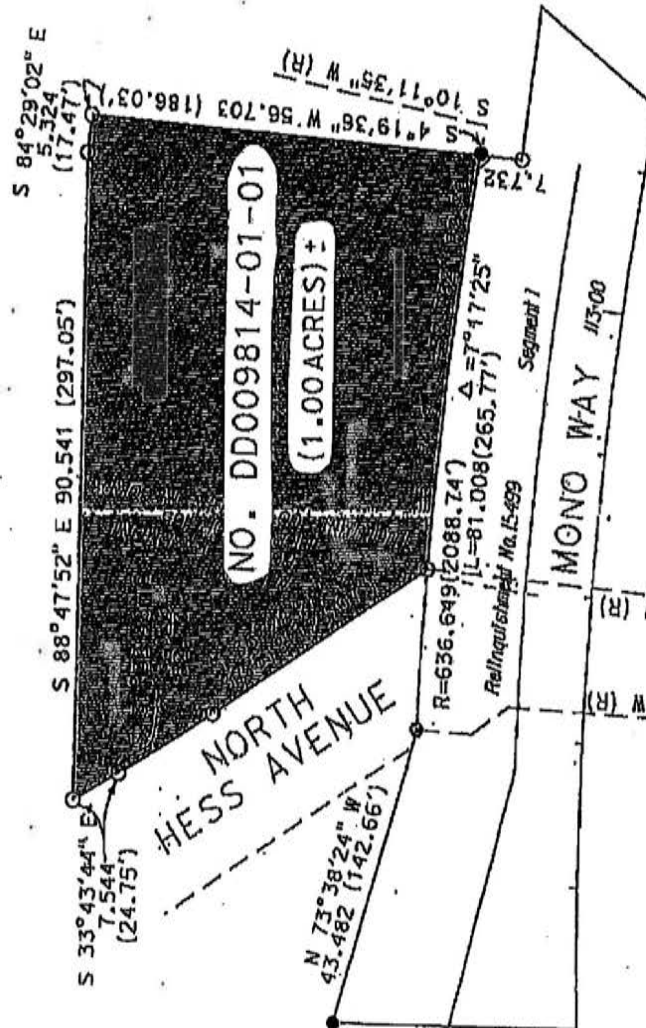
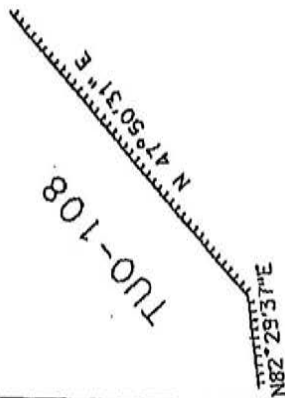








T. 2 N., R. 15 E., M.D.M.  
SECTION 33

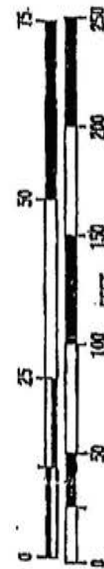


LEGEND:

- Calculated point
- 5/8 inch diameter rebar w/ 2 inch aluminum cap stamped "California DOT, LS 4806" per Record of Survey, Book 43 at Pages 24 through 36, TUOLUMNE COUNTY

Parcel DD009814-01-01 fee

TUOLUMNE COUNTY



Coordinates, bearings and distances shown are based on the California Coordinate System 1983, Zone 3. DISTANCES ARE IN METERS UNLESS OTHERWISE NOTED. DISTANCES SHOWN IN ( ) ARE IN U.S. SURVEY FEET. Multiply distances shown by 1.00016223 to obtain ground level distances. To convert meters to the U.S. Survey Foot multiply distances by 3937/1200. To convert square meters to square feet multiply area by 10.7639. To convert hectares to acres multiply by 2.471.

STATE OF CALIFORNIA  
BUSINESS, TRANSPORTATION AND HOUSING AGENCY  
DEPARTMENT OF TRANSPORTATION

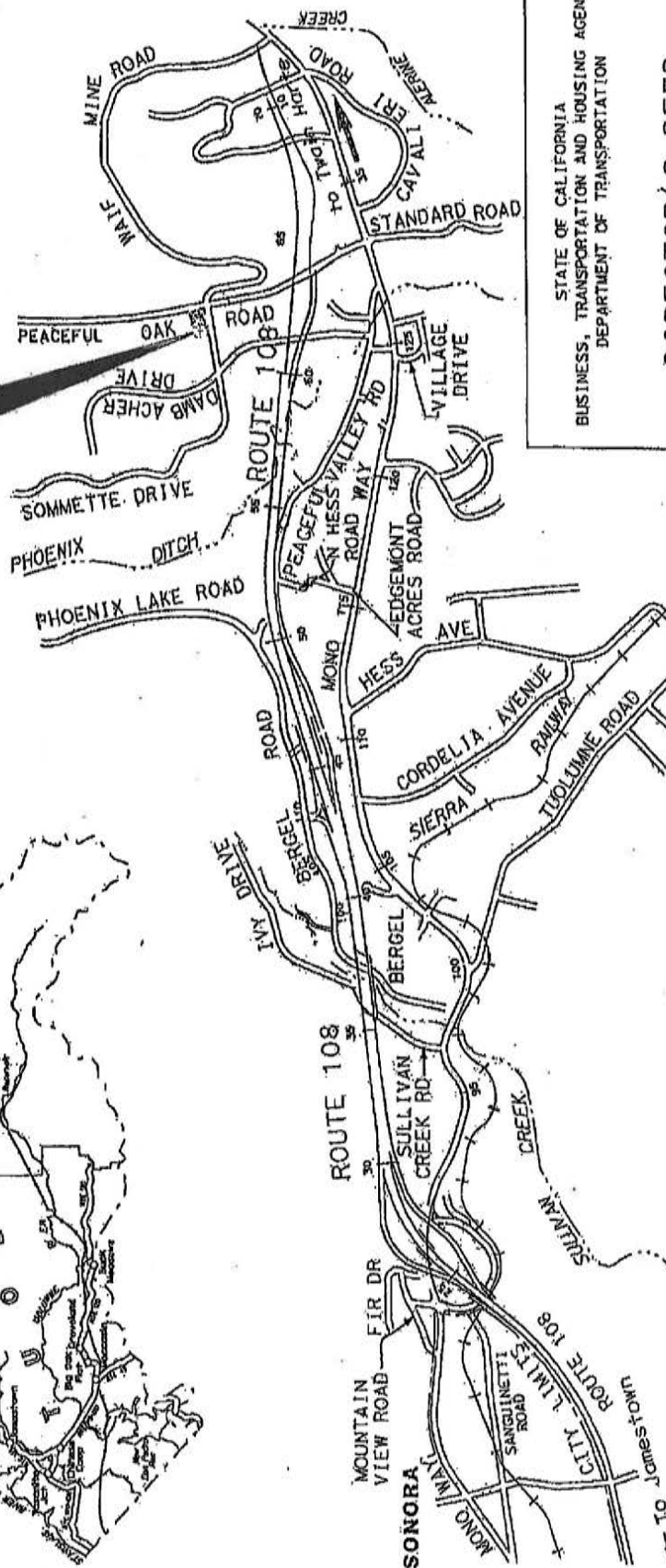
DIRECTOR'S DEED  
NO. DD009814-01-01

0.408 HECTARES ±  
(1.00 ACRES) ±

10-TUO-108-KP 5.9  
PM 3.7

SHEET 2 OF 2





10-TUO-108-KP 7.3  
SHEET 1 OF 2

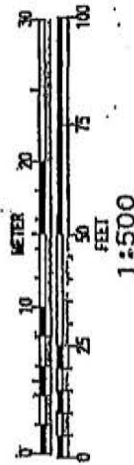


T: 2 N., R. 15 E., M.D.M. SECTION 34 TUOLUMNE COUNTY

LEGEND:

- Calculated point
- 5/8 inch diameter rebar w/ 2 inch aluminum cap stamped "California DOT, LS 4806" per Record of Survey, Book 43 at Pages 24 through 36, TUOLUMNE COUNTY
- ||— Access Prohibited
- Parcel DD013922-02-01 fee

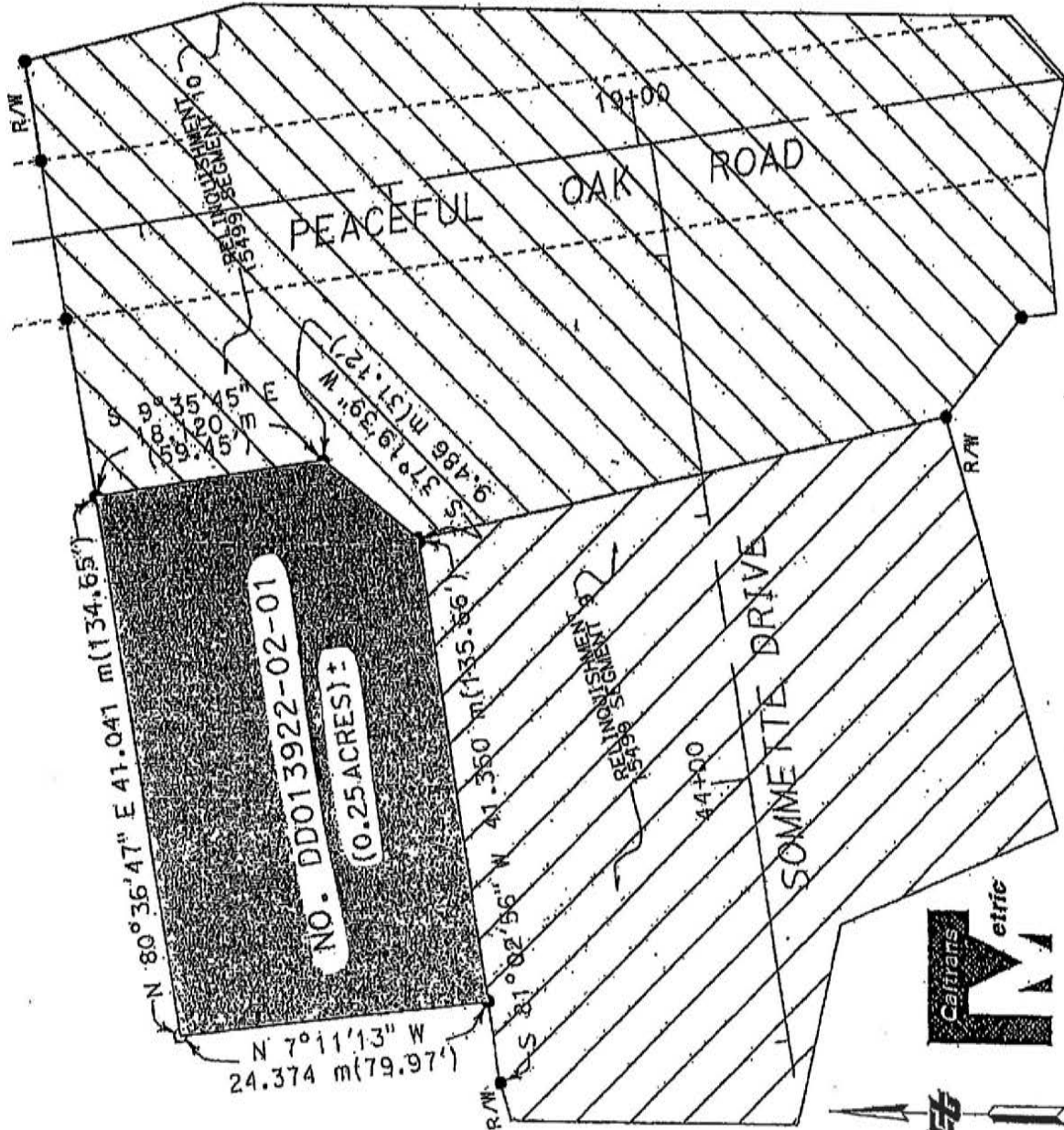
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STATE OF CALIFORNIA  
BUSINESS, TRANSPORTATION AND HOUSING AGENCY  
DEPARTMENT OF TRANSPORTATION

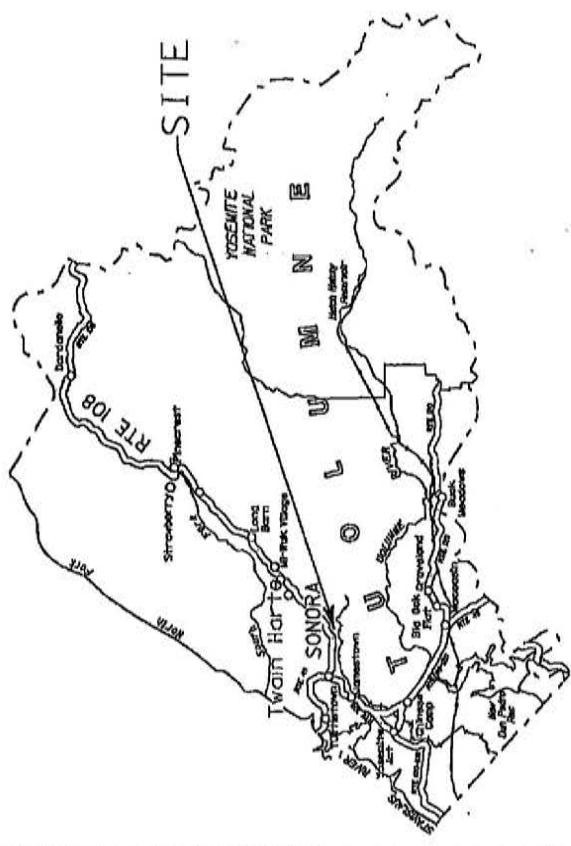
DIRECTOR'S DEED  
NO. DD013922-02-01  
0.100 HECTARES ±  
(0.25 ACRES) ±

10-TUO-108-KP 7.3  
SHEET 2 OF 2

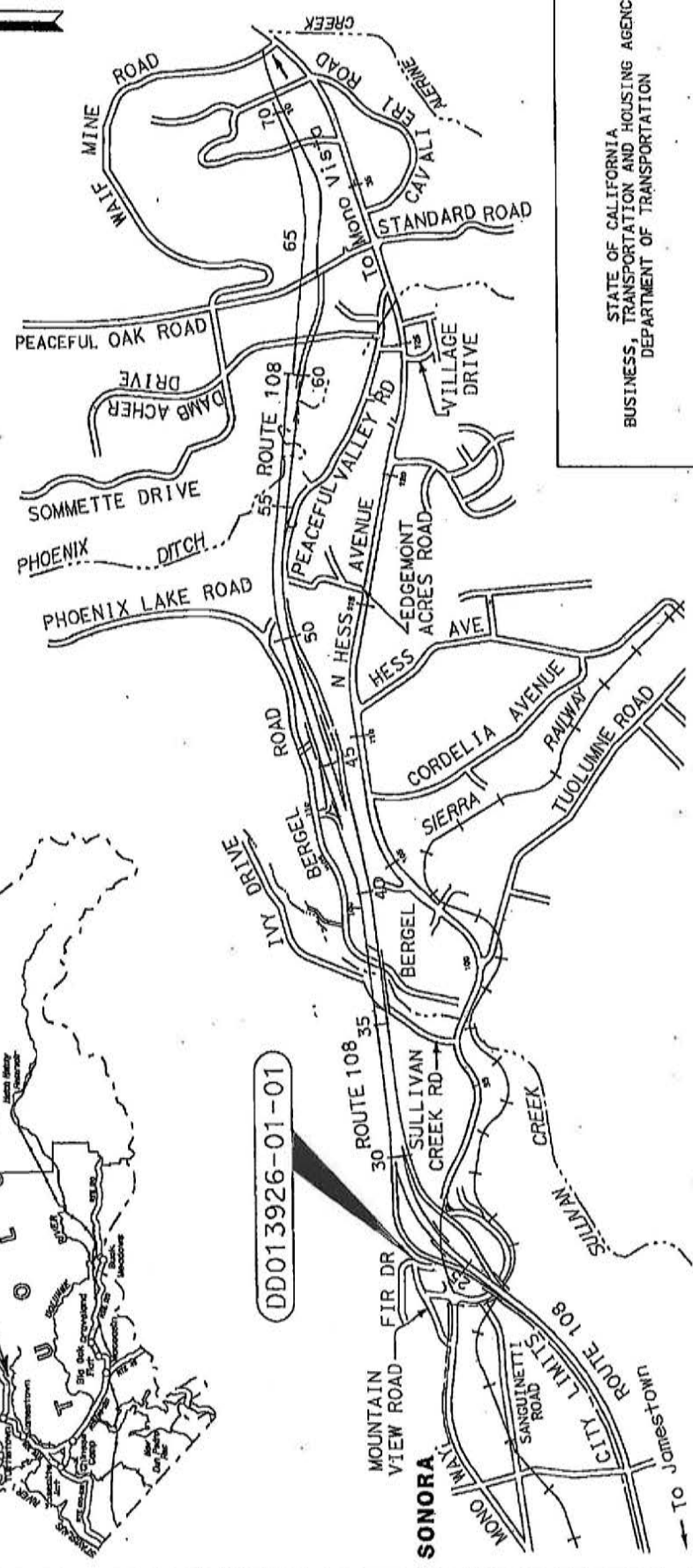




DIST	COUNTY	RTE	KP/PM
10	TUO	108	3.5/2.2



NO SCALE



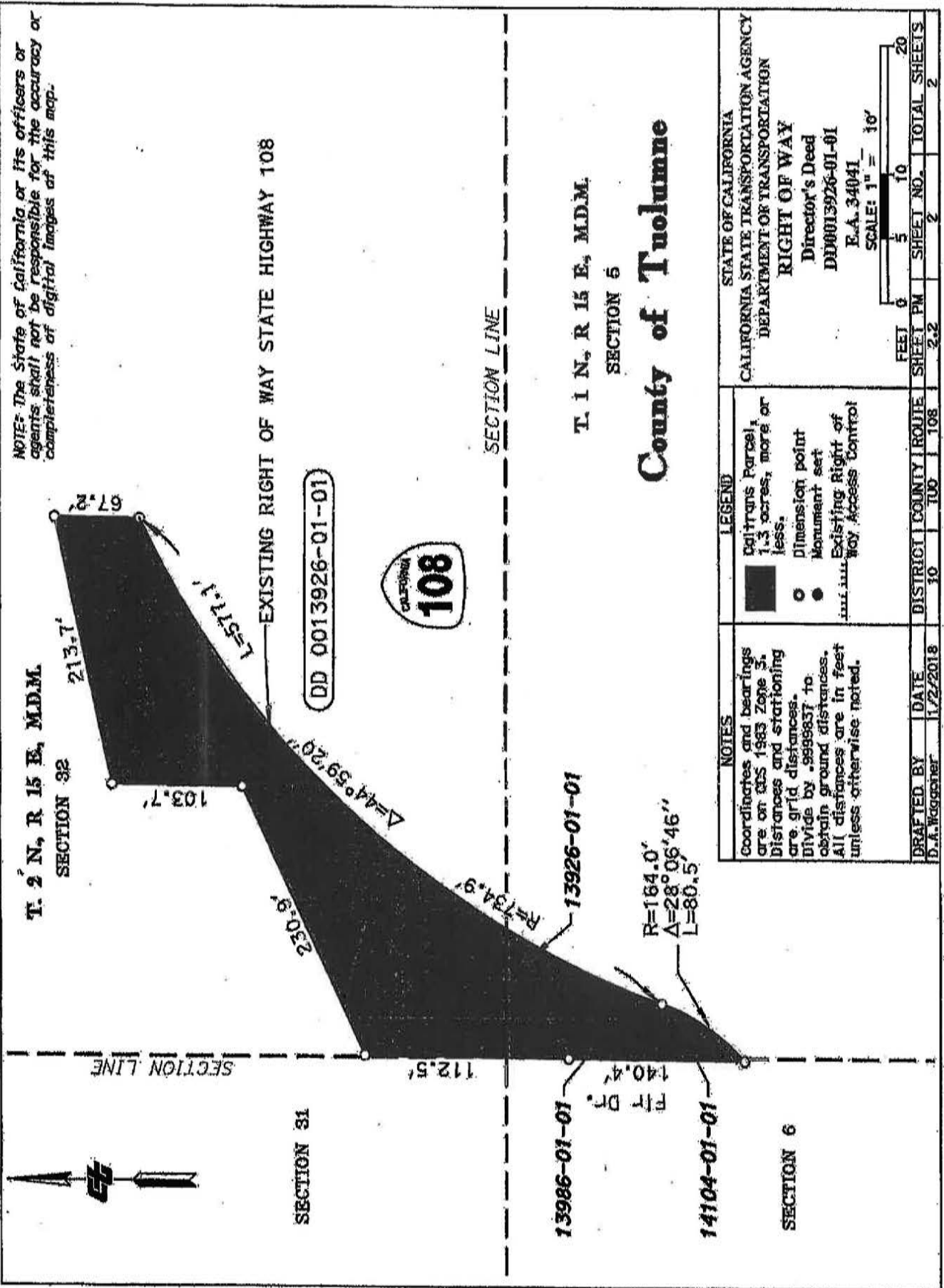
STATE OF CALIFORNIA  
BUSINESS, TRANSPORTATION AND HOUSING AGENCY  
DEPARTMENT OF TRANSPORTATION

DIRECTOR'S DEED  
NO. DD013926-01-01

SHEET 1 OF 2

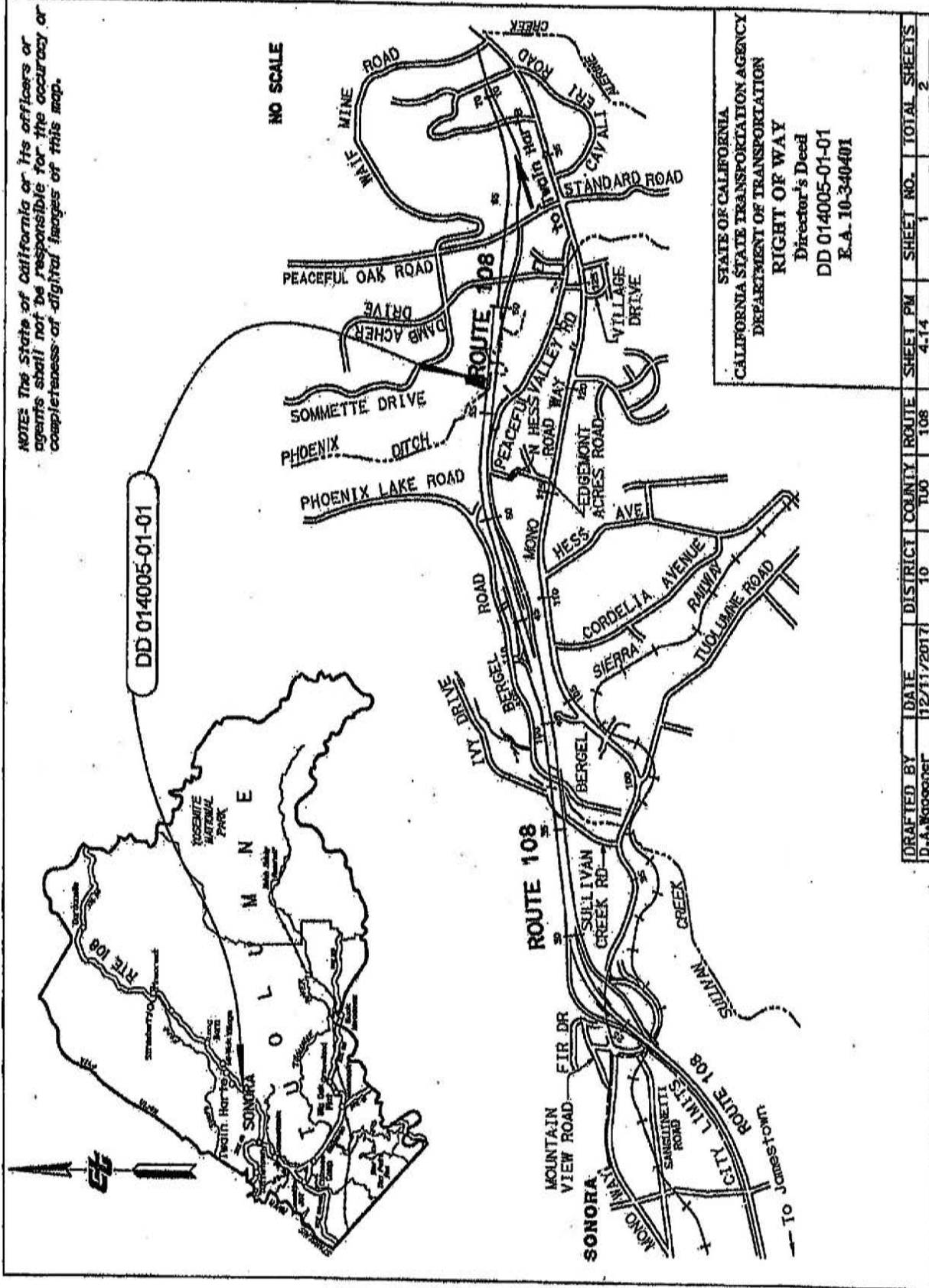


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NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.

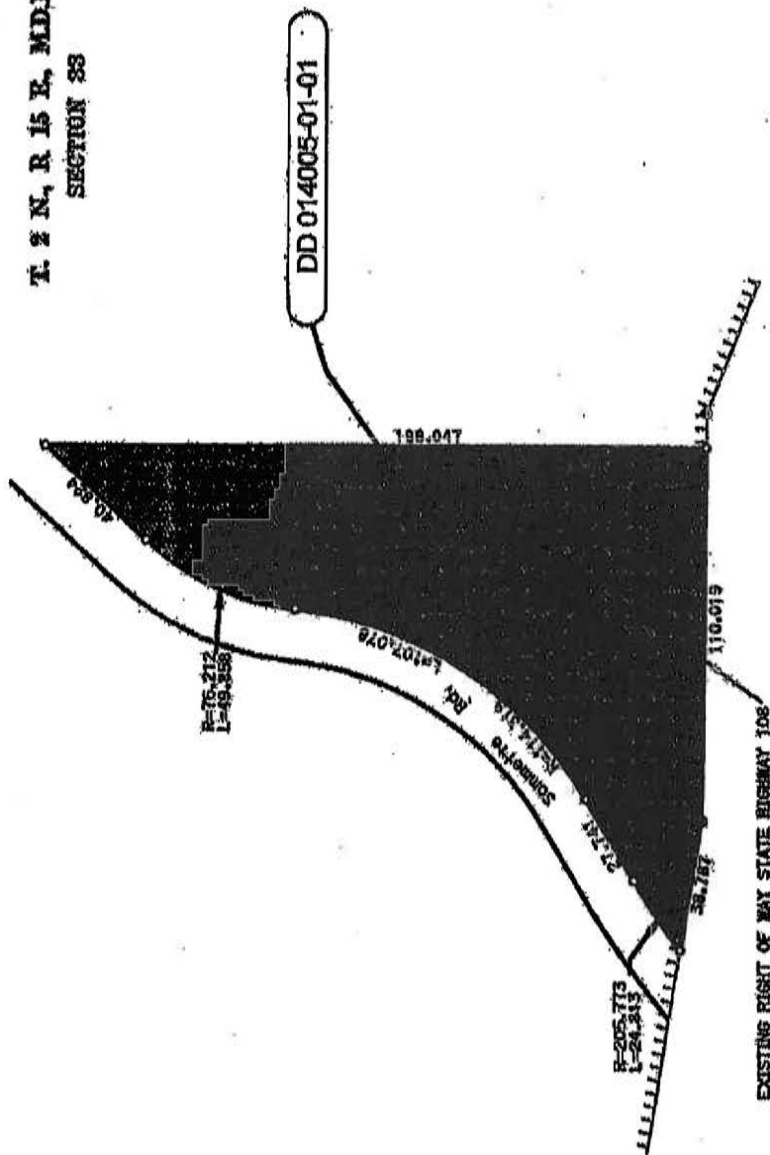


DRAFTED BY	DATE	DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
D.A. WOODRUFF	12/11/2017	10	TUO	108	4-14	1	2




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T. 2 N., R. 15 E., M.D.M.  
SECTION 33



## County of Tuolumne

NOTES		LEGEND		STATE OF CALIFORNIA CALIFORNIA STATE TRANSPORTATION AGENCY DEPARTMENT OF TRANSPORTATION			
Distances are in grid distances. Multiply by 1.000016 to obtain ground distances. All distances are in meters unless otherwise noted. To convert meters to U.S. Survey feet multiply distances by 3.28084. To convert hectares to acres, multiply by 2.471.		 Caltrans Parcel, 1.25 hectares (3.1 acres), more or less.		RIGHT OF WAY Director's Deed DD 014005-01-01 E.A. 34041 NO SCALE			
		○ Dimension point					
		● Monument set					
				Existing Right of Way Access Control			
				JUL 11 2012			
DRAFTED BY	DATE	DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
D.A. Rodriguez	12/09/2017	18	TUO	108	4-14	2	2



## **M e m o r a n d u m**

**To:** CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

**CTC Meeting:** March 21-22, 2018

**Reference No:** 2.5t.  
Action Item

**From:** NORMA ORTEGA  
Chief Financial Officer

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

**Subject:** **RE-ALLOCATION FOR STATE ADMINISTERED TRAFFIC CONGESTION RELIEF  
PROGRAM RAIL PROJECT  
RESOLUTION TFP-17-03**

### **ISSUE:**

Should the California Transportation Commission (Commission) approve a re-allocation of \$3,622,000 for Traffic Congestion Relief Program (TCRP) Project 35.2 – Pacific Surfliner – Triple Track BNSF Railway Company (BNSF) Rail project (PPNO 2002) in Los Angeles County?

### **RECOMMENDATION:**

The California Department of Transportation (Department) recommends that the Commission approve the re-allocation of \$3,622,000 for TCRP Project 35.2 – Pacific Surfliner – Triple Track BNSF Rail project (PPNO 2002) in Los Angeles County.

### **BACKGROUND:**

TCRP Project 35.2 includes \$61,035,000 in TCRP funds for construction of the Pacific Surfliner - Triple Track BNSF Rail project. Work includes constructing 15 miles of third main track and six grade separations along the intercity rail line from the city of Commerce to Fullerton.

In March 2013, the Commission approved an allocation amendment to re-program and allocate \$3,622,000 in TCRP savings to the construction component of the Pacific Surfliner - Triple Track BNSF Rail project. Most of the construction work associated with the project is complete. However, BNSF has encountered delays in constructing the final section of third track through the intersection of Rosecrans/Marquardt in the City of Santa Fe Springs, primarily due to obtaining permits from the California Public Utility Commission (PUC). Technical and operational disagreements concerning pedestrian safety have been ongoing for several years. The Department and BNSF have performed safety diagnostics and instituted grade crossing safety improvements. However, the California PUC has yet to issue the required permits. The



Department anticipates that an Administrative Law Judge will resolve the matter by the end of March 2018.

A re-allocation of the previously allocated \$3,622,000 in TCRP funding will allow the Department to complete the remainder of work through the intersection of Rosecrans/Marquardt once the final permitting process is resolved.

**FINANCIAL RESOLUTION:**

Be it Resolved, that \$3,622,000 in Traffic Congestion Relief Program (TCRP), originally allocated for TCRP Project 35.2 – Pacific Surfliner – Triple Track BNSF Rail project (PPNO 2002) in Los Angeles County, be re-allocated in accordance with the attached vote list.

Attachment



## 2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Project Description	Dist-PPNO Program Programmed: Phase Prgm'd Amount Project ID Adv Phase EA	Item # Fund Type Program Code	Amount by Fund Type
<b>2.5t. Traffic Congestion Relief Program Re-Allocation</b>			<b>Resolution TFP-17-03</b>	
1 \$3,622,000  Department of Transportation SANDAG 11 – San Diego	<b>Project 35.2 – Pacific Surfliner – Triple Track Burlington Northern Santa Fe (BNSF) Railway Company Rail project.</b> Construct third main track and grade separations.  <u>Outcome/Output:</u> Construct approximately 15 miles of third main track along the intercity rail line from the city of Commerce to Fullerton.	07-2002 TCRP CON \$3,622,000 0000002537 S 75-R913RA	889-3007 TCRF 30.20.710.010	\$3,622,000
<b><u>Re-allocate \$3,622,000 in previously allocated funds for Construction due to timely use of funds requirement.</u></b>				



# Memorandum

Tab 60

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 21-22, 2018

Reference No.: 4.15  
Action

Published Date: March 9, 2018

Prepared By: Jacqueline Campion

From: SUSAN BRANSEN  
Executive Director

Subject: **GRANT ANTICIPATION REVENUE VEHICLE (GARVEE) BOND DEBT UPDATE**

**ISSUE:**

Should the California Transportation Commission (Commission) submit the attached report (Attachment A) to the Governor and Legislature regarding the total amount of outstanding GARVEE notes for the 2017 calendar year?

**RECOMMENDATION:**

Staff recommends that the Commission submit the attached report to the Governor and Legislature regarding the total amount of outstanding GARVEE notes for the 2017 calendar year.

**BACKGROUND:**

Government Code section 14553.9(b) requires the Commission to report on or before April 1 of each year to the Governor and the Legislature the total amount of outstanding GARVEE notes for the preceding calendar year. The California Department of Transportation provided the information in the table below, which states the total amount of outstanding debt issued, the principal balance, and the transportation projects funded by that outstanding debt. The payoff date for the 2008A GARVEE bonds is February 1, 2020.

Summary of Projects Funded by the 2008 A Bonds			
Project Name	Allocated Bond Proceeds	Debt Service Outstanding as of December 31, 2017	Principal Balance as of December 31, 2017
Truckee River Canyon – Interstate 80	\$47,814,000		
Colfax – Interstate 80	\$50,186,000		
<b>Total</b>	<b>\$98,000,000</b>	<b>\$33,392,995.21</b>	<b>\$30,985,000.00</b>



The Commission has approved the issuance of GARVEE notes twice: once for State Transportation Improvement Program (STIP) projects and once for the State Highway Operation and Protection Program (SHOPP) projects. On March 10, 2004, the State issued \$614,850,000 of GARVEE Bonds (Series 2004A Bonds) for eight STIP projects. There is no debt service outstanding for the Series 2004A Bonds, structured with serial maturities from 2005 through 2015.

On October 16, 2008, the State issued a second set of GARVEE Bonds (Series 2008A Bonds) for a total of \$98,000,000 for two SHOPP projects. The Series 2008A Bonds are structured with serial maturities from 2009 through 2020.

Attachment A – Commission’s Draft Letter to the Governor and Legislature



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

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>

March 21, 2018

The Honorable Edmund G. Brown, Jr.  
 Governor of California  
 State Capitol  
 Sacramento, CA 95814

Ms. Diane F. Boyer-Vine  
 Legislative Counsel  
 State Capitol, Room 3021  
 Sacramento, CA 95814

Mr. Daniel Alvarez  
 Secretary of the Senate  
 State Capitol, Room 3044  
 Sacramento, CA 95814

Mr. E. Dotson Wilson  
 Chief Clerk, California State Assembly  
 State Capitol, Room 3196  
 Sacramento, CA 95814

Government Code section 14553.9(b) requires the California Transportation Commission (Commission) to report on or before April 1 of each year to the Governor and Legislature the total amount of outstanding Federal Grant Anticipation Revenue Vehicle (GARVEE) notes for the preceding calendar year. This information is presented in the table below:

Summary of Projects Funded by the 2008 A Bonds			
Project Name	Allocated Bond Proceeds	Debt Service Outstanding as of December 31, 2017	Principal Balance as of December 31, 2017
Truckee River Canyon – Interstate 80	\$47,814,000		
Colfax – Interstate 80	\$50,186,000		
<b>Total</b>	<b>\$98,000,000</b>	<b>\$33,392,995.21</b>	<b>\$30,985,000.00</b>



The information in this table was provided by the California Department of Transportation. The payoff date for the 2008A GARVEE bonds is February 1, 2020.

For additional information or questions regarding GARVEE bonds, please contact the Commission's Executive Director Susan Bransen at (916) 654-4245.

Sincerely,

FRAN INMAN

Chair

cc: Commissioners, California Transportation Commission  
Susan Bransen, California Transportation Commission, Executive Director  
Brian Annis, California State Transportation Agency, Secretary



## **M e m o r a n d u m**

**To:** CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

**CTC Meeting:** March 21-22, 2018

**Reference No.:** 2.2c.(10)  
Action Item

**From:** NORMA ORTEGA  
Chief Financial Officer

**Prepared by:** Philip J. Stolarski, Chief  
Division of Environmental  
Analysis

**Subject:** **APPROVAL OF PROJECTS FOR FUTURE CONSIDERATION OF FUNDING**

### **ISSUE:**

Should the California Transportation Commission (Commission), as a responsible agency, approve the attached Resolution E-18-30?

### **RECOMMENDATION:**

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission), as a responsible agency, approve the attached Resolution E-18-30.

### **BACKGROUND:**

#### **06-Ker-58, PM T31.7/R55.6, 06-Ker-99, PM 21.2/26.2** **RESOLUTION E-18-30**

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 58 (SR 58) and State Route 99 (SR 99) in Kern County. Construct a new alignment for SR 58 and SR 99 in and near the city of Bakersfield. (PPNO 3705)

This project proposes to construct a new freeway alignment for SR 58 in order to link SR 58 with Interstate 5 (I-5). The project also includes route improvements along SR 58 from Cottonwood Road to I-5, and to SR 99 from Wilson Road to Gilmore Avenue. The estimated total overall cost of the project is \$629.0 million. The project is not totally funded and currently programmed in the 2016 State Transportation Improvement Program (STIP) for an estimated total \$33.0 million for Construction capital, \$19 million in federal earmarked funds and \$62 million in local Transportation Development Fund sources. The project is estimated to begin in



Fiscal Year 2018-19. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2016 STIP.

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, farmland, cultural resources, community character and cohesion, relocations, traffic, visual/aesthetics, noise, and biological resources.

Potential impacts associated with the project can all be mitigated to below significance with the exception of visual/aesthetics, land use, noise, and community impacts. As a result, an FEIR and a Statement of Overriding Considerations was prepared for the project.

Attachments



## **CALIFORNIA TRANSPORTATION COMMISSION**

### **Resolution for Future Consideration of Funding 06-Ker-58, PM T31.7/R55.6, 06-Ker-99, PM 21.2/26.2 Resolution E-18-30**

- 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 58 (SR 58) and State Route 99 (SR 99) in Kern County. Construct a new alignment for SR 58 and SR 99 in and near the city of Bakersfield. (PPNO 6891)
- 1.2 **WHEREAS**, the Department has certified that a Final Environmental Impact Report has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and
- 1.3 **WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Final Environmental Impact Report.
- 1.4 **WHEREAS**, the project will have a significant effect on the environment.
- 1.5 **WHEREAS**, A Statement of Overriding Considerations was made pursuant to CEQA Guidelines.
- 1.6 **WHEREAS**, Findings were made pursuant to the State CEQA Guidelines.
- 2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby support approval of the above referenced project to allow for consideration of funding.



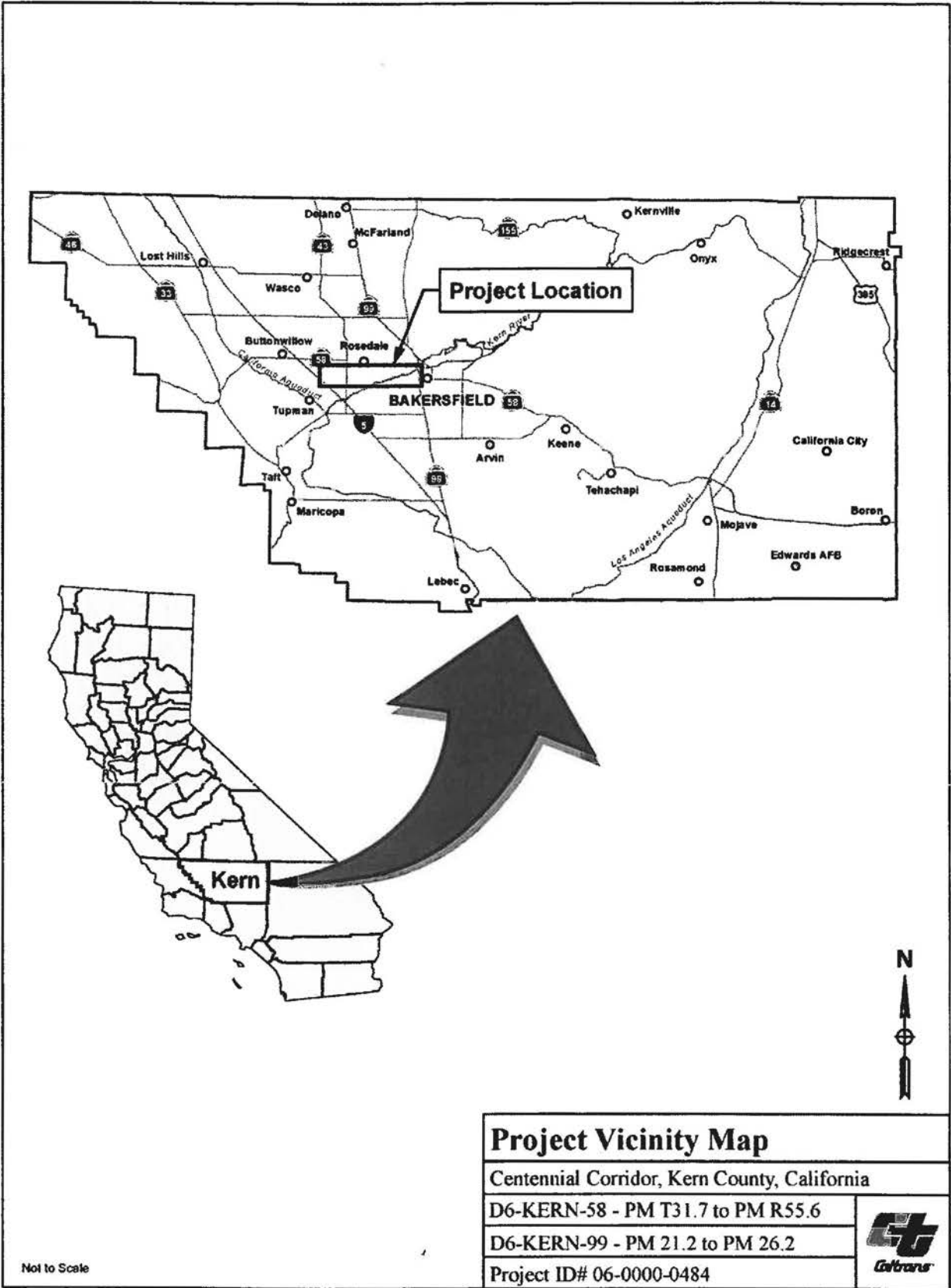


Figure 1-1



## **STATEMENT OF OVERRIDING CONSIDERATIONS**

### **CALIFORNIA DEPARTMENT OF TRANSPORTATION STATEMENT OF OVERRIDING CONSIDERATIONS FOR THE CENTENNIAL CORRIDOR PROJECT IN THE CITY OF BAKERSFIELD AND KERN COUNTY**

**DISTRICT 6-KER-58-PM T31.7 to PM R55.6**

**DISTRICT 6-KER-99-PM 21.2 to PM 26.2**

**(PROJECT ID#: 0600000484)**

**SCH# 2008091102**

The following information is presented to comply with State California Environmental Quality Act (CEQA) Guidelines (Title 14 California Code of Regulations, Chapter 3, Section 15903), and the Department of Transportation and California Transportation Commission Environmental Regulations (Title 21 California Code of Regulations, Chapter 11, Section 1501). Reference is made to the Final Environmental Impact Report (FEIR) for the project, which is the basic source for the information.

The following impacts have been identified as significant and not fully mitigable:

- Visual/Aesthetics - Construction of the project will add a major new transportation corridor in the Westpark neighborhood. Removal of existing residential, commercial, and industrial structures and construction of elevated structures such as sound walls, retaining walls and an above-grade freeway will create a significant, permanent change to the visual character and quality of the neighborhood and its surroundings.
- Land Use and Planning - Implementation of the project will not be able to fully meet all the goals outlined in the *Metropolitan Bakersfield 2010 General Plan (2002, update 2007)*. The remaining inconsistencies pertain to minimizing impacts from truck traffic on noise-sensitive uses, retaining existing residential neighborhoods, and allowing in-fill development that is compatible with the character of the surrounding neighborhood.
- Noise - Construction of the project will introduce traffic noise impacts to 49 frequent outdoor use areas west of State Route 99 that would have more than a 12-decibel noise increase and 21 frequent outdoor use areas along State Route 58 and State Route 99 that would have more than a 5-decibel



noise increase. A total of 25 sound walls would be constructed to provide noise abatement for Alternative B. Future predicted traffic noise levels with the recommended abatement measures would range from 54 to 75 decibels. There will be 11 affected frequent outdoor use areas for which noise abatement is not recommended, and 58 frequent outdoor use areas will still be affected even with the recommended sound walls.

- **Community Impacts** - Construction of the project will result in land use conversions and divide the existing Westpark neighborhood. The new corridor will segment and isolate portions of the neighborhood and alter circulation patterns due to changes to the internal roadway network. In addition to the displacement of 310 residential units, construction of the proposed transportation corridor will result in disruptions in access, causing significant community cohesiveness impacts to the Westpark neighborhood.

Given the significance of impacts to visual/aesthetic resources, land use and planning, noise, and community impacts, mitigation, avoidance, and minimization measures have been incorporated to reduce significant unavoidable effects to the maximum extent practicable.

**Overriding considerations that support approval of this recommended project are as follows:**

Alternative B is considered a viable alternative because it would achieve the project's purpose and need. The project purpose is a set of objectives the project is intended to meet. The project need is the range of transportation deficiencies that the project was initiated to address.

***Purpose***

The purpose of the Centennial Corridor Project is to provide route continuity and associated traffic congestion relief along State Route 58 within metropolitan Bakersfield and Kern County from State Route 58 (at Cottonwood Road) to Interstate 5.

***Need***

State Route 58 is a critical link in the state transportation network and is used by interstate travelers, commuters, and a large number of trucks. State Route 58 lacks continuity in central Bakersfield, resulting in severe traffic congestion and reduced levels of service on adjoining highways and local streets. These transportation deficiencies are described below.



### *Route Continuity*

State Route 58 lacks route continuity; it lacks route continuity from the State Route 58 (East)/State Route 99 interchange west to Interstate 5. From the State Route 58 (East)/99 interchange, State Route 58 is offset by about 2 miles where State Routes 58 and 99 merge and share a common north-south alignment. Along this shared portion, State Route 58/99 is an eight-lane, access-controlled (access is limited to interchanges) freeway. This section of State Route 99 between State Route 58 (East) and Airport Drive is the third most congested segment of the highway in California. Regional and inter-regional traffic, including heavy trucks, merge with local traffic using this segment to access metropolitan Bakersfield. The lack of route continuity contributes to traffic congestion and reduced levels of service on adjoining highways and local streets.

### *Existing East-West Traffic Congestion and Projected Demand*

Based on the traffic study prepared for this project, during the year 2008 (baseline year), 15 key intersections with signals operated at worse than level of service (LOS) D (25 to 35 seconds of delay) during one or both peak hours periods and one intersection without a signal operated at an unacceptable LOS (worse than LOS D). In 2018, the opening year, without the project, 12 intersections (11 with signals and 1 without a signal) in the project area are projected to operate at worse than LOS D during one or both peak hour periods. In 2038, the horizon year, without the project, 22 intersections (18 with signals and 4 without signals) in the project area are projected to operate at worse than LOS D during one or both peak hours.

Construction of the Centennial Corridor Project will relieve traffic congestion along State Route 99, which is the major Central Valley north-south highway in California. State Route 99 provides a connection between the two legs of State Route 58 (Rosedale Highway and State Route 58 East) for drivers traveling in the east-west direction. The merging of two major State Routes (58 and 99) into one alignment between the eastern and western legs of State Route 58 (a distance of about two miles) has made the traffic level of service deteriorate on this segment of freeway. Conditions are projected to worsen in the coming years.

### *Traffic Congestion on the Shared Portion of State Routes 58 and 99*

State Route 99, which is the major Central Valley north-south highway in California, provides a connection between the two legs of State Route 58 (Rosedale Highway and State Route 58 East) for drivers traveling in the east-west direction. The merging of two major State Routes (58 and 99) into one alignment between the eastern and western legs of State Route 58 (a distance of about two miles) has made the traffic level of service deteriorate on this segment of freeway. Conditions are projected to worsen in the coming years.



Also, State Route 99's close spacing for its two connections with State Route 58 (East and West), as well as an interchange at California Avenue, has resulted in conflicting merging conditions (cars entering the freeway are trying to move to the left and the cars exiting the freeway are trying to move to the right to use the off-ramp) that add to traffic congestion. Caltrans' standard for spacing between freeway-to-freeway connections is 2 miles, and the standard for spacing between interchanges is 1 mile. In this location, the two connectors from State Route 58 to State Route 99 and the California Avenue interchange are located within slightly over 2 miles of each other.

### **Benefits of the Selected Alternative B**

The Centennial Corridor Project would result in the following traffic circulation and operational benefits:

- Improvements between Cottonwood Road and State Route 99 would include auxiliary lanes and collector-distributor lanes (lanes separated from the freeway to accommodate the lane-changing associated with traffic getting on and off the freeway). These roadway improvements would enhance traffic flow by separating traffic entering and exiting the freeway from through traffic.
- State Route 58 would no longer be required to share an alignment with State Route 99. It would continue westerly and connect to the Westside Parkway. This would eliminate the 2-mile overlap where State Routes 58 and 99 merge and share a common north-south alignment, thereby removing traffic from State Route 99.
- By moving traffic onto the Westside Parkway, which is a freeway, the project would enable drivers to continue their trips without having to use a local roadway. This would also eliminate the need to stop at multiple signals and the San Joaquin Valley railroad crossing at Landco Drive. Decreased travel times in high congestion travel corridors will lead to an overall reduction in harmful emissions by reducing idling. Increased idling times on the local streets would occur under the No Build conditions. It is important to note that idling times would dramatically raise the particulate matter quantities for the No-Build with most concentrations added along Rosedale and Stockdale Highways.
- The Westside Parkway would connect to Stockdale Highway to provide a direct link to Interstate 5, eliminating the offset route that exists at State Route 43. Thus, the project will reduce out of direction travel.
- The additional capacity provided by the build alternatives compared to the No Build Alternative would also help reduce congestion on adjacent local roadways because traffic is expected to shift to the freeway.



- By 2018, the No-Build Alternative is anticipated to result in four deficient freeway segment operations compared to Alternative B, which is not anticipated to result in deficient freeway segment operations.
- By 2038, the No-Build Alternative is anticipated to result in 16 deficient freeway segment operations compared to Alternative B, which is anticipated to result in four deficient freeway segment operations.

Among the three build alternatives (A, B, and C) evaluated in the Final Environmental Impact Report prepared for this project, Caltrans has determined that Alternative B is a feasible and prudent alternative that avoids parkland and other Section 4(f) properties, such as historic properties. It would also achieve the project's purpose and need of providing route continuity and associated traffic congestion relief along State Route 58 (East) between Interstate 5 and Cottonwood Road. In addition, Alternative B has the least impact on jurisdictional waters and would not have disproportionate impacts on environmental justice communities. It is also the least expensive alternative, costing almost \$100 million less than the other alternatives. Additionally, residential displacements for Alternative C are concentrated in two environmental justice communities, specifically the environmental justice community south of Saunders Park, while Alternative A would have the greatest number of overall displacements. Therefore, after comparing and weighing the benefits and impacts of Alternatives A, B, and C, Caltrans has identified Alternative B as the selected alternative.

## Conclusion

Pursuant to §15093 of the State *CEQA Guidelines*, decision-makers are required to balance the benefits of a project against its unavoidable environmental risks in determining whether to approve a project. In the event the benefits of a project outweigh the unavoidable adverse effects, the adverse environmental effects may be considered "acceptable". The State *CEQA Guidelines* require that, when a public agency allows for the occurrence of significant effects which are identified in the FEIR but are not at least substantially mitigated, the agency shall state in writing the specific reasons the action was supported. Any statement of overriding considerations should be included in the record of project approval and should be mentioned in the Notice of Determination.

To the extent the significant effects of the project are not avoided or substantially lessened to a level of insignificance, Caltrans, having reviewed and considered the information contained in the FEIR for the Centennial Corridor Project, and having reviewed and considered the information contained in the public record, and having balanced the benefits of the project against the unavoidable effects which remain, finds that such unmitigated effects to be acceptable in consideration of the overriding considerations discussed herein.



Caltrans finds that all feasible mitigation measures have been imposed to lessen unavoidable project impacts to the extent possible. As such, Caltrans, as the Lead Agency for the Project, has reviewed and considered the information contained in the Draft and the Final Environmental Impact Reports prepared for the Centennial Corridor Project and the public record. Accordingly, the Lead Agency makes the following finding, pursuant to §15093 of the State *CEQA Guidelines*, with regard to the Statement of Overriding Considerations for the Centennial Corridor Project:

*California Administrative Code, Title 14, Section 15093(a) states: "If the specific economic, legal, social, technological, or other benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered 'acceptable'."* Based on the above discussion and on the evidence presented, Caltrans therefore finds that the benefits of the proposed project outweigh the adverse impacts on aesthetic/visual resources, land use and planning, community, and noise impacts related to fair share mitigation from the Centennial Corridor Project, which cannot be eliminated or reduced to a less than significant level.



## **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:** Centennial Corridor Project

<u>2008091102</u>	<u>Jennifer Taylor</u>	<u>(888) 404-6376</u>
<b>State Clearinghouse Number</b>	<b>Lead Agency Contact Person</b>	<b>Area Code/Telephone</b>

**Project Location** (include county): SR 58 and SR 99 in Kern County.

**Project Description:** Construct a new alignment for a portion of SR 58 to hook up with SR 99 in and near the city of Bakersfield.

This is to advise that the California Transportation Commission has approved the above described project  
(    Lead Agency / **X** Responsible Agency)  
on March 21-22, 2018, and has made the following determinations regarding the above described project:

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

The above identified document with comments and responses and record of project approval is available to the General Public at: Caltrans Dist. 6, 855 M St., Fresno, CA 93721

Susan Bransen

Signature (Public Agency)      Date  
CALIFORNIA TRANSPORTATION COMMISSION

Executive Director  
Title

Date received for filing at OPR:



## Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 21-22, 2018

Reference No: 2.4c.(1)  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

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

Subject: **AIRSPACE LEASE – REQUEST TO DIRECTLY NEGOTIATE WITH SAINT VINCENT de PAUL MANAGEMENT, INCORPORATED DBA FATHER JOE’S VILLAGES**

### **ISSUE:**

Should the California Transportation Commission (Commission) approve a request by the California Department of Transportation (Department) to directly negotiate a long-term lease with Saint Vincent de Paul Management, Incorporated DBA Father Joe’s Villages (Saint Vincent de Paul)?

### **RECOMMENDATION:**

The Department recommends that the Commission approve a request to directly negotiate a long-term lease with Saint Vincent de Paul. The proposed lease rate will be based on fair market value as determined by a Department staff appraiser. The lease will provide for consumer price index adjustments and re-evaluations. At this time, Saint Vincent de Paul is requesting a 60-year lease term in order to obtain appropriate financing.

### **BACKGROUND:**

#### **Subject Property SDX005-0016 PM 20.10:**

The subject parcel is approximately 78,610 square feet and irregular in shape (Exhibits A1, A2, and A3). The site is located in San Diego along the Pacific Highway in the Old Town district. Immediately to the east are train tracks for both the San Diego Trolley and Amtrak. Overhead on-ramps for eastbound Interstate 8 cross the northern and southern edges of the property. The southern bridge is a connector ramp from northbound Interstate 5. The other bridge comes from Rosecrans, a major east to west arterial street, and is one of only three on-ramps to Interstate 8 from the Peninsula area of San Diego. The State owns the underlying fee to the property. EZ8 Motels, Inc. currently owns the motel buildings (constructed in 1983). The motel has 127 rooms split across four buildings, a pool and hot tub area, separate laundry facilities for guests and housekeeping, a lobby area, and two managers’ offices. The current tenants, EZ8 Motels, Inc., were originally a sub lessee but became the primary tenant in 1996. The area is necessary for transportation purposes and is not currently eligible for disposal.



**Proposal:**

EZ8 Motels, Inc. currently owns the improvements. Saint Vincent de Paul is purchasing the motel from EZ8 Motels. The existing lease will be terminated. Before the new lease is signed, Saint Vincent de Paul intends to form a limited liability corporation with Father Joe's Villages. Saint Vincent de Paul's proposal is to renovate the motel into permanent supportive housing for homeless and low-income individuals. The motel rooms will be remodeled into studio apartments. The renovations will mostly consist of adding kitchenettes to each unit. Other renovations will include removing the pool area, converting office space into living units, and creating meeting rooms and common areas. Security measures will include fence and lighting replacement, on-site security guards, and cameras.

**BENEFIT TO THE STATE:**

- A longer lease will provide the State with a continued fair market revenue stream, which will reduce risk and maximize the value of the State's property.
- Leasing the site to Saint Vincent de Paul will provide the State with a tenant that is willing to renovate, improve, and better maintain the property.
- Converting the motel to affordable housing gives the State an opportunity to help improve local economy and livability in the city of San Diego.

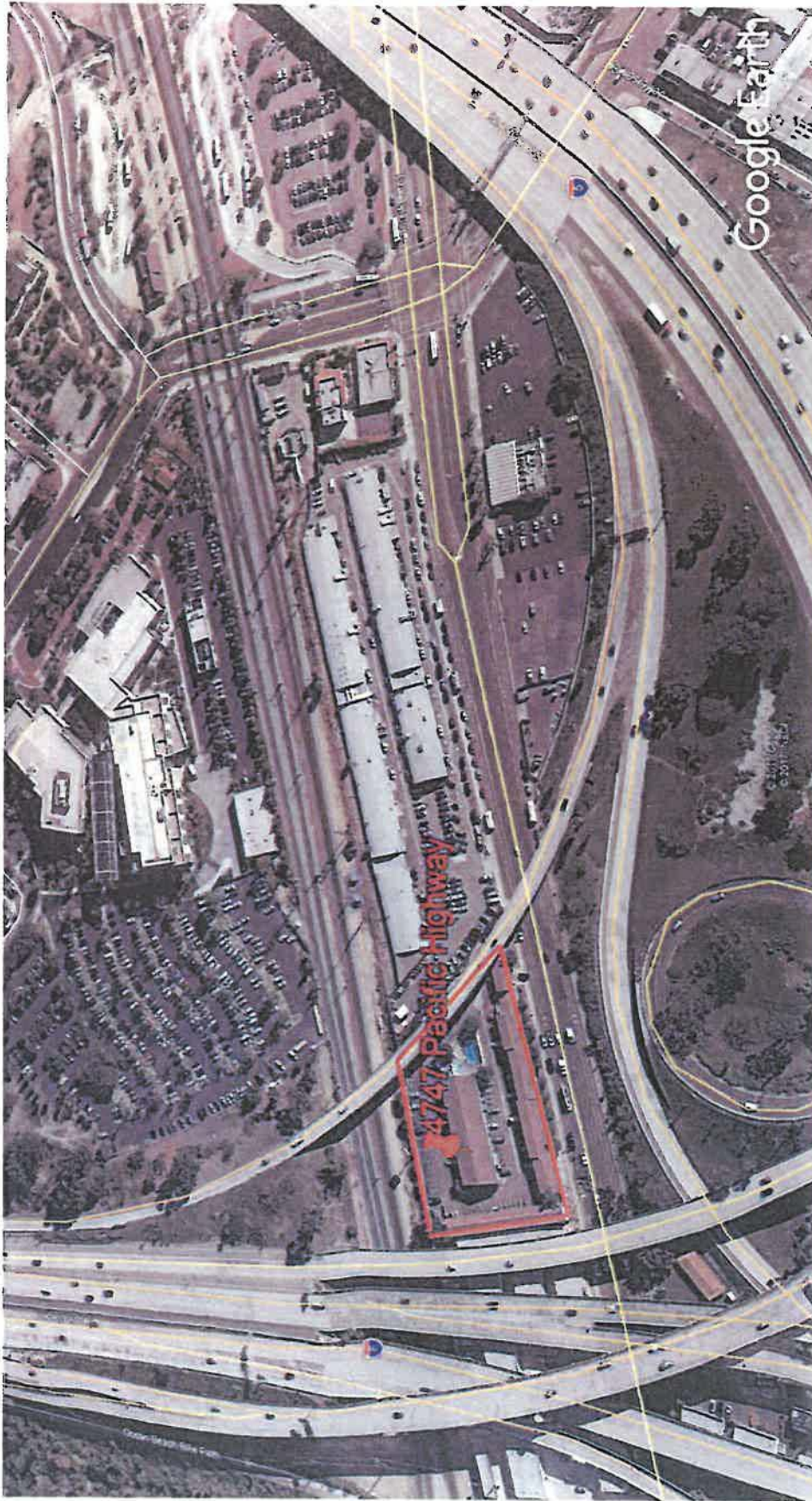
**SUMMARY:**

Saint Vincent de Paul proposes to convert an existing motel into permanent supportive housing for homeless and low-income individuals. The current operators of the motel have been tenants of the State since 1983. The current lease has 21 years remaining with no options to extend it. The State cannot dispose of this property. The only allowable use under the current lease is as a motel. Due to changes in the economy and the surrounding area's demographics, using the site as a motel is no longer a viable use of the property. The proposed development would add 127 affordable housing units to the market and provide supportive services. A new long-term lease will give the State a new tenant that is willing to renovate and improve the property. The new lease will also provide the State with a constant fair market revenue stream from this property, and help the city of San Diego address its affordable housing and homelessness challenges.

**Attachments**

Exhibits A1-A3 – Aerial photo and parcel maps







# CITY OF SAN DIEGO

VALLEY  
RIVER  
COURSE  
GOLF

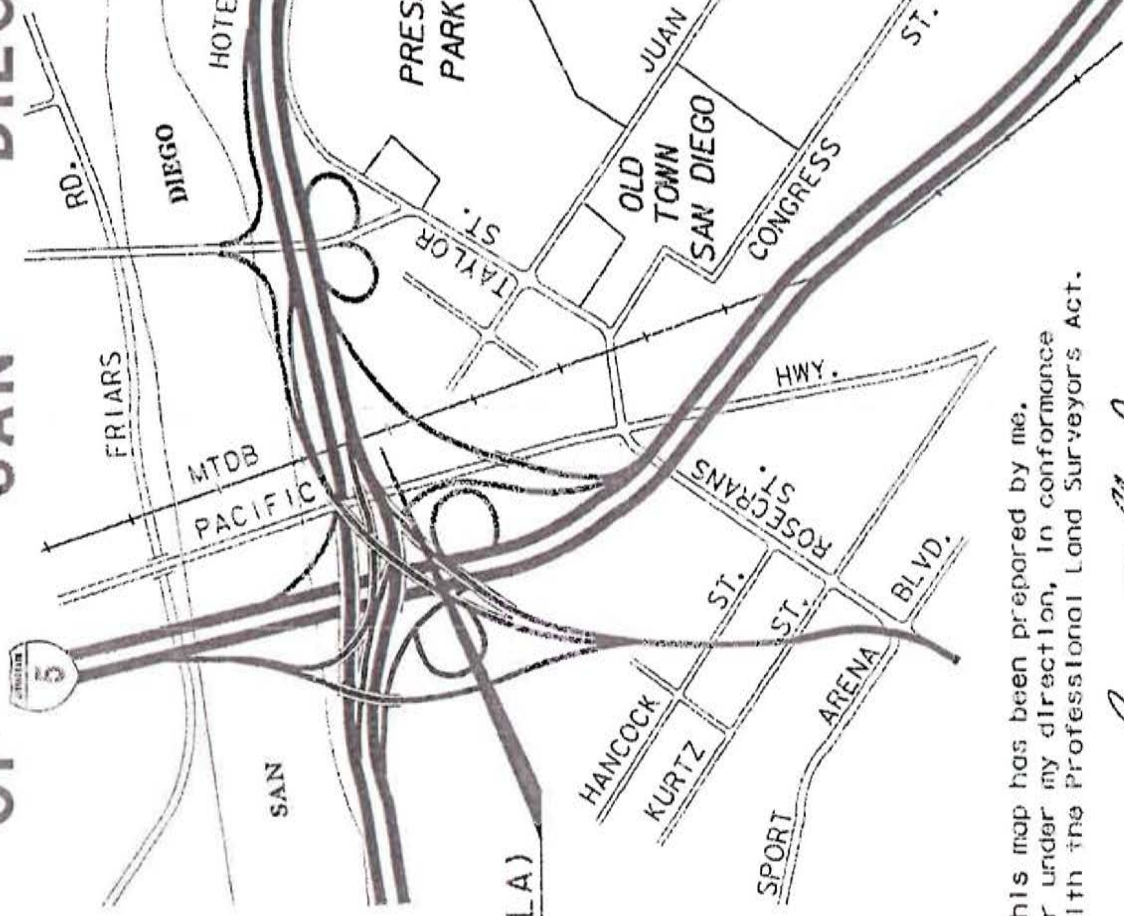
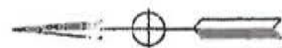
RIVER

HOTEL CIR. N. HOTEL PL.

HOTEL CIR. S.

PRESIDIO  
PARK

11-SD-5-16 (FLA)



## KEY MAP

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
DISTRICT 11

FREEWAY LEASE AREA  
11-SD-5-16 (FLA)

RIGHT OF WAY  
MAP NO. 101\*

COUNTY	ROUTE	POST MILES	SCALE
SD	5	20.3	NONE

SHEET 1 OF 2

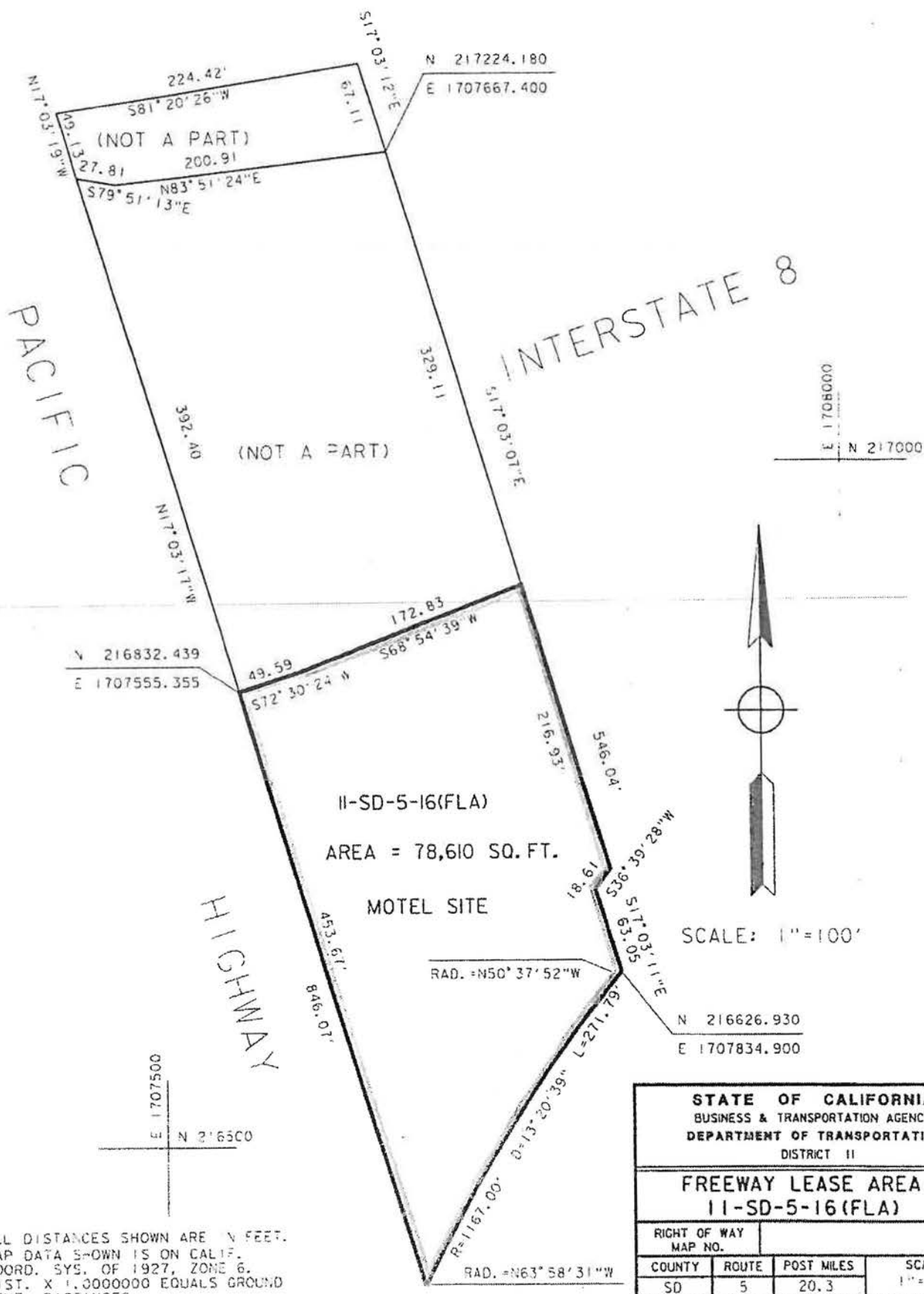
This map has been prepared by me,  
or under my direction, in conformance  
with the Professional Land Surveyor's Act.

Signature *Peter L. Pfanner*

Date 11/6/95









## Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 21-22, 2018

Reference No: 2.4c.(2)  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

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

Subject: **AIRSPACE LEASE – REQUEST TO APPROVE TERMS, CONDITIONS, AND EXECUTION  
OF A 50-YEAR LEASE WITH SAN FRANCISCO-MARIN FOOD BANK**

### **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 50-year lease with the San Francisco-Marín Food Bank (SF-MFB)?

### **RECOMMENDATION:**

The Department recommends that the Commission authorize the execution of a 50-year lease to SF-MFB with appropriate reservations, restrictions, and conditions for the area that they currently lease from the Department.

### **BACKGROUND:**

#### **SUBJECT PROPERTY SF-280-12:**

The proposed Freeway Lease Area SF-280-12 (FLA) is an approximately 24,000 square foot (s.f.) unimproved parcel partially located under the partially elevated portion of Interstate 280 within the City of San Francisco. SF-MFB is the current lessee.

A request to directly negotiate a 15-year lease term was approved at the October 2017 Commission meeting. At the meeting, the Commissioners discussed that they would entertain approving a 25-year term or longer at fair market value rent. SF-MFB is seeking a 50-year lease term to allow for amortization of substantial costs associated with improving the dirt lot into an accessible, paved, and lit vehicle parking lot for SF-MFB delivery trucks and volunteer worker vehicles.



**BENEFITS TO THE STATE:**

- Leasing the FLA to SF-MFB provides a long-term income stream to the State from a property that has historically been difficult to lease.
- The State saves the maintenance costs of trash removal.
- SF-MFB will construct an estimated \$418,000 in improvements, including a curb cut providing access to the currently landlocked property, grading, paving, fencing, lighting, drainage, and electricity. The improvements enhance the economy and livability of the surrounding residential neighborhood and the City of San Francisco.
- The lease demonstrates the State's dedication to the local community, supporting the distribution of food to thousands of individuals and families in need.

**LEASE TERMS:**

**SUBJECT PROPERTY FLA SF-280-12:**

Term:	50 years
Area:	24,000 s.f. partially under elevated freeway structure
Highest Use:	Vehicle parking and/or storage
Proposed Use:	Vehicle parking
Appraised Value:	\$0.50/s.f.
Negotiated Rent:	\$12,000/month = $\$0.50 \times 24,000$ s.f.
Improvements:	\$418,000 in improvements by SF-MFB
Adjustment:	3 percent annual escalation
Re-evaluation:	Every 5 years
Termination:	By either party with notice; or by the State in case of project requirements
Restrictions:	No subleases or assignments without Department approval
Conditions:	Improvement completion within two years of lease start date

**SUMMARY:**

It is in the State's best interest to authorize execution of the 50-year lease term with SF-MFB for the reasons above. Furthermore, SF-MFB has been an excellent tenant and will improve the State's asset at no cost to the State. We therefore request authorization to execute the 50-year lease for the FLA per the described terms.

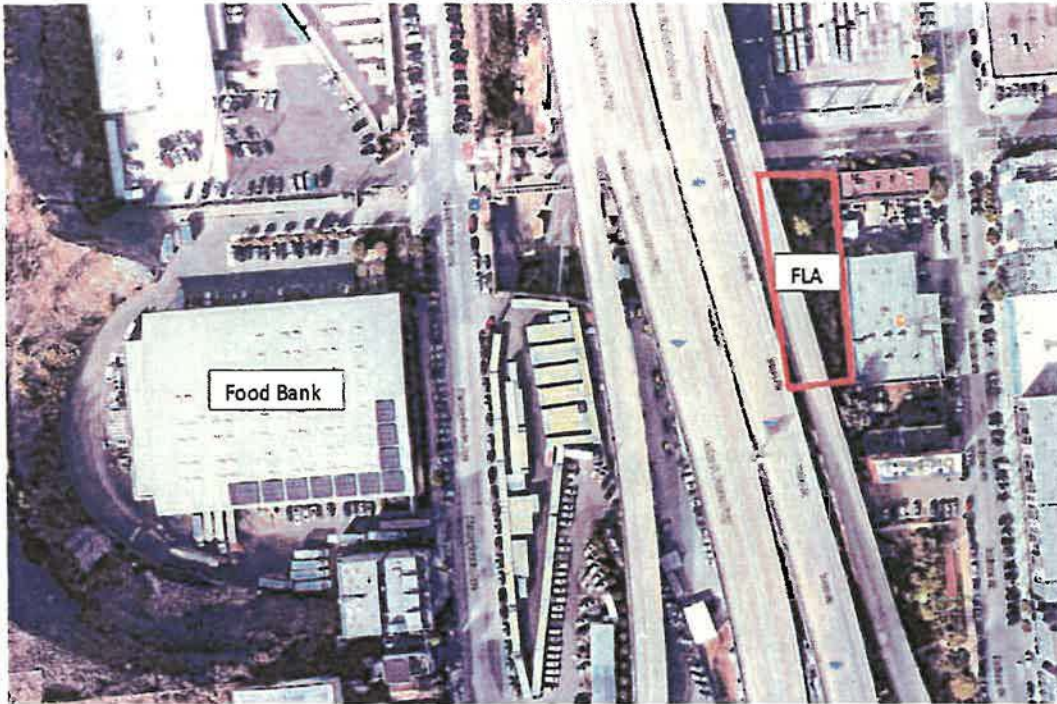
**Attachments**

Exhibit A1 – SF-280-12 location photos

Exhibit A2 – Diagram of proposed parking improvements

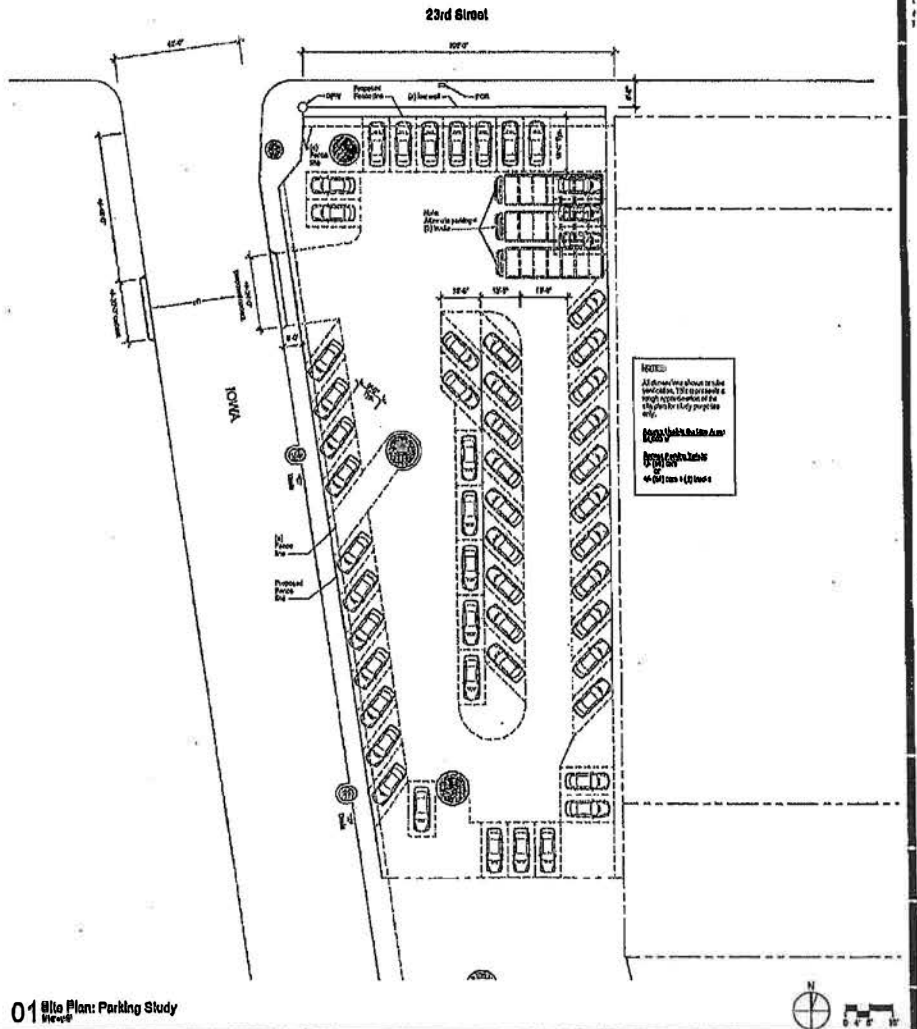


Caltrans Freeway Lease Area  
FLA 04-SF-280-12



Looking Southeast at Iowa and 23<sup>rd</sup> St Intersection





01 Site Plan: Parking Study





## **M e m o r a n d u m**

**To:** CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

**CTC Meeting:** March 21-22, 2018

**Reference No.:** 3.9  
Information Item

**From:** NORMA ORTEGA  
Chief Financial Officer

**Subject:** **PROPOSITION 1B FISCAL YEAR 2017-18 SECOND 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 March 21-22, 2018 Commission meeting.

The Proposition 1B Fiscal Year 2017-18 Second Quarter Reports are in the following order:

- ❖ Corridor Mobility Improvement Account
- ❖ State Route 99 Corridor Program
- ❖ Local Bridge Seismic Retrofit Program
- ❖ State-Local Partnership Program
- ❖ Traffic Light Synchronization Program
- ❖ Highway Railroad Crossing Safety Account
- ❖ Intercity Rail Improvement Program
- ❖ Trade Corridors Improvement Fund

### **BACKGROUND:**

As approved by the voters in the November 2006 general elections, Proposition 1B enacts the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 to authorize \$19.925 billion of state general obligation bonds for specified purposes, including high-priority transportation corridor improvements, State Route 99 corridor enhancements, trade infrastructure and port security projects, school bus retrofit and replacement purposes, state transportation improvement program augmentation, transit and passenger rail improvements, state-local partnership transportation projects, transit security projects, local bridge seismic retrofit projects, highway-railroad grade separation and crossing improvement projects, state highway safety and rehabilitation projects, and local street and road improvement, congestion relief, and traffic safety. The attached reports are submitted in compliance of the Bond Accountability Plan as outlined by the California Transportation Commission in the program guidelines.

Attachments





**FY 2017-18**  
**Second Quarter Report**  
**Corridor Mobility Improvement**  
**Account**

**Quarterly Report to the**  
**California Transportation**  
**Commission**





**(1) CMIA Bond Program Summary**

Second Quarter FY 2017-18

**(1a) CMIA Bond Program Funding**

CMIA bond funds initially allocated to projects:

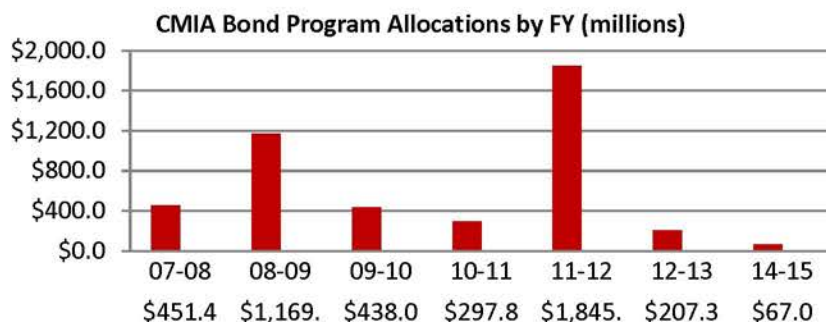
#Contracts	Project Allocated Funds	% Allocated
129	\$4,410 million	100%

CMIA bond funds revised allocation due to administration savings:

#Contracts	Project Allocated Funds	% Allocated
129	\$4,477 million	100%

In the CMIA bond program, \$4,410 million was allocated for projects that commenced construction prior to December 31, 2012, and \$90 million was set aside for program administration costs. Subsequently, administration costs have been reduced. Administration savings totaling \$67 million were allocated to

ongoing projects. A revised total of \$4,477 million of CMIA program funds have been allocated to projects, and \$23 million is set aside for program administration costs, utilizing all but \$14,595,000 of the available program funds.

**(1b) CMIA Bond Program Funding and Contributor Funds**

CMIA bond program funds expended to date:

Program Expenditures	Percent Expended
\$4,301 million	96%

CMIA bond program funds expended reported last quarter:

Program Expenditures	Percent Expended
\$4,295 million	95%

In the CMIA bond program's \$4,500 million dollar budget, \$4,477 million has been allocated to projects from the CMIA bond program funds. In addition, \$7,903 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	\$ 1,140.5	\$ 695.0	\$ 445.6	\$ 418.5	94%
Capital	\$ 7,920.0	\$ 3,909.7	\$ 4,010.3	\$ 3,859.9	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	\$ 12,364.9	\$ 7,902.5	\$ 4,462.4	\$ 4,284.7	96%
Uncommitted			\$ 14.6		
Percent Uncommitted			0%		
Administration			\$ 23.0	\$ 16.3	70%
Program Total			\$ 4,500.0	\$ 4,301.0	96%

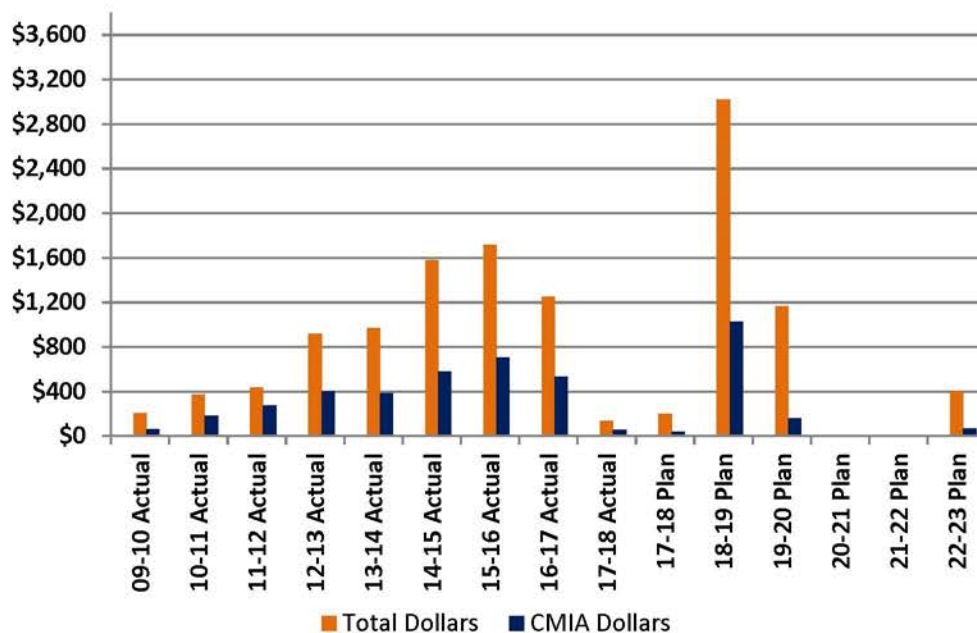


## (1c) CMIA Bond Program Project Completions

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	\$ 381	18				19	\$ 969	\$ 381
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	\$ 401	\$ 65	1	\$ 401	\$ 65
Total Value	117	\$ 7,579	\$ 3,172	80	12	\$ 4,786	\$ 1,291	129	\$ 12,365	\$ 4,462

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

### Second 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 INFORMATION																		CONSTRUCTION SUPPORT				CONSTRUCTION CAPITAL			
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)	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	☑						Caltrans	\$ 5,700	\$ 5,555	\$ 47,410	\$ 42,413		
				\$ 45,630	\$ 4,904	Corridor Project #2 (EA 29083)	10/30/08	07/22/09	100	12/01/11	09/30/11	100	☑					Caltrans	\$ 4,458	\$ 4,928	\$ 35,203	\$ 43,242			
				\$ 43,145	\$ 20,400	Corridor Project #3 (EA 2908V)	5/23/12	08/23/12	100	11/01/14	05/20/16	100	☑						\$ 4,132	\$ 4,889	\$ 35,162	\$ 35,132			
				\$ 148,055	\$ 54,341	Corridor Summary				11/01/14	05/20/16		11/01/15	08/01/19				\$ 14,290	\$ 15,371	\$ 117,775	\$ 120,787				
I-580 Westbound HOV Lane - Greenville to Foothill - Corridor Project																									
2	04	Ala	580	\$ 91,677	\$ 41,860	Corridor Project #1 (EA 2908C)	5/23/12	11/20/12	100	11/01/14	06/30/16	100	☑					Caltrans	\$ 9,795	\$ 10,192	\$ 73,769	\$ 73,471			
				\$ 68,700	\$ 40,481	Corridor Project #2 (EA 2908E)	4/26/12	10/29/12	100	11/01/14	04/18/16	100	☑				Caltrans	\$ 7,820	\$ 10,426	\$ 53,010	\$ 50,760				
				\$ 160,377	\$ 82,341	Corridor Summary				11/01/14	06/30/16		11/01/15	08/01/19				\$ 17,615	\$ 20,617	\$ 126,779	\$ 124,231				
I-580 / Isabel Interchange - Corridor Project																									
3	04	Ala	580	\$ 43,495	\$ 18,375	Corridor Project #1 (EA 17131)	12/11/08	06/22/09	100	03/01/12	04/09/12	100	☑					Livermore	\$ -	\$ 535	\$ 26,495	\$ 17,666			
				\$ 6,810	\$ 1,770	Corridor Project #2 (EA 17132)	12/11/08	06/22/09	100	01/01/12	10/31/11	100	☑				Livermore	\$ -	\$ -	\$ 3,210	\$ 1,770				
				\$ 73,181	\$ 24,982	Corridor Project #3 (EA 17133)	10/30/08	07/23/09	100	01/01/12	11/23/11	100	☑				Caltrans	\$ 8,000	\$ 7,006	\$ 37,682	\$ 28,032				
				\$ 123,486	\$ 45,127	Corridor Summary				03/01/12	04/09/12		03/01/13	12/01/18				\$ 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	☑					Caltrans	\$ 7,415	\$ 8,075	\$ 50,607	\$ 49,808			
				\$ 35,052	\$ 29,765	Corridor Project #2 (EA 3A922)	5/23/12	11/08/12	100	02/01/16	11/19/15	100	☑				Caltrans	\$ 4,000	\$ 4,000	\$ 25,765	\$ 24,609				
				\$ 102,986	\$ 82,611	Corridor Summary				02/01/16	04/04/16		02/01/17	06/05/18				\$ 11,415	\$ 12,074	\$ 76,372	\$ 74,417				
State Route 24 Caldecott Tunnel - Fourth Bore - Corridor Project																									
5	04	Ala CC	24	\$ 399,211	\$ 84,482	Corridor Project #1 (EA 29491)	5/14/09	11/10/09	100	05/01/14	03/12/15	100	☑					Caltrans	\$ 51,218	\$ 55,998	\$ 293,775	\$ 286,737			
				\$ 4,730	\$ -	Corridor Project #2 (EA 29492)	Local	12/22/09	100	03/01/11	04/20/11	100	☑				Caltrans	\$ 400	\$ 492	\$ 4,300	\$ 2,809				
				\$ 642	\$ -	Corridor Project #3 (EA 29493)	Local	12/23/09	100	07/01/10	07/19/10	100	☑				Caltrans	\$ 100	\$ 130	\$ 500	\$ 408				
				\$ 404,583	\$ 84,482	Corridor Summary				05/01/14	03/12/15		03/01/15	04/30/18				\$ 51,718	\$ 56,620	\$ 298,575	\$ 289,954				
6	10	Cal	4	\$ 60,688	\$ 3,574	Angels Camp Bypass (EA 36250)	9/20/07	08/11/07	100	09/01/10	09/24/09	100	☑	03/01/12	03/16/20			Caltrans	\$ 3,600	\$ 4,348	\$ 31,101	\$ 25,939			
State Route 4 East Widening from Somersville to Route 160																									
				\$ 78,472	\$ 12,428	Corridor Project #1 (EA 2285C)	5/20/10	01/05/11	100	02/01/13	12/16/13	100	☑					Caltrans	\$ 10,608	\$ 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	☑				Caltrans	\$ 14,395	\$ 14,275	\$ 48,717	\$ 47,665				



PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	TOTAL PROJECT COST (\$1,000's)	CMA 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	\$ 10,988	\$ 59,775	\$ 56,880
				\$ 79,307	\$ -	Corridor Project #4 (EA 1G941)	8/22/12	11/14/12	100	08/01/15	03/30/18	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	03/30/18			12/01/18	06/01/19			\$ 38,392	\$ 35,161	\$ 258,348	\$ 250,080	
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	\$ 5,349
				\$ 6,163	\$ 5,363	Corridor Project #2 (EA 3A775)	3/29/12	07/26/12	100	04/01/14	08/31/16	100					ACCMA	\$ -	\$ 48	\$ 5,363	\$ 5,023	
				\$ 1,857	\$ 1,457	Corridor Project #3 (EA 3A771)	1/20/11	04/28/11	100	04/01/12	12/01/12	100					ACCMA	\$ -	\$ -	\$ 1,896	\$ 1,457	
				\$ 11,259	\$ 9,379	Corridor Project #4 (EA 3A776)	5/23/12	09/30/12	100	01/01/14	12/26/14	100					Caltrans	\$ 1,492	\$ 1,331	\$ 7,887	\$ 7,070	
				\$ 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	\$ 3,496	\$ 18,581	\$ 17,355	
				\$ 55,799	\$ 46,039	Corridor Summary				04/01/15	05/22/17			10/01/15	05/25/18			\$ 5,167	\$ 4,990	\$ 41,311	\$ 36,254	
US 50 HOV Lanes - Corridor Project																						
9	03	ED	50	\$ 44,434	\$ 19,866	Corridor Project #1 (EA 3A711)	9/25/08	11/18/08	100	06/01/10	11/07/12	100						ED Co DOT	\$ 3,560	\$ 7,039	\$ 37,681	\$ 33,381
				\$ 10,454	\$ 6,294	Corridor Project #2 (EA 3A712)	12/15/11	04/01/12	100	10/01/13	06/17/13	100					ED Co DOT	\$ -	\$ 1,407	\$ 8,794	\$ 10,195	
				\$ 54,888	\$ 26,160	Corridor Summary				10/01/13	06/17/13			10/01/14	03/01/18			\$ 3,560	\$ 8,446	\$ 46,475	\$ 43,576	
10	06	Ker	46	\$ 73,024	\$ 30,375	Route 46 Expressway - Segment 3 (EA 44252)	5/20/10	01/26/11	100	07/01/14	01/16/13	100		01/01/16	10/30/14	100	Caltrans	\$ 9,900	\$ 4,178	\$ 47,449	\$ 45,510	
11	06	Kin Tul	198	\$ 94,274	\$ 44,272	Route 198 Expressway (EA 3568U)	5/14/09	09/01/09	100	02/01/12	03/11/13	100		08/01/13	03/17/16	100	Caltrans	\$ 9,514	\$ 8,579	\$ 51,758	\$ 52,213	
12	07	LA	405	\$ 1,137,700	\$ 730,000	I-405 Carpool Lane I-10 To US 101 (NB) (Design Build) (EA 12030)	9/25/08	04/23/09	100	12/31/13	08/17/18	97		12/01/15	06/10/21		Metro	\$ -	\$ -	\$ 979,700	\$ 903,096	
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	\$ 30,008	\$ 76,646	\$ 53,804
				\$ 110,516	\$ -	Corridor Project #2 (EA 1218V)	Local	10/14/10	100	12/31/12	12/15/15	100					Caltrans	\$ 19,593	\$ 19,325	\$ 71,000	\$ 62,748	
				\$ 401,498	\$ 64,713	Corridor Project #3 (EA 1218W)	5/23/12	11/29/12	100	05/30/16	07/14/22	64					Caltrans	\$ 43,211	\$ 24,585	\$ 231,619	\$ 133,038	
				\$ 649,380	\$ 64,713	Corridor Summary				05/30/16	07/14/22			05/30/17	02/28/22			\$ 92,914	\$ 73,918	\$ 379,265	\$ 249,589	
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	\$ 16,448	\$ 45,247	\$ 44,054
				\$ 631,125	\$ -	Corridor Project #2 (EA 21592)(U)	6/23/15	03/14/16		03/31/17	02/07/20	18					Caltrans	\$ 34,534	\$ 4,928	\$ 170,000	\$ 27,790	
				\$ 188,216	\$ 104,708	Corridor Project #3 (EA 21593)	4/26/12	08/14/12	100	04/22/16	12/07/18	96					Caltrans	\$ 28,481	\$ 27,443	\$ 96,447	\$ 81,925	
				\$ 323,285	\$ 158,320	Corridor Project #4 (EA 21594)	4/26/12	08/23/12	100	04/01/16	08/20/19	77					Caltrans	\$ 33,777	\$ 28,686	\$ 144,627	\$ 100,375	
				\$ 211,747	\$ -	Corridor Project #5 (EA 21595)	8/6/13	04/24/14	100	12/01/16	03/13/20	58					Caltrans	\$ 25,768	\$ 17,221	\$ 116,632	\$ 48,498	
				\$ 1,468,445	\$ 315,011	Corridor Summary				03/31/17	02/07/20			05/31/20	10/30/23			\$ 139,670	\$ 94,724	\$ 572,953	\$ 302,642	



PROJECT NUMBER DISTRICT COUNTY ROUTE TOTAL PROJECT COST (\$1,000's) CMA 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	Mtn 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	\$ 6,343	\$ 26,950	\$ 25,236	
				\$ 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	\$ 16,246	\$ 79,500	\$ 78,931		
				\$ 48,672	\$ 28,603	Corridor Project #3 (EA 26406)	1/20/11	06/02/11	100	12/02/13	12/17/12	100				Caltrans	\$ 7,000	\$ 6,733	\$ 28,473	\$ 26,608		
				\$ 3,904	\$ 3,530	Corridor Project #4 (EA 2640G)	6/27/12	11/08/12	100	12/01/13	12/24/13	100				Caltrans (FY 14-15 Q1)	\$ 700	\$ 742	\$ 2,830	\$ 2,829		
				\$ 18,202	\$ 17,244	Corridor Project #5 (EA 2640L)	6/27/12	11/01/12	100	06/30/14	12/23/14	100				Caltrans	\$ 2,500	\$ 2,458	\$ 14,744	\$ 14,512		
				\$ 31,679	\$ 30,729	Corridor Project #6 (EA 2640K)	6/27/12	11/02/12	100	10/01/14	12/20/16	100				Caltrans	\$ 4,800	\$ 4,757	\$ 25,929	\$ 25,587		
				\$ 323,634	\$ 179,346	Corridor Summary				06/01/15	05/30/17		12/30/16	03/15/19			\$ 37,589	\$ 37,279	\$ 178,426	\$ 173,703		
16	04	Mtn	580	\$ 16,985	\$ 16,985	Westbound I-580 to Northbound US 101 Connector Improvements (EA 4A140)	5/14/09	11/04/09	100	03/01/11	01/27/11	100	03/01/12	12/01/12	100	Caltrans	\$ 2,100	\$ 1,858	\$ 11,052	\$ 10,763		
17	05	Mon	1	\$ 31,691	\$ 18,568	Salinas Road Interchange (EA 31592)	5/14/09	10/07/09	100	07/01/11	03/20/14	100	12/01/12	06/30/21		Caltrans	\$ 4,598	\$ 4,860	\$ 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	\$ 8,642	\$ 30,528	\$ 30,471		
				\$ 72,004	\$ 36,349	Corridor Project #2 (EA 26414)	8/10/11	01/11/12	100	08/01/13	05/10/16	100				Caltrans	\$ 9,250	\$ 11,355	\$ 43,293	\$ 42,134		
				\$ 120,080	\$ 54,867	Corridor Summary				08/01/13	05/10/16		12/29/17	07/31/19			\$ 14,100	\$ 19,996	\$ 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	\$ 158,890		
				\$ 119,657	\$ -	Corridor Project #2 (EA 07162)	Local	06/11/10	100	02/01/14	03/18/15	100				Caltrans	\$ 18,374	\$ 19,199	\$ 78,637	\$ 78,803		
				\$ 289,103	\$ 135,430	Corridor Summary				05/01/14	03/23/15		05/01/15	07/07/17	100		\$ 43,849	\$ 44,668	\$ 207,508	\$ 237,693		
22	12	Ora	91	\$ 77,302	\$ 54,045	Widen EB&WB SR-91 fr E of SR-55 Conn to E of Weir Canyon Road (EA 0G330)	1/20/11	05/03/11	100	12/01/14	11/01/13	100	12/01/15	07/01/14	100	Caltrans	\$ 8,633	\$ 9,921	\$ 54,253	\$ 54,045		
23	12	Ora	57	\$ 34,428	\$ 24,127	Widen NB fr 0.3M S of Katella Ave to 0.3M N of Lincoln Ave (EA 0F040)	8/10/11	10/26/11	100	03/01/15	04/21/15	100	03/01/16	06/29/16	100	Caltrans	\$ 6,256	\$ 5,285	\$ 21,621	\$ 21,501		
Widen NB from 0.4 m N of SR-91 to 0.1 m N of Lambert Road - Corridor Project																						
24	12	Ora	57	\$ 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	\$ 31,745	\$ 30,648		
				\$ 51,609	\$ 41,250	Corridor Project #2 (EA 0F032)	4/8/10	10/13/10	100	07/01/14	05/02/14	100				Caltrans	\$ 9,180	\$ 9,114	\$ 32,670	\$ 32,473		
				\$ 102,006	\$ 80,763	Corridor Summary				07/01/14	11/06/14		07/01/15	12/31/15	100		\$ 18,360	\$ 18,256	\$ 64,415	\$ 63,122		
Lincoln Bypass - Corridor Project																						
25	03	Pla	65	\$ 292,203	\$ 48,934	Corridor Project #1 (EA 3338U)	2/14/08	06/09/08	100	06/15/13	07/09/13	100				Caltrans	\$ 22,000	\$ 24,484	\$ 164,453	\$ 161,281		
				\$ 23,099	\$ 20,000	Corridor Project #2 (EA 33382)	10/26/11	05/21/12	100	12/15/14	10/01/14	100				Caltrans	\$ 2,751	\$ 2,639	\$ 19,499	\$ 18,121		
				\$ 315,302	\$ 68,934	Corridor Summary				12/15/14	10/01/14		12/15/16	04/09/19			\$ 24,751	\$ 27,123	\$ 183,952	\$ 179,401		
26	03	Pla	80	\$ 47,286	\$ 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	\$ 31,200	\$ 29,327		



PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	TOTAL PROJECT COST (\$1,000's)		CMA 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)
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	\$ 39,974	\$ 25,377	
28	08	Riv	215	\$ 29,228	\$ 22,057		Widening, Add One Mixed Flow Lane in Each Direction (EA 0F161)	1/20/11	09/28/10	100	12/01/13	11/21/13	100	12/01/14	02/29/16	100			RCTC	\$ -	\$ -	\$ 22,057	\$ 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	07/13/18				Caltrans	\$ 30,728	\$ 30,701	\$ 129,924	\$ 157,090	
30	03	Sac	50	\$ 96,581	\$ 47,611		Hwy 50 Bus/Carpool & Aux Lns & Community Enhancements (EA 44161)	7/9/09	10/26/09	100	01/01/13	05/10/13	100	01/01/15	08/15/16	100			Caltrans (FY 16-17 Q1)	\$ 11,500	\$ 12,226	\$ 70,698	\$ 71,886	
31	03	Sac	Loc	\$ 16,322	\$ 12,822		White Rock Road from Grant Line to Prairie City (EA 92880)	2/23/12	04/30/12	100	12/31/13	12/01/13	100	06/01/14	06/01/14	100			Sac Co	\$ -	\$ -	\$ 11,875	\$ 10,423	
32	08	SBd	10	\$ 30,760	\$ 14,074		Westbound Mixed Flow Lane Addition (EA 0F150)	1/13/10	12/10/10	100	05/01/12	08/10/15	100	06/01/13	07/01/15	100			SANBAG	\$ -	\$ -	\$ 25,449	\$ 19,752	
33	08	SBd	215	\$ 347,777	\$ 49,120		I-215 North Segments 1 & 2 - HOV & Mixed Flow Ln Addition (EA 0071V)	4/16/09	08/27/09	100	09/05/13	09/17/14	100	09/15/15	12/31/18				SANBAG	\$ -	\$ -	\$ 213,174	\$ 208,387	
Interstate 215 HOV Lanes and Connectors - Corridor Project																								
34	08	SBd	215	\$ 77,658	\$ 29,000		SR - 210/215 Connectors (EA 44407) combined to 4440U	4/16/09	09/17/09	100	02/01/13	03/01/13	100						Caltrans	\$ 12,883	see	\$ 47,672	see	
35				\$ 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	\$ 12,130	\$ 9,337	
I-15 Managed Lanes - Corridor Project																								
37	11	SD	15	\$ 110,103	\$ 93,765		Corridor Project #1 (EA 2T093)	9/20/07	02/08/08	100	01/17/11	12/28/11	100						Caltrans	\$ 14,739	\$ 14,603	\$ 79,026	\$ 77,319	
				\$ 87,365	\$ 71,236		Corridor Project #2 (EA 2T091)	2/14/08	05/12/08	100	02/21/12	05/31/11	100						Caltrans	\$ 14,025	\$ 11,162	\$ 57,211	\$ 57,438	
				\$ 133,613	\$ 110,595		Corridor Project #3 (EA 2T092)	4/10/08	07/25/08	100	04/15/12	06/14/12	100						Caltrans	\$ 21,236	\$ 15,020	\$ 94,432	\$ 91,853	
				\$ 331,081	\$ 275,596		Corridor Summary				04/15/12	06/14/12		10/03/13	01/28/15	100			\$ 50,000	\$ 40,785	\$ 230,669	\$ 226,609		
I-5 North Coast Corridor - Stage 1A - Corridor Project																								
38	11	SD	5	\$ 52,664	\$ 24,500		Corridor Project #1 (EA 2358U)	9/20/07	08/15/07	100	10/30/09	07/14/10	100						Caltrans	\$ 6,000	\$ 7,743	\$ 43,038	\$ 37,046	
				\$ 80,446	\$ -		Corridor Project #2 (EA 2T040)	Local	01/28/11	100	06/30/12	02/13/15	100						Caltrans	\$ 11,183	\$ 15,357	\$ 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	\$ 22,304	\$ 16,123	
				\$ 22,514	\$ 3,802		Corridor Project #2 (EA 23564)	10/26/11	05/24/12	100	11/01/13	11/15/13	100						Caltrans	\$ 3,802	\$ 1,256	\$ 12,648	\$ 6,514	
				\$ 62,007	\$ 26,102		Corridor Summary				11/01/13	11/15/13		11/01/14	08/25/16	100			\$ 12,061	\$ 4,276	\$ 34,952	\$ 22,638		
42	04	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	\$ 38,279	\$ 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	03/30/18				Caltrans	\$ 11,080	\$ 10,834	\$ 44,791	\$ 42,430	



																	CONSTRUCTION SUPPORT		CONSTRUCTION CAPITAL			
PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	TOTAL PROJECT COST (\$1,000's)	CMA 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)	APPROVED BUDGET (\$1,000's)	EXPENDED (\$1,000's)	APPROVED BUDGET (\$1,000's)	EXPENDED (\$1,000's)
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			
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	\$ 29,197 \$ 28,260			
				\$ 7,884	\$ 6,085	Corridor Project #2 (EA 0A532)	4/8/10	10/12/10	100	09/01/11	02/29/12	100				Caltrans		\$ 1,319 \$ -	\$ 4,766 \$ 4,765			
				\$ 30,296	\$ -	Corridor Project #3 (EA 4C15U)	3/12/09	04/21/09	100	11/01/10	11/01/10	100					\$ 3,900 \$ 1,597	\$ 22,200 \$ 15,837				
				\$ 79,637	\$ 24,965	Corridor Summary				09/01/11	02/29/12		10/01/12	03/01/14	100		\$ 11,570 \$ 5,881	\$ 56,163 \$ 48,862				
48	04	Son	101	\$ 92,761	\$ 17,359	Central Phase A - US 101 HOV Lns from Railroad Ave to Rohnert Park Expressway (EA 0A18U)	5/14/09	10/12/09	100	12/01/11	12/26/12	100	02/01/13	12/31/19		Caltrans		\$ 10,500 \$ 10,752	\$ 58,311 \$ 55,195			
49	04	Son	101	\$ 120,260	\$ 69,880	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 \$ 9,907	\$ 91,200 \$ 88,015			
50	04	Son	101	\$ 79,367	\$ 29,280	US 101 HOV Lanes - Wilfred Ave to Santa Rosa Ave (EA 12965)	9/25/08	03/03/09	100	12/01/13	06/28/13	100	01/01/15	12/31/15	100	Caltrans		\$ 6,600 \$ 2,623	\$ 51,065 \$ 45,273			
51	10	Sta	219	\$ 44,353	\$ 8,617	SR-219 Expressway, Phase 1 (SR-99 to Morrow Road) (EA 0A870)	1/10/08	06/19/08	100	08/01/09	06/30/10	100	11/01/09	07/28/16	100	Caltrans		\$ 2,000 \$ 1,947	\$ 7,844 \$ 6,617			
52	10	Sta	219	\$ 42,662	\$ 13,241	SR-219 Expressway, Phase 2 (Morrow Road to Route 108) (EA 0A872)	12/15/11	08/30/12	100	05/30/14	10/30/15	100	01/13/18	09/30/18		Caltrans		\$ 4,300 \$ 4,171	\$ 17,612 \$ 16,442			
53	10	Tuo	108	\$ 53,392	\$ 14,530	E. Sonora Bypass Stage II (EA 34042)	1/20/11	12/16/11	100	03/01/14	01/10/14	100	05/03/21	12/31/19		Caltrans		\$ 5,500 \$ 6,543	\$ 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 \$ 13,805	\$ 65,993 \$ 60,339			
CMA 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 \$ 19,435	\$ 104,588 \$ 104,662			
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 \$ 17,480	\$ 97,708 \$ 95,955			
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	\$ 19,463 \$ 18,643			
61	03	But	32	\$ 9,925	\$ 3,425	But 32 Highway Widening (EA 1E490)	8/10/11	06/30/12	100	11/30/13	12/11/15	100	07/01/18	07/01/18		Chico		\$ - \$ -	\$ 6,425 \$ 6,713			
Widen Ala 84 Expressway - Coridor 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 \$ 3,813	\$ 25,085 \$ 24,304			
				\$ 97,402	\$ -	Corridor Project #2 (EA 29762)	3/26/15	09/30/15	100	10/01/15	08/24/18	62				Caltrans		\$ 8,005 \$ 5,753	\$ 48,000 \$ 24,004			
				\$ 138,467	\$ 16,057	Corridor Summary				10/01/15	12/01/17		07/01/18	09/30/20			\$ 11,785 \$ 9,566	\$ 73,085 \$ 48,308				
63	06	Tul	198	\$ 27,266	\$ 21,187	Plaza Drive 1C / 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			



																	CONSTRUCTION SUPPORT		CONSTRUCTION CAPITAL					
PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	TOTAL PROJECT COST (\$1,000's)		CMA PROJECT COST (\$1,000's)	PROJECT DESCRIPTION	ALLOCATION	AWARD	AWARD % Complete	APPROVED CCA	CURRENT CCA	CCA % COMPLETE	FINAL DELIVERY REPORT	CURRENT CLOSEOUT	CLOSEOUT % COMPLETE	SUPPLEMENTAL FDR	IMPLEMENTING AGENCY (QUARTER BOND FUNDS FULLY EXPENDED)	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	\$ 4,433	\$ 33,813	\$ 31,616		
68	04	SCI	880	\$ 62,097	\$ 39,231	I-880A-280 Stevens Creek IC Impvmts (EA 44560)	5/23/12	09/06/12	100	12/01/14	12/30/15	100		12/01/15	02/22/18			SCVTA	\$ -	\$ -	\$ 47,197	\$ 44,461		
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	\$ 7,000	\$ 7,120	\$ 38,088	\$ 35,411		
74	12	Ora	74	\$ 77,211	\$ 24,109	SR74 / I-5 IC (EA 0E310)	4/25/12	10/19/12	100	02/02/15	11/22/16	100		12/31/18	12/31/18			Caltrans	\$ 6,364	\$ 8,302	\$ 30,231	\$ 25,940		
75	11	SD	805	\$ 119,000	\$ 40,638	805 Managed Lns North (Design Build) (EA 2T200)	10/26/11	7/30/12 2/26/13*	100	03/15/15	04/01/18	99		06/30/17	06/04/20			Caltrans	\$ 26,428	\$ 18,152	\$ 86,419	\$ 81,499		
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	\$ 35,220		
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	\$ 8,272	\$ 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	\$ 9,584	\$ 8,883		
80	08	SBd	10	\$ 18,620	\$ 10,000	I-10 Tippecanoe Ave IC (EA 44811)	4/26/12	07/11/12	100	07/11/13	06/24/15	100		08/01/15	06/16/16	100		SANBAG	\$ 2,000	\$ 2,821	\$ 13,787	\$ 13,872		
81	11	SD	76	\$ 36,889	\$ 29,387	I-5 / SR 76 IC (EA 25714)	4/26/12	08/01/12	100	01/01/15	10/20/14	100			07/25/16	100		Caltrans	\$ 5,056	\$ 4,977	\$ 24,561	\$ 23,739		
82	03	ED	50	\$ 19,200	\$ 15,500	US Route 50 HOV Ln (EA 2E510)	5/23/12	07/17/12	100	12/31/13	03/31/16	100		10/31/14	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	98		07/01/19	11/19/20			RCTC	\$ -	\$ -	\$ 98,500	\$ 90,649		
85	08	SBd	15	\$ 63,923	\$ 28,264	I15 Ranchero Rd IC (EA 34160)	5/23/12	08/01/12	100	08/01/14	12/18/15	100		09/01/16	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	\$ 5,673	\$ 4,740		
87	08	SBd	15	\$ 35,274	\$ 12,000	Duncan Canyon Rd IC (EA 0H130)	6/27/12	08/14/12	100	06/01/14	03/03/17	100		11/30/18	02/28/19			Fontana	\$ 2,900	\$ 4,550	\$ 26,054	\$ 24,315		
88	12	Ora	405	\$ 3,058	\$ 2,238	Widen Ramp for Deceleration Lane (EA 0M130)	6/27/12	10/11/12	100	07/01/14	05/30/14	100		12/01/14	12/01/14	100		Caltrans	\$ 500	\$ 498	\$ 1,910	\$ 1,738		
89	07	LA	710	\$ 1,336,061	\$ 153,657	Gerald Desmond Bridge (Design Build) (EA 22830)	10/24/12	10/1/12 6/11/13*	100	03/22/19	03/22/19	80		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	\$ 24,844	\$ 239,662	\$ 232,323		
Totals				\$ 12,364,903	\$ 4,462,384																			

\* Design Build contract: two award dates. 1st, notice to proceed for design, 2nd, construction start

\*\* Section 4a of CMIA report details CMIA Bond Program funding loans.







## (3) CMIA Bond Program Performance Outcome - Benefits Report

Second 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
1	04	Ala	580	I-580 Eastbound HOV Lane - Greenville to Hacienda	05/20/16	100		3,522					257,080	
2	04	Ala	580	I-580 Westbound HOV Lane - Greenville to Foothill	06/30/16	100		3,341					243,880	
3	04	Ala	580	I-580 / Isabel Interchange	04/09/12	100		814	814				194,000	194,000
4	04	Ala	880	I-880 SB HOV Ln Extension - Hegenberger to Marina Blvd	04/04/16	100		3,161					230,780	
5	04	Ala CC	24	State Route 24 Caldecott Tunnel - Fourth Bore	03/12/15	100		10,368	10,368				825,665	825,665
6	10	Cal	4	Angels Camp Bypass (EA 36250)	09/24/09	100		184	184			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		5,821					463,571	
9	03	ED	50	US 50 HOV Lanes	06/17/13	100		2,295	691				167,560	41,460
10	06	Ker	46	Route 46 Expressway - Segment 3 (EA 44252)	01/16/13	100		475	436			26.0	5,678	5,204
11	06	Kin Tul	198	Route 198 Expressway (EA 3568U)	03/11/13	100		875	1,233			20.6	10,453	12,607
12	07	LA	405	I-405 Carpool Lane I-10 To US 101 (NB) (Design Build) (EA 12030)	08/17/18	97		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		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		158	158				12,545	12,545
17	05	Mon	1	Salinas Road Interchange (EA 31592)	03/20/14	100		673	729				45,561	49,354
18	04	Nap Sol	12	SR 12 Jameson Canyon Widening - Phase 1	05/10/16	100		3,898	3,109			6.0	310,407	175,822
19	03	Nev	49	Route 49 La Barr Meadows Widening (EA 2A690)	04/08/14	100		38	N/A			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		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		32,099	34,805			15.5	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		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		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		16,718	22,195				1,331,385	1,767,564
25	03	Pla	65	Lincoln Bypass	10/01/14	100		3,961	3,961				268,103	268,103
26	03	Pla	80	Pla-80 HOV Phase 2 (EA 36782)	10/18/12	100		2,243	2,243				151,850	151,850
27	03	Pla	80	Pla-80 HOV Phase 3 (EA 36783)	06/17/13	100		156	672				10,571	45,600
28	08	Riv	215	Widening, Add One Mixed Flow Lane in Each Direction (EA 0F161)	11/21/13	100		2,424	2,451				193,025	195,185
29	08	Riv	91	HOV Lane Gap Closure (EA 44840)	12/19/16	100		6,771					494,280	
30	03	Sac	50	Hwy 50 Bus/Carpool & Aux Lns & Community Enhancements (EA 44161)	05/10/13	100		10,888	1,953	15.0	15.0		794,860	450,818
31	03	Sac	Loc	White Rock Road from Grant Line to Prairie City (EA 92880)	12/01/13	100		2,679	2,679				181,319	181,319
32	08	SBd	10	Westbound Mixed Flow Lane Addition (EA 0F150)	08/10/15	100		868	79,744			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		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		2,886	2,363			3.5	343,200	172,480
35				I-215 North Segment 5 (EA 00719) combined to 4440U	03/01/13	100		2,886	2,363			3.5	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		3,577	3,577				284,880	284,880
37	11	SD	15	I-15 Managed Lanes	06/14/12	100		29,386	35,989				2,145,180	2,195,131
38	11	SD	5	I-5 North Coast Corridor - Stage 1A	02/13/15	100		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		3,150	2,144				125,440	85,353
40	05	SLO	46	Route 46 Corridor Improvements (Whitley 1)	10/13/14	100		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		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 (Mixed)		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-880-280 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 Scott 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				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)		
DISTRICT	COUNTY	ROUTE																	
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

### Second 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 – Westbound I-580 Westbound HOV Ln (Seg 1) – 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 \$690) 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 \$27,828) 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 March 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.

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.



## (5) CMIA Bond Program Funding Adjustments

Second 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 Second Quarter Report State Route 99 Program**

## **Quarterly Report to the California Transportation Commission**





# (1) SR99 Bond Program Summary

Second Quarter FY 2017-18

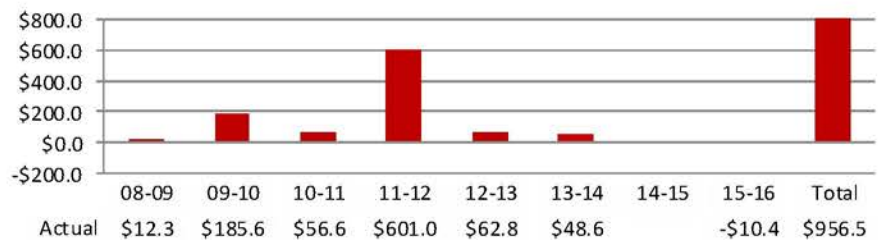
## (1a) SR99 Bond Program Funding

SR99 bond program funds allocated to projects:

#Contracts	Project Allocated Funds	% Allocated
27	\$957 million	100%

In the SR99 bond program budget, \$763 million was allocated for construction. In addition, \$194 million has been allocated for right of way and engineering support costs. \$6 million is set aside for bond administrative costs, leaving \$37.4 million uncommitted. Additional projects will be programmed using program guidelines.

SR99 Program Allocations by FY (millions)



## (1b) SR99 Bond Program Funding Loans

American Recovery and Reinvestment Act (ARRA) of 2009 funding loans were made in 2009 to replace SR99 funding on a SR99 program project. The SR99 program project budget, as reported in this report includes \$19,061,000 of ARRA funding in accordance with Government Code, Section 8879.77. In 2009, limitations on bond sales and the enactment of the ARRA program led to legislation to allow for loans in order to allocate projects ready for construction.



## (1c) SR99 Bond Program Funding and Contributor Funds

	Project Expenditures	Percent Expended
SR99 bond program project funds expended to date:	\$876 million	88%
SR99 bond program project funds expended reported last quarter:	\$876 million	87%

In the SR99 bond program's \$1 billion dollar budget, \$957 million has been allocated to projects from SR99 bond program funds. In addition, \$390 million has been committed from other contributor funds to increase the total value of projects in the SR99 bond program to \$1,347 million. The table below shows how SR99 bond program funds and contributor funds were distributed, as well as expenditures to date for SR99 bond program funds.

**SR99 Bond Program Funding and Contributor Funds by Component (millions)**

	Total Funds	Other Funds	SR99 Bond Program Funds		
			Allocated	Expended	Percent
Construction					
Support	\$ 127.1	\$ 12.2	\$ 114.9	\$ 113.6	99 %
Capital	\$ 878.5	\$ 115.4	\$ 763.1	\$ 698.9	92 %
Right of Way					
Support	\$ 19.2	\$ 8.2	\$ 11.0	\$ 8.9	81 %
Capital	\$ 187.1	\$ 133.2	\$ 53.9	\$ 37.4	69 %
Preliminary Engineering					
Support	\$ 134.7	\$ 121.0	\$ 13.7	\$ 13.7	100%
Committed Subtotal	\$ 1,346.6	\$ 390.0	\$ 956.6	\$ 872.5	91%
Uncommitted			\$ 37.4		
Percent uncommitted			3.7%		
Bond Administration			\$ 6.0	\$ 4.5	75 %
Program Total			\$ 1,000.0	\$ 876.4	88 %



## (1d) SR99 Bond Program Project Completions

SR99 bond program construction contracts completed to date:

# Contract  
Completed

27

Percent Contracts  
Completed

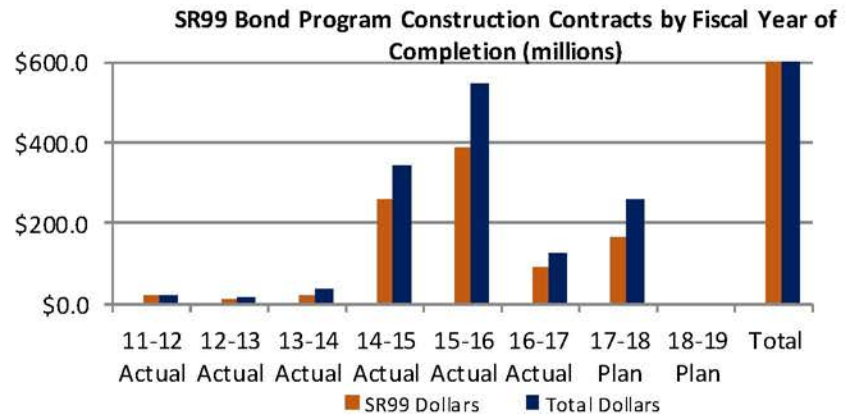
100

SR99 bond program construction contracts completed reported last quarter:

27

100

To date, a total of 23 projects have received SR99 bond program funds. Some projects were constructed in stages, resulting in a total of 27 construction contracts being administered.



## SR99 Bond Program Completions – Projects and Dollars (millions)

	Contracts Accepted				In Plant Establishment			Contracts Under Construction			All SR99 Bond Program Contracts		
	#	Total Funds	SR99 Funds	# FDR's	#	Total Funds	SR99 Funds	#	Total Funds	SR99 Funds	#	Total Funds	SR99 Funds
FY 11-12	1	\$ 22	\$ 22	1							1	\$ 22	\$ 22
FY 12-13	2	\$ 15	\$ 11	2							2	\$ 15	\$ 11
FY 13-14	1	\$ 32	\$ 19	1							1	\$ 32	\$ 19
FY 14-15	8	\$340	\$259	6							8	\$ 340	\$ 259
FY 15-16	10	\$547	\$388	3							10	\$ 547	\$ 388
FY 16-17	3	\$130	\$ 93	5							3	\$ 130	\$ 93
FY 17-18	2	\$257	\$166	1							2	\$ 257	\$ 166
FY 18-19											0	\$ 0	\$ 0
Total Value	27	\$1,343	\$957	19	0	\$ 0	\$ 0				27	\$1,343	\$ 957

The status of final delivery reports (FDR) to be completed within six months after construction contracts are accepted, is outlined in the table above.










Some rounding may occur.



## (2) State Route 99 Bond Program Current Status and Project Expenditure Report

Second Quarter FY 2017-18

## LEGEND

	Estimated cost within budget
	Baseline budget exceeded, non-bond funds added. No CTC action required.
	All bond funds exceeded. Project teams are making expenditure adjustments (adding non-bond funds if necessary) and reviewing project charges.
	The quarter in which the bond funds were fully expended has been added to the table below so that the timeliness of corrective actions can be monitored.
	CCA 100% Complete
	Milestone Behind Schedule
	- Complete
	- Past Due
	PE - Plant Establishment

																		CONSTRUCTION						
				Support		Capital																		
				Approved	Expended	Approved	Expended																	
PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	TOTAL PROJECT COST (\$1,000's)	SR99 PROJECT COST (\$1,000's) LST QTR	PROJECT DESCRIPTION	ALLOCATION	AWARD	AWARD % COMPLETE	APPROVED CCA	CURRENT CCA	CCA % COMPLETE	FINAL DELIVERY REPORT	APPROVED CLOSEOUT	CURRENT CLOSEOUT	CLOSEOUT COMPLETE	SUPPLEMENTAL FDR	IMPLEMENTING AGENCY (QUARTER BOND FUNDS EXPENDED)	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	4/6/12	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	\$ 9,119		\$ 51,398	\$ 44,869	
6	03	Sac	99	\$ 7,446	\$ 5,806	Add Aux Lane Calvine to North of Mack Rd on 99	2/25/10	6/23/10	100	2/1/13	2/1/13	100		2/1/17	9/29/16			Caltrans	\$ 750	\$ 747		\$ 5,506	\$ 5,299	
7	03	Sac	99	\$ 32,470	\$ 18,529	SR 99/Elverta Rd. Interchange	2/23/12	5/28/12	100	4/1/14	3/7/14	100		7/1/14	10/1/18			Sac Co	\$ -	\$ -		\$ 25,270	\$ 24,754	
8	10	SJ	99	\$ 214,458	\$ 132,256	SR 99 (South Stockton) Widening	6/27/12	10/16/12	100	12/30/16	9/20/17	100		12/5/18	7/1/20			Caltrans (FY 16-17 Q3)	\$ 20,000	\$ 20,555		\$ 113,958	\$ 101,565	
SR 99 Widening in Manteca and San Joaquin - Corridor Project																								
9	10	SJ	99	\$ -	\$ -	Corridor PAED (EA 0E610)																		
				\$ 42,178	\$ 35,894	Corridor Project #1 (EA 0E611)	12/15/11	3/27/12	100	1/7/15	1/7/15	100						Caltrans	\$ 5,250	\$ 5,127		\$ 30,644	\$ 29,416	
				\$ 44,996	\$ 38,183	Corridor Project #2 (EA 0E612)	1/25/12	6/27/12	100	10/12/15	10/12/15	100						Caltrans	\$ 6,750	\$ 6,589		\$ 29,543	\$ 27,348	
				\$ 65,350	\$ 12,143	Corridor Project #3 (EA 0E613)	6/27/12	10/11/12	100	12/15/15	12/15/15	100						Caltrans	\$ 7,500	\$ 6,869		\$ 29,481	\$ 27,137	
				\$ 152,524	\$ 86,220	Corridor Summary				10/1/15	12/15/15	100		12/4/17	6/29/18				\$ 19,500	\$ 18,585		\$ 89,668	\$ 83,901	
10	03	Sut	99	\$ 31,082	\$ 19,264	SR 99 / Riego Road Interchange	3/29/12	10/1/12	100	1/1/15	6/30/15	100		1/1/17	7/1/18			Caltrans	\$ 3,500	\$ 3,500		\$ 20,062	\$ 19,772	



																				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	7/31/17		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	\$	14,643	☑	\$	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	\$	15,456	☑	\$	79,615	\$	77,155
SR 99 projects amended into program using project cost/award savings																														
14	03	Sut	99	\$	18,233	\$	16,333	SR 99/113 Interchange	6/27/12	10/16/12	100	12/1/14	8/13/14	100	☑	12/1/16	2/1/16		☑	Caltrans	\$	2,500	\$	2,453	☑	\$	13,833	\$	12,844	☑
15	06	Tul	99	\$	52,707	\$	46,927	Tulare to Goshen 6 Ln	6/27/12	12/7/12	100	6/24/16	6/24/16	100	☑	10/6/18	10/6/18			Caltrans (FY 16-17 Q1)	\$	8,200	\$	8,436	☑	\$	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	Kieman IC	6/27/12	11/27/12	100	7/22/16	10/17/17	100		1/22/18	12/15/18			Sta Cty	\$	-	\$	-	☑	\$	33,401	\$	32,813	☑
18	06	Ker	99	\$	10,203	\$	9,003	North Bakersfield Widening	10/24/12	2/21/12	100	12/1/13	7/10/14	100	☑	12/1/15	7/1/17			Caltrans	\$	1,500	\$	1,498	☑	\$	7,500	\$	7,356	☑
19	10	Mer	99	\$	65,880	\$	46,521	Merced Atwater Expwy Ph 1A	3/5/13	6/12/13	100	12/30/16	10/12/16	100	☑	2/28/19	5/28/19			MCAG	\$	-	\$	-	☑	\$	46,521	\$	40,594	☑
20	03	Sac	99	\$	8,981	\$	5,000	Elk Grove Blvd SR99 IC	3/5/13	5/1/13	100	8/1/14	10/16/15	100	☑	12/1/14	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	2/25/14	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	☑
Total Cost				\$	1,344,716	\$	956,592	*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	☑	3,061	3,265			117,240	77,999
17	10	Sta	99	Kiernan IC	10/17/17	100		3,276				155,500	
18	06	Ker	99	North Bakersfield Widening	7/10/14	100	☑	1510	1,062				25,371
19	10	Mer	99	Merced Atwater Expwy Ph 1A	10/12/16	100	☒	209				14,765	
20	03	Sac	99	Elk Grove Blvd SR99 IC	10/16/15	100	☑	630	650			25,750	19,390
21	03	Sac	99	Elkhorn Blvd IC	7/30/15	100	☑	145				1,600	
22	10	Sta	99	Pelandale Ave IC	6/30/17	100	☒	6,595				79,140	
23	06	Tul	99	Cartmill Interchange	6/7/16	100	☑	Not Applicable-Modify Interchange					



### (3) SR99 Action Plans

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#### Second Quarter FY 2017-18

##### (3a) Major Project Issues

The following projects have major issues that may result in action plans at a later date to adjust the project schedule or budget.

##### Project #2 Island Park 6-lane

Funds are needed for Construction Support over-expenditures resulting from Contractor disputes and claims resolution. Final estimate was run in October and claims resolution is anticipated within the second quarter of this Fiscal Year (17/18). A fund allocation plan will be proposed after the final construction costs have been determined.

##### Project # 8 SR 99 (South Stockton) Widening

Supplemental funds are needed to address claims from the contractor and to close-out the construction contract. There were significant delays to the schedule as a result of utilities that were not relocated before construction started due to delays in obtaining the railroad agreement.

Additional Right of Way support may be needed to dispose of excess parcels and property management. There are Savings in Right of Way Capital to Balance Cost overruns for Contractor Claims and Disposal of excess parcels. A fund allocation plan will be proposed after the final construction costs and Right of Way support costs have been determined.

##### Project #13 Goshen to Kingsburg 6 Ln Landscape Mitigation

Construction Support over-expenditures are suspected to be a result of mischarges to a parent project. It is anticipated that these charges will be corrected and will result in eliminating the over-expenditures.

##### Project #15 Tulare to Goshen 6 Ln

Funds are needed for Construction Support over-expenditures resulting from Contractor disputes and claims resolution. Negotiations with the Contractor are continuing in an effort to avoid Dispute Resolution. A fund allocation plan will be proposed after the final construction costs have been determined.





**FY 2017-18**  
**Second Quarter Report**  
**Local Bridge Seismic Retrofit**  
**Program**

**Federal Fiscal Year 2018**

**Quarterly Report to the**  
**California Transportation**  
**Commission**





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# Local Bridge Seismic Retrofit Program Status

## Second Quarter Fiscal Year 2017-18

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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 \$9.7 million shortfall in required local match. Consistent with the Local Bridge Seismic Retrofit Account (LBSRA) Guidelines adopted by the Commission, the Department sub-allocates

bond funds on a first come, first serve basis for new phases of right of way and construction.

The Commission has allocated \$13.3 million, \$4.4 million, \$12.2 million, 5.2 million, \$4.1 million, \$11.2 million, 7 million, 10.2 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 324 bridges, construction is underway on 13 bridges, and retrofit is complete on 311 bridges.

Progress of LBSRP is tracked based on the Federal Fiscal Year (FFY).

## Project Benefits

The result of seismically retrofitted bridges are bridges that are safe from collapse during a credible earthquake.

## FFY 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

## 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 9/30/17	Design Phase (% Complete) as of 12/31/17
04	Contra Costa County	28C0442	Marsh Drive	\$506,928	2/2/20	0	0
04	Orinda	28C0331	Bear Creek	\$11,929	6/15/20	50	50
08	Barstow	54C0089	North 1 <sup>st</sup> Avenue	\$82,010	9/20/20	0	0
08	Riverside County	56C0071	Mission Boulevard	\$5,455,600	9/15/20	0	0
01	Humboldt County	04C0055	Mattole Road	\$688,200	10/2/20	50	50
08	Lake Elsinore	56C0309	Auto Center Drive	\$379,794	2/1/21	0	0
08	Barstow	54C0583	Yucca Street	\$50,000	7/5/21	0	0
11	Imperial County	58C0014	Forrester Road	\$725,569	8/21/21	0	0
11	Oceanside	57C0010	Douglas Boulevard	\$1,139,050	12/21/21	0	0
04	Sonoma County	20C0018	Bohemian Highway	\$2,992,454	5/2/22	9	15



**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 12/31/17	State Fund
04	San Francisco County Transportation Authority	YBI	On east side of Yerba Buena Island, Reconstruct ramps on and off of I-80	Construction (AC Conversion)	\$910,145		
04	Pittsburg	28C0165	North Parkside Drive	Construction	\$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		
			<b>Total</b>		<b>\$2,187,216</b>		

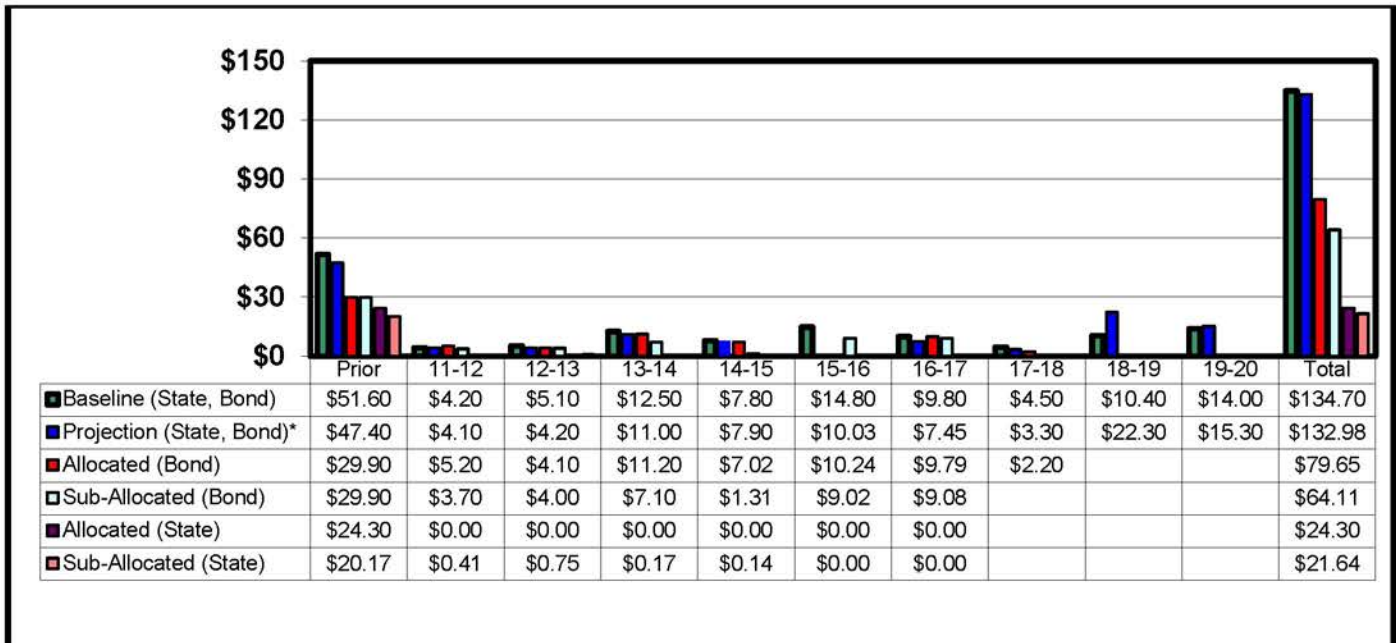
**Allocation Summary**

	Funds allocated for FY 2017-18	Sub-allocation as of 12/31/2017				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					\$2,187,216
State	\$2,645,341*					\$2,645,341
<b>Total</b>	<b>\$4,832,557</b>					<b>\$4,832,557</b>

\*Remaining state allocation carried over from FY 2008-09



### LBSRP Bond and State Capital Allocations (millions)

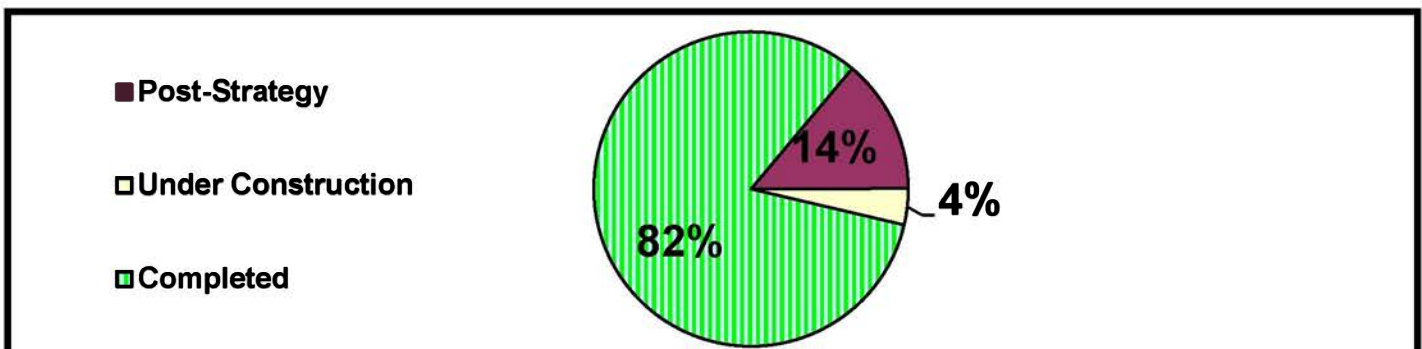


Funds are tracked based on a Federal Fiscal Year. Sub-Allocation is based on the approved program supplement.

The projected bond fund is lowered due to use of toll credit instead of bond match for R/W phase of 6<sup>th</sup> 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	38	8	77	123
<b>Total</b>	<b>63</b>	<b>0</b>	<b>51</b>	<b>13</b>	<b>311</b>	<b>375</b>
<b>Status per September 30 , 2017 Report</b>	<b>63</b>	<b>0</b>	<b>51</b>	<b>13</b>	<b>311</b>	<b>375</b>
<b>Status per Year-End Report for September 30, 2016</b>	<b>63</b>	<b>0</b>	<b>55</b>	<b>22</b>	<b>301</b>	<b>378</b>

*Some agencies have requested to Re-Strategy two bridges that completed Pre-Strategy phase.*

*They have not send in their formal request.*

*Status of phases provided in this table is confirmed by the Department and may be different from the attached report, which contains unconfirmed data submitted by local agencies.*

**Adjustment to the Number of Local Bridges Identified to Receive Bond Match**

Total Bridges in the Program	Number of Bridges Removed	Number of Bridges Added	Responsible Agency	Justification	Remaining Bridges in the Bond Program
479	45		Bay Area Rapid Transit (BART)	Funded by other sources	434
434		8	YBI	Project Split	442
442	2		San Jose	Bridges Demolished	440
440	1		Monterey County	Private Ownership	439
439	3		Santa Barbara	Private Ownership	436
436	1		Department of Water Resources	Private Ownership	435
435	2		Los Angeles County	Previously Completed	433
433	1		Los Angeles County	Private Ownership	432
432	1		Merced County	Being replaced under a different program	431
431	1		Peninsula Joint Powers Board	Funded by other sources	430
430	2		Lassen County	Funded by other sources	428
428	1		Santa Barbra County	Funded by other sources	427



Total Bridges in the Program	Number of Bridges Removed	Number of Bridges Added	Responsible Agency	Justification	Remaining Bridges in the Bond Program
427	1		Santa Clara County	Funded by other sources	426
426	2		City of Oakland	Funded by other sources	424
424	2		BART	BART 4 contracts was not award on time	422
422	1		City of Larkspur	Funded by other sources	421
421	2		Nevada County	Funded by other sources	419
419	5		Sonoma County	Funded by other sources	414
414	1		Tehama County	Funded by other sources	413
413	27		BART	Funded by others sources	386
386	1		City of Los Angeles	Did not meet award deadline	385
385	1		Monterey County	Will not proceed	384
384	1		City of Oceanside	Funded by other sources	383
383	1		City of Indio	Did not meet award deadline	382
382	1		City of Newport Beach	Funded by other sources	381
381	1		City of San Diego	Funded by other sources	380
380	1		City of San Benito	Funded by other sources	379
379	1		San Francisco County Transportation Authority (YBI)	Combining two bridges into one	378
378	1		Peninsula Joint Power Board	Funded by local funds	377
377	1		City of Fairfax	Funded by other Sources	376
376	1		City of Santee	No Retrofit needed	375

**375 Bridges Remaining in the Program – 311 Bridges Completed = 64 Bridges in Progress**



## Local Bridge Seismic Retrofit Program Delivery Report

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		8/15/18	8/15/18	3/31/20	65% Design 75% ROW	✓	✗	✗	
02	Tehama County	08C0043	Jellys Ferry Road	\$11,000	\$4,574,950		7/2/18	5/8/18	10/18/21	75% Design 10% ROW	✓	✗	✗	
04	Contra Costa County	28C0442	Marsh Drive	\$0	\$506,928		1/7/19	8/31/19	4/5/22	Design Phase Started	✓	✓	✗	
04	Fremont	33C0128	Niles Boulevard	\$0	\$589,299				2/28/18	90% Construction	✓	✓	✗	
04	Oakland	33C0030	Embarcadero Street	\$0	\$1,696,681				12/31/18	40% Construction	✓	✓	✗	
04	Oakland	33C0148	23rd Avenue	\$108,965	\$1,003,625			12/31/19	6/30/19	50% ROW	✓	✗	✗	
04	Oakland	33C0215	Leimert Boulevard	\$28,675	\$557,968		3/26/19	11/26/18	10/19/20	20% Design	✓	✗	✗	
04	Orinda	28C0330	Miner Road	\$3,854	\$141,091		7/27/18	5/25/18	10/31/19	80% Design 10% Design	✓	✓	✗	
04	Orinda	28C0331	Bear Creek Road	\$0	\$11,929		12/28/18	9/28/18	10/30/20	50% Design	✓	✓	✗	
04	Pittsburg	28C0165	North Parkside Drive	\$0	\$52,006		11/24/17	No R/W	8/31/18	99% Design	✓	✓	✗	
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	\$530,040	\$8,892,959				4/30/18	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			5/1/18	2/28/19	75% Design 25% ROW	✓	✗	✗	
05	Monterey County	44C0009	Nacimiento Lake Drive	\$34,339	\$0		3/1/18	6/30/18	12/31/19	97% Design 93% ROW	✓	✓	✗	
05	Santa Barbara County	51C0001	Cathedral Oaks Road	\$0	\$229,400				6/19/19	99% Construction	✓	✓	✗	
05	Santa Barbara County	51C0006	Floradale Avenue	\$29,822	\$1,243,578		10/17/18	12/31/18	10/31/20	98% Design	✓	✓	✗	
05	Santa Barbara County	51C0017	Jalama Road	\$9,176	\$244,175				8/31/18	96% Construction	✓	✗	✗	
05	Santa Cruz	36C0108	Murray Avenue	\$38,540	\$1,065,678		1/31/19	1/31/19	4/1/20	97% Design 93% ROW	✓	✗	✗	
06	Bakersfield	50C0021L	Manor Street North Bound	\$0	\$298,220			No R/W	10/31/19	Waiting Award	✓	✓	✗	
06	Bakersfield	50C0021R	Manor Street South Bound	\$0	\$298,220			No R/W	10/31/19	Waiting Award	✓	✓	✗	
07	Los Angeles	53C0045	Beverly-First Street	\$0	\$848,780				2/28/19	2% Construction	✓	✓	✗	
07	Los Angeles	53C0859	North Spring Street	\$0	\$229,400				6/30/18	85% Construction	✓	✓	✗	
07	Los Angeles	53C1880	Sixth Street	\$0	\$31,851,593		3/20/19	3/31/20	12/31/22	98% Design 94% ROW 22% Construction	✓	✗	✗	
07	Los Angeles	53C1881	Hyperion Avenue	\$0	\$1,220,371		9/30/18	9/30/18	3/31/22	86% Design	✓	✗	✗	
07	Los Angeles	53C1882	Hyperion Avenue	\$0	\$290,191		9/30/18	No R/W	3/31/22	86% Design	✓	✓	✗	
07	Los Angeles	53C1883	Glendale Boulevard	\$0	\$114,700		9/30/18	9/30/18	3/31/22	86% Design	✓	✓	✗	
07	Los Angeles	53C1884	Glendale Boulevard	\$0	\$114,700		9/30/18	9/30/18	3/31/22	86% Design	✓	✓	✗	
07	Los Angeles County	53C0084	Slauson Avenue	\$0	\$128,805				7/30/20	Waiting Award	✓	✓	✗	
07	Los Angeles County	53C1403	The Old Road	\$0	\$402,429		10/30/18	12/31/18	3/31/21	84% Design	✓	✓	✗	
08	Barstow	54C0088	North 1st Avenue	\$0	\$350,000		5/6/19	5/1/19	5/3/21	5% Design	✓	✗	✗	

✓ No known scope, budget, or schedule impacts    ✗ Known scope, budget, or schedule impact  
 ♦ Potential schedule impact (late, but within the same Federal Fiscal Year)

Phase Complete    Completed ahead of schedule    Behind schedule



## Local Bridge Seismic Retrofit Program Delivery Report

DISTRICT	AGENCY	BRIDGE NO.	PROJECT DESCRIPTION	ESTIMATED BOND RIGHT OF WAY VALUE	ESTIMATED BOND CONSTRUCTION VALUE	END STRATEGY	END DESIGN	END RIGHT OF WAY	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	SCOPE	BUDGET	SCHEDULE	FINAL DELIVERY REPORT APPROVED
08	Barstow	54C0089	North 1st Avenue	\$0	\$82,010	1/2/18	7/5/20	7/5/20	3/5/22	5% Strategy	✓	✓	✗	
08	Barstow	54C0583	Yucca Street	\$0	\$50,000	1/4/21	7/2/21	7/5/21	7/4/22	Request Re-Strategy	✓	✗	✗	
08	Colton	54C0077	La Cadena Drive	\$0	\$134,199		6/30/18	No R/W	6/30/20	95% Design	✓	✓	✗	
08	Colton	54C0100	Mount Vernon Avenue	\$0	\$71,285		12/30/17	No R/W	12/31/18	90% Design	✓	✓	✗	
08	Colton	54C0101	Mount Vernon Avenue	\$0	\$19,384		12/31/18	No R/W	12/24/20	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				6/29/19	95% ROW	✓	✗	✗	
08	Indio	56C0292	North Bound Indio Boulevard	\$5,735	\$241,868				8/30/19	90% ROW	✓	✗	✗	
08	Lake Elsinore	56C0309	Auto Center Drive	\$0	\$379,794	1/26/18	8/30/18	No R/W	4/29/22	98% Strategy	✓	✗	✗	
08	Riverside County	56C0071	Mission Boulevard//Buena Vista	\$57,350	\$5,455,600	11/15/18	7/15/20	7/15/20	7/15/23	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	Strategy Started	✓	✓	✗	
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	\$1,319,050	6/3/18	12/20/21	No R/W	1/21/23	5% Strategy	✓	✗	✗	




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01	Humboldt County	04C0007	Bald Hills Road	\$0	\$649,334					Project Complete	✓	✓	✓	
01	Humboldt County	04C0207	Williams Creek Road	\$0	\$140,080					Project Complete	✓	✓	✓	YES
01	Mendocino County	10C0048	Moore Street	\$5,337	\$169,229					Project Complete	✓	✓	✓	
01	Mendocino County	10C0084	School Way	\$0	\$476,025					Project Complete	✓	✓	✓	
02	Redding	06C0108L	Cypress Avenue West Bound	\$0	\$114,700					Project Complete	✓	✓	✓	YES
02	Redding	06C0108R	Cypress Avenue East Bound	\$0	\$114,700					Project Complete	✓	✓	✓	YES
02	Tehama County	08C0009	Bowman Road	\$9,000	\$1,123,900					Project Complete	✓	✓	✓	
03	Butte County	12C0120	Ord Ferry Road	\$3,000	\$1,525,510					Project Complete	✓	✓	✓	YES
03	Placer County	19C0060	Auburn-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	✓	✓	✓	
04	Alameda County	33C0237	Elgin Street	\$0	\$8,819					Project Complete	✓	✓	✓	YES
04	Antioch	28C0054	Wilbur Avenue	\$0	\$917,600					Project Complete	✓	✓	✓	
04	Healdsburg	20C0065	Healdsburg Avenue	\$0	\$244,311					Project Complete	✓	✓	✓	
04	Oakland	33C0178	Park Boulevard	\$0	\$77,756					Project Complete	✓	✓	✓	YES
04	Oakland	33C0179	Park Boulevard	\$0	\$77,756					Project Complete	✓	✓	✓	YES
04	Oakland	33C0180	Park Boulevard	\$0	\$77,756					Project Complete	✓	✓	✓	YES
04	Oakland	33C0202	Hegenberger Road	\$0	\$659,686					Project Complete	✓	✓	✓	

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04	Oakland	33C0238	Campus Drive	\$0	\$113,072					Project Complete	✓	✓	✓	YES
04	Oakland	33C0253	Coliseum Way	\$0	\$497,029					Project Complete	✓	✓	✓	YES
04	Peninsula Joint Powers Board	35C0087	Tilton Avenue	\$0	\$69,837					Project Complete	✓	✓	✓	YES
04	Peninsula Joint Powers Board	35C0090	Santa Inez Avenue	\$0	\$104,756					Project Complete	✓	✓	✓	YES
04	Peninsula Joint Powers Board	35C0091	East Poplar Avenue	\$0	\$120,275					Project Complete	✓	✓	✓	YES
04	Peninsula Joint Powers Board	35C0161	Southern Pacific Transportation Company	\$0	\$93,116					Project Complete	✓	✓	✓	YES
04	San Francisco Bay Area Rapid Transit District	BART Various	BART 1: Projects authorized in FFY 2008/09 and prior (83 Bridges)	\$636,279	\$6,968,709					Project Complete	✓	✓	✓	YES
04	San Francisco Bay Area Rapid Transit District	BART Various	BART 2: R-Line North Aerials over Public Road (28 Bridges)	\$0	\$501,754					Project Complete	✓	✓	✓	YES
04	San Francisco Bay Area Rapid Transit District	BART Various	BART 3: A-Line South Aerials over Public Roads (21 Bridges)	\$0	\$344,329					Project Complete	✓	✓	✓	YES
04	San Francisco Bay Area Rapid Transit District	BART Various	BART 5: A-Line North Aerials over public Roads (19 Bridges)	\$0	\$367,876					Project Complete	✓	✓	✓	YES
04	San Francisco Bay Area Rapid Transit District	33C0321	West Oakland Pier 110 to Transbay Tube Portal	\$0	\$124,083					Project Complete	✓	✓	✓	YES
04	San Francisco International Airport	35C0133	Departing Flight Traffic	\$0	\$1,467,021					Project Complete	✓	✓	✓	YES
04	San Jose	37C0052L	Southwest Expressway	\$0	\$35,678					Project Complete	✓	✓	✓	YES
04	San Jose	37C0701	East Julian Street	\$0	\$83,164					Project Complete	✓	✓	✓	YES
04	San Jose	37C0732	East William Street	\$0	\$15,762					Project Complete	✓	✓	✓	YES
04	Santa Clara County	37C0121	Shoreline Boulevard	\$0	\$54,107					Project Complete	✓	✓	✓	YES
04	Santa Clara County	37C0173	Aldercroft Heights Road	\$0	\$93,460					Project Complete	✓	✓	✓	YES
04	Santa Clara County	37C0183	Central & Lawrence Expressway	\$0	\$82,549					Project Complete	✓	✓	✓	YES
04	Sonoma County	20C0141	Annapolis Road	\$0	\$154,327					Project Complete	✓	✓	✓	YES
04	Union City	33C0111	Decoto Road	\$0	\$522,223					Project Complete	✓	✓	✓	




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04	Union City	33C0223	Whipple Road	\$0	\$94,607					Project Complete	✓	✓	✓	YES
05	King City	44C0059	First Street	\$0	\$39,342					Project Complete	✓	✓	✓	YES
05	Monterey County	44C0115	Schulte Road	\$0	\$441,900					Project Complete	✓	✓	✓	
05	Monterey County	44C0151	Peach Tree Road	\$12,959	\$206,404					Project Complete	✓	✓	✓	
05	Monterey County	44C0158	Lonoak Road	\$0	\$233,250					Project Complete	✓	✓	✓	
05	San Benito County	43C0043	Lone Tree Road	\$0	\$194,891					Project Complete	✓	✓	✓	YES
05	San Luis Obispo County	49C0338	Moonstone Beach	\$0	\$68,034					Project Complete	✓	✓	✓	YES
05	Santa Barbara County	51C0002	San Marcos Road	\$0	\$109,874					Project Complete	✓	✓	✓	YES
05	Solvang	51C0008	Alisal Road	\$5,735	\$71,841					Project Complete	✓	✓	✓	YES
05	Santa Barbara County	51C0014	Jalama Road	\$181	\$107,151					Project Complete	✓	✓	✓	YES
05	Santa Barbara County	51C0016	Jalama Road	\$0	\$73,497					Project Complete	✓	✓	✓	YES
05	Santa Barbara County	51C0018	Union Pacific Railroad & Amtrak	\$0	\$55,842					Project Complete	✓	✓	✓	YES
05	Santa Barbara County	51C0039	Rincon Hill Road	\$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	✓	✓	✓	
06	Department of Water Resources	42C0173	West Manning Avenue	\$0	\$21,228					Project Complete	✓	✓	✓	

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06	Department of Water Resources	42C0245	West Panoche Road	\$0	\$19,160					Project Complete	✓	✓	✓	
06	Department of Water Resources	42C0370	West Clarkson Avenue	\$0	\$27,773					Project Complete	✓	✓	✓	
06	Department of Water Resources	42C0371	South El Dorado Avenue	\$0	\$26,933					Project Complete	✓	✓	✓	
06	Department of Water Resources	42C0425	West Gale Avenue	\$0	\$28,692					Project Complete	✓	✓	✓	
06	Department of Water Resources	45C0071	Avenal Cutoff	\$0	\$26,397					Project Complete	✓	✓	✓	
06	Department of Water Resources	45C0123	Plymouth Avenue	\$0	\$30,448					Project Complete	✓	✓	✓	
06	Department of Water Resources	45C0124	30th Avenue	\$0	\$33,128					Project Complete	✓	✓	✓	
06	Department of Water Resources	45C0125	Quail Avenue	\$0	\$32,441					Project Complete	✓	✓	✓	
06	Department of Water Resources	50C0123	Old River Road	\$0	\$36,762					Project Complete	✓	✓	✓	
06	Fresno County	42C0098	South Calaveras Avenue	\$0	\$30,923					Project Complete	✓	✓	✓	YES
06	Fresno County	42C0281	West Sierra Avenue	\$0	\$40,681					Project Complete	✓	✓	✓	YES
06	Tulare County	46C0027	Avenue 416	\$0	\$498,711					Project Complete	✓	✓	✓	YES
07	Los Angeles	53C0096	Fletcher Drive	\$0	\$848,780					Project Complete	✓	✓	✓	YES
07	Los Angeles	53C1010	North Main Street	\$0	\$965,295					Project Complete	✓	✓	✓	
07	Los Angeles	53C1184	4th Street	\$0	\$148,178					Project Complete	✓	✓	✓	YES
07	Los Angeles	53C1335	Tampa Avenue	\$0	\$59,644					Project Complete	✓	✓	✓	YES
07	Los Angeles	53C1388	Winnetka Ave	\$0	\$45,306					Project Complete	✓	✓	✓	YES
07	Los Angeles	53C1875	Avenue 26	\$0	\$409,953					Project Complete	✓	✓	✓	
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




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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, & Santa Fe Railroad	\$0	\$89,294					Project Complete	✓	✓	✓	YES
07	Los Angeles County	53C0575	Artesia Boulevard	\$0	\$60,486					Project Complete	✓	✓	✓	YES
07	Los Angeles County	53C0590	Union Pacific Railroad	\$0	\$8,592					Project Complete	✓	✓	✓	YES
07	Los Angeles County	53C0592	Cherry Avenue	\$0	\$7,833					Project Complete	✓	✓	✓	YES




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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
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




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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
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	✓	✓	✓	




 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	39C0314	Mervel Avenue	\$0	\$43,031					Project Complete	✓	✓	✓	
10	Modesto	38C0050	Carpenter Road	\$0	\$1,126,801					Project Complete	✓	✓	✓	
10	San Joaquin County	29C0187	Airport Way	\$0	\$420,730					Project Complete	✓	✓	✓	YES
10	Stanislaus County	38C0048	Geer Road	\$0	\$141,655					Project Complete	✓	✓	✓	
10	Stanislaus County	38C0202	Pete Miller Road	\$0	\$44,733					Project Complete	✓	✓	✓	YES
11	Del Mar	57C0207	North Torrey Pines Road	\$0	\$2,679,446					Project Complete	✓	✓	✓	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
			<b>Total</b>	<b>\$1,832,319</b>	<b>\$131,056,641</b>									




 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
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				




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  Known scope, budget, or schedule impact  
 Potential schedule impact (late, but within the same Federal Fiscal Year)

 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
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   
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  Behind schedule





# **FY 2017-18 Second Quarter Report State-Local Partnership Program**

**Quarterly Report to the  
California Transportation  
Commission**





<b>State-Local Partnership Program Progress Report</b>
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**SUMMARY:**

This report covers the second quarter of the State Fiscal Year (FY) 2017-18 for the State-Local Partnership Program (SLPP). There were 279 allocations with a total value of \$981 million (M) in SLPP funds that were approved by the California Transportation Commission (Commission) for this program. All \$981M has been allocated. Three of the allocated projects have been removed by the respective agencies; the remaining 276 allocations total \$980M in programmed SLPP funds. There are 257 projects shown on the tables in this report due to some of these projects receiving funding in multiple cycles of the program. Based on the programmed amounts for the open projects and the actual amounts for the closed projects, these 257 projects have a total project cost of \$11.6 billion (B), total construction cost of \$9.4B and a total SLPP amount of \$972M. Currently there are 17 projects still in construction and 200 projects are completed with approved final delivery reports.

The SLPP was set at \$200M each year for five years, for a total of \$1 billion. It is split into two sub-programs. The first is a “formula” based program and the second is a “competitive” based program. The formula program matches local sales tax, property tax and/or bridge tolls and is 95 percent of the total SLPP. The competitive program matches local uniform developer fees and represents five percent of the SLPP. Any SLPP funds that were not programmed in either the “formula” or “competitive” programs in a given fiscal year remained available for future programming in the remaining cycles of the SLPP. Based on guidelines and legislation, the remaining funds after final expenditures are no longer available for programming.

**FORMULA PROGRAM:**

Each year the Commission reviewed projects that were nominated for the formula program. The Commission adopted those projects that met the requirements of Proposition 1B, the Highway Safety, Traffic Reduction and Port Security Bond Act of 2006, and had a commitment of the required match and any required supplementary funding. The following is the status of the formula program projects. See the attached lists for specific project information.

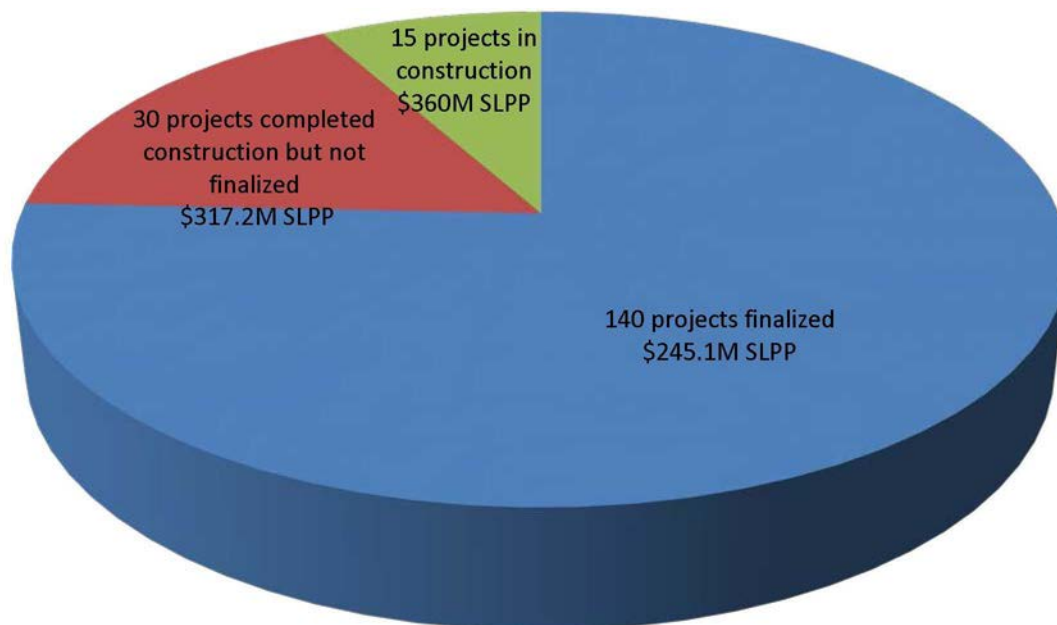
- Cycle 1: In FY 2008-09, eight projects were allocated for formula share funding totaling \$72.6M in SLPP bond funds. Two of these projects had an approved Letter of No Prejudice (LONP) prior to allocation and seven of these projects have completed construction.



- Cycle 2: In FY 2009-10, 16 projects were allocated for formula share funding totaling \$126.4M in SLPP funds. Five projects had an approved LONP prior to allocation and 14 of these projects are complete with construction.
- Cycle 3: In FY 2010-11, 11 projects were allocated for formula share funding totaling \$100.3M in SLPP funds. Three of these projects had an approved LONP prior to allocation and nine of these projects are complete with construction.
- Cycle 4: In FY 2011-12, 20 projects were allocated for formula share funding, one of these projects was later removed from the program. The 19 remaining projects total \$119.2M in SLPP funds. Five of these projects had an approved LONP prior to allocation and 14 of these projects are complete with construction.
- Cycle 5: In FY 2012-13, there were 149 projects allocated for formula share funding, one of these projects was later removed from the program. The remaining 148 projects total \$511.2M in SLPP funding and 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.

*Proposition 1B*

*State-Local Partnership Program*



**COMPETITIVE PROGRAM:**

Each year the Commission reviewed eligible projects that were nominated for the competitive grant program. Projects had to meet the requirements of Proposition 1B and must have had a commitment of the required match and any supplementary funding needed. No single grant could exceed \$1M.

The Commission selected projects that met the following specified criteria:

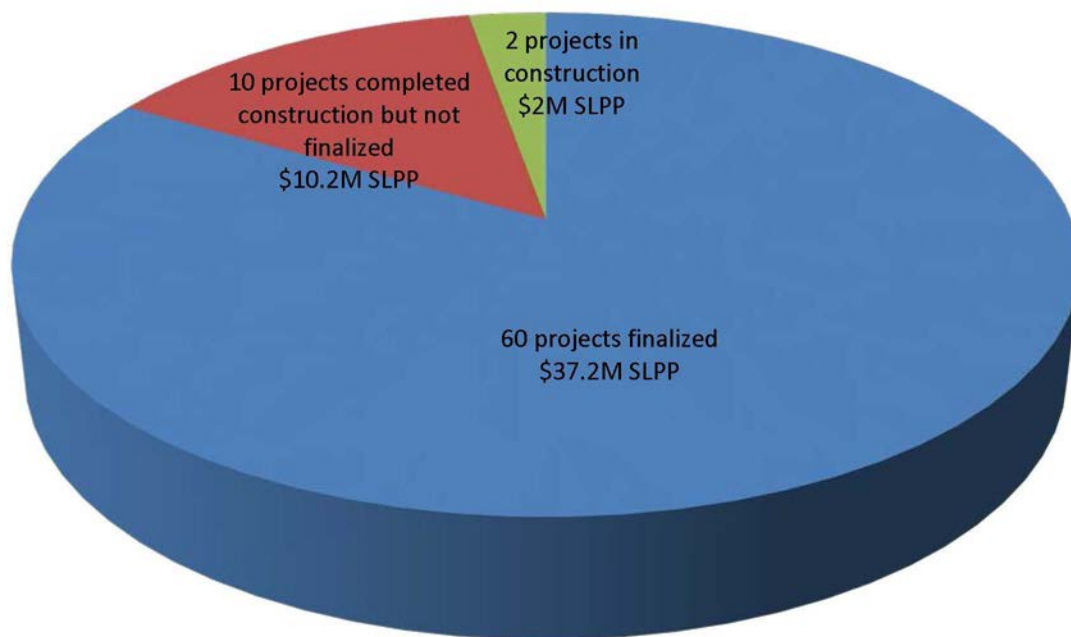
- Geographic balance
- Cost-effectiveness
- Multimodal
- Safety
- Reliability
- Construction schedule
- Leverage of funding
- Air quality improvements

The following is the status of the competitive program projects. See the attached lists for specific project information.

- Cycle 1: In FY 2008-09, 11 projects were programmed for competitive share funding totaling \$8.6M in programmed SLPP bond funds. That amount was reduced to \$7.6M after bid savings were accounted for on the completed projects. One project had an approved LONP prior to allocation and all 11 of these projects are complete with construction.
- Cycle 2: In FY 2009-10, 13 projects were allocated for competitive share funding totaling \$9M in SLPP bond funds. That amount was reduced to \$7.8M after bid savings were accounted for on the completed projects. Five of these projects had an approved LONP prior to allocation and all 13 of these projects are complete with construction.
- Cycle 3: In FY 2010-11, 13 projects were allocated for competitive share funding totaling \$8.4M in SLPP bond funds. That amount was reduced to \$8.3M after bid savings were accounted for on completed projects. Three of these projects had an approved LONP prior to allocation and all 13 of these projects are complete with construction.
- Cycle 4: In FY 2011-12, ten projects were allocated for competitive share funding, totaling \$8.2M in SLPP bond funds. Nine of these projects are complete with construction.



- Cycle 5: In FY 2012-13, 28 projects were allocated for competitive share funding; one of these projects was later removed from the program. The remaining 27 projects total \$18M in SLPP bond funds. 26 of these projects are complete with construction.

**COMPETITIVE PROGRAM PROJECT SUMMARY:****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.

<b>Three Projects Removed from the SLPP Program After Allocation</b>								
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
<b>Total SLPP Funds X \$1,000</b>						<b>\$1,431</b>		



## Formula Projects - Status and Detail: Scope Budget and Schedule

PROJECT NUMBER	DISTRICT	COUNTY/ Agency	AGENCY	PROJECT ID	PROJECT NAME/ (SLPP Cycle)	TOTAL PROJECT COST X \$1,000	TOTAL CONST COST X \$1,000	TOTAL SLPP FUNDS X \$1,000	APPROVED BEGIN CONST/ AWARD DATE	DATE OF ALLOCATION	CONSTRUCTION % COMPLETE	DATE CONSTRUCTION COMPLETED	CONSTRUCTION AWARDED	ALLOCATED BUT NOT AWARDED	SCOPE	BUDGET	SCHEDULE
1	3	SAC	Sacramento County	7536	Hwy 50 / Watt Ave (5)	\$38,750	\$30,448	\$8,586	9/2012	4/2012	100%	7/2016	X		●	●	●
2	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		●	●	●
3	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		●	●	▶
4	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		●	●	●
5	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		●	●	●
6	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		●	●	●
7	4	MRN	Sonoma Marin Rail Trans Dist	7530	Sonoma-Marín Area Rail Transit (4,5)	\$397,060	\$294,970	\$8,322	12/2011	12/2011 8/2012	100%	6/2017	X		●	●	●
8	4	SF	Caltrans	7698	Doyle Drive (5) P3 project	\$849,169	\$605,799	\$19,366	1/2011	6/2013	93%		X		●	●	●
9	4	SM	Peninsula Cnty Jnt Pwrs Brd	7514	Positive Train Control (4,5)	\$227,691	\$203,700	\$6,300	10/2011	10/2011 5/2013	100%	12/2016	X		●	●	●
10	4	Vari	Peninsula Cnty Jnt Pwrs Brd	7671	Signal System Rehab (5)	\$2,600	\$2,600	\$233	3/2013	3/2013	96%		X		●	●	●
11	4	SM	Sam Trans	7655	Replacement Gillig Buses (5)	\$35,630	\$34,279	\$5,505	1/2013	12/2012	100%	9/2016	X		●	●	●
12	4	SM	Sam Trans	7694	Communications System Upgrade (5)	\$13,400	\$13,400	\$101	8/2013	5/2013	100%	8/2016	X		●	●	●
13	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		●	●	●
14	4	SON	Caltrans		101 – Petaluma River Bridge (4)	\$127,347	\$77,000	\$1,865	10/2012	5/2012	100%	6/2017	X		●	●	●
15	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		●	●	●
16	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		●	●	●
17	6	FRE	Caltrans	7696	Kings Canyon Expressway Seg 2 (5)	\$43,600	\$23,000	\$11,500	6/2013	1/2013	100%	10/2014	X		●	●	▶
18	6	TUL	Dinuba	7511	Avenue 416 Widening -Rd 56 to Rd 80 (5)	\$22,730	\$22,730	\$7,551	11/2013	6/2013	100%	8/2017	X		●	●	●
19	7	LA	LA County Metropolitan Transp Auth	7496	LA - San Fernando Valley Transit Ext (2,3)	\$160,600	\$151,500	\$32,300	3/2010	1/2011 1/2011	100%	6/2015	X		●	●	▶



## 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
20	7	LA	LA County Metropolitan Transp Auth	7555	Transit Bus Acquisition (5)	\$297,070	\$297,070	\$36,250	1/2013	8/2012	100%	6/2017	X		●	●	●
21	7	LA	LA County Metropolitan Transp Auth	7664	Exposition Light Rail (5)	\$110,315	\$101,930	\$28,259	6/2013	3/2013	100%	5/2016	X		●	●	●
22	7	LA	LA County Metropolitan Transp Auth	7695	Crenshaw LAX Transit Corridor (5)	\$1,762,725	\$1,571,975	\$49,529	7/2013	5/2013	29%		X		●	●	●
23	7	LA	Southern CA Regional Rail Authority	7495	Positive Train Control (3,4)	\$231,112	\$209,282	\$20,000	1/2011	1/2011 8/2011	98%		X		●	●	●
24	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		●	●	●
25	7	LA	Caltrans	7484	I-5 Carmenita Interchange (2)	\$395,167	\$171,930	\$14,925	7/2011	6/2010	98%		X		●	●	●
26	7	LA	Caltrans		I-5 HOV Empire Ave I/C (4)	\$341,859	\$195,787	\$13,061	10/2012	5/2012	64%		X		●	●	●
27	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		●	●	●
28	8	RIV	Riverside Cnty	7653	Rte 91 Corridor Improvement (5)	\$1,344,829	\$942,109	\$37,173	5/2013	3/2013	95%		X		●	●	●
29	8	SBD	SANBAG	7538	I-15 / Ranchero Rd Interchange (4)	\$57,622	\$44,221	\$4,550	11/2012	5/2012	100%	12/2015	X		●	●	▶
30	8	SBD	SANBAG	7681	Downtown Passenger Rail Project (5)	\$92,757	\$66,347	\$10,921	12/2013	6/2013	100%	8/2017	X		●	●	●
31	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		●	●	●
32	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		●	●	●
33	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		●	●	●
34	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		●	●	●
35	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		●	●	●
36	11	SD	Caltrans		I-805 HOV Managed Lanes – North (4)	\$163,000	\$127,305	\$1,358	4/2012	10/2011	99%		X		●	●	●
37	11	SD	Caltrans	7699	I-5 Genessee Avenue Interchange (5)	\$83,944	\$64,857	\$8,000	12/2014	5/2013	88%		X		●	●	●
38	12	ORA	Orange County	7504	Cow Camp Rd (5)	\$39,900	\$37,900	\$4,160	6/2013	5/2013	100%	9/2016	X		●	●	●
39	12	ORA	Orange County	7543	La Pata Avenue (5)	\$57,220	\$45,220	\$5,110	12/2013	6/2013	100%	1/2017	X		●	●	●
40	12	ORA	City of Anaheim	7505	Brookhurst St Widening (5)	\$8,961	\$8,961	\$3,393	6/2013	5/2013	100%	6/2015	X		●	●	▶
41	12	ORA	City of Costa Mesa	7507	Harbor Blvd & Adams Ave (5)	\$4,779	\$3,914	\$1,482	11/2013	5/2013	100%	10/2015	X		●	●	▶
42	12	ORA	City of Cypress	7568	Cerritos Avenue Widening (5)	\$439	\$378	\$168	5/2013	3/2013	100%	11/2016	X		●	●	●



**Formula Projects - Status and Detail: Scope Budget and Schedule**

PROJECT NUMBER	DISTRICT	COUNTY/ Agency	AGENCY	PROJECT ID	PROJECT NAME/ (SLPP Cycle)	TOTAL PROJECT COST X \$1,000	TOTAL CONST COST X \$1,000	TOTAL SLPP FUNDS X \$1,000	APPROVED BEGIN CONST/ AWARD DATE	DATE OF ALLOCATION	CONSTRUCTION % COMPLETE	DATE CONSTRUCTION COMPLETED	CONSTRUCTION AWARDED	ALLOCATED BUT NOT AWARDED	SCOPE	BUDGET	SCHEDULE
43	12	ORA	City of Santa Ana	7506	Bristol St Widening (4)	\$9,600	\$9,600	\$3,120	1/2013	8/2012	100%	12/2014	X		●	●	▶
44	12	ORA	Caltrans	7700	I-5 HOV Pac Coast Hwy-San Juan Clark (5)	\$63,093	\$49,272	\$20,789	12/2013	6/2013	95%		X		●	●	●
45	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		●	●	●
<b>Totals</b>						<b>\$9.8B</b>	<b>\$7.7B</b>	<b>\$677.2M</b>									

- Project is on time, on budget, or within scope.
- ◆ Schedule, scope and/or budget is unavailable or needs further action. See Corrective Actions.
- ▶ Project Closeout is delayed by 6 months or longer. See Corrective Actions.



			Formula Projects - Completed												
PROJECT NUMBER	DISTRICT	COUNTY / AGENCY	AGENCY	PROJECT NAME/ (SLPP Cycle)/ Project ID	APPROVED TOTAL PROJECT COST X \$1,000	ACTUAL TOTAL PROJECT COST X \$1,000	APPROVED TOTAL CONST COST X \$1,000	ACTUAL TOTAL CONST COST X \$1,000	APPROVED SLPP FUNDS X \$1,000	ACTUAL SLPP FUNDS X \$1,000	DE-ALLOCATED SLPP SAVINGS X\$1,000	NON DE-ALLOCATED SLPP SAVINGS X\$1,000	ALLOCATION DATE	ACTUAL CONST START DATE	ACTUAL CONST END DATE
46	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
47	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
48	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
49	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
50	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
51	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
52	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
53	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
54	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
55	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
56	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
57	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
58	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
59	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
60	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
61	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
62	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
63	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
64	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
65	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
66	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
67	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
68	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
69	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
70	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
71	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
72	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
73	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



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74	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
75	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
76	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
77	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
78	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
79	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
80	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
81	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
82	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
83	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
84	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
85	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
86	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
87	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
88	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
89	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
90	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
91	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
92	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
93	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
94	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
95	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
96	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
97	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
98	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
99	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
100	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
101	6	MAD	City of Madera	4 <sup>th</sup> 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



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102	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
103	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
104	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
105	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
106	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
107	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
108	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
109	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
110	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
111	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
112	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
113	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
114	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
115	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
116	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
117	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
118	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
119	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
120	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
121	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
122	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
123	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
124	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
125	11	IMP	City of Calexico	5 <sup>th</sup> Street Repaving (5) 7563	\$1,030	\$599.5	\$1,030	\$599.5	\$515	\$300		\$215	3/2013	3/28/14	1/20/15
126	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



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127	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
128	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
129	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
130	11	IMP	City of Westmorland	6 <sup>th</sup> Street and G Street Improvements (5) 7554	\$136	\$149.5	\$136	\$149.5	\$68	\$68			3/2013	8/7/13	3/27/14
131	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
132	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
133	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
134	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
135	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
136	12	ORA	Orange County	Dale Street Reconstruction (5) 7610	\$261	\$257	\$214	218.2	\$107	\$107			3/2013	5/21/13	10/10/13
137	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
138	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
139	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
140	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
141	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
142	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
143	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
144	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
145	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
146	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
147	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
148	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
149	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
150	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
151	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
152	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
153	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
154	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



			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
155	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
156	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
157	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
158	12	ORA	City of Irvine	Campus Dr Rehab (5) 7604	\$2,774	\$2,695.8	\$2,500	\$2,461.6	\$1,138	\$1,138		\$244	1/2013 6/2013	6/11/13	8/11/14
159	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
160	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
161	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
162	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
163	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
164	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
165	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
166	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
167	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
168	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
169	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
170	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
171	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
172	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
173	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
174	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
175	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
176	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
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



	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
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		\$112	1/2013	6/22/13	8/27/13
Total Completed Formula SLPP					\$1.3B	\$1.3B	\$1.2B	\$1.2B	\$252M	\$245M	\$22K	\$7.6M			



## Benefits of Completed Formula Projects

SLPP PROJECT	DISTRICT	COUNTY	PROJECT	PROJECT BENEFIT on PPR	PROJECT BENEFIT on FDR
7614	1	MEN	Street Rehabilitation	Replace failing storm drains to prevent roadway deterioration	Replaced undersized failing storm drain pipe
7615	1	MEN	Street Resurfacing	Resurface various streets in Fort Bragg	Resurfaced 22 streets
7424	3	NEV	Nevada City Paving- Various Locations	Rehab Searls Ave - add 20 yrs useful life.	Rehabbed .25 miles of Searls Ave
7692	3	NEV	New Mohawk Rd Paving	New pavement on New Mohawk Rd and Gold Flat Ct. Safety. 20+ years life.	Grinded and removed existing asphalt with new Asphalt.
7548	3	NEV	2013 Slurry Seal	Town wide slurry seal program.	Slurry sealed roads to add 15+ years life.
7474	3	SAC	Folsom Blvd Enhancement, Ph 2	Provide connectivity between light rail and peds.	Rehabbed 1.5 mi roadway, bike & ped path. Increased safety. Beautification
7501	3	SAC	South Sacramento Light Rail, Ph 2	Add pkg structure at CRC, the end of South Line ph2.	Added pkg spaces. Enhanced regional connectivity. Accommodate future travel demand. Alleviate congestion on Hwy99.
7536	3	SAC	Hwy 50 / Watt Ave (CMIA)	Project not closed out yet.	Project not closed out yet.
7558	3	SAC	Cosumnes Rvr Blvd I-5 IC	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-Marín Area Rail Transit (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 Gillig 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 Pkway Arterial - Ph III	Add new arterial and IC to reduce congestion at US101 IC's. Congestion relief on streets.	The new arterial and IC reduced congestion and US101 IC. Congestion relieved on local streets.
7673	5	SB	Laurel Ave Rehab 2013	Provide new AC for safer and smooth surfaces. Improve storm water drainage.	New AC. Fixed storm water issues.
7678	5	SB	Patterson Ave Sidewalk Infill	Put in sidewalk where it's missing for peds and ADA.	Filled in gap in existing sidewalks for ADA, peds, Also put in new concrete driveways for businesses.
7683	5	SB	Central Santa Maria Roadway Repairs	Increase useful life of roadways. Reconstruct roadway on E. Central Ave and Stowell Ave.	Increased useful life of both roadways.
7684	5	SB	Overlay of Various County Roads	AC overlay to extend life 15+ years. Locations are to be determined by pavement management sys.	Provided necessary maintenance. Will help reduce large deferred maintenance backlog.
7686	5	SB	Carillo Streets Rehab	Replace poor quality pavement at various locations.	Resurfaced streets and added 15 years life.
7515	5	SCR	CNG Bus Purchase	Replace 1/3 of the Santa Cruz Metro's diesel fleet with CNG busses.	Added 11 CNG busses, reducing GHG's by replacing old diesel busses.
7557	5	SCR	Metro Base Consolidated Facility	Project not closed out yet.	Project not closed out yet.
7662	6	FRE	Herndon Ave - Clovis to Fowler	Project will accommodate bikes, peds, vehicle and transit travel. Provide safety. Create divided roadway.	Improved safety for motor and non-motorized. Improves reliability. This is a regional multi modal system.
7663	6	FRE	Temperance - Bullard to Herndon	Project will accommodate bikes, peds, vehicle and transit travel. Provide safety. Create divided roadway.	Accommodate bikes, peds, cars and transit. Improve safety. Create divided roadway 30 yr lifespan.
7667	6	FRE	Willow Ave - Barstow Ave to Escalon Ave	Improve traffic ops. Reduce accidents. Provide safe ped access. Improve circulation along Willow Ave	Improve traffic ops. Reduce accidents. Provide ped access. Improve circulation.
7668	6	FRE	Peach Ave - Kings Canyon Rd to Belmont	Widening Peach Ave from 2 to 4 lanes. Curb, gutter, sidewalk, trees, landscape median, bike lanes.	Improve mobility along Peach Ave.
7675	6	FRE	Herndon EB - Brawley to Blythe	Improve air quality, reduce congestion, improve travel time @ safety of peds and cars.	Added travel lane, signal and sidewalk. Alleviated traffic congestion, improved travel time and air quality
7680	6	FRE	Temperance - Enterprise Cnl. To Shepherd	Accommodate bikes, peds and cars. Improve safety, divided roadway, 30 yr lifespan.	Widened Temperance Ave. Added lanes, signal, median,
7685	6	FRE	SR 180 West Frontage Road	Meet existing and future traffic demands. Restore connectivity	Improved traffic circulation in Roeding business Park. Promote economic development.
7696	6	FRE	Rt 180 - Kings Canyon Expwy Seg 2	Project not closed out yet.	Project not closed out yet.



## 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	Project not closed out yet.	Project not closed out yet.
7505	12	ORA	Brookhurst St Widening	Project not closed out yet.	Project not closed out yet.
7506	12	ORA	Bristol St Widening	Project not closed out yet.	Project not closed out yet.
7507	12	ORA	Harbor Blvd & Adams Ave	Project not closed out yet.	Project not closed out yet.
7535	12	ORA	Tustin Ranch Road Extension (4,5)	Improve livability and economic competitiveness. Improve congestion on parallel routes. Decrease travel time.	Constructed new roadway to close gap. Included bike /ped facilities. Improved livability & economic competitiveness



## Benefits of Completed Formula Projects

SLPP PROJECT	DISTRICT	COUNTY	PROJECT	PROJECT BENEFIT on PPR	PROJECT BENEFIT on FDR
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 3: Oakland Airport Connector**

Agency has been fully reimbursed for the SLPP funds. Waiting for final documentation.

**Project 17: Kings Canyon Expressway**

FDR has not yet been submitted. There is a discrepancy in the amount of SLPP funds that have been reimbursed.

**Project 19: LA San Fernando Valley Transit Extension**

Agency has been fully reimbursed for the SLPP funds. They are working on the final documentation for the FDR.

**Project 29: I-15 Ranchero Road**

Waiting on final paperwork corrections.

**Project 40: Brookhurst Street Widening**

Waiting for final paperwork and the FDR for this project.

**Project 41: Harbor Boulevard and Adams Avenue**

Waiting for final paperwork and the FDR for this project.

**Project 43: Bristol Street Widening**

Waiting for final paperwork and the FDR for this project.

### **SLPP Corrective Actions – Formula Projects**

There are no SLPP Formula project Corrective Actions this quarter.

### **SLPP Updates – Formula Projects**

**Project 34: Blue Line Station Rehab**

Agency previously reported 100% complete with construction, project has been changed to 98% complete with construction.



**Competitive Projects - Status and Detail: Scope Budget and Schedule**

PROJECT NUMBER	DISTRICT	COUNTY/ Agency	AGENCY	PROJECT ID	PROJECT NAME/ (SLPP cycle)	TOTAL PROJECT COST X \$1,000	TOTAL CONST COST X \$1,000	TOTAL SLPP FUNDS X \$1,000	APPROVED BEGIN CONST/ AWARD DATE	DATE OF ALLOCATION	CONSTRUCTION % COMPLETE	DATE CONSTRUCTION COMPLETED	CONSTRUCTION AWARDED	ALLOCATED BUT NOT AWARDED	SCOPE	BUDGET	SCHEDULE
186	3	ED	El Dorado Cnty	7527	Pleasant Valley Rd/ Patterson Dr. (4)	\$4,107	\$2,442	\$600	10/2013	6/2013	100%	4/2015	X		●	●	▶
187	3	ED	El Dorado Cnty	7526	Silva Valley Parkway / US 50 IC (4)	\$52,323	\$38,200	\$1,000	9/2013	1/2013	75%		X		●	●	●
188	3	SAC	Sac RT	7674	Cosumnes River College Transit Station (5)	\$89,822	\$89,822	\$1,000	7/2013	5/2013	100%	3/2017	X		●	●	●
189	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		●	●	▶
190	5	SLO	San Luis Obispo County	7623	Willow Rd Extension Mitigation (5)	\$750	\$750	\$375	3/2013	3/2013	100%	3/2017	X		●	●	●
191	8	RIV	City of Moreno Valley	7518	SR 60 / Nason St OC (4)	\$17,130	\$15,030	\$1,000	9/2012	5/2012	100%	8/2017	X		●	●	●
192	8	SBD	City of Fontana	7471	I-15 / Duncan Canyon IC (3,4)	\$31,752	\$24,414	\$1,972	10/2012	6/2012 6/2012	100%	6/2017	X		●	●	●
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 <sup>th</sup> 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		●	●	▶
197	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		●	●	●
<b>Totals</b>						<b>\$307.3M</b>	<b>\$260.5M</b>	<b>\$12.2M</b>									

- Project is on time, on budget, or within scope.
- ◆ Schedule, scope and/or budget is unavailable, or needs further action. See Corrective Actions.
- ▶ Project Closeout is delayed by 6 months or longer. See Corrective Actions.



Competitive Projects - Completed															
PROJECT NUMBER	DISTRICT	COUNTY / AGENCY	AGENCY	PROJECT NAME/ (SLPP Cycle)	APPROVED TOTAL PROJECT COST X \$1,000	ACTUAL TOTAL PROJECT COST X \$1,000	APPROVED TOTAL CONST COST X \$1,000	ACTUAL TOTAL CONST COST X \$1,000	APPROVED SLPP FUNDS X \$1,000	ACTUAL SLPP FUNDS X \$1,000	DE-ALLOCATED SLPP SAVINGS X \$1,000	NON DE-ALLOCATED SLPP SAVINGS X \$1,000	ALLOCATION DATE	ACTUAL CONST START DATE	ACTUAL CONST END DATE
198	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
199	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
200	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
201	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
202	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
203	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
204	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
205	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
206	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
207	3	PLA	City of Lincoln	Nicolaus Road Widening (4) 7525	\$1,578	\$1,648	\$1,516	\$1,450	\$758	\$725		\$33	6/2012	8/01/12	4/30/13
208	3	PLA	City of Lincoln	Nelson Lane Improvements (5) 7620	\$1,400	\$7,037.6	\$1,200	\$6,582.7	\$600	\$600			6/2013	4/10/14	3/10/15
209	3	PLA	City of Roseville	Blue Oaks Blvd Widening (5) 7622	\$3,950	\$3,741.9	\$3,800	\$3,366.3	\$1,000	\$1,000			6/2013	10/16/13	2/04/15
210	3	PLA	City of Roseville	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
211	3	SAC	City of Elk Grove	Elk Grove-Florin Rd/ E Stockton Blvd (5) 7689	\$1,108	\$1,227.9	\$838	\$938.2	\$419	\$419			6/2013	10/28/13	3/11/15
212	3	YOL	City of West Sacramento	Tower Bridge Gateway - East Phase (2) 7425	\$6,488	\$6,345.2	\$6,488	\$6,345.2	\$1,000	\$1,000			1/2011	9/30/10	1/27/12
213	5	SLO	San Luis Obispo County	Willow Road Extension (1) 7409	\$6,500	\$4,866.8	\$6,500	\$4,866.8	\$1,000	\$1,000			1/2010	6/14/10	8/09/11
214	5	SLO	San Luis Obispo County	Willow Road Extension Phase II (2) 7423	\$27,821	\$16,878.8	\$27,821	\$16,878.8	\$1,000	\$1,000			1/2011	3/21/11	9/22/15
215	5	SLO	San Luis Obispo County	Los Osos Valley Road (4) 7523	\$600	\$232.9	\$600	\$232.9	\$174	\$117		\$57	5/2013	9/24/13	2/04/14
216	5	SB	City of Goleta	Fairview/Berkeley Traffic Signal (2) 7417	\$315	\$223.1	\$300	\$203.3	\$150	\$102	\$48		4/2010	2/07/11	4/14/11
217	5	SB	City of Goleta	Los Carneros/Calle Roundabout (3) 7478	\$2,218	\$1,631.6	\$1,285	\$1,319.4	\$335	\$335			10/2011	3/01/12	11/15/13



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
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 <sup>th</sup> 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 <sup>th</sup> 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 <sup>th</sup> 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 <sup>th</sup> 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 <sup>th</sup> 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 <sup>rd</sup> Lane (5) 7628	\$1,515	\$1,558.8	\$1,120	\$1,193.8	\$560	\$549		\$11	5/2013	10/08/13	8/17/14
237	8	RIV	City of Moreno Valley	Perris Blvd Improvements (5) 7679	\$6,000	\$5,730.4	\$6,000	\$5,730.4	\$1,000	\$955		\$45	6/2013	5/13/14	12/21/15
238	8	RIV	City of Murrieta	I-15 Los Alamos Rd OC (5) 7636 (Project has Formula Funds also, project totals are shown in Formula Chart)					\$1,000	\$1,000			10/2015	4/1/13	8/18/15
239	8	RIV	City of Riverside	Route 91 Auxiliary Lane (2) 7426	\$3,100	\$2,267	\$2,746	\$1,913.1	\$1,000	\$957	\$43		1/2011	3/21/11	7/31/11
240	8	RIV	Riverside Cnty	Magnolia Ave and Neece St (2) 7435	\$781	\$903.1	\$620	\$665.9	\$150	\$150			10/2011	6/25/12	11/05/12



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
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
<b>Total Completed Competitive SLPP</b>					<b>\$283M</b>	<b>\$264M</b>	<b>\$231.5M</b>	<b>\$222M</b>	<b>\$40M</b>	<b>\$37.2M</b>	<b>\$2.32M</b>	<b>\$438K</b>			



## 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	Fiddymont Road Widening	Widen Fiddymont 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	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
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, Cl2 bikes, Right turn lane. Will provide better circulation and increased safety. Reduce travel times.	Provided better circulation & safety for cars, peds, bike and transit users. Signal controlled intersection.
7417	5	SB	Fairview / Berkely Traffic Signal	Install traffic signal at Fairview/Berkely. Will increase safety for ped/bike.	Installed traffic signal and it improved traffic flow and increased ped/bike safety.
7478	5	SB	Los Carneros / Calle Roundabout	Install roundabout to allow for safer bike and ped passage. Better for GHG's.	Constructed the City's first roundabout intersection. Paving, striping, landscaping, sidewalk, lighting.
7466	6	FRE	Bullard / Locan	Convert 2 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 safely. Provide access for businesses.	Add car and bike traffic. Provided access for developments. Continuous ped walkways.
7481	8	SBD	Ranchero Road Grade Sep	Separation is to improve traffic circulation, decrease response times, reduce commuter travel time.	Decreased emergency response times by 4.5 minutes and up to 7 miles. Also saved school district \$1M in gas costs annually.
7520	8	SBD	SR-210/Greenspot Rd Improvements (4,5)	Project not closed out yet.	Project not closed out yet.
7629	8	SBD	Kiowa Rd Widening Ph II	Improve safety for cars, bikes. Improve efficiency of road network. Improve bike safety w/ CL2 bike lane,	Same as PPR. Improves safety for cars, bikes. Improves quality and efficiency of roadway. Add bike lane.
7630	8	SBD	Signal Interconnect	Reduce pollution from emissions, improve air quality. Increase in safety.	Provided communications backbone to interconnect signals. Improved traffic flow. Increased capacity.
7631	8	SBD	5th St Corridor Improvements	Project not closed out yet.	Project not closed out yet.
7632	8	SBD	Greenspot Rd Bridge at Santa Ana River	Project not closed out yet.	Project not closed out yet.



## 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 186: Pleasant Valley Rd/ Patterson Drive**

Agency reported that construction was complete in April 2015. Due to potential claims on the project, it has not yet been accepted by the County. Once the project is accepted, the agency will complete the closeout documentation.

#### **Project 189: I-680 Auxiliary Lane Project**

Draft FDR has been submitted to the agency. Waiting for a completed FDR and the Final Invoice and documentation to verify the FDR information.

#### **Project 196: Baseline Greenspot Traffic Safety Project**

Waiting for a copy of the closeout package and invoicing. A draft FDR was submitted to the agency.

### **SLPP Corrective Actions – Competitive Projects**

There are no SLPP Competitive project corrective actions this quarter.

### **SLPP Updates – Competitive Projects**

There are no SLPP Competitive project updates this quarter.





# **FY 2017-18 Second Quarter Report Traffic Light Synchronization Program**

**Quarterly Report to the  
California Transportation  
Commission**





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## TRAFFIC LIGHT SYNCHRONIZATION PROGRAM PROGRESS REPORT

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### **BACKGROUND**

The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B) was passed by California voters on November 7, 2006 and created the Traffic Light Synchronization Program (TLSP). Proposition 1B provides \$250 million, upon appropriation by the Legislature, for TLSP projects approved by the California Transportation Commission (CTC). The California Department of Transportation (Caltrans) is required to provide quarterly reports to the CTC on the status of progress by the local agencies on completing TLSP work funded by the Proposition 1B bond funds.

The guidelines for the TLSP were adopted on February 13, 2008. The CTC has approved 22 TLSP projects totaling \$147,000,000 for the City of Los Angeles, and 59 additional TLSP projects totaling \$96,845,933 for agencies other than the City of Los Angeles.

### **Program Summary**

TLSP Second Quarter Progress Report for fiscal year 2017-2018.

At the close of the Second Quarter ending December 31, 2017, the TLSP program has been fully allocated.

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, 74 have completed construction. The City of Los Angeles has completed construction on 16 projects with a total allocation of \$121,518,300, while agencies other than the City of Los Angeles have completed construction on 58 projects with a total allocation of \$75,606,017.

Savings derived from unexpended allocations total \$1,542,068 and is now available for programming.



**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	Aug-19	25	●	●	●	0	Late allocation
7	LA	Los Angeles	6761	ATCS - Central City East	\$0	\$4,885,000	\$0	Oct -16	Aug-16	Aug-19	90	●	●	●	0	Non-TLSP
7	LA	Los Angeles	6826	ATCS - Echo Park / Silver Lake Phase 2	\$4,076,500	\$4,361,900	\$2,023,312	Mar-15	Nov -15	Dec-18	98	●	●	■	0	See pg 9
7	LA	Los Angeles	6763	ATCS - Los Angeles	\$11,528,500	\$15,344,800	\$3,254,755	Oct-16	Aug-17	Feb-20	35	●	●	■	0	See pg 9
7	LA	Los Angeles	6766	ATCS - West Adams	\$4,250,800	\$4,870,120	\$2,191,093	Jun-14	May-15	May-18	99	●	●	■	0	See pg 9
7	LA	Los Angeles	6768	ATCS - Wilshire East	\$4,877,900	\$5,597,300	\$4,877,900	Feb-14	Jan-15	Feb-18	100	●	●	■	0	See pg 9

Los Angeles Prog Total	\$25,481,700	\$44,274,120	\$12,347,060
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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	\$17,545,857	Jan-11	Apr-11	Oct-17	97	●	●	■	0	See pg 10

Agencies other than City of Los Angeles Prog Total	\$18,718,405	\$25,618,405	\$17,545,857
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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	Mar-16	●	●	●	■	See pg 9
7	LA	Los Angeles	6765	ATCS - Santa Monica Fwy Corridor Phase 2	\$6,515,500	\$7,507,800	\$4,017,960	Dec-13	Jan-14	Jun-16	●	●	●	■	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	●	●	●	■	See pg 9
7	LA	Los Angeles	6769	ATSAC - Canoga Park	\$10,316,400	\$11,031,100	\$9,051,395	Jan-11	Jul-11	Apr-14	●	●	●	●	
7	LA	Los Angeles	6770	ATSAC - Canoga Park Phase 2	\$9,228,900	\$9,943,600	\$8,899,031	Jan-11	Jun-11	Jul-14	●	●	●	●	
7	LA	Los Angeles	6771	ATSAC – Foothill	\$8,802,900	\$9,425,400	\$8,615,317	Oct-11	Jul-11	Jul-14	●	●	●	●	
7	LA	Los Angeles	6772	ATSAC - Harbor - Gateway 2	\$7,899,000	\$8,891,000	\$7,899,000	Apr-10	Mar-11	Apr-14	●	●	●	●	
7	LA	Los Angeles	6773	ATSAC - Pacific Palisades / Canyons	\$6,922,200	\$7,548,300	\$6,922,156	Jan-11	Jul-11	Jul-14	●	●	●	●	
7	LA	Los Angeles	6774	ATSAC - Platt Ranch	\$4,358,600	\$4,905,000	\$4,358,000	May-09	Dec-09	Jan-13	●	●	●	●	
7	LA	Los Angeles	6775	ATSAC - Reseda	\$8,506,300	\$9,333,000	\$8,506,300	Oct-08	Jan-09	Feb-12	●	●	●	●	
7	LA	Los Angeles	6776	ATSAC - Reseda Phase 2	\$7,221,000	\$7,898,000	\$7,220,700	Jan-10	Jul-10	Aug-13	●	●	●	●	
7	LA	Los Angeles	6777	ATSAC - San Pedro	\$8,911,000	\$9,802,000	\$8,911,000	May-09	Sep-09	Oct-12	●	●	●	●	
7	LA	Los Angeles	6778	ATSAC - Wilmington	\$11,073,000	\$12,319,700	\$10,411,479	Jan-11	Jul-11	Apr-14	●	●	●	●	
7	LA	Los Angeles	6779	ATSAC - Coliseum / Florence	\$8,107,000	\$9,007,500	\$6,611,901	Oct-11	Jul-11	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	\$121,518,300	\$133,951,700	\$110,126,111
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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 10
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 time, 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 delay saved as a result of each project. The “Baseline” columns represent the anticipated decrease in travel time delay included in each project’s baseline agreement. The “Actual” columns represent the post project’s travel time delay saved. The “Rating” column indicates the project’s level of success towards meeting its goal. The ratings are self explanatory with the exeption 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 impedimenet. Projects with a pending rating are still processing Final Delivery Reports.

DIST.	CO.	AGENCY	PROJ. ID	PROJECT NAME	PROJECT BENEFITS Peak Delay Time Savings (Minutes) Baseline	PROJECT BENEFITS Daily Travel Time Savings (Hours) Baseline	PROJECT BENEFITS Peak Delay Time Savings (Minutes) Actual	PROJECT BENEFITS Daily Travel Time Savings (Hours) Actual	RATING E=Exceeded M=Met N=No Change PA=Partial P=Pending
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			P
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			P
7	LA	Los Angeles	6767	ATCS - Westwood / West Los Angeles	29,400	490			P
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			P
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  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	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	0	0	P
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	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)	
					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****City of Los Angeles – ATCS – Echo Park/Silver Lake Phase 2 (Project ID 6826)**

The agency stated that delays in construction were due to conflicts in the construction schedule between multiple projects. The project is behind schedule by 31 months from the currently approved schedule. Caltrans has approved all invoices and the agency plans to complete construction by December 2018.

**City of Los Angeles – ATCS – Los Angeles (Project ID 6763)**

The agency stated delays in construction were due to conflicts in the construction schedule between multiple projects. The project began construction in August 2017 and anticipates completing construction by February 2020.

**City of Los Angeles – ATCS – West Adams (Project ID 6766)**

The agency stated delays in construction were due to conflicts in the construction schedule between multiple projects. The project is behind schedule by 16 months from the currently approved schedule. The agency anticipates completing construction by May 2018.

**City of Los Angeles – ATCS - Wilshire East (Project ID 6768)**

Construction was completed in February 2018. The FDR is scheduled to be submitted in August 2018.

**City of Los Angeles – ATCS – Santa Monica Fwy Corridor Phase 1 (Project ID 6764)**

The project completed construction in March 2016. The agency stated delays in construction were due to conflicts in the construction schedule between multiple projects. The closeout report was submitted in Dec., 2017.

**City of Los Angeles – ATCS – Santa Monica Fwy Corridor Phase 2 (Project ID 6765)**

The project completed construction in June 2016. The agency stated delays in construction were due to conflicts in the construction schedule between multiple projects. The closeout report was submitted in Dec., 2017.

**City of Los Angeles – ATCS – Westwood/West Los Angeles (Project ID 6767)**

The project completed construction in March 2016. The agency stated delays in construction were due to conflicts in the construction schedule between multiple projects. The closeout report was submitted in Dec., 2017.

**City of Los Angeles – ATCS- Coliseum / Florence Phase 1 and 2 (Project IDs 6779,6780)**

Final delivery reports were submitted in Feb. 2017. The construction dates were different than what is reported in LA-ODIS. The agency has been notified and will correct the problem.

**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 Feb. 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 supplemental FDR is scheduled for delivery in Feb. 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 closeout report for the project.

Alameda County Congestion Management Agency – San Pablo Corridor (Project ID 6744)

This is part of a Corridor Mobility Improvement Account project which has completed construction. The agency is working on the close out documents at this time.





**FY 2017-18**  
**Second 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 second quarter of the 2017-18 fiscal year. This report includes the status of the HRCSA 2008, 2010, 2012, 2014, and 2016 program.

The HRCSA program has a total of 38 projects programmed with \$250 million of which \$220,987,000 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 estimate 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 \$39,971,000. Twelve projects have completed construction.
- 2014** The Fullerton Road Grade Separation project has been allocated in the amount of \$18,306,000. The total expenditure is \$3,399,000.
- 2016** The Durfee Avenue Grade Separation project has been programmed in the amount of \$2,706,000.

**BACKGROUND:**

Proposition 1B was passed by California voters on November 7, 2006. Proposition 1B authorized \$250 million for HRCSA in two parts, \$150 million for projects on the Public Utilities Commission (PUC) priority list and \$100 million for high-priority railroad crossing improvements, including grade separation projects. The Guidelines for HRCSA were adopted on March 12, 2008.



**OPEN PROJECTS***(numbers in thousands)*

PN-Project Number PY-Program Year PT – Part D-District C-County \*Final Delivery Report (FDR) Pending\*

PN	PY	PT	D	C	Applicant	Project Name	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	92%	●	●	■
2	14	1	7	LA	ACE	Fullerton Road GS	\$153,184	\$18,306	\$18,306	\$3,399	12/10/16	3/2016	7/2016	9/2019	19%	●	●	●
3	16	1-2	7	LA	ACE	Durfee Avenue GS	\$81,087	\$2,706	\$0	\$0	-	10/2017	-	8/2020	0%	●	●	■
<b>TOTALS FOR OPEN PROJECTS:</b>							<b>\$283,037</b>	<b>\$26,013</b>	<b>\$23,307</b>	<b>\$7,148</b>								

● 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.



<b>PROJECTS COMPLETED</b> <b>OPERATIONAL/FINAL REPORT SUBMITTED</b> <i>(numbers in thousands)</i>													
<b>PN-Project Number   PY-Program Year   PT – Part   D-District   C-County   *Final Delivery Report (FDR) Pending*</b>													
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 <sup>th</sup> 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 <sup>th</sup> 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 <sup>th</sup> 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 Pending	\$3,975
35	12	2	6	TUL	City of Tulare	Santa Fe Trail at UPRR GS	\$7,131	\$3,931	6/25/14	2/2014	7/2016	12/2016	\$3,931
36	12	2	7	LA	SCRRA	Branford Road Grade Crossing Safety	\$2,526	\$1,325	12/11/13	3/2013	11/2016	6/2017	\$1,220
37	12	1	4	SM	PCJPB	San Mateo Bridges GS Project, Phase II	\$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 Pending	**\$4,387
<b>TOTALS FOR COMPLETED PROJECTS PROGRAMMED IN 2008, 2010 AND 2012:</b>							<b>\$925,055</b>	<b>\$220,481</b>					<b>\$213,839</b>

\*Final Delivery Report (FDR) Pending

\*\*Pending Final Invoice



The original approved baseline benefits were not quantitative, but new measures have been implemented during the final project closeout. In the table below, Yes or No output met the qualitative achieved benefits. The Congestion Reduction and Emissions Reductions output were based on the reported calculated value. Currently, 35 out of 38 projects have been completed, and those projects have achieved all of the category benefits identified in the original baseline.

<b>HRCSA BOND PROGRAM PERFORMANCE OUTCOME – BENEFITS FOR OPEN PROJECTS</b>									
<b>PN-Project Number   PY-Program Year   D-District   C-County</b>									
<b>PN</b>	<b>PY</b>	<b>D</b>	<b>C</b>	<b>Applicant</b>	<b>Project Name</b>	<b>Safety</b>	<b>Velocity</b>	<b>Throughput</b>	<b>Reliability</b>
						<b>Yes/No</b>	<b>Yes/No</b>	<b>Yes/No</b>	<b>Yes/No</b>
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**

<b>PN</b>	<b>PY</b>	<b>D</b>	<b>C</b>	<b>Applicant</b>	<b>Project Name</b>	<b>Safety</b>	<b>Velocity</b>	<b>Throughput</b>	<b>Reliability</b>	<b>Congestion Reduction (DVHD)</b>	<b>Emissions Reductions Yearly</b>
						<b>Yes/No</b>	<b>Yes/No</b>	<b>Yes/No</b>	<b>Yes/No</b>	<b>Reported</b>	<b>Reported</b>
4	08	6	KER	County of Kern	BNSF GS 7 <sup>th</sup> 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 <sup>th</sup> 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 <sup>th</sup> Street, Overcrossing Roadway	Yes	Yes	Yes	Yes	28 hours DVHD	386 tons ROG, 5343 tons NOx, 202 tons PM2.5
22	10	2	ALA	City of Fremont	Kato Road GS	Yes	Yes	Yes	Yes	13 hours DVHD	110 tons GHG
23	10	2	LA	SCRRA	Broadway-Brazil Street Grade Crossing	Yes	Yes	Yes	Yes	2 hours DVHD	1 ton of CO2
24	10	1	TUL	City of Tulare	Bardsley Avenue GS	Yes	Yes	Yes	Yes	1 hour DVD	1 ton of criteria pollutants
25	10	1	LA	ACE	Nogales Street GS	Yes	Yes	Yes	Yes	Pending	Pending
26	10	1	ALA	City of Fremont	Warren Avenue GS	Yes	Yes	Yes	Yes	56 hours DVHD	
27	12	2	ORA	OCTA	Dana Point & San Clemente Crossing	Yes	Yes	Yes	Yes		
28	12	2	LA	SCRRA	Grandview Avenue Grade Crossing Safety	Yes	Yes	Yes	Yes	2 hours DVHD	1 ton of CO2
29	12	2	LA	SCRRA	Sonora Avenue Grade Crossing Safety	Yes	Yes	Yes	Yes	2 hours DVHD	1 ton of CO2



**HRCSA BOND PROGRAM PERFORMANCE OUTCOME – BENEFITS FOR CLOSED PROJECTS**

PN-Project Number PY-Program Year D-District C-County NP-Not Provided DVHD-Daily Vehicle Hours of Delay

PN	PY	D	C	Applicant	Project Name	Safety	Velocity	Throughput	Reliability	Congestion Reduction (DVHD)	Emissions Reductions Yearly
						Yes/No	Yes/No	Yes/No	Yes/No	Reported	Reported
30	12	2	LA	SCRRA	Woodley Avenue Grade Crossing Safety	Yes	Yes	Yes	Yes	2 hours DVHD	1 ton of CO2
31	12	1	SAC	City of Elk Grove	Grant Line Road GS Project	Yes	Yes	Yes	Yes	17 hours DVHD	2 tons of criteria pollutants
32	12	1	SJ	City of Lathrop	Lathrop Road GS with UPRR	Yes	Yes	Yes	Yes	49.5 hours DVHD	10,783 kilograms criteria pollutants
33.1	12	1	SJ	Port of Stockton	Navy Drive/BNSF Underpass (1 of 2)	Yes	Yes	Yes	Yes	881 hours DVHD	16 tons of criteria pollutants
33.2	12	1	SJ	Port of Stockton	Navy Drive/BNSF Underpass (2 of 2)	Yes	Yes	Yes	Yes	881 hours DVHD	16 tons of criteria pollutants
34	12	2	CC	City of Richmond	Officer Bradley A. Moody/Marina Bay	Pending	Pending	Pending	Pending	Pending	Pending
35	12	2	TUL	City of Tulare	Santa Fe Trail at UPRR GS	Yes	Yes	Yes	Yes	Non Traffic	Non Traffic
36	12	2	LA	SCRRA	Branford Road Grade Crossing Safety	Yes	Yes	Yes	Yes	2 hours DVHD	1 ton of CO2
37	12	4	SM	PCJPB	San Mateo Bridges GS Project, Phase II	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 and street lighting installation are ongoing. Anticipate final closeout June 2018.

**PROJECT 3: Alameda Corridor East Construction Authority – Durfee Avenue**

The agency is planning on requesting an allocation in spring 2018. The project is behind schedule due to right of way issues and delays in Union Pacific Railroad reviews of project plans.

**PROJECT 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. All punch list items were addressed by Contractor and all outstanding contractor's change order requests were resolved. The following three reasons the project was delayed: 1) Contractor needed additional time to work on the traffic signal ramp metering conduit repair; 2) Their sewer line was affected by the project. The sewer line was realigned and additional effort was required to reroute the sewer line to connect at a different location; and 3) needed additional time to review and validate the survey monuments. Contractor's work was completed, but they are awaiting County to confirm that these survey monuments were properly recorded. 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 spring 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 37: CLOSED PROJECT – Peninsula Corridor Joint Powers Board – San Mateo Bridges Phase II**

The four bridges have been completed. The project was behind due to scheduling with the utility companies and the limitation of open-train slots to place the bridges and tracks. Final closeout report was submitted on December 8, 2017.



**PROJECT 38: CLOSED PROJECT – FINAL DELIVERY REPORT PENDING: Southern California Regional Rail Authority – Moorpark Avenue Grade Separation**

Completed negotiations of final change orders with the contractor. Contractor has provided all remaining back up information on the claims. Final change order payment was approved by the Board and was paid to the contractor. Anticipate final closeout by May 2018.





# **FY 2017-18 Second Quarter Report**

## **Intercity Rail Improvement Program**

**Quarterly Report to the  
California Transportation  
Commission**





**SUMMARY**

This report is for the second quarter of Fiscal Year (FY) 2017-18 for the Proposition 1B Intercity Rail Improvement Program (IRI), which consists of 28 projects. To date California Transportation Commission (CTC) has allocated a total of \$342,525,000 in funding to 24 projects; 9 projects totaling \$181,949,000 are currently in construction, 15 projects totaling \$160,576,000 are completed with \$150,237,248 in expenditures and a potential for over \$8,500,000 in savings and \$8,000,000 for administration, and 4 projects totaling \$50,756,000 remains unallocated. \*

**BACKGROUND**

Proposition 1B was passed by California voters on November 7, 2006, and provides \$400 million, upon appropriation by the Legislature, to the Department for intercity passenger rail improvement projects. A minimum of \$125 million is designated for procurement of additional intercity passenger railcars and locomotives. This \$400 million program is part of the \$4 billion Proposition 1B Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA). This Account is to be used to fund public transportation projects. Pursuant to paragraph (2) of subdivision (c) of section 8879.50 of the Government Code, the Department is the administrative agency for PTMISEA.

The Commission approved the guidelines for intercity passenger rail projects in the PTMISEA. At its February 2008 meeting, the Commission approved the list of Proposition 1B intercity rail projects to be funded in the IRI.

The IRI program amendments in the quarter;

- None.



**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 checked="" type="checkbox"/>
21.2	CC	CCJPA	Sacramento to Roseville 3 <sup>rd</sup> 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"/>

TOTAL \$50,756

CC Capitol Corridor  
PS Pacific Surfliner  
SJ San Joaquin



**PROPOSITION 1B INTERCITY RAIL IMPROVEMENT PROGRAM  
ALLOCATED PROJECTS**

*(NUMBERS IN THOUSANDS)*

- ☒ No Known Scope, Budget, or Schedule Impact  
☒ Known Scope, Budget, or Schedule Impact  
☐ Potential Impact

PROJECT NUMBER	CORRIDOR	AGENCY	PROJECT TITLE	DELIVERY PHASE	ALLOCATION DATE	BEGIN PHASE	END PHASE	% COMPLETE	END CLOSEOUT	PROGRAMMED	ALLOCATED	EXPENDITURES	SCOPE	BUDGET	SCHEDULE
1.1	CC, PS, SJ	Caltrans	Procurement of Locomotives and Railcars	CON	12/2011	11/2012	09/2018	15%	03/2019	\$42,000	\$42,000	\$11,941	<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	\$1,443	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
6	CC	CCJPA	Capital Corridor Track, Bridge and Signal Upgrade	CON	05/2014	06/2014	05/2017	100%	11/2017	\$1,305	\$1,305	\$1,305	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
7	PS	SCRRA	Ventura County Sealed Corridor Crossing Improvement	CON	08/2014	12/2014	03/2018	100%	04/2017	\$218	\$218	\$80	<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	6%	11/2019	\$900	\$900	\$154	<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	03/2017	09/2017	06/2018	0%	03/2019	\$2,026	\$2,026	\$0	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
TOTALS										\$181,949	\$181,949	\$25,596			

CC Capitol Corridor  
PS Pacific Surfliner  
SJ San Joaquin



**PROPOSITION 1B INTERCITY RAIL IMPROVEMENT PROGRAM  
COMPLETED PROJECTS**

- ☒ No Known Scope, Budget, or Schedule Impact  
☒ Known Scope, Budget, or Schedule Impact  
☐ Potential Impact

PROJECT NUMBER	CORRIDOR	AGENCY	PROJECT TITLE	PROJECT PHASE	ALLOCATION DATE	BEGIN PHASE	END PHASE	END CLOSE OUT	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	\$22,363,000	<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	\$23,148,124	<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	\$3,532,000	<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	\$31,991,132	<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	\$2,926,814	<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	\$6,150,679	<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	\$3,444,434	<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	\$2,781,257	<input checked="" type="checkbox"/>

CC Capitol Corridor  
PS Pacific Surfliner  
SJ San Joaquin

TOTALS \$160,576,000 \$160,576,000 \$150,237,248



## **ACTION PLANS**

### **Project 1.1 - Procurement of Locomotives, Railcars and Install On-Board Information System**

Statute requires at least \$125 million be used for the procurement of intercity passenger railcars and locomotives. A total of \$150 million was allocated for new railcars, new locomotive and on board passenger information systems. A significant delay for bi-level railcar due to design and testing issues.

### **Project 1.3 - On-Board Information Systems**

Amtrak is working to deploy On-Board Information Systems (OBIS) nationally. The State of California is the first intercity rail network in the United States to develop and deploy this type of communication system. The new railcars will be deployed with OBIS installed. The portion of the OBIS project, utilizing the Prop 1B funding (\$5,000,000) is complete and has been 100% expended. Ongoing nationwide integration and software development issues have caused delays with the installation of the real-time communication system. The project, as a whole, is 63% complete with the remaining portion being funded by PTA Support dollars.

### **Project 4.2 - Raymer to Bernson - Construction**

The construction phase consists of \$12.9 million in unallocated IRI 1B construction funds and \$60.8 million in unallocated Interregional Improvement Program funds programed in FY 2020-21; the delay in schedule is due to pending final design decision.

### **Project 9.2 - Seacliff Track Realignment and Siding Extension – PA&ED and Construction**

There was a delay in the PA&ED phase because Caltrans needed engineering support services from Union Pacific Railroad (UPRR), the owner of the siding. The Division of Rail and Mass Transportation (DRMT) and UPRR have entered into an engineering services agreement. The PA&ED phase is back on schedule. DRMT on schedule to begin construction 01/01/2021.

### **Project 11 – Capitalized Maintenance**

This is strategized to use as Rail funds spread over three corridors to develop funding. Scope, schedule and budget yet to be determined. Capitalized maintenance work includes activities to maintain and upgrade the physical assets of the railroad. This work includes the following types of projects: track geometry maintenance, replacement of railroad diamonds, replacement of ties or switch ties, upgrade mainline switch points, replace turnout components or complete turnouts, replace railroad crossing components, tie and fastener maintenance, ballast maintenance and signal maintenance.



**Closed Projects this quarter pending final delivery report and invoice**

- San Onofre to Pulgas Double Track – pending final invoice.
- Raymer to Bernson Double Track (PS&E) – pending final invoice.
- Oakley-Port Chicago Double Track Segment 3 (Con) – pending FDR.
- Van Nuys North Platform (PS&E) – pending final invoice.



Completed project benefits:

Yes = Project benefit

No = No project benefit

<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  
Second 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 second quarter of Fiscal Year (FY) 2017-18 (October through December) for the Trade Corridors Improvement Fund (TCIF) program. At the close of the second quarter, there were a total of 99 projects with a TCIF programmed value of \$2,436,939,960 and a total project value of \$9,384,563,000. The California Transportation Commission (Commission) has approved all baseline agreements. Commission updated the Savings Policy to extend the savings utilization deadline by three years. Newly programmed projects must be allocated by June 2019 and awarded by December 2019.

To date, 96 projects have received bond allocations totaling \$2,425,516,960. Sixty three of the allocated projects have been completed. The available unallocated TCIF funds from savings, total \$24,483,040, of which \$13,060,040 is available for programming.

	Target Available per AB 268	Programmed	Allocated	Available Funds Unallocated
<b>SCCG Total</b>	<b>\$1,500,000,000</b>	<b>\$1,496,358,000</b>	<b>\$1,484,935,000</b>	<b>\$15,065,000</b>
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
<b>NCTCC Total</b>	<b>\$640,000,000</b>	<b>\$638,407,000</b>	<b>\$638,407,000</b>	<b>\$1,593,000</b>
Bond	\$449,795,000	\$448,211,000	\$448,211,000	\$1,584,000
SHOPP	\$190,205,000	\$190,196,000	\$190,196,000	\$9,000
<b>SDBR - Bond</b>	<b>\$250,000,000</b>	<b>\$242,174,960</b>	<b>\$242,174,960</b>	<b>\$7,825,040</b>
<b>OTHER - Bond</b>	<b>\$60,000,000</b>	<b>\$60,000,000</b>	<b>\$60,000,000</b>	<b>\$0</b>
<b>TOTAL</b>	<b>\$2,450,000,000</b>	<b>\$2,436,939,960</b>	<b>\$2,425,516,960</b>	<b>\$24,483,040</b>

The benefits derived from the completed grade separation, new and relocated railroad tracks, and operations improvements include congestion and emission reductions, safety enhancements, increased velocity, and reliability.

### **CURRENT STATUS**

The tables below show the actions that were taken during this quarter. The spreadsheets that follow separate the projects into three categories: Projects Unallocated, Projects Allocated, and Projects Completed.

### **Project Benefits**

The Baseline benefits shown on page 10-15 are all submitted by the local agencies and show the actual benefits after construction completion as compared to the benefits stated in their original TCIF baseline agreement. From all the closeouts submitted, twenty-one projects reported actual benefits for safety, velocity, throughput, reliability, congestion reduction and emissions reduction. Some projects submitted a closeout report for partial benefits, however noted that the remaining benefits will be captured at the Supplemental Closeout Report. Benefits for segmented projects will be achieved once all segments have completed construction.



Allocations							
ID	D	Co.	Rte.	Project Title/Amendment Resolution	Bond \$ x1000	Total \$ x1000	Action
124	4	SON		US-101 Marin Sonoma Narrows HOV Lane Project Phase 2, <i>Resolution TCIF-A-1718-02, Approved 10/18/17</i>	\$3,000	\$37,662	Allocation

Programming Actions							
None this quarter							

Baseline Agreement Approvals							
None this quarter							

Baseline Agreement Amendments							
ID	D	Co.	Rte.	Project Title/Amendment Resolution	Bond \$ x1000	Total \$ x1000	Action
68.1	11	SD		SR 11/Otay Mesa East Port of Entry [Segment 1 - SR 11/SR 905 Freeway to Freeway Connectors] <i>Resolution TCIF-AA-1718-01, Approved 10/18/17</i>	\$66,330	\$107,330	De-allocate \$5,295,000 in project savings
104	11	SD		SR 905/SR 125 Northbound Connectors <i>Resolution TCIF-AA-1718-02, FP-17-19, Approved 10/18/17</i>	\$13,719	\$18,628	De-allocate \$2,380,000 in project savings
70	11	SD		10 <sup>th</sup> Avenue Marine Terminal/Harbor Drive At-Grade Improvements <i>Resolution TCIF-AA-1718-03, Approved 10/18/17</i>	\$598	\$3,953	De-allocate \$150,000 in project savings
120	8	SBD		Monte Vista Avenue Grade Separation at UPRR Line <i>Resolution TCIF-AA-1718-04, Approved 10/18/17</i>	\$1,019	\$24,138	De-allocate \$1,094,000 in project savings

Environmental Actions							
None this quarter							

## **BACKGROUND**

The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B on November 7, 2006, provided \$2 billion for the TCIF. In the TCIF Guidelines, the Commission recognized the need for goods movement improvements far exceed the amount authorized in the TCIF program, that other funding sources should be explored, and that delivery challenges could limit project funding. The Commission supported increasing TCIF funding by approximately \$500 million from the State Highway Account to fund state-level priorities that are critical to goods movement.



Phase Complete

✔

No Known Scope, Budget, or Schedule Impact

✘

Known Scope, Budget, or Schedule Impact

◆

Potential Impact

PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	DIVISION	END ENVIRO	END DESIGN	END RIGHT OF WAY	BEGIN CONSTR	APPROVED END CONSTR	CURRENT PHASE (% COMPLETE)	TOTAL PROJECT COST (x1,000)	TCIF COST (x 1,000)	ENVIRO COST (PAED) (x 1,000)	DESIGN COST (PSE)(x 1,000)	RIGHT OF WAY COST (X1,000)	CONSTR COST (X1,000)	SCOPE	BUDGET	SCHEDULE
117	8	RIV	Riverside County		ACE: Avenue 66/UP Railroad Grade Separation Bypass	DLA	7/29/2017	12/29/2017	7/29/2018	7/30/2019	7/29/2021	Env 100% Des 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	✔	✔	✔
													\$ 164,423	\$ 11,423							



Trade Corridors Improvement Fund Delivery Report  
Schedule and Cost  
Allocated Projects

	Behind Schedule
	Awarded / Begin Construction
	Allocated but Not Awarded

	No Known Scope, Budget, or Schedule Impact
	Known Scope, Budget, or Schedule Impact
	Potential Impact

PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	ALLOCATION DATE	AWARD DATE	BEGIN CONSTR	APPROVED END CONSTR	CURRENT PHASE (% COMPLETE)	APPROVED END CLOSEOUT	TOTAL PROJECT COST (x1,000)	TCIF COST (x 1,000)	ENVIRO COST (PAED) (x 1,000)	DESIGN COST (PSE)(x 1,000)	RIGHT OF WAY COST(X1,000)	CONSTR COST (X1,000)	CONSTR EXPENDITURES (X1,000)	SCOPE	BUDGET	SCHEDULE
3.1	4	ALA	Port of Oakland/City of Oakland		Outer Harbor Intermodal Terminals (OHIT) [Segment 1-Environmental Remediation]	N/A	01/01/10		10/15/18	Const 99%	04/16/19	\$11,400	\$0	\$0	\$0	\$0	\$11,400	\$11,488			
3.3	4	ALA	Port of Oakland/City of Oakland		Outer Harbor Intermodal Terminals (OHIT) [Segment 3 - City Site Prep Work and Backbone Infrastructure 3]	05/07/13	10/14/13		10/15/18	Const 99% Design-Build	04/16/19	\$247,241	\$176,341	\$4,500	\$25,900	\$0	\$216,841	\$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		06/30/13	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 69%	08/31/18	\$97,912	\$73,000	\$4,200	\$7,387	\$6,325	\$80,000	\$57,904			
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 93%	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	Env. 100% Des. 100% RW Const	05/31/23	\$142,000	\$0		\$8,738	\$28,771	\$40,872				
21	7	LA	City of Commerce		Washington Boulevard Widening & Reconstruction	06/25/14	12/02/14		03/01/16	Const 95%	07/01/16	\$32,000	\$5,800	\$39	\$2,524	\$3,198	\$26,239	\$18,795			
23	7	LA	Port of Long Beach	710	Gerald Desmond Bridge Replacement [Design-Build] [SHOPP/TCIF]	06/22/11	10/01/12		06/27/16	Const 80%	09/26/16	\$1,336,061	\$299,795	\$11,862	\$38,239	\$324,700	\$961,260	\$717,635			
35	12	ORA	Orange County Transportation Authority		State College Boulevard Grade Separation	06/11/13	02/04/14		08/01/16	Const 99%	08/01/19	\$74,644	\$35,890	\$305	\$3,595	\$19,092	\$51,652	\$49,831			
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 96%	11/30/16	\$51,609	\$17,673	\$563	\$3,700	\$1,923	\$45,423	\$43,230			
54	8	RIV	City of Riverside	215	March Inland Cargo Port Airport - I-215 Van Buren Boulevard - Ground Access Improvements	10/26/11	08/13/12		04/30/14	Const 99%	09/30/14	\$66,776	\$8,835	\$3,463	\$4,786	\$7,000	\$51,527	\$37,897			
68.2	11	SD	San Diego Association of Governments	11	SR 11/Otay Mesa East Port of Entry [Segment 2 - SR 11 and Commercial Vehicle Enforcement Facility]	N/A		10/30/13	06/30/16	Des 35% Const	10/30/18	\$245,400	\$0	\$0	\$17,500	\$52,000	\$175,900	\$0			
68.3	11	SD	San Diego Association of Governments	11	SR 11/Otay Mesa East Port of Entry [Segment 3 - East Otay Mesa Land POE]	N/A		09/30/13	03/31/16	Des 35% Const	04/30/18	\$336,900	\$0	\$0	\$10,000	\$41,900	\$285,000	\$0			
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	Env 100% Des 100% RW 100%	12/01/13	\$1,540	\$0	\$0	\$0	\$0	\$1,540				
92.4	3	YOL	Port of West Sacramento		West Sacramento/Port of West Sacramento Rail Plan [Phase 4 - Loop Track]	N/A		01/15/14	08/15/14	Env 100% Des 100% RW 100%	12/01/14	\$1,124	\$0	\$3	\$100	\$5	\$1,016				
95	7	LA	Alameda Corridor East Construction Authority		ACE Puente Avenue Grade Separation	03/20/14	06/23/14		09/30/17	Const 85%	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 40%	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 93%	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
108.2	7	LA	Port of Los Angeles		YTI Terminal Enhancement & Truck Trip Reduction Program [Phase 2 - On-Dock Railyard]	06/30/16	01/09/17		11/30/16	Const 95%	12/31/17	\$6,083	\$1,132	\$0	\$357		\$5,726	\$1,704	☑	☑	☒
109	8	SBD	San Bernardino Associated Governments	10	I-10 Pepper Avenue Interchange	05/28/15	01/06/16		08/17/17	Const 99%	8/17/18	\$10,111	\$1,158	\$64	\$561	N/A	\$9,486	\$8,381	☑	☑	☒
110	8	SBD	Southern California Regional Rail Authority		Hellman Avenue Crossing Improvements	06/30/16	11/02/16		12/31/16	Const 60%	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	\$1,867	☑	☑	☒
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	\$2,097	☑	☑	☒
113	7	LA	Southern California Regional Rail Authority		Control Point Soledad Speed Increase Project	06/30/16	11/18/16		04/30/18	Const 85%	04/30/19	\$6,648	\$2,708	\$616	\$616		\$5,416	\$4,852	☑	☑	☑
114	7	LA	Alameda Corridor East Construction Authority		Fullerton Road Grade Separation Project	12/09/15	03/28/16		9/30/2019	Const 19%	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%	10/1/17	\$8,605	\$5,000	\$105	\$300	\$0	\$8,200	\$900	☑	☑	☒
115.2	4	ALA	Port of Oakland		Cool Port Oakland Project	06/30/16	09/28/17		10/01/17	Const 40%	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 41%	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 12%	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		08/31/26	Const 16%	08/31/27	\$1,506,136	\$7,771	\$84,622	\$269,052	\$298,651	\$853,771	\$6	☑	☑	☑
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		11/14/17	11/01/20	Env 100% Des 100% RW 100% Const %	12/02/23	\$11,900	\$3,600				\$11,900		☑	☑	☑
												\$ 5,655,993	\$ 1,111,453					\$ 4,357,071			































# Trade Corridors Improvement Fund Delivery Report

## Schedule and Cost

### Completed Project

 Phase Complete  
 Behind Schedule

 No Known Scope, Budget, or Schedule Impact  
 Known Scope, Budget, or Schedule Impact  
 Potential Impact

PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	ACTUAL END CONSTR	APPROVED END CLOSEOUT	FORECAST END CLOSEOUT	FDR DUE DATE (Six months after Actual End Const)	SFDR DUE DATE (Six months after Actual End Closeout)	TOTAL PROJECT COST(x1,000)	TCIF COST (x 1,000)	ENVIRO COST (PAED) (x 1,000)	DESIGN COST (PSE)(x 1,000)	RIGHT OF WAY COST(x1,000)	CONSTR COST (x1,000)	CONSTR EXPENDITURES (x1,000)	FDR/SFDR STATUS	COMMENTS - 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]	03/30/17	07/01/16	06/29/18	09/30/17		\$20,000	\$0	\$0	\$5,000	\$0	\$15,000	\$19,428		
5	4	ALA	Metropolitan Transportation Commission	580	I-580 Eastbound Truck Climbing Lane [SHOPP/TCIF]	12/31/16	12/01/15	07/29/17	06/30/17		\$44,903	\$44,903	\$2,490	\$5,140	\$105	\$37,168	\$54,894		
6	6	KER	Caltrans / BNSF		Tehachapi Trade Corridor Rail Improvement	12/31/16	03/31/17	04/30/18	06/30/17		\$26,040	\$12,270	\$9,500	\$1,000	\$0	\$15,540	\$12,270		
9.1	3	SAC	City of Sacramento		Sacramento Intermodal Track Relocation [Phase 1 - Initial Project]						\$80,636	\$25,266	\$3,143	\$8,349	\$0	\$69,145	\$69,145		FDR/SFDR Approved
9.2	3	SAC	City of Sacramento		Sacramento Intermodal Track Relocation [Phase 2 - West Ped-Bicycle Tunnel Ramps]						\$3,747	\$0	\$0	\$0	\$0	\$3,747	\$3,747		FDR/SFDR Approved
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	\$78,721		
12	4	SOL	Metropolitan Transportation Commission	80	I-80 Eastbound Cordelia Truck Scales Relocation [SHOPP/TCIF]	03/31/15	12/31/15	12/31/15	09/30/15		\$88,392	\$38,292	\$6,800	\$12,200	\$7,500	\$61,892	\$60,520		
15.3	7	LA	Alameda Corridor East Construction Authority		San Gabriel Valley Grade Separation Program [Brea Canyon Grade Separation - Match]	08/31/08	08/31/10	08/31/10	02/31/09		\$38,922	\$0	\$0	\$538	\$9,708	\$28,676			Segmented project. Requested FDR/SFDR to conform with updated policy.
15.6	7	LA	Alameda Corridor East Construction Authority		San Gabriel Valley Grade Separation Program [Ramona Boulevard Grade Separation - Match]	04/30/08	05/31/10	05/31/10	10/30/08		\$14,965	\$0	\$0	\$34	\$2,959	\$11,972			Segmented project. Requested FDR/SFDR to conform with updated policy.
15.7	7	LA	Alameda Corridor East Construction Authority		San Gabriel Valley Grade Separation Program [Reservoir Street Grade Separation - Match]	07/31/08	09/30/11	09/30/11	01/31/09		\$12,480	\$0	\$0	\$0	\$1,125	\$11,355			Segmented project. Requested FDR/SFDR to conform with updated policy.
15.8	7	LA	Alameda Corridor East Construction Authority		San Gabriel Valley Grade Separation Program [Sunset Avenue Grade Separation - Match]	12/31/10	06/31/12	06/31/12	06/30/11		\$35,208	\$0	\$0	\$339	\$3,226	\$31,643			Segmented project. Requested FDR/SFDR to conform with updated policy.
15.9	7	LA	Alameda Corridor East Construction Authority		San Gabriel Valley Grade Separation Program [Temple Avenue Train Diversion - Match]	03/30/10	12/31/14	12/31/14	09/30/10		\$45,177	\$0	\$0	\$540	\$2,923	\$41,714			Segmented project. Requested FDR/SFDR to conform with updated policy.
17	7	LA	City of Santa Fe Springs		ACE: Gateway-Valley View Grade Separation Project					02/12/16	\$63,997	\$18,012	\$0	\$4,000	\$15,281	\$44,716	\$40,959		FDR approved. 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						\$14,700	\$7,200	\$0	\$1,500	\$0	\$13,200	\$9,742		FDR/SFDR Approval pending audit.
19	7	LA	Port of Los Angeles	47/110	I-110 Fwy Access Ramp Improvement SR 47/I-110 NB Connector Widening	06/30/16	06/30/16	05/01/17	03/30/17		\$40,773	\$13,205	\$700	\$5,568	\$0	\$34,505	\$31,296		
20	7	LA	Port of Los Angeles	110	I-110 Freeway & C Street Interchange Improvements	06/30/17	04/30/17	10/15/19	12/30/17		\$39,385	\$8,300	\$801	\$3,491	\$0	\$35,093	\$25,990		
22	7	LA	Port of Los Angeles		South Wilmington Grade Separation					11/01/15	\$74,844	\$15,021	\$520	\$6,631	\$0	\$67,693	\$51,827		FDR approved. 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
25	7	LA	Port of Long Beach		Ports Rail System - Tier 1 (Track Realignment at Ocean Boulevard)					06/30/16	\$44,756	\$16,216	\$4,270	\$2,850	\$0	\$37,636	\$34,233		FDR approved
32.1	7	LA	Port of Los Angeles		Ports Rail System - Tier 1 (West Basin Road Rail Access Improvements) [Segment 1 - Berth 200 Rail Yard Improvements]					05/31/16	\$111,956	\$40,718	\$6	\$7,980	\$0	\$103,970	\$91,527		FDR approved. 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		\$24,611	\$9,423	\$0	\$1,000	\$0	\$23,611	\$19,381		
34	12	ORA	Orange County Transportation Authority	91	State Route 91 Connect Aux. Lanes through Interchange on Westbound State Route 91 between State Routes 57 and I-5	12/01/15	11/01/16	11/01/16	06/30/16		\$62,977	\$27,227	\$1,400	\$6,234	\$7,066	\$48,277	\$40,703		
36	12	ORA	Orange County Transportation Authority		Placentia Avenue Undercrossing					01/30/15	\$72,843	\$9,548	\$21	\$3,401	\$15,371	\$54,050	\$34,558		FDR approved. Agency working on SFDR.






# Trade Corridors Improvement Fund Delivery Report




























## Schedule and Cost

### Completed Project

Phase Complete

Behind Schedule

 No Known Scope, Budget, or Schedule Impact  
 Known Scope, Budget, or Schedule Impact  
 Potential Impact

PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	ACTUAL END CONSTR	APPROVED END CLOSEOUT	FORECAST END CLOSEOUT	FDR DUE DATE (Six months after Actual End Const)	SFDR DUE DATE (Six months after Actual End Closeout)	TOTAL PROJECT COST(x1,000)	TCIF COST (x 1,000)	ENVIRO COST (PAED) (x 1,000)	DESIGN COST (PSE)(x 1,000)	RIGHT OF WAY COST(x1,000)	CONSTR COST (x1,000)	CONSTR EXPENDITURES (x1,000)	FDR/SFDR STATUS	COMMENTS - CTC ACTIONS DURING QUARTER
37	12	ORA	Orange County Transportation Authority		Orangethorpe Avenue Grade Separation	12/31/16	07/01/19	12/31/16	06/30/17		\$104,182	\$41,632	\$631	\$8,292	\$24,863	\$70,396	\$56,956		
38	12	ORA	Orange County Transportation Authority		Kraemer Boulevard Undercrossing					01/30/15	\$53,185	\$15,513	\$631	\$5,043	\$9,382	\$38,129	\$40,099		FDR approved. Agency working on SFDR.
40	12	ORA	Orange County Transportation Authority		Lakeview Avenue Overcrossing	06/30/17	12/01/18	06/30/17	12/30/17		\$87,873	\$27,629	\$631	\$7,867	\$39,688	\$39,687	\$36,142		
41	12	ORA	Orange County Transportation Authority		Tustin Avenue / Rose Drive Overcrossing	12/31/16	09/01/18	08/31/16	06/30/17		\$88,175	\$30,862	\$601	\$7,085	\$32,245	\$48,244	\$38,947		
42	8	RIV	City of Riverside		Columbia Avenue Grade Separation	06/01/10	08/23/13				\$33,003	\$4,953	\$143	\$1,657	\$6,800	\$24,403	\$21,594		FDR/SFDR Approved
43	8	RIV	City of Corona		Auto Center Drive Grade Separation	09/30/15	05/30/14	10/30/16	03/30/16		\$32,675	\$16,000	\$630	\$1,370	\$2,720	\$27,955	\$16,026		
44	8	RIV	City of Riverside		Magnolia Avenue Grade Separation - UPRR						\$50,248	\$17,288	\$160	\$2,500	\$23,500	\$24,088	\$24,322		FDR/SFDR Approved
45	8	RIV	City of Riverside		Iowa Avenue Grade Separation					06/01/15	\$32,000	\$13,000	\$500	\$1,500	\$5,500	\$24,500	\$19,528		FDR approved. 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		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		
50	8	RIV	Riverside County		Grade Separation at Clay Street Railroad Grade Crossing	06/30/17	12/15/16	12/15/16	12/30/17		\$30,806	\$13,247	\$502	\$2,843	\$7,385	\$20,076	\$20,105		
51	8	RIV	City of Riverside		Riverside Avenue Grade Separation					06/30/17	\$32,154	\$10,434	\$1,047	\$1,453	\$6,892	\$22,762	\$20,713		FDR approved. Agency working on SFDR.
56	8	SBD	San Bernardino Associated Governments	10	Route 10 Cherry Avenue Interchange Reconstruction	05/07/16	06/30/14	11/08/16	11/23/16		\$77,806	\$30,773	\$935	\$5,822	\$9,503	\$61,546	\$58,007		
58	8	SBD	San Bernardino Associated Governments	10	Route 10 Riverside Ave Interchange Reconstruction						\$31,170	\$9,837	\$0	\$2,185	\$1,723	\$27,262	\$27,262		FDR/SFDR Approved
59	8	SBD	San Bernardino Associated Governments		ACE Glen Helen Parkway Grade Separation					05/19/16	\$25,885	\$7,172	\$0	\$2,650	\$6,400	\$16,835	\$18,038		FDR approved. 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		
63	8	SBD	San Bernardino Associated Governments		Palm Avenue Grade Separation	06/02/15	09/01/15	12/23/16	12/02/15		\$23,738	\$1,900	\$774	\$2,024	\$8,320	\$12,620	\$11,245		
64	8	SBD	San Bernardino Associated Governments		Lenwood Road Grade Separation	09/18/15	05/01/16	12/30/16	03/18/16		\$31,154	\$8,276	\$0	\$4,409	\$4,792	\$21,953	\$22,260		
66	7	VEN	City of Oxnard	101	Route 101 Rice Avenue Interchange Reconstruction					12/21/16	\$73,597	\$14,194	\$3,458	\$3,766	\$26,594	\$39,779	\$36,445		FDR Approved. 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	\$81,329		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		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		FDR Approved
69	11	SD	Port of San Diego	5/15	Bay Marina Drive at I-5 At-Grade Improvements					06/03/15	\$3,172	\$792	\$440	\$345	\$20	\$2,367	\$1,956		FDR Approved. Agency is working on SFDR.
70	11	SD	Port of San Diego		10th Avenue/Harbor Drive At-Grade Improvements				03/30/15		\$3,953	\$598	\$1,163	\$1,031	\$0	\$1,760	\$1,759		
72	11	SD	Port of San Diego	5	Civic Center Drive at Harbor Drive and I-5 At-Grade Improvements					06/03/15	\$2,193	\$361	\$531	\$300	\$37	\$1,325	\$1,956		FDR Approved. Agency is working on SFDR.
74	11	SD	San Diego Association of Governments		Southline Rail Improvements - San Ysidro Yard Expansion	07/31/16	04/02/15	01/31/17	01/31/17		\$40,460	\$25,900	\$540	\$2,482	\$6,870	\$30,568	\$25,900		
75.1	11	SD	San Diego Association of Governments		Southline Rail Improvements - Mainline Improvements [Phase 1 - Aerial Cabling]	07/15/12	09/30/12	07/31/14	01/31/13		\$4,458	\$4,458	\$0	\$0	\$0	\$4,458	\$4,458		Segmented project. Requested FDR/SFDR to conform with updated policy.
75.2	11	SD	San Diego Association of Governments		Southline Rail Improvements - Mainline Improvements [Phase 2 - Signaling for Reverse Running and Initial Track Improvements]	06/30/14	10/31/13	07/30/15	12/01/14		\$10,431	\$10,010	\$0	\$0	\$0	\$10,431	\$10,010		Segmented project. Requested FDR/SFDR to conform with updated policy.



# Trade Corridors Improvement Fund Delivery Report

## Schedule and Cost

### Completed Project

Phase Complete

Behind Schedule

✓ No Known Scope, Budget, or Schedule Impact

✗ Known Scope, Budget, or Schedule Impact

◆ Potential Impact

PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	ACTUAL END CONSTR	APPROVED END CLOSEOUT	FORECAST END CLOSEOUT	FDR DUE DATE (Six months after Actual End Const)	SFDR DUE DATE (Six months after Actual End Closeout)	TOTAL PROJECT COST(x1,000)	TCIF COST (x 1,000)	ENVIRO COST (PAED) (x 1,000)	DESIGN COST (PSE)(x 1,000)	RIGHT OF WAY COST(x1,000)	CONSTR COST (x1,000)	CONSTR EXPENDITURES (x1,000)	FDR/SFDR STATUS	COMMENTS - CTC ACTIONS DURING QUARTER
75.3	11	SD	San Diego Association of Governments		Southline Rail Improvements - Mainline Improvements <i>[Phase 3 - Palomar Siding and Mainline Track]</i>	07/03/15	12/21/15	08/24/16	01/03/16		\$3,445	\$3,445	\$0	\$0	\$0	\$3,445	\$3,445	✗	Segmented project. Requested FDR/SFDR to conform with updated policy.
75.4	11	SD	San Diego Association of Governments		Southline Rail Improvements - Mainline Improvements <i>[Phase 4 - Final Palomar Siding and System Upgrades]</i>	11/30/16	01/01/16	02/28/17	05/30/17		\$30,591	\$21,621	\$220	\$8,750	\$0	\$21,621	\$21,621	✗	Segmented project. Requested FDR/SFDR to conform with updated policy.
76	11	SD	San Diego Association of Governments		LOSSAN N Rail Corridor at Sorrento						\$44,000	\$10,800	\$2,024	\$3,774	\$2,553	\$35,649	\$35,649	✓	FDR/SFDR Approved
77	11	IMP	Imperial Valley Association of Governments	78/ 111	Brawley Bypass State Route 78/111					11/30/16	\$70,305	\$43,122	\$1,206	\$6,500	\$18,569	\$44,030	\$43,058	✓	FDR Approved. Agency is working on SFDR.
81	10	SJ	Northern California Trade Corridors Coalition		Sperry Road Extension					06/30/16	\$56,582	\$23,582	\$1,000	\$5,000	\$7,000	\$43,582	\$36,935	✓	FDR Approved. Agency is working on SFDR.
82	4	CC	Northern California Trade Corridors Coalition		Marina Bay Parkway Grade Separation	06/30/16	06/01/15	09/30/16	12/30/16		\$42,180	\$18,975	\$500	\$2,780	\$100	\$38,800	\$39,011	✗	
83	8	SBD	Caltrans / BNSF / UP		Colton Crossing Project						\$83,477	\$27,847	\$3,689	\$5,570	\$433	\$73,785	\$73,784	✓	FDR/SFDR Approved
84	8	SBD	San Bernardino Associated Governments		Laurel Street/BNSF Grade Separation	09/30/16	01/30/16	03/06/17	06/30/17		\$58,725	\$23,583	\$0	\$4,657	\$11,053	\$43,016	\$41,900	✗	
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	✗	
86	7	LA	Port of Los Angeles		Alameda Corridor West Terminus Intermodal Rail yard -West Basin Rail yard Extension	04/30/16	02/28/17	04/30/17	10/30/16		\$72,987	\$20,712	\$0	\$3,292	\$0	\$69,695	\$72,751	✗	
87.1	7	LA	Port of Los Angeles		Cargo Transportation Improvement Emission Reduction Program - Phase 1	04/24/14	05/31/15	06/30/16	10/24/14		\$26,695	\$12,705	\$0	\$1,285	\$0	\$25,410	\$39,166	✗	Segmented project. Requested FDR/SFDR to conform with updated policy.
87.2	7	LA	Port of Los Angeles		Cargo Transportation Improvement Emission Reduction Program - Phase 2	03/30/17	09/30/18	03/30/18	06/30/17		\$143,000	\$26,664	\$0	\$8,470	\$0	\$134,530	\$105,684	✗	Segmented project. Requested FDR/SFDR to conform with updated policy.
88	7	LA	Alameda Corridor East Construction Authority		Baldwin Avenue Grade Separation						\$71,625	\$27,739	\$0	\$1,902	\$41,930	\$27,739	\$27,738	✓	FDR/SFDR Approved
89	4	SOL	Northern California Trade Corridors Coalition	80/ 680/ 12	Solano I-80/680/12 Connector <i>[SHOPP/TCIF]</i>	12/31/17	01/31/17	12/31/19	06/30/18		\$101,580	\$22,847	\$3,500	\$8,880	\$23,160	\$66,040	\$63,066	✗	
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	✓	FDR Approved. Agency is working on SFDR.
92.1	3	YOL	Port of West Sacramento		West Sacramento/Port of West Sacramento Rail Plan <i>[Phase I - UPRR Track Improvements]</i>		06/30/12		09/30/12		\$7,500	\$0	\$0	\$0	\$0	\$7,500		✓	Segmented project. Requested FDR/SFDR to conform with updated policy.
92.2	3	YOL	Port of West Sacramento		West Sacramento/Port of West Sacramento Rail Plan <i>[Phase 2 - Cemex Track/Unit Track 2]</i>	01/25/12	06/28/12		07/25/12		\$1,800	\$0	\$0	\$100	\$0	\$1,700		✓	Segmented project. Requested FDR/SFDR to conform with updated policy.
92.5	3	YOL	Port of West Sacramento		West Sacramento/Port of West Sacramento Rail Plan <i>[Phase 5 - Pioneer Bluff Bridge]</i>					09/24/17	\$10,561	\$9,678	\$210	\$653	\$20	\$9,678	\$11,350	✓	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	✗	
94	4	SCL	Metropolitan Transportation Commission	101	US-101 Freeway Performance Initiative (FPI) <i>[SHOPP/TCIF]</i>	10/30/15	10/24/15	10/30/16	04/30/16		\$24,764	\$13,840	\$2,120	\$2,120	\$67	\$20,457	\$16,174	✗	
97	3	YUB	Yuba County	70	SR 70 / Feather River Boulevard Interchange	11/30/15	06/01/16	06/01/16	05/30/16		\$19,350	\$4,361	\$900	\$950	\$1,000	\$16,500	\$15,185	✗	
98	3	SAC	Northern California Trade Corridors Coalition	50	Natoma Overhead Widening and Onramp Improvements <i>[SHOPP/TCIF]</i>	04/21/16	12/01/17	12/01/17	06/30/17		\$8,459	\$7,959	\$125	\$198	\$253	\$7,883	\$6,583	✗	
100	8	SBD	San Bernardino Associated Governments	10	Tippecanoe Interchange Improvements, Phase II	06/30/17	08/01/17	11/24/17	12/30/17		\$57,811	\$8,691	\$0	\$5,189	\$34,175	\$18,447	\$17,118	✗	
101	10	SJ	San Joaquin Council of Governments /Caltrans	99	State Route 99 Ramp Improvements <i>[SHOPP/TCIF]</i>	03/22/16	05/01/16	03/31/18	09/22/16		\$2,973	\$2,333	\$130	\$400	\$110	\$2,333	\$2,730	✗	
102	7	LA	Port of Los Angeles		TraPac Terminal Automation-Automated Shuttle Carrier Maintenance & Repair	05/31/17	08/30/17	05/31/18	03/30/18		\$5,681	\$2,841	\$0	\$376	\$0	\$5,305	\$8,484		
104	11	SD	San Diego Association of Governments	905/ 125	State Route 905/State Route 125 Northbound Connectors					03/30/18	\$18,628	\$13,719	\$0	\$2,621	\$521	\$15,486	\$15,111	✓	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	\$16,751	✗	



Trade Corridors Improvement Fund Delivery Report  
Schedule and Cost  
Completed Project

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 <small>(Six months after Actual End Const)</small>	SFDR DUE DATE <small>(Six months after Actual End Closeout)</small>	TOTAL PROJECT COST(x1,000)	TCIF COST (x 1,000)	ENVIRO COST (PAED) (x 1,000)	DESIGN COST (PSE)(x 1,000)	RIGHT OF WAY COST(x1,000)	CONSTR COST (x1,000)	CONSTR EXPENDITURES (x1,000)	FDR/SFDR STATUS	COMMENTS - CTC ACTIONS DURING QUARTER
107	10	SJ	San Joaquin Council of Governments /Caltrans	99	Southbound State Route 99 from Hammer Lane to Fremont Street Interchanges Ramp Metering <i>[SHOPP/TCIF]</i>						\$2,000	\$2,000	\$0	\$0	\$0	\$2,000	\$6,089		
108.1	7	LA	Port of Los Angeles		YTI Terminal Enhancement & Truck Trip Reduction Program <i>[Phase 1 - Berth/Wharf Improvements]</i>						\$45,115	\$8,401	\$2,600	\$2,549		\$39,966	\$42,265		
											\$ 3,564,147	\$ 1,314,064					\$ 4,313,102		



# 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 Baseline Actual	Velocity Baseline Actual	Throughput Baseline Actual	Reliability Baseline Actual	Congestion Reduction Baseline Actual	Emissions Reduction Baseline Actual
3.1	4	ALA	Port of Oakland/City of Oakland		Outer Harbor Intermodal Terminals (OHIT) [Segment 1-Environmental Remediation]	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	
3.4	4	ALA	Port of Oakland/City of Oakland		Outer Harbor Intermodal Terminals (OHIT) [Segment 4 - Recycling Facilities]	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	
4	4	ALA	Metropolitan Transportation Commission	880	I-880 Reconstruction, 29th & 23rd Avenues, Oakland [SHOPP/TCIF]	I		I		I	
11	10	SJ	Port of Stockton / Contra Costa County		San Francisco Bay to Stockton Ship Channel Deepening Project	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	
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	
15.12	7	LA	Alameda Corridor East Construction Authority		San Gabriel Valley Grade Separation Program [Motebello Corridor - Match]	I	I	I		I	
21	7	LA	City of Commerce		Washington Boulevard Widening & Reconstruction	I	I	I		I	
23	7	LA	Port of Long Beach	710	Gerald Desmond Bridge Replacement [Design-Build] [SHOPP/TCIF]	I	I	I		I	
35	12	ORA	Orange County Transportation Authority		State College Boulevard Grade Separation	I	I	I		I	
46	8	RIV	City of Banning		Sunset Avenue Grade Separation	I	I	I		I	
53	8	RIV	Riverside County		Grade Separation at Magnolia Avenue Railroad Grade Crossing - BNSF	I	I	I		I	
54	8	RIV	City of Riverside	215	March Inland Cargo Port Airport - I-215 Van Buren Boulevard - Ground Access Improvements	I	I	I		I	
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	
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	
91	7	VEN	Ventura County Transportation Commission	101	Route 101 Improvements	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	
92.4	3	YOL	Port of West Sacramento		West Sacramento/Port of West Sacramento Rail Plan [Phase 4 - Loop Track]	I		I		I	
95	7	LA	Alameda Corridor East Construction Authority		ACE Puente Avenue Grade Separation	I	I	I		I	
96	7	LA	Alameda Corridor East Construction Authority		ACE Fairway Drive Grade Separation	I	I	I		I	



# Trade Corridors Improvement Fund Delivery Report

## Benefits for Active Projects

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	Project not allocated

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 Y=Achieved benefit

PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	Safety Baseline	Actual	Velocity Baseline	Actual	Throughput Baseline	Actual	Reliability Baseline	Actual	Congestion Reduction Baseline	Actual	Emissions Reduction Baseline	Actual
99	12	ORA	Orange County Transportation Authority		Raymond Avenue Grade Separation	I		I		I		I		I		I	
103	4	SOL	City of Fairfield		Fairfield/Vacaville Intermodal Station - New track and Grade Separation	I				I		I		I		I	
105	5	MON	City of Salinas	101	Sanborn Rd/US 101 Interchange Improvements & Elvee Drive Extension	I				I				I			
108.2	7	LA	Port of Los Angeles		YTI Terminal Enhancement & Truck Trip Reduction Program [Phase 2 - On-Dock Railyard]	I		I		I		I		I		I	
109	8	SBD	San Bernardino Associated Governments	10	I-10 Pepper Avenue Interchange					I				I		I	
110	8	SBD	Southern California Regional Rail Authority		Hellman Avenue Crossing Improvements	I		I		I		I		I		I	
111	7	LA	Southern California Regional Rail Authority		Citrus Avenue Crossing Improvements	I		I		I		I		I		I	
112	7	LA	Southern California Regional Rail Authority		Ramona Boulevard Crossing Improvements	I		I		I		I		I		I	
113	7	LA	Southern California Regional Rail Authority		Control Point Soledad Speed Increase Project	I		I		I		I		I		I	
114	7	LA	Alameda Corridor East Construction Authority		Fullerton Road Grade Separation Project	I		I		I		I		I		I	
115.1	4	ALA	Port of Oakland		Cool Port Oakland Project	I		I		I				I		I	
115.2	4	ALA	Port of Oakland		Cool Port Oakland Project	I		I		I				I		I	
117	8	RIV	Riverside County		ACE: Avenue 66/UP Railroad Grade Separation Bypass	I		I		I		I		I		I	
118	11	SD	San Diego Association of Governments		San Elijo Lagoon Double Track	I		I		I		I		I		I	
119	10	SJ	Port of Stockton		Navy Drive Widening	I		I		I		I		I		I	
120	8	SBD	SBCAG		Monte Vista Ave Grade Separation	I		I		I		I		I		I	
121	7	LA	Port of Long Beach		Middle Harbor Terminal Redevelopment Project Phase 2	I				I		I		I		I	
122	12	ORA	Orange County Transportation Authority		I-405 HOV Lane [Design-Build]	I		I		I		I		I		I	
123	12	ORA	Orange County Transportation Authority		San Juan Creek Bridge Replacement	I		I		I		I		I		I	
124	4	SON	Northern California Trade Corridors Coalition/Sonoma County Transportation Authority		US-101 Marin Sonoma Narrows HOV Lane Project Phase 2	I		I		I		I		I		I	
125	7	LA	Alameda Corridor East Construction Authority		Durfee Avenue Grade Separation Project	I		I		I		I		I		I	
126	3	PLA	Northern California Trade Corridors Coalition/Placer County Transportation Planning Agency		I-80/SR-65 Interchange Phase 1 - Third Lane Project			I		I		I					



Trade Corridors Improvement Fund Delivery Report  
Benefits for Completed Projects

	No benefit was reported in baseline and/or acutal
	Segmented project, benefits will be calculated once all phases are complete

Legend  
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P=Pending, benefits will be captured at Supplemental Final Delivery Report

✔ No Known Scope, Budget, or Schedule Impact  
✘ Known Scope, Budget, or Schedule Impact  
◆ Potential Impact

PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	FDR/SFDR STATUS	Safety BaselineActual	Velocity BaselineActual	Throughput BaselineActual	Reliability BaselineActual	Congestion Reduction BaselineActual	Emissions Reduction BaselineActual
2	4	CC	Caltrans / BNSF		Richmond Rail Connector	✔	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]	✔	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]	✘	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]	✔	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]	✔	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]	✔	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]	✔	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]	✔	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]	✔	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]	✔	Y	Y	Y	Y	Y	Y
17	7	LA	City of Santa Fe Springs		ACE: Gateway-Valley View Grade Separation Project	✔	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	✔	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)	✔	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)	✔	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]	✔	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



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	Safety BaselineActual	Velocity BaselineActual	Throughput BaselineActual	Reliability BaselineActual	Congestion BaselineActual	Reduction BaselineActual	Emissions BaselineActual
36	12	ORA	Orange County Transportation Authority		Placentia Avenue Undercrossing	✔	Y	Y	Y	Y	Y	Y	Y
37	12	ORA	Orange County Transportation Authority		Orangethorpe Avenue Grade Separation	✘	Y		Y		Y		Y
38	12	ORA	Orange County Transportation Authority		Kraemer Boulevard Undercrossing	✔	Y	Y	Y	Y	Y	Y	Y
40	12	ORA	Orange County Transportation Authority		Lakeview Avenue Overcrossing	✘	Y		Y		Y		Y
41	12	ORA	Orange County Transportation Authority		Tustin Avenue / Rose Drive Overcrossing	✘	Y		Y		Y		Y
42	8	RIV	City of Riverside		Columbia Avenue Grade Separation	✔	Y	Y	Y	Y	Y	Y	Y
43	8	RIV	City of Corona		Auto Center Drive Grade Separation	✘	Y		Y		Y		Y
44	8	RIV	City of Riverside		Magnolia Avenue Grade Separation - UPRR	✔	Y	Y	Y	Y	Y	Y	Y
45	8	RIV	City of Riverside		Iowa Avenue Grade Separation	✔	Y	Y	Y	Y	Y	Y	Y
47	8	RIV	City of Riverside		Streeter Avenue Grade Separation	✔	Y	Y	Y	Y	Y	Y	Y
48	8	RIV	Riverside County		Avenue 56 Grade Separation	✘	Y		Y		Y		Y
50	8	RIV	Riverside County		Grade Separation at Clay Street Railroad Grade Crossing	✘	Y		Y		Y		Y
51	8	RIV	City of Riverside		Riverside Avenue Grade Separation	✔	Y	Y	Y	Y	Y	Y	Y
56	8	SBD	San Bernardino Associated Governments	10	Route 10 Cherry Avenue Interchange Reconstruction	✘	Y		Y		Y		Y
58	8	SBD	San Bernardino Associated Governments	10	Route 10 Riverside Ave Interchange Reconstruction	✔	Y	Y	Y	Y	Y	Y	Y
59	8	SBD	San Bernardino Associated Governments		ACE Glen Helen Parkway Grade Separation	✔	Y	Y	Y	Y	Y	Y	Y
61	8	SBD	San Bernardino Associated Governments		ACE South Milliken Avenue Grade Separation		Y		Y		Y		Y
63	8	SBD	San Bernardino Associated Governments		Palm Avenue Grade Separation	✘	Y		Y		Y		Y
64	8	SBD	San Bernardino Associated Governments		Lenwood Road Grade Separation	✘	Y		Y		Y		Y
66	7	VEN	City of Oxnard	101	Route 101 Rice Avenue Interchange Reconstruction	✔	Y	Y	Y	Y	Y	Y	Y
67	11	SD	San Diego Association of Governments	905	State Route 905	✔	Y	P	Y	P	Y	P	Y
68	11	SD	San Diego Association of Governments	11	SR 11/Otay Mesa East Port of Entry [Parent - Environmental Programming for Entire Corridor]	✔	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]	✔	Y	Y	Y	P	Y	P	Y
69	11	SD	Port of San Diego	5/15	Bay Marina Drive at I-5 At-Grade Improvements	✔	Y	Y	Y	Y	Y	Y	Y
70	11	SD	Port of San Diego		10th Avenue/Harbor Drive At-Grade Improvements	✘	Y	P	Y	P	Y	P	Y
72	11	SD	Port of San Diego	5	Civic Center Drive at Harbor Drive and I-5 At-Grade Improvements	✔	Y	Y	Y	Y	Y	Y	P



Trade Corridors Improvement Fund Delivery Report  
Benefits for Completed Projects

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P=Pending, benefits will be captured at Supplemental Final Delivery Report

✔ No Known Scope, Budget, or Schedule Impact  
✘ Known Scope, Budget, or Schedule Impact  
◆ Potential Impact

PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	FDR/SFDR STATUS	Safety Baseline   Actual		Velocity Baseline   Actual		Throughput Baseline   Actual		Reliability Baseline   Actual		Congestion Reduction Baseline   Actual		Emissions Reduction Baseline   Actual	
74	11	SD	San Diego Association of Governments		Southline Rail Improvements - San Ysidro Yard Expansion	✖	Y		Y		Y		Y		Y			
75.1	11	SD	San Diego Association of Governments		Southline Rail Improvements - Mainline Improvements [Phase 1 - Aerial Cabling]	✖	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]	✖	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	✖	Y		Y		Y		Y		Y		Y	
75.4	11	SD	San Diego Association of Governments		Improvements - Mainline Improvements [Phase 4 - Final Palomar Siding and System Upgrades]	✖	Y		Y		Y		Y		Y		Y	
76	11	SD	San Diego Association of Governments		LOSSAN N Rail Corridor at Sorrento	✔	Y				Y		Y		Y			
77	11	IMP	Imperial Valley Association of Governments	78/ 111	Brawley Bypass State Route 78/111	✔	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
81	10	SJ	Northern California Trade Corridors Coalition		Sperry Road Extension	✔	Y	P	Y	Y	Y	P	Y	P	Y	P	Y	P
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	✔	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
84	8	SBD	San Bernardino Associated Governments		Laurel Street/BNSF Grade Separation	✖	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	✖	Y		Y		Y		Y		Y		Y	
87.2	7	LA	Port of Los Angeles		Cargo Transportation Improvement Emission Reduction Program - Phase 2	✖	Y		Y		Y		Y		Y		Y	
88	7	LA	Alameda Corridor East Construction Authority		Baldwin Avenue Grade Separation	✔	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		Hueneme Road Widening	✔	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 I - UPRR Track Improvements]	✔	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]	✔	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]	✔	Y	P			Y	P			Y	P	Y	P
93	11	SD	San Diego Association of Governments		Sorrento Valley Double Track	✖	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							



Trade Corridors Improvement Fund Delivery Report  
Benefits for Completed Projects

	No benefit was reported in baseline and/or acutal
	Segmented project, benefits will be calculated once all phases are complete

Legend  
I=Identified benefit  
Y=Achieved benefit  
P=Pending, benefits will be captured at Supplemental Final Delivery Report

✔ No Known Scope, Budget, or Schedule Impact  
✘ Known Scope, Budget, or Schedule Impact  
◆ Potential Impact

PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	FDR/SFDR STATUS	Safety BaselineActual	Velocity BaselineActual	Throughput BaselineActual	Reliability BaselineActual	Congestion Reduction BaselineActual	Emissions Reduction BaselineActual
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	✔	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
108.1	7	LA	Port of Los Angeles		YTI Terminal Enhancement & Truck Trip Reduction Program [Phase 1 - Berth/Wharf Improvements]		Y		Y	Y	Y	Y



## TCIF Project Action Plan Report Second 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.

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ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
4	4	ALA	880	I-880 Reconstruction, 29 <sup>th</sup> & 23 <sup>rd</sup> Avenues, Oakland	\$97,912	\$73,000	Schedule

**Project Action Plan:** Construction has been delayed approximately one year due to Buy America issues. Project was awarded 4/30/14, construction is 4 year duration plus 1 year plant establishment. Project is scheduled to complete construction 11/01/19.

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ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
11	10	SJ	N/A	San Francisco Bay to Stockton Ship Channel Deepening Project	\$7,200	\$15,000	Schedule



**Project Action Plan:**

**#11:** No change from previous report.

Due to US Army Corps of Engineers scheduling of annual over dredging, annual contract specifications require work to commence in the Sacramento River, the Stockton Deep Water Channel work is scheduled to be the last reach of the contract. In order to maximize work in the annual dredging window, the Port has solicited for a supplemental Operations and Maintenance over dredging contract to advance the dredging work typically delayed by the USACOE contractor to the end of the dredging season. The dredging contractor hired by the Port may operate under the supplemental contract within the Stockton Deep Water Channel while the USACOE contractor is working in the Sacramento River.

Once the USCOE contractor locates to the Stockton Deep Water Channel, by Federal Regulations, the Port supplemental contractor must cease operations and allow the USACOE contractor to dredge under the USACOE contract.

The supplemental over dredging contract will enable the Port to meet the revised completion date.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
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
35	12	ORA	N/A	State College Boulevard Grade Separation	\$35,890	\$74,644	Schedule

**Project Action Plan:**

**#35:** The bid advertisement date and subsequent start of construction were delayed due to the Buy America issues and approval of the Construction and Maintenance (C&M) Agreement by BNSF Railway. The start of construction was further delayed due to untimely completion of advanced utility relocations by various utility agencies. The estimated end of construction date is June 30, 2018.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
46	8	RIV	N/A	Sunset Avenue Grade Separation	\$8,278	\$33,042	Schedule

**Project Action Plan:**

**#46:** Construction is almost complete. However, three years have been added to the End Construction date due to a 3-year re-vegetation establishment requirement.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
53	8	RIV	N/A	Grade Separation at Magnolia Avenue Railroad Grade Crossing – BNSF	\$17,673	\$51,609	Schedule

**Project Action Plan:**

**#53:** The End Construction date was delayed due to punch list items. Construction Contract Acceptance is Board of Supervisors approval.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
54	8	RIV	N/A	March Inland Cargo Port Airport-I-215 Van Buren Blvd-Ground Access Improvements	\$66,766	\$8,835	Schedule

**Project Action Plan:**

**#54:** The End Construction date was delayed due to processing landscape maintenance agreements and to complete the plant establishment activities. All construction items are now complete and accepted. Construction Contract Acceptance is awaiting Relief of Maintenance document processing.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
68.2	11	SD	11	Segment 2 – SR 11 and Commercial Vehicle Enforcement Facility	\$0	\$245,400	Schedule



**Project Action Plan:****#68.2:** No change from previous report.

Project delivery is delayed from FY 2016-17 to 2017-18 in order to gain time to achieve consensus in some areas, including the Intelligent Transportation Systems concept of operations on both sides of the border (i.e., flexible lanes, Port of Entry approach lanes), and agreements for the proposed facility regarding operations, maintenance and staffing commitments.

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ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
68.3	11	SD	11	Segment 3 – East Otay Mesa Land Port of Entry	\$0	\$336,900	Schedule

**Project Action Plan:****#68.3:** No change from previous report.

Project delivery is delayed from FY 2016-17 to 2017-18 in order to gain time to achieve consensus in some areas, including the Intelligent Transportation Systems concept of operations on both sides of the border (i.e., flexible lanes, Port of Entry approach lanes), and agreements for the proposed facility regarding operations, maintenance and staffing commitments.

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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.

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ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
95	7	LA		ACE Puente Avenue Grade Separation	\$48,000	\$99,019	Budget

**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.

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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	Budget



**Project Action Plan:**

**#103:** The End Construction date was delayed due the project having both PTA and TCIF funding on two separate contracts. The PTA contract was set to expire October 31, 2016, but was amended and extended to match the TCIF funding. The estimated end of construction date is March 31, 2018.

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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.

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ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
108.2	10	SJ	99	YTI Terminal Enhancement & Truck Trip Reduction Program [Phase 2 - On-Dock Railyard]	\$1,132	\$6,083	Schedule

**Project Action Plan:**

**#108.2:** Project received allocation on June 29, 2016. Dates for construction start and end were revised from first quarter of 2017 to second Quarter of 2017. The dates were modified based on the tenant's request. Project was awarded on January 9, 2017. The tenant requested to delay construction until mid-April for operation and scheduling purposes. Pre-construction meeting with the Contractor was held on 4/6/17, Notice to Proceed was 4/19/17. The estimated end of construction date is March 1, 2018.

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 March 1, 2018.

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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.



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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.

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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.

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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.

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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.

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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.

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# Memorandum

Tab 65

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 21-22, 2018

Reference No.: Item 4.11a  
Information

Published Date: March 9, 2018

From: SUSAN BRANSEN  
Executive Director

Prepared By: Rick Guevel, PE  
Associate Deputy Director

Subject: **OVERVIEW OF THE 2018 STATE HIGHWAY OPERATION AND PROTECTION  
PROGRAM DEVELOPMENT**

## **SUMMARY:**

Existing law requires the Department of Transportation (Caltrans) to prepare and transmit to the California Transportation Commission (Commission) by January 31 of each even year a four-year State Highway Operation and Protection Program (SHOPP). Projects contained in the SHOPP are funded through a combination of state and federal funds as defined in the Commission adopted Fund Estimate and informed by the targets and objectives in the Transportation Asset Management Plan (TAMP). Prior to adoption, the Commission reviews the SHOPP relative to its overall adequacy and consistency with the TAMP and is also required to hold public hearings. Upon a finding of consistency with the TAMP, the Commission adopts the SHOPP and submits the program to the Legislature and the Governor not later than April 1 of each even-numbered year.

## **BACKGROUND:**

Existing law provides for the Commission to review and adopt the SHOPP, and authorizes the Commission to decline to adopt the program if it determines that the program is not sufficiently consistent with the TAMP. The Commission is further required to hold at least two hearings, one in Northern California and one in Southern California. After adoption by the Commission, any change to a programmed SHOPP project requires Commission approval.

To implement the Commission's responsibilities and authorities under the Road Repair and Accountability Act (Senate Bill 1, Beall, 2017) and Senate Bill 486 (DeSaulnier, 2014), in June 2017, the Commission adopted Interim SHOPP Guidelines and the TAMP Guidelines.

Comments to the Caltrans Proposed 2018 SHOPP were provided to Caltrans on February 18, 2018 and are included in the attachment. The comments are based on the Commission adopted Interim SHOPP Guidelines, the conditionally approved TAMP, and the adopted 2018 Fund Estimate.

Attachment – Commission Comments to the Proposed 2018 SHOPP



**Commission Comments to the Caltrans Proposed 2018 SHOPP  
Submitted February 18, 2018**

1. Identify the proposed funding source (State Highway Account, Road Maintenance and Rehabilitation Account, Emergency Relief, or other) for each project,
2. Identify any project proposed for state-only (non-federal) funding,
3. Identify the state legislative and congressional district(s) where each project is located,
4. Identify, quantify and describe the aggregate change in performance for each of the four primary asset classes (pavements, bridges, culverts, and intelligent transportation system elements) expected from the proposed program,
5. Review and confirm the value of the proposed annual minor program reservation,
6. Define and describe the general scope of work and range of service life anticipated for pavement projects described as Pavement Rehabilitation (CAPM), Roadway Rehabilitation (2R) and Roadway Rehabilitation (3R),
7. Consistent with the Commission approved Project Study Report Guidelines under Resolution G-99-33 and section 29 of the Interim SHOPP Guidelines, confirm that each new project has an approved project study report that defines and justifies the purpose and need, scope of work, estimated cost, anticipated schedule, and expected benefits including performance measures, goals and benefits,
8. As required in Government Code section 14526.5 (d) provide a performance metric for each project for the four asset classes; pavements, bridges, culverts, and intelligent transportation system elements per the performance measures and measurement units as recommended by Caltrans and approved by the Commission at its March 26, 2015 meeting,
9. Identify for each long lead project in the proposed program, the critical task, activity, complexity, risk, or condition that causes the project to require more than four years to deliver,
10. Confirm that the funding for all long lead projects is accounted within Exhibit A – 2018 SHOPP Funding Summary,
11. Clearly describe what “*Multiple Objective*” projects are, how they were identified and selected, and the multiple objectives they are intended to address,



12. Confirm that a reservation for Surface Mining and Reclamation Act financial surety is no longer required,
13. Confirm that the value proposed for programming for each project component is escalated to the mid-point of the duration of that component,
14. Review and update as appropriate the major project delivery milestones of each project in relation to the fiscal year of programming,
15. Review project descriptions and add acronyms used in the description of projects into Exhibit C – Abbreviations and Acronyms,
16. Review and update as appropriate performance measures for proposed projects that describe required follow-up “*environmental mitigation*” or “*landscape and plant establishment*,”
17. Identify which of the 25 structures described in Table 8-3 of the TAMP titled “*Bridges Subject to Multiple High Load Hits*” are proposed for remediation in the 2018 SHOPP,
18. Review and update as appropriate the performance measures for all projects reporting curb ramp replacements and collisions reduced,
19. Identify projects in the proposed 2018 SHOPP intended to reduce the risk at locations identified in Table 8-4 of the TAMP titled “*Major Slides Included Under Slope Prone to Erosion*,”
20. Confirm that all facilities projects contained in the proposed program are also included in the most recent Facilities Infrastructure Plan,
21. Identify any proposed 2018 SHOPP project that is intended to be combined for construction with a project contained in any other Commission adopted program,
22. Describe the consistency and overall priority of the proposed bridge preservation project (project number 03-3F060) on State Route 162 in Glenn County with the priorities, goals and objectives of the TAMP,
23. Review and confirm the scope of work, cost, performance measure, and schedule for the proposed collision reduction project (project number 03-4F370) on State Route 174 in Nevada County,
24. Review and update as appropriate the performance measure for the proposed collision reduction project (project number 05-1H020) on United States Route 101 in Monterey County,



25. Review and update the description of the proposed project (project number 05-1H650) on State Route 183 in Monterey County to clearly describe the scope of work currently described as “*Predominate mobility project*” at one location,
26. Describe what is intended by the statement “*City of South Pasadena will AAA the project*” in the description of mobility project (project number 07-33520) in Los Angeles County on Interstate Route 110,
27. Confirm the location of the multiple objective project (project number 07-33320) which is described as “*in Kern County*” but reflected in the listing as located on Interstate Route 5 in Los Angeles County,
28. Review and confirm no funding is required for the development of the Plans, Specifications, and Estimates phase for the proposed facility project (project number 08-0R420) in San Bernardino County described as “*Construct new maintenance facility,*” and
29. Include and address in the final 2018 SHOPP document all comments received at either the northern or southern SHOPP hearings.



## **M e m o r a n d u m**

**To:** CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

**CTC Meeting:** March 21-22, 2018

**Reference No.:** 4.11b.  
Information Item

**From:** NORMA ORTEGA  
Chief Financial Officer

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

**Subject:** **OVERVIEW AND UPDATE ON THE 2018 STATE HIGHWAY OPERATION AND PROTECTION PROGRAM (SHOPP)**

### **ISSUE:**

The California Department of Transportation (Department) presented the proposed 2018 State Highway Operation and Protection Program (SHOPP) at the California Transportation Commission's (Commission) January/February 2018 meeting. In accordance with the statutory deadline of January 31, 2018, the Department submitted the proposed 2018 SHOPP to Commission staff for review and comment and as well as posted the Draft 2018 SHOPP to the internet for public review and comment.

On February 28, 2018, the Northern Hearing on the 2018 SHOPP was held in Sacramento. Comments received from both Commission staff and the public have been reviewed and considered by the Department and have been include in the attached document. (It should be noted that any subsequent comments received between the February 28 hearing and the March 21-22 Commission meeting, will be made available to the Commission and its staff at the meeting as a supplementary handout to this book item.)

The Department is now ready to present the final 2018 SHOPP to the Commission for adoption, in accordance with Government Code Section 14526.5, as modified by Senate Bill 486, which requires the Commission to adopt and submit the SHOPP to the Legislature and the Governor, no later than April 1 in even-numbered years.

### **BACKGROUND:**

The Department's proposed 2018 SHOPP was prepared in accordance with Government Code Section 14526.5, Streets and Highways Code Section 164.6, and the strategies outlined in the Department's Policy for Management of the SHOPP and is consistent with the State Transportation Asset Management Plan (TAMP)



The 2018 SHOPP is a four-year program (from Fiscal Years 2018-19 through 2021-2022) which includes projects for safety, major damage restoration, legal mandates, bridge preservation, roadway preservation, roadside preservation, mobility, and highway-related facilities. The 2018 SHOPP utilizes \$17 billion for capital outlay and capital outlay support over the four-year period. This funding level is consistent with the adopted 2018 State Transportation Improvement Program (STIP) Fund Estimate.

Attachments:

- Caltrans Response to Commission Comments (1)
- Recommended Changes to the Proposed 2018 SHOPP Document (2a)
- Recommended Schedule Changes to the Proposed 2018 SHOPP Document (2b)
- Response to Public Comments from Northern SHOPP Hearing – February 28, 2018 (3)



Caltrans Responses to the Commissions Comments  
On the proposed 2018 SHOPP

Reference No. 4.11b  
March 21-22, 2018  
Attachment 1

Existing law requires the California Department of Transportation (Caltrans) to prepare and transmit to the California Transportation Commission (Commission), by January 31 of each even year, a four-year State Highway Operation and Protection Program (SHOPP).

The following are the comments received by Caltrans from the Commission on the Proposed 2018 SHOPP. Based on the Commission's adopted Interim SHOPP Guidelines, the conditionally approved TAMP, and the adopted 2018 Fund Estimate, Caltrans has prepared the following responses:

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*Comment 1:* *Identify the proposed funding source (State Highway Account, Road Maintenance and Rehabilitation Account, Emergency Relief, or other) for each project.*

Caltrans Response: Caltrans staff are currently developing rules for project funding to apply to the 2018 SHOPP program of projects. Funding breakdowns will be available prior to the end of the 2017-2018 Fiscal Year.

Road Maintenance and Rehabilitation Account funding will be targeted toward the Commission adopted four primary asset classes with priority given to projects that help meet the targets identified in Senate Bill 1.

*Comment 2:* *Identify any project proposed for state-only (non-federal) funding.*

Caltrans Response: State-only funding is based on the Department's Federal Aid Funding Guidelines. Projects with construction costs under \$1 million are state-only funded and do not need to maintain federal eligibility. Also, specialty facilities, office buildings and minor projects are state funded.

*Comment 3:* *Identify the State legislative and Congressional district(s) where each project is located.*

Caltrans Response: The Department is confirming the State legislative and Congressional district(s) of each project to ensure accuracy and anticipates having the data validated for the 2018 SHOPP projects available and posted on the Internet prior to the end of the 2017-2018 Fiscal Year.

*Comment 4:* *Identify, quantify and describe the aggregate change in performance for each of the four primary asset classes (pavements, bridges, culverts, and intelligent transportation system elements) expected from the proposed program.*

Caltrans Response: The Department has provided to the Commission the proposed asset class performance benchmarks, the details of which can be found in a current book item also being presented at this month's Commission meeting under Reference No. 4.9.



Caltrans Responses to the Commissions Comments  
On the proposed 2018 SHOPP

Reference No. 4.11b  
March 21-22, 2018  
Attachment 1

Comment 5: *Review and confirm the value of the proposed annual Minor program reservation.*

Caltrans Response: The annual Minor program reservation is \$150,000,000 or \$600,000,000 for the 2018 SHOPP covering Fiscal Years 2018-19 through 2021-22.

Comment 6: *Define and describe the general scope of work and range of service life anticipated for pavement projects described as Pavement Rehabilitation (CAPM), Roadway Rehabilitation (2R) and Roadway Rehabilitation (3R).*

Caltrans Response: A Capital Preventative Maintenance (CAPM) project has a short-term (5 to less than 20 years) repair strategy, with most projects falling between a 5 to 10 year service life. The primary purpose of the CAPM program is provide a short term ride improvement and preservation of serviceability to postpone the need for major roadway rehabilitation. Roadway Rehabilitation projects are broken up into two subcategories, a Roadway and Restoration (2R) or a Roadway, Restoration, and Rehabilitation (3R) project. The purpose for 2R and 3R is to restore the facility to a state of good repair so that the roadway will be in a condition that only requires minimal maintenance expenditures by the Department and have a design life of 20 or 40 years. A Life-Cycle Cost Analysis will determine the value of choosing a 20-year or 40-year service life. A rehabilitation project is identified with the use of projected pavement deterioration software and the consideration of current pavement conditions. After determining a rehabilitation project is valid, a safety screening is conducted to establish whether the project should proceed as either a 2R or 3R. Projects designated as 2R, are to be programmed as “pavement-focused” projects, with their primary goal being to extend the service life of the identified pavement structure; while 3R projects, in addition to extending the service life of the pavement structure, also replace and upgrade other highway appurtenances and facilities within the project limits that are failing, worn out or functionally obsolete.

Comment 7: *Consistent with the Commission approved Project Study Report Guidelines under Resolution G-99-33 and section 29 of the Interim SHOPP Guidelines, confirm that each new project has an approved project study report that defines and justifies the purpose and need, scope of work, estimated cost, anticipated schedule, and expected benefits including performance measures, goals and benefits.*

Caltrans Response: Each new project proposed for the 2018 SHOPP has an approved project study report that addresses the items that defines and justifies the purpose and need, scope of work, estimated cost, anticipated schedule, and expected benefits including performance measures.



Caltrans Responses to the Commissions Comments  
On the proposed 2018 SHOPP

Comment 8: *As required in Government Code Section 14526.5 (d), provide the performance metric(s) for each project for the four asset classes; pavements, bridges, culverts, and intelligent transportation system elements per the performance measures and measurement units as recommended by Caltrans and approved by the Commission at its March 26, 2015 meeting.*

Caltrans Response: The Department is committed to providing the performance metrics as part of the 2020 SHOPP. We will continue to move towards that goal as we make the transition to full asset management.

Comment 9: *Identify for each long lead project in the proposed program, the critical task, activity, complexity, risk, or condition that causes the project to require more than four years to deliver.*

Caltrans Response: The following is a list of the critical tasks associated with the Long Lead projects:

EA	Explanation
01-0F280	Due to the complexity of the project, \$5.0 million is assigned to gather data (geotechnical, cultural etc.) that will identify risk and assist in project development.
01-0F600	Complexity of environmental studies and lengthy coordination with environmental agencies is anticipated.
01-0F350	Complexity of alternatives and presence of cultural resources, additional design changes and mitigations require extensive environmental consultations and clearances.
01-0A111	Complexity and duration of environmental consultation and permitting due to endangered species.
01-0A130	Lengthy railroad coordination, environmental and geotechnical challenges.
02-3H310	Complex environmental studies due to impacts to 70 known cultural resources, biological sites and consultation with over 20 resource agencies.
02-1H780	Complexity and duration of environmental studies, and consultation with numerous agencies.
02-1H590	Complexity and duration of environmental studies, and consultation with numerous agencies.
02-1H360	Environmental approval requires 36 months due to Section 7 formal consultation with NOAA.
03-1H610	Schedule risk due to railroad coordination, land acquisitions, hazardous material, public input, and environmental permitting.
03-4F650	Lengthy railroad coordination, potential utility conflicts. Removal of oleander could result in negative public reaction and could impact classified landscape freeway status.
04-1G900	Complex environmental studies due to presence of historic resource (Tree Rows), and public opposition to potential tree removal.
04-0K810	Presence of historic trees, potential to disturb nesting birds, public opposition to tree removal, complexity and duration of environmental studies.



Caltrans Responses to the Commissions Comments  
On the proposed 2018 SHOPP

EA	Explanation
04-2K150	Complexity and duration of environmental and right of way issues due to fish passage permitting and potential condemnation.
05-1F510	Potential R/W concerns relating to a State Park and complexity and duration of environmental studies.
05-1H800	Due to the complexity and duration of environmental studies, including a Coastal Development Permit.
05-0P300	Environmental Permits may require more than standard storm water treatment BMPs. This would affect cost, project foot print, possible R/W needs, and additional area for environmental review.
05-1H440	Complexity and duration of environmental studies.
05-1H610	Complex environmental studies will be required due to endangered species existing within project limits.
05-1C950	Complexity and duration of environmental studies.
6-0V610	Project involves 70 parcels affected. Permits may be delayed if property owners are unresponsive.
08-0R380	Complexity of environmental and geotechnical investigations. Extensive coordination required with Arizona resource agencies.
09-36680	Potential R/W acquisition difficulties may delay schedule and increase cost.
09-36940	Inadequate suitable area for environmental mitigation plant reestablishment.
09-36800	Potential requirement of 404 permit.
10-0X460	Due to the complexity of project longer design time are anticipated.
11-40940	Extensive studies using most current seismological and geotechnical models are needed to evaluate the existing bridge piles.
11-43013	Extensive environmental studies are needed because all bridge locations are within a Historic District.

*Comment 10: Confirm that the funding for all long lead projects is accounted within Exhibit A – 2018 SHOPP Funding Summary.*

Caltrans Response: Funding for the authorized phase (PAED) for Long Lead projects will be accounted for in the final document.



Caltrans Responses to the Commissions Comments  
On the proposed 2018 SHOPP

*Comment 11: Clearly describe what “Multiple Objective” projects are, how they were identified and selected, and the multiple objectives they are intended to address.*

Caltrans Response: Caltrans is promoting projects that achieve a number of the Strategic Objectives of the department. By removing the focus on singular funded accounting codes that limited multi-objective projects in the past we realize a number of benefits:

- 1) Better economies of scale. Larger projects have been shown to cost relatively less to develop than small projects.
- 2) By combining work needed within the project limits into a single project, we eliminate repeated disruption to the traveling public.
- 3) The multi-objective approach better facilitates the incorporation of complete streets elements and other ancillary work to the anchor assets.

Most projects historically have included multiple benefits; they just were not recognized. The legacy 3R projects are a good example of projects with multiple benefits. These projects were pavement plus other items all defined as pavement. A multi-objective project allows all components to be recognized (not just the pavement) so that the full benefit of the project can be better understood, documented and credited for improving the transportation system.

*Comment 12: Confirm that a reservation for Surface Mining and Reclamation Act financial surety is no longer required.*

Department Response: A reservation was held for Surface Mining and Reclamation Act (SMRA), due to rounding it shows as zero. The correction will be shown in the final 2018 SHOPP document.

*Comment 13: Confirm that the value proposed for programming for each project component is escalated to the mid-point of the duration of that component.*

Caltrans Response: Escalation has been applied to each component as required by the Interim SHOPP Guidelines. However, Section 38 of the Interim SHOPP Guidelines is inconsistent and needs to be revised to confirm the expectation for escalation.

*Comment 14: Review and update, as appropriate, the major project delivery milestones of each project in relation to the fiscal year of programming.*

Caltrans Response: Project milestones have been reviewed, if a project delivery milestones was changed the change has been added to the change list.

*Comment 15: Review project descriptions and add acronyms used in the description of projects into Exhibit C – Abbreviations and Acronyms.*

Caltrans Response: Project descriptions have been reviewed and acronyms have been removed and/or spelled out within the project descriptions.



Caltrans Responses to the Commissions Comments  
On the proposed 2018 SHOPP

Reference No. 4.11b  
March 21-22, 2018  
Attachment 1

*Comment 16:* Review and update, as appropriate, performance measures for proposed projects that describe required follow-up “environmental mitigation” or “landscape and plant establishment”.

Caltrans Response: Performance measures for “environmental mitigation” or “landscape and plant establishment” projects have been corrected and will be included in the final 2018 SHOPP document.

*Comment 17:* Identify which of the 25 structures described in Table 8-3 of the TAMP titled “Bridges Subject to Multiple High Load Hits” are proposed for remediation in the 2018 SHOPP.

Caltrans Response: The following projects from Table 8-3 of the TAMP are proposed in the 2018 SHOPP:

- Solano - Spring Road OC (EA 04-2K840)
- San Joaquin - Farmington Road OC (EA 10-0X310)

*Comment 18:* Review and update as appropriate the performance measures for all projects reporting curb ramp replacements and collisions reduced.

Caltrans Response: Performance measures have been reviewed and updated if necessary. The updated performance measures will be included in the final 2018 SHOPP document.

*Comment 19:* Identify projects in the proposed 2018 SHOPP intended to reduce the risk at locations identified in Table 8-4 of the TAMP titled “Major Slides Included Under Slope Prone to Erosion”.

Caltrans Response: The following projects intended to reduce the risk for locations identified in the TAMP are proposed in the 2018 SHOPP:

- 01-Men-162 (EA 0B530): Near Dos Rios, from 1.4 to 1.7 east of Rodeo Creek Bridge.
- 05-Mon-1 (EA 0P300) Long Lead: Near Lucia, north of Mill Creek Bridge.
- 06-Fresno- 198 (EA 0R110): From 0.01 mile west of Warthan Creek (Br No 42-12) to 0.95 mile west of Coalinga Creek (Br No 42-99); also in Kern County, from 0.32 mi. west of Stine Rd to Cerro St (north).
- 10-Calaveras-26 (EA 0V480): Near Mokelumne Hill and West Point, at various locations from 5.4 miles west of Ridge Road to the Amador County line.

*Comment 20:* Confirm that all facilities projects contained in the proposed program are also included in the most recent Facilities Infrastructure Plan

Caltrans Response: All facilities projects in the proposed 2018 SHOPP are included in the most recent approved Facilities Infrastructure Plan.



Caltrans Responses to the Commissions Comments  
On the proposed 2018 SHOPP

Reference No. 4.11b  
March 21-22, 2018  
Attachment 1

*Comment 21: Identify any proposed 2018 SHOPP project that is intended to be combined for construction with a project contained in any other Commission adopted program.*

Caltrans Response: The following projects will be combined for construction with a project contained in other Commission adopted programs:

- EA 02-1H740 (Safety Improvements) will be combined with EA 02-2H140 (Minor) for construction.
- EA 02-3H730 and EA 02-2H880 (Pavement Rehabilitation) pending PCR, will be combined with EA 02-4C403 (STIP/TCEP) and EA 02-4C404 (STIP/TCEP) for construction.
- EA 04-22913 (Bridge Scour) will be combined with 04-22911 (STIP) for construction.
- EA 04-2J100 (Safety Improvements) will be combined with STIP, MTC One Bay Area Grant (through Caltrans Local Assistance) and City of Napa funds for construction.
- EA 05-1C820 (Roadway Rehabilitation) will be combined with 05-0N700 (STIP) for construction.
- EA 06-47090 (Pavement Rehabilitation) will be combined with State Route 99 Bond funds in construction.
- EA 07-33520 (Operational Improvements) will be combined with Rogin Funds (Federal Grant) and possibly Local Measure funds in construction.
- EA 07-32160 (Pavement Rehabilitation) will be combined with Local Measure funds in construction.
- EA 07-32580 (Pavement Rehabilitation) will be combined with Local Measure funds in construction.
- EA 11-42560 (Mobility) PCR pending STIP adoption and SB1 Congested Corridors, will be combined with 11-2T218 (STIP) and 11-42260 (SHOPP).
- EA 12-0G950 (Operational Improvements) will be combined with STIP, local and regional funds and combined with EA 12-0J340 (20.10.800.100 Program – Quality Management on Locally Implemented Projects – Support only) for construction.

*Comment 22: Describe the consistency and overall priority of the proposed bridge preservation project (Project No. 03-3F060) on State Route 162 in Glenn County with the priorities, goals and objectives of the TAMP.*

Caltrans Response: Based on the known deficiencies of the main span (truss portion,) the project was initiated for replacement consistent with the Department's priorities of statewide bridge needs. Based on preliminary geotechnical analysis completed by the Department, additional deficiencies were discovered in the viaduct structure. Those deficiencies are being evaluated by the Department to develop appropriate solutions consistent with statewide priorities and SHOPP guidelines.



Caltrans Responses to the Commissions Comments  
On the proposed 2018 SHOPP

Reference No. 4.11b  
March 21-22, 2018  
Attachment 1

*Comment 23: Review and confirm the scope of work, cost, performance measure, and schedule for the proposed collision reduction project (Project No. 03-4F370) on State Route 174 in Nevada County.*

Caltrans Response: The Department is re-evaluating the design while ensuring that we are still addressing the safety needs of the project. The Department is working with the community and evaluating design alternatives with the goal of increasing the safety on State Route 174 while also preserving the scenic qualities and rural nature of the highway.

*Comment 24: Review and update as appropriate the performance measure for the proposed collision reduction project (Project No. 05-1H020) on United States Route 101 in Monterey County.*

Caltrans Response: The Department has reviewed and confirmed the performance measure for the project and has determined that the performance measure is correct.

*Comment 25: Review and update the description of the proposed project (Project No. 05-1H650) on State Route 183 in Monterey County to clearly describe the scope of work currently described as “Predominate mobility project” at one location,*

Caltrans Response: The project description has been updated to the following:

- “In Monterey County, on Route 183, in Castroville from Del Monte Ave to Washington Street, a multi-objective Asset Management Pilot Project. Rehabilitate pavement, repair bridge, construct storm drainage system improvements, construct Intelligent Transportation System (ITS) elements, improve pedestrian, bicycle, and American with Disabilities Act (ADA) facilities”

*Comment 26: Describe what is intended by the statement “City of South Pasadena will AAA the project” in the description of mobility project (project number 07-33520) in Los Angeles County on Interstate Route 110.*

Department Response: The AAA acronym represents ‘Advertise, Award, and Administer’ (AAA) of the project construction contract. The City of South Pasadena has agreed to perform these project elements. The requested 2018 SHOPP programming will permit the Department to complete the PA&ED and PS&E phases of the project. The Right of Way Support, Right of Way Capital, Construction Support and Construction Capital components will be funded by the City of South Pasadena.

The project description was updated to include "The City of South Pasadena will Advertise, Award, and Administer (AAA) the project construction contract.”



Caltrans Responses to the Commissions Comments  
On the proposed 2018 SHOPP

Comment 27: *Confirm the location of the multiple objective project (Project No. 07-33320) which is described as “in Kern County” but reflected in the listing as located on Interstate Route 5 in Los Angeles County.*

Department Response: The proposed project construction improvements are physically located in Kern County at the Tejon Safety Roadside Rest Area (SRRA). Caltrans District 7 typically is responsible for State Highway System projects in Los Angeles and Ventura Counties only. However, Caltrans District 7 has agreement with the adjoining district on maintenance of this SRRA and a short section of the adjacent route because the remote location places it closer to District 7 support staff. Therefore, District 7 is developing and administering the project, which results in an unusual county listing in the 2018 SHOPP.

Comment 28: *Review and confirm no funding is required for the development of the Plans, Specifications, and Estimates phase for the proposed facility project (Project No. 08-0R420) in San Bernardino County described as “Construct new maintenance facility.”*

Caltrans Response: The Department has confirmed that no funding is required for the Plans, Specifications, and Estimates (PS&E) design phase of this proposed facility project. The project is to be nominated for use of the Design-Build procurement method. Under such method, the Design and Construction of the project will both be done by the contractor, which differs from the conventional Design-Bid-Build process.

Comment 29: *Include and address in the final 2018 SHOPP document all comments received at either the Northern or Southern SHOPP hearings.*

Caltrans Response: All comments received at the northern or southern hearing will be documented in the final 2018 SHOPP document.



Recommended Changes to the Proposed 2018 State Highway Operation and Protection Program (SHOPP) Document  
(\$1,000)

Index No	Dist	County	Route	Post Mile	Location/Description	EA	PPNO	Project ID	Program Code	FY	Capital		Support			Performance Measure		Comments
											Phase	Amount	Phase	Amount	Alloc FY	No	Unit	
1	01	Humboldt	101	77.9/79.5	In Eureka, from Sixth Street to south of X Street. Improve curve and signs, construct bulb-outs, upgrade curb ramps, apply microsurfacing, and refresh pavement delineation. <i>(Included in Attachment 3.)</i>	0H200	2481	0117000128	201.010	2021-22	R/W Const	493 5,563	PA&ED PS&E R/W Sup Con Sup	1,265 1,080 717 1,421	18-19 19-20 19-20 21-22	413	Collision(s) Reduced	New carryover fully programmed project.
2	01	Humboldt	101	79.8/84.7	Near Eureka, at various locations from 0.2 miles south of Eureka Slough Bridge to 0.2 miles north of Gannon Slough Bridge. Upgrade bridge rails and replace bridge.	0E000	2376	0113000091	201.112	2018-19	R/W Const	196 4,249	PA&ED PS&E R/W Sup Con Sup	1,480 1,514 63 892	Prior Prior Prior 18-19	300.0	Linear Feet	Update sequential programming.
3	01	Humboldt	101	80.8/87.8	Near Eureka, from PM 80.0 to 87.8. Upgrade metal beam guardrail.	0C970	2375	0113000094	201.015	2018-19	R/W Const	118 1,763	PA&ED PS&E R/W Sup Con Sup	510 300 48 267	Prior Prior Prior 18-19	39	Collision(s) Reduced	Update sequential programming.
4	03	Butte	70	0.0/3.8	Near Oroville, from Yuba County line to south of East Gridley Road/Stimpson Road; also in Yuba County, on Route 70 from PM 25.7 to PM 25.8. Widen for two-way left-turn lane and standard shoulders.	3H930	2296	0318000102	201.010	2021-22	R/W Const	3,218 20,610	PA&ED PS&E R/W Sup Con Sup	3,400 3,000 2,500 3,200	Prior 19-20 19-20 21-22	35	Collision(s) Reduced	Update Fiscal Year and sequential programming.
5	03	Glenn	162	76.3/78.6	At Butte City, from Route 45 to 0.1 mile east of McDougall Street. Replace Sacramento River Bridge No. 11-0017. <b>(PA&amp;ED Only)</b>	3F060	2633	0312000052	201.113	2020-21	R/W Const	1,000 65,000	*PA&ED PS&E R/W Sup Con Sup	5,500 5,500 1,200 10,000	Prior 18-19 18-19 20-21	1	Bridge(s)	Change programming to PA&ED Only.
6	03	Nevada	174	2.7/4.7	Near Rollins Lake, from Maple Way to You Bet Road. Realign roadway curves.	4F370	4451	0314000152	201.010	2018-19	R/W Const	2,503 17,000	PA&ED PS&E R/W Sup Con Sup	1,700 2,100 2,300 3,200	Prior Prior Prior 18-19	72	Collision(s) Reduced	Update sequential programming.
7	03	Sacramento	50	R2.6/R3.8	In the city of Sacramento, from 65th Street to east of Howe Avenue. Construct westbound auxiliary lane.	1F190	6200	0300001105	201.310	2018-19	R/W Const	6 3,080	PA&ED PS&E R/W Sup Con Sup	155 265 4 420	Prior Prior Prior 18-19	88.0	Daily Vehicle Hour(s) of Delay (DVHD)	Update sequential programming.
8	03	Sacramento	50	R3.5	In the city of Sacramento, at Hornet Drive eastbound offramp. Widen ramp, add signal and right-turn lane.	0H580	6242	0315000211	201.310	2018-19	R/W Const	130 1,300	PA&ED PS&E R/W Sup Con Sup	250 450 130 460	Prior Prior Prior 18-19	2,740.0	Daily Vehicle Hour(s) of Delay (DVHD)	Update sequential programming.
9	03	Yuba	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. Rehabilitate roadway.	2F320	9587	0300020594	201.120	2018-19	R/W Const	1,400 10,700	PA&ED PS&E R/W Sup Con Sup	1,160 1,610 950 1,600	Prior Prior Prior 18-19	4.4	Lane Mile(s)	Update sequential programming.
10	04	Alameda	13		In various cities, on Routes 13, 61, and 123 at various locations; also in Contra Costa County, on Route 123 at Eureka Avenue. Crosswalk safety enhancements.	0J470	0488Q	0414000003	201.015	2019-20	R/W Const	840 4,290	PA&ED PS&E R/W Sup Con Sup	788 1,393 200 800	Prior Prior Prior 19-20	33	Collision(s) Reduced	Update sequential programming.
11	04	Alameda	80	5.8	In Berkeley, at University Avenue Overcrossing No. 33-0023. Establish standard vertical clearance. ACCELERATED BRIDGE (PA&ED Only)	2K830	1452H	0417000030	201.322	2019-20	R/W Const	35 27,678	PA&ED PS&E R/W Sup Con Sup	3,380 3,000 300 5,400	Prior 19-20 19-20 19-20	1	Bridge(s)	Update sequential programming.
12	04	Alameda	80		In Oakland, at the Routes 80/580/680 MacArthur Maze Bridge No. 33-0061R, 33-0061L, 33-0061L and 33-0611. Establish standard vertical clearance. ACCELERATED BRIDGE (PA&ED Only)	4K810	1460R	0417000363	201.322	2019-20	R/W Const	500 105,489	PA&ED PS&E R/W Sup Con Sup	6,800 7,800 260 7,800	Prior 19-20 19-20 19-20	4	Bridge(s)	Update sequential programming.
13	04	Contra Costa	4	R12.9	Near Martinez, at Grayson Creek Bridge No. 28-0066 R/L. Replace bridges by Financial Contribution Only (FCO) to Contra Costa Transportation Authority.	22913	0298X	0418000298	201.111	2018-19	R/W Const	0 20,500	PA&ED PS&E R/W Sup Con Sup	0 100 0 0	18-19	2	Bridge(s)	Update Route, EA, PPNO and Project ID.
14	04	Napa	29	14.1/19.0	In and near the cities of Napa and Yountville, at Craig Creek Bridge No. 21-0048 (PM 14.11), Dry Creek Bridge No. 21-0014 (PM 16.48), Perfume Creek Bridge No. 21-0051 (PM 17.81), and California Drive Undercrossing No. 21-0047 (PM 19.04). Upgrade bridge rails and widen shoulders to make standard.	0K630	1494E	0416000111	201.112	2021-22	R/W Const	295 7,111	PA&ED PS&E R/W Sup Con Sup	2,600 1,200 350 1,500	18-19 20-21 20-21 21-22	682.0	Linear Feet	Update project cost.

\*Project Approval and Environmental Document (PA&ED) phase is authorized.



Recommended Changes to the Proposed 2018 State Highway Operation and Protection Program (SHOPP) Document (\$1,000)																		
Index No	Dist	County	Route	Post Mile	Location/Description	EA	PPNO	Project ID	Program Code	FY	Capital		Support			Performance Measure		Comments
											Phase	Amount	Phase	Amount	Alloc FY	No	Unit	
15	04	San Mateo	82	12.9/15.9	In Burlingame, Hillsborough, and Millbrae, from Barroilhet Avenue to Millbrae Avenue. Upgrade curb ramps and sidewalks to Americans with Disabilities Act (ADA) Standards.	1G900	0730D	0400020619	201.378	2022-23	R/W Const	844 9,120	PA&ED PS&E R/W Sup Con Sup	3,320 1,200 700 1,000	Prior 20-21 20-21 22-23	82	Curb Ramp(s)	Long Lead project. Update Performance Measures.
16	04	Solano	80	1.1	In Vallejo, at Route 80/29 Separation Bridge No. 23-0087. Replace bridge. ACCELERATED BRIDGE (PA&ED Only)	2K840	1452F	0417000031	201.322	2019-20	R/W Const	15 11,922	PA&ED PS&E R/W Sup Con Sup	2,057 2,624 22 2,416	Prior 19-20 19-20 19-20	1	Bridge(s)	Update sequential programming.
17	04	Solano	84	12.1/12.2	Near Rio Vista, at Miner Slough Bridge No. 23-0035. Replace bridge.	0G660	0886	0400000343	201.110	2019-20	R/W Const	2,884 24,500	PA&ED PS&E R/W Sup Con Sup	300 3,500 1,098 3,500	Prior Prior Prior 19-20	1	Bridge(s)	Update Fiscal Year and sequential programming.
18	05	Monterey	183	R8.4/R9.8	In Castroville, from Del Monte Ave to Washington Street, a multi-objective Asset Management Pilot Project. Rehabilitate pavement, repair bridge, construct storm drainage system improvements, construct Intelligent Transportation System (ITS) elements, improve pedestrian, bicycle, and American with Disabilities Act (ADA) facilities.	1H650	2678	0516000118	201.999	2021-22	R/W Const	2,300 13,300	PA&ED PS&E R/W Sup Con Sup	2,600 3,000 6,600 3,200	18-19 19-20 19-20 21-22	1	Location(s)	Update Location/Description.
19	05	Santa Cruz	1	0	Near the city of Santa Cruz, on Routes 1 and 17 at various locations. Bridge rail replacement and upgrades.	1F520	2585	0514000005	201.112	2018-19	R/W Const	0 4,167	PA&ED PS&E R/W Sup Con Sup	0 902 47 1,059	Prior Prior 18-19	1,375.0	Linear Feet	Update sequential programming.
20	06	Kern	5	12.5	Near the Grapevine, at the California Aqueduct No. 50-0321/L/R. Improve to standard load capacity. ACCELERATED BRIDGE (PA&ED Only)	0W460	6877	0617000225	201.322	2018-19	R/W Const	10 4,100	PA&ED PS&E R/W Sup Con Sup	1,910 430 10 1,000	Prior 18-19 18-19 18-19	2	Bridge(s)	Update sequential programming.
21	06	Kern	5	R15.8	Near the Grapevine, at the Route 5/99 Separation No. 50-0240R. Lower roadway profile to obtain standard vertical clearance. ACCELERATED BRIDGE (PA&ED Only)	0W430	6876	0617000222	201.322	2018-19	R/W Const	10 4,500	PA&ED PS&E R/W Sup Con Sup	1,600 470 10 1,200	Prior 18-19 18-19 18-19	1	Bridge(s)	Update sequential programming.
22	06	Kern	99	22.8/23.6	In Bakersfield from 0.3 mile south of Belle Terrace Overcrossing to 0.1 mile north of Route 58; also on Route 58 from Route 99 to 0.2 mile east of Route 99 (PM R52.3 to R52.5). Construct an auxiliary lane, reconstruct an Overcrossing, and realign connector ramp.	48464	6891	0618000019	201.340	2018-19	R/W Const	0 0	PA&ED PS&E R/W Sup Con Sup	0 0 0 0		0.0	Daily Vehicle Hour(s) of Delay (DVHD)	Remove from 2018 SHOPP.
23	06	Madera	99	R7.5/15.1	In and near Madera from Avenue 12 Overcrossing to 0.9 mile north of Avenue 17 Overcrossing. Additional \$13M from other contribution for the construction of one new lane in each direction. Roadway rehabilitation. (Included in Attachment 3.)	47090	5335A	0600000973	201.120	2018-19	R/W Const	0 53,000	PA&ED PS&E R/W Sup Con Sup	0 1,500 0 7,500	18-19 18-19	23.0	Lane Mile(s)	Update cost and sequential programming.
24	07	Los Angeles	5	27.0/66.5	In Los Angeles County, at various locations. Establish standard vertical clearance. ACCELERATED BRIDGE (PA&ED Only)	34210	5281	0717000244	201.322	2019-20	R/W Const	152,980 221,390	PA&ED PS&E R/W Sup Con Sup	15,640 41,760 10,980 61,790	Prior 19-20 19-20 19-20	12	Bridge(s)	Update sequential programming.
25	07	Los Angeles	10	2.2/48.3	In Los Angeles County, from 4th Street Overcrossing to San Bernardino County line. Replace sign panels and remove overhead sign lighting and catwalks.	33530	5201	0716000363	201.170	2020-21	R/W Const	50 7,823	PA&ED PS&E R/W Sup Con Sup	588 2,700 60 1,900	18-19 19-20 19-20 20-21	599	Sign(s)	Update Location/Description.
26	07	Los Angeles	39	R31.2	Near Azusa, at the North Fork San Gabriel River Bridge No. 53-2245. Replace bridge.	34340	5298	0718000018	201.111	2018-19	R/W Const	10 11,742	PA&ED PS&E R/W Sup Con Sup	0 1,930 20 4,476	18-19 18-19 18-19	1	Bridge(s)	Update sequential programming.
27	07	Los Angeles	110	31.0/31.0	The city of South Pasadena will Advertise, Award, and Administer (AAA) the project construction contract.	33520	5196	0716000355	201.310	2021-22	R/W Const	0 0	PA&ED PS&E R/W Sup Con Sup	1,400 2372 0 0	18-19 20-21	64.0	Daily Vehicle Hour(s) of Delay (DVHD)	Update Location/Description.



Recommended Changes to the Proposed 2018 State Highway Operation and Protection Program (SHOPP) Document (\$1,000)																		
Index No	Dist	County	Route	Post Mile	Location/Description	EA	PPNO	Project ID	Program Code	FY	Capital		Support			Performance Measure		Comments
											Phase	Amount	Phase	Amount	Alloc FY	No	Unit	
28	07	Los Angeles	138	70.3	In and near Palmdale, Azusa and Pomona, at the California Aqueduct Bridge No. 53-2174; also on Route 39 at the San Gabriel River Bridge No. 53-0113 (PM 17.81) and Route 71 at the Ridgeway Street Undercrossing Bridge No. 53-2052 (PM R0.92). Seismic retrofit, barrier replacement, paint San Gabriel River Bridge	32620	5035	0716000113	201.113	2021-22	R/W Const	101 19,329	PA&ED PS&E R/W Sup Con Sup	1,372 4,549 488 5,686	18-19 19-20 19-20 21-22	3	Bridge(s)	Update sequential programming.
29	08	Riverside	62	R6.7/9.2	In and near Yucca Valley and Twentynine Palms, from north of Indian Avenue to Utah Trail; also in San Bernardino County (PM 0.0/15.1 and PM 29.3/33.6). Pavement rehabilitation.	1E840	0023C	0814000113	201.121	2019-20	R/W Const	2,209 35,355	PA&ED PS&E R/W Sup Con Sup	1,450 2,800 1,110 4,520	Prior Prior 19-20	85.5	Lane Mile(s)	Update sequential programming.
30	08	Riverside	74	50.0/59.0	Near Mountain Center, from east of Black Burn Road to east of McCall Park Road. Permanent restoration of storm damaged culverts and eroded roadway embankment slope. <i>(Included in Attachment 3.)</i>	1H910	3010G	0817000165	201.131	2020-21	R/W Const	55 4,264	PA&ED PS&E R/W Sup Con Sup	1,270 1,393 255 1,342	18-19 18-19 18-19 20-21	5	Location(s)	New carryover fully programmed project.
31	09	Inyo	395	117.3/117.8	Near Bishop, from North See Vee Lane to North Barlow Lane. Upgrade Americans with Disabilities Act (ADA) curb ramps, driveways, and pedestrian push buttons, refresh striping, relocate signals, and construct new pedestrian and bicycle facilities.	36680	2641	0916000021	201.361	2023-24	R/W Const	6,378 9,901	PA&ED PS&E R/W Sup Con Sup	1,530 3,340 1,670 2,190	18-19 20-21 20-21 23-24	15	Curb Ramp(s)	Long Lead project. Update Performance Measures.
32	09	Mono	395	6.9/9.6	Near Tom's place, from 2.4 miles south of Lower Rock Creek Road to 0.3 mile north of Lower Rock Creek Road. Widen shoulders, flatten slopes, install ground in rumble strips, reconstruct and install guardrail.	36070	0662	0914000003	201.015	2020-21	R/W Const	368 13,740	PA&ED PS&E R/W Sup Con Sup	922 2,037 485 2,799	Prior 18-19 18-19 20-21	33	Collision(s) Reduced	Update sequential programming.
33	10	Alpine	88		Near Markleeville, on Routes 4, 88, and 89 at various locations. Bridge rail upgrade on four bridges.	0X750	3134	1013000009	201.112	2019-20	R/W Const	313 5,451	PA&ED PS&E R/W Sup Con Sup	496 1,460 110 1,484	Prior 19-20 19-20 19-20	550.0	Linear Feet	Update sequential programming.
34	10	Merced	140	2.3/49.0	In and near the cities of Gustine and Merced, from Outside Canal Bridge No. 39-0055 to 1.3 miles west of Mariposa County line, at various locations. Replace bridge approach guardrail on two bridges and removal of obstructions from clear recovery zone at eleven locations.	0Y130	3074	1013000243	201.015	2021-22	R/W Const	355 4,225	PA&ED PS&E R/W Sup Con Sup	1,279 769 252 1,172	Prior 20-21 20-21 21-22	39	Collision(s) Reduced	Update sequential programming.
35	11	Imperial	Var		In San Diego and Imperial Counties, at various locations, on Routes 7, 8, 78, 79, 86, 94, 98, 111, 115, 186, and 188. Upgrade and install curve warning signs.	42500	1201	1116000095	201.015	2021-22	R/W Const	0 1,712	PA&ED PS&E R/W Sup Con Sup	317 493 0 462	18-19 20-21 21-22	35	Collision(s) reduced	Update sequential programming.
36	11	San Diego	76	29.3/29.6	Near Pauma Valley, from 0.2 mile west to 0.1 mile east of Pauma Creek Bridge No. 57-0077; also 6.0 miles west of Santa Ysabel, at 1.8 miles west of San Luis Rey River Bridge at the Wigham Creek Culvert (PM 45.3). Remediate fish passage and improve water quality by replacing existing creek crossings with natural bottom bridges. <i>(Included in Attachment 3.)</i>	42220	1195	1115000179	201.335	2023-24	R/W Const	303 14,300	*PA&ED PS&E R/W Sup Con Sup	2,244 3,680 262 4 073	18-19 23-24 23-24 23-24	140.0	Acres Treated/ Pollutant	New Long Lead project.
37	11	San Diego	Var		In San Diego County, at various locations. Apply methacrylate to bridge decks, replace joint seals, repair unsound concrete and replace approach slabs.	42690	1221	1116000144	201.119	2018-19	R/W Const	0 3,542	PA&ED PS&E R/W Sup Con Sup	0 663 0 733	Prior 18-19	35	Bridge(s)	Update sequential programming.
38	12	Orange	261	0.0/0.3	In Irvine, from Walnut Road to north of northbound Jamboree Road Overcrossing. Install double thrie-beam barrier to prevent cross-median collisions.	0Q130	4926F	1216000091	201.010	2018-19	R/W Const	0 510	PA&ED PS&E R/W Sup Con Sup	0 412 0 320	Prior 18-19	3	Collision(s) Reduced	Update sequential programming.

\*Project Approval and Environmental Document (PA&ED) phase is authorized.



Recommended Schedule Changes to the Proposed 2018 State Highway Operation and Protection Program (SHOPP) Document															
Index No	Dist	County	Route	Post Mile	Location/Description	EA	PPNO	Project ID	Program Code	FY	Schedule				Comments
											PA&ED	R/W Cert	RTL	Begin Con	
1	01	Del Norte	101	25.8/27.3	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.	0C660	1095	0113000023	201.361	2019-20	06/15/2018	06/05/2020	06/22/2020	10/30/2020	Update schedule.
2	01	Del Norte	101	36.1	Near Crescent City, from 0.2 mile north of the Smith River Overflow Bridge. Replace bridge.	43640	0100V	0100000193	201.110	2020-21	12/01/2019	03/19/2021	04/19/2021	12/10/2021	Update schedule.
3	01	Humboldt	36	11.3/34.6	Near Bridgeville, at Hely Creek Bridge No. 04-0092, Little Larabee Creek Bridge No. 04-0102 (PM 25.3), and Butte Creek Bridge No. 04-0116. Upgrade bridge rails and widen one bridge and replace two bridges.	0C500	2363	0112000292	201.112	2019-20	03/01/2019	03/01/2020	04/01/2020	08/30/2020	Update schedule.
4	01	Humboldt	101	77.9/79.5	In Eureka, from Sixth Street to south of X Street. Improve curve and signs, construct bulb-outs, upgrade curb ramps, apply microsurfacing, and refresh pavement delineation. (Included in Attachment 1.)	0H200	2481	0117000128	201.010	2021-22	01/21/2020	07/14/2021	08/01/2021	12/22/2021	New carryover fully programmed project.
5	01	Humboldt	101	R17.9/87.8	In Humboldt County, at South Fork Eel River Bridge and Separation No. 04-0065, South Fork Eel River Bridge No. 04-0076 (PM 35.5), and Arcata Overhead No. 04-0079R. Strengthen three bridge structures.	0E770	2400	0115000009	201.322	2018-19	09/01/2018	06/01/2019	06/01/2019	11/14/2019	Update schedule.
6	01	Mendocino	20	16.9/17.2	Near Fort Bragg, from 0.34 mile west of Road 200A to 0.13 mile west of Road 200A. Widen shoulders, install center and edge-line rumble strips, and install guardrail.	0E860	4613	0115000038	201.010	2018-19	09/14/2018	06/11/2019	06/25/2019	11/14/2019	Update schedule.
7	01	Mendocino	271	17.7/18.0	Near Percy, from 0.7 mile north of Routes 271/101 Separation Bridge No. 10-0217 to 0.4 mile south of Sidehill Viaduct No. 10-0100. Mitigation planting and monitoring for EA 04-0A840.	0A841	4710	0118000130	201.110	2020-21	04/27/2017	04/15/2018	07/15/2020	09/01/2020	Update schedule.
8	03	Butte	70	0.0/3.8	Near Oroville, from Yuba County line to south of East Gridley Road/Stimpson Road; also in Yuba County, on Route 70 from PM 25.7 to PM 25.8. Widen for two-way left-turn lane and standard shoulders.	3H930	2296	0318000102	201.010	2021-22	04/01/2020	10/01/2021	10/15/2021	06/17/2022	Update schedule.
9	03	Yolo	16	4.0	Near Esparto, west of Cache Creek Bridge No. 22 -0019. Install rock fall barrier to stabilize slope and minimize rock fall onto the traveled way.	3H460	8668	0318000002	201.131	2018-19	09/03/2018	06/09/2019	06/14/2019	12/01/2019	Update schedule.
10	04	Alameda	13		In various cities, on Routes 13, 61, and 123 at various locations; also in Contra Costa County, on Route 123, at Eureka Avenue. Crosswalk safety enhancements.	0J470	0488Q	0414000003	201.015	2019-20	03/19/2018	11/11/2019	12/31/2019	06/01/2020	Update schedule.
11	04	Napa	29	11.4	In Napa, at northbound ramps and 1st Street. Construct roundabout.	2J100	1488P	0414000426	201.010	2018-19	07/18/2016	04/15/2018	04/15/2018	02/22/2019	Pending district response.
12	04	Santa Clara	152	7.6/M10.2	In Gilroy, from 0.3 miles west of Santa Teresa Boulevard to Route 101. Rehabilitate pavement.	2K750	1452D	0417000019	201.121	2019-20	06/15/2018	12/05/2018	12/19/2018	06/14/2019	Update schedule.



Recommended Schedule Changes to the Proposed 2018 State Highway Operation and Protection Program (SHOPP) Document															
Index No	Dist	County	Route	Post Mile	Location/Description	EA	PPNO	Project ID	Program Code	FY	Schedule				Comments
											PA&ED	R/W Cert	RTL	Begin Con	
13	04	Solano	84	12.1/12.2	Near Rio Vista, at Miner Slough Bridge No. 23-0035. Replace bridge.	0G660	0886	0400000343	201.110	2019-20	09/29/2017	04/30/2020	05/30/2020	12/20/2020	Update schedule.
14	04	Sonoma	37	2.6	Near Vallejo, at east of Route 121. Replace Weigh-in-Motion (WIM) systems.	1A210	0763L	0414000487	201.321	2018-19	04/01/2018	05/01/2019	06/15/2019	09/01/2019	Update schedule.
15	05	Santa Barbara	101	2.6/9.2	In Carpinteria, from Casitas Pass Overcrossing to 0.2 miles north of Sheffield Avenue Undercrossing. Rehabilitate roadway. (G13 Contingency)	1C820	2426	0512000236	201.120	2019-20	11/27/2017	02/05/2019	07/01/2019	10/29/2019	Update schedule.
16	06	Madera	99	R7.5/15.1	In and near Madera from Avenue 12 Overcrossing to 0.9 mile north of Avenue 17 Overcrossing. <b>Additional \$13M from other contribution for the consruction of one new lane in each direction. Roadway</b> rehabilitation. <i>(Included in Attachment 1.)</i>	47090	5335A	0600000973	201.120	2018-19	08/14/2015	05/01/2018	06/01/2018	11/01/2019	Update schedule.
17	07	Los Angeles	1	37.7/62.8	In the cities of Los Angeles and Malibu, from south of Tenescal Canyon Road to Ventura County line; also in Ventura County, from Los Angeles County line to Tonga Street (PM 0.0/0.9). Rehabilitate culverts.	31350	4846	0715000090	201.151	2020-21	04/30/2018	07/02/2020	04/01/2020	08/03/2020	Update schedule.
18	07	Los Angeles	5	R59.7/R73.7	Near Castaic and Valencia, from 0.2 mile north of Lake Hughes Road Undercrossing to 0.7 mile south of Vista Del Lago Road Overcrossing. Cold plane pavement and place Rubberized Hot Mix Asphalt (RHMA) pavement, repair drainage systems, and perform upgrades to overhead signs, drainage curbs and guardrail.	32340	5013	0716000064	201.121	2020-21	10/30/2019	12/30/2020	01/29/2021	04/01/2021	Update schedule.
19	07	Los Angeles	164	1.4/4.0	In and near South El Monte, on Rosemead Boulevard (SR-164) from Gallatin Road to Rush Street. Relinquishment Financial Contribution Only (FCO) to the county of Los Angeles.	33470	5193	0716000345	201.160	2018-19			05/16/2018		Update schedule.
20	07	Los Angeles	210	R41.3/R44.6	In Glendora, at various locations from 0.2 mile east of S. Barranca Avenue Overcrossing to 0.1 mile west of Amelia Avenue Undercrossing. Construct and install various stormwater treatment Best Management Practices (BMPs) including biofiltration swales/strips/trenches, infiltration basins and vault sand filters.	32260	5005	0716000057	201.335	2021-22	01/30/2020	09/06/2021	10/29/2021	05/16/2022	Update schedule.
21	07	Ventura	1	28.2	Near Sea Cliff, at Willow Creek Bridge No. 52-003; also in Ojai, on Route 33 at North Fork Matilija Bridges No. 52-0044 (PM 15.8) and No. 52-0173 (PM16.1). Upgrade bridge railings to meet current standards.	29650	4601	0713000099	201.112	2020-21	11/05/2018	11/01/2020	12/01/2020	07/02/2021	Update schedule.
22	08	Riverside	60	22.1/26.6	Near Beaumont, from Gilman Springs Road to 1.4 miles west of Jack Rabbit Trail. Rehabilitate pavement.	1C090	0033N	0812000287	201.121	2018-19	05/02/2016	02/28/2018	07/02/2018	12/04/2018	Update schedule.



Recommended Schedule Changes to the Proposed 2018 State Highway Operation and Protection Program (SHOPP) Document															
Index No	Dist	County	Route	Post Mile	Location/Description	EA	PPNO	Project ID	Program Code	FY	Schedule				Comments
											PA&ED	R/W Cert	RTL	Begin Con	
23	08	Riverside	60	22.2/26.6	Near Beaumont, from Gilman Springs Road to 1.4 miles west of Jack Rabbit Trail. Construct left and right shoulders for westbound direction.	0Q180	0045G	0800020220	201.010	2018-19	05/02/2016	02/28/2018	07/02/2018	12/04/2018	Update schedule.
24	08	Riverside	74	50.0/59.0	Near Mountain Center, from east of Black Burn Road to east of McCall Park Road. Permanent restoration of storm damaged culverts and eroded roadway embankment slope. <i>(Included in Attachment 1.)</i>	1H910	3010G	0817000165	201.131	2020-21	04/15/2019	10/15/2020	11/15/2020	07/15/2021	New carryover fully programmed project.
25	11	San Diego	76	29.3/29.6	Near Pauma Valley, from 0.2 mile west to 0.1 mile east of Pauma Creek Bridge No. 57-0077; also 6.0 miles west of Santa Ysabel, at 1.8 miles west of San Luis Rey River Bridge at the Wigham Creek Culvert (PM 45.3). Remediate fish passage and improve water quality by replacing existing creek crossings with natural bottom bridges. <i>(Included in Attachment 1.)</i>	42220	1195	1115000179	201.335	2023-24	05/31/2022	03/13/2024	04/18/2024	11/07/2024	New Long Lead project.



Caltrans Response to Public Comments from Northern SHOPP Hearing  
February 28, 2018  
On the proposed 2018 SHOPP

Reference No. 4.11b  
March 21-22, 2018  
Attachment 3

Existing law requires the California Department of Transportation (Caltrans) to prepare and transmit to the California Transportation Commission (Commission), by January 31 of each even year, a four-year State Highway Operation and Protection Program (SHOPP).

The following speaker card was received at the Northern SHOPP.

Speaker Card from Esther Postiglione – California Works

<b>California Transportation Commission Speaker Slip</b>		Tab/Item Number: _____
		Reference Number: _____
		Date: <u>2/28/18</u>
Name: <u>Esther Postiglione</u>		
Representing: <u>California Works</u>		
Address: _____		
Do you desire to be heard at this meeting?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
If yes: Do you have a prepared statement?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Do you have 18 copies for the Commission?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Remarks: <u>Have complete streets projects reflected in 2018 SHOPP increased by 20% based on 2016 baseline &amp; in accordance w/ SHSP? Is there an inventory of the specific inventory &amp; type.</u>		

Caltrans Response:

One of the many objectives that we have to try and look at when we put the SHOPP together is our balance between highway transportation, transit, bike/ped and we take that very seriously. One of the slides that I showed earlier showed the performance at a project level that we are now requiring for all our projects. Every project in the 2018 SHOPP has this performance definition and within that performance definition the number is over thirty different complete streets activities that our districts can define that they are doing. These run the range from putting in new curb ramps to adding sidewalks to building bike lanes to putting in crosswalks. We did some analysis of the 2018 SHOPP projects of those that permit bicycle and pedestrian access; approximately thirty-eight percent of all projects had some element of complete street and there is a very detailed breakdown across the thirty-some-odd different activities that are being accomplished and how much of each one is being accomplished. So we are at thirty-eight percent, I don't know off the top of my head what the 2016 baseline number was but I was kind of on the front lines along with Bruce and some of his staff in trying to get the 2016 number. We didn't even have the data to do it. We literally had to go back to all of our districts have them



Caltrans Response to Public Comments from Northern SHOPP Hearing  
February 28, 2018  
On the proposed 2018 SHOPP

review every planning document for every project in the 2016 SHOPP and evaluate whether complete streets were done. So we are in a much better place today we have the information in a database its quantified by quantity, location information so we...the point that Esther brings up is a good one we are trying to improve in this area as well. We are trying to improve across the board I think that is evidence from where we were two years ago and where we are now It's like night and day better but we are up at thirty-eight percent I think that is a pretty decent percentage of projects that has some element of complete streets in them.



## Memorandum      Tab 65

**To:** CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

**CTC Meeting:** March 21-22, 2018

**Reference No.:** 4.11c.  
Informational Item

**From:** NORMA ORTEGA  
Chief Financial Officer

**Prepared by:** Michael Johnson  
State Asset Management  
Engineer

**Subject:** **FINDING OF CONSISTENCY BETWEEN THE CALIFORNIA TRANSPORTATION  
ASSET MANAGEMENT PLAN AND THE 2018 SHOPP**

### **RECOMMENDATION:**

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) find that the 2018 State Highway Operation and Protection Program (SHOPP) is consistent with the 2018 California Transportation Asset Management Plan (TAMP).

### **BACKGROUND:**

Under Senate Bill 486, the Department is required to develop a “robust Asset Management Plan” by the 2020 SHOPP to guide investments in the SHOPP. At the January 2018 meeting, the Commission conditionally approved the 2018 TAMP, pending the inclusion of performance benchmarks for the four Commission-adopted asset classes of (1) Bridges, (2) Pavement, (3) Culverts and (4) Transportation Management System (TMS) elements. However, in order to adopt the 2018 SHOPP, the Commission must first find that the proposed SHOPP is consistent with the Commission approved TAMP. A concurrent item is on this month’s Commission agenda that will allow for the Department to present for Commission approval the benchmarks for the four asset classes which will revise the 2018 TAMP.

The proposed 2018 SHOPP contains approximately 1,000 projects that cover the four-year fiscal years 2018-2019 through 2021-2022. Approximately 453 projects, with a dollar value of over \$12 billion, specifically address the above referenced four asset classes and will allow the Department to make progress in meeting the Commission-adopted and Senate Bill 1 (SB 1) required performance targets for the four asset classes by the year 2027. An analysis was conducted, which included these projects to establish the approved TAMP benchmarks and so that they are fully consistent with the TAMP. The consistency between the TAMP and the SHOPP is further ensured through a strategic performance management framework implemented by the Department in 2017 as described below.



In August 2016, the Commission established targets for the TAMP, the Department utilized the Commission adopted performance measures and targets established in the TAMP to develop a constrained investment plan for the SHOPP and these were presented in the 2017 State Highway System Management Plan. The SHOPP Investment Plan identified the level of investment and expected performance outcomes for defined asset classes. The Investment Plan included funding necessary to achieve the performance targets established by the Commission and SB 1 for Bridges, Pavement, Culverts and TMS elements.

The statewide investment plan, and expected performance accomplishments, were parsed out to each of the 12 Caltrans Districts in Performance Plans. The District Performance Plans established performance targets for each of the asset classes, recognizing the proportion of the performance gap in each of the districts. The Districts developed project portfolios to achieve the performance over a number of years, constrained by the funding targets, for the District. The Districts worked with individual asset programs to evaluate treatment options and timing in order to minimize life cycle costs.

The performance for all projects within a District were aggregated to determine the total expected performance for the District portfolio over a multi-year period. The expected project performance was compared to the values established in the Performance Plans. Districts were encouraged, through the process, to combine work within corridors to achieve better economies of scale and to minimize disruption to the travelling public.

Project portfolios were aggregated on a statewide basis to establish the new projects for the 2018 SHOPP. The 2018 SHOPP contains approximately 65 percent of projects developed using the performance management approach, with the balance being legacy projects carried over from the 2016 SHOPP.

Collectively the four asset classes represent approximately 70 percent of the total 2018 SHOPP project investment. This investment resulted in project level accomplishments that are included in the benchmark analysis and which make progress toward the 10 year performance targets established by the Commission.

The benchmark analysis presented during the March 2018 Commission meeting demonstrates that the project accomplishments for the 2018 SHOPP and planned future project portfolios will achieve the desired performance targets.

It is through this strategic process that the Department has confidence that the 2018 SHOPP is fully consistent with the TAMP.



## **M e m o r a n d u m**

**To:** CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

**CTC Meeting:** March 21-22, 2018

**Reference No.:** 4.7  
Action Item

**From:** NORMA ORTEGA  
Chief Financial Officer

**Prepared by:** Tony Tavares, Chief  
Division of Maintenance

**Subject:** **AMENDMENT TO THE MAJOR DAMAGE RESTORATION RESERVATION FOR FISCAL YEAR 2017-18**  
**RESOLUTION G-18-06, AMENDING RESOLUTION G-17-41**

### **ISSUE:**

Should the California Transportation Commission (Commission) approve the California Department of Transportation (Department) request to amend Resolution G-17-41 to increase the adopted 2017 State Highway Operation and Protection Program (SHOPP) Major Damage Restoration Reservation by an additional \$210,000,000, above the current \$340,000,000 reservation amount, to a new total of \$550,000,000 for Fiscal Year (FY) 2017-18.

### **RECOMMENDATION:**

The Department recommends that the Commission approve Resolution G-18-06 which will increase the SHOPP Major Damage Restoration Reservation by an additional \$210,000,000 from \$340,000,000 to \$550,000,000, and becomes effective immediately.

### **DISCUSSION:**

In FY 2017-18, the Commission adopted \$140,000,000 for the Reservation funds in the 2016 SHOPP.

At its December 2017 meeting, the Commission approved Resolution G-17-41, which increased the SHOPP Major Damage Restoration Reservation by an additional \$200,000,000; from \$140,000,000 to \$340,000,000, to allow the Department to respond to severe damages on the state highway system.

The Department has approved a total of \$403,000,000 for Major Damage Restoration emergency contracts as of February 26, 2018. Additional funding capacity of \$210,000,000 is needed to meet the current level of emergency contracts being received. Thereafter, the Department will determine if any additional funding is necessary for the remainder of FY 2017-18.

The work done under emergency contracts does not necessarily restore facilities to pre-disaster conditions; the emergency work is focused on getting the facilities reopened as safely and quickly as possible. When a follow-up permanent restoration project is needed, reservation funds from the SHOPP Major Damage (Permanent Restoration) program are used. The Department will not be able to determine the scope, schedule and cost of permanent restoration projects until proper site evaluations and project development activities can be conducted. These activities will take place in future years.



**BACKGROUND:**

On August 17, 2016, the Commission approved Resolution G-11-16, which amended Resolution G-00-11, and requires the Department to request an amendment to the adopted SHOPP if the annual Major Damage Restoration Reservation is not sufficient to fund emergency projects. As part of the conditions set forth in G-11-16, the Department must request additional funding at the next regularly scheduled Commission meeting following the need for an increase to the Major Damage Restoration Reservation. Federally funded emergencies are not included in SHOPP programming capacity because the specific need for the funds cannot be predicted. Therefore, a reservation amount is set-aside each year to respond to emergencies as they occur and the Department seeks reimbursement for projects included in federally approved emergency declarations. Such projects are granted additional federal obligation authority.



**Tab 67**

## **M e m o r a n d u m**

**To:** CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

**CTC Meeting:** March 21-22, 2018

**Reference No.:** 4.30  
Action Item

**From:** NORMA ORTEGA  
Chief Financial Officer

**Prepared by:** Nizar Melehani  
P3 Program Manager

**Subject:** **AMENDMENT FOR THE PUBLIC-PRIVATE PARTNERSHIP PROGRAM FOR THE  
PRESIDIO TRUST LANDSCAPING WORK (PRESIDIO PARKWAY PROJECT)  
RESOLUTION G-18-10**

### **RECOMMENDATION:**

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) program a financial contribution of \$37 million into the Public-Private Partnership (P3) program to the Presidio Trust for the remaining landscape work (Presidio Trust Landscaping Work) in the Presidio Parkway P3 Project.

### **ISSUE:**

At the August 2016 meeting, the Commission approved a supplemental funds allocation to satisfy outstanding claims filed by the Presidio Parkway P3 Project developer Golden Link Concessionaire (GLC) and approved the removal of the Presidio Trust Landscaping Work from GLC's scope of project work to be delivered by the Department as a future landscape project under the following conditions:

1. The Presidio Trust Landscape Work remains a Presidio Parkway Project commitment and is not a State Highway Operations and Protection commitment.
2. The Department will submit the Presidio Trust Landscape Work for Commission approval once the scope, cost and schedule for the work is finalized with the Presidio Trust.
3. The Department will submit to the Commission a funds request for the Presidio Trust Landscape Work when funds are required to fund the landscape work.

The Department and the Presidio Trust have worked diligently to resolve the remaining details and scope of the Presidio Trust Landscaping Work. This \$37 million contribution is for payment of a proposed settlement between the Presidio Trust and the Department that transfers the Presidio Trust Landscape Work and applicable environmental obligations to the Presidio Trust. GLC will continue to perform Operations and Maintenance pursuant to its P3 Agreement.



## **BACKGROUND:**

In August 2016, the Commission approved a settlement agreement between the Department and GLC its developer on the Presidio Parkway Public-Private Partnership Project (P3 Project), which included reducing the scope of work to be performed by the GLC. The Department chose to reduce this scope because the restoration landscaping work was not yet fully designed, thus presenting ongoing cost risk. In addition, it was clear the costs would far exceed what was anticipated at the time the P3 Agreement was entered into. The Department anticipated it would perform the scope of work from which GLC was being relieved to more tightly manage the cost. Given the above, the Department has been actively working with the Presidio Trust to determine the detail and scope of this remaining work.

### **Negotiations with Presidio Trust**

While discussing detail and scope of the remaining landscape/mitigation work, the Department and the Presidio Trust have also been negotiating the terms of a settlement agreement since March of 2017. These discussions included three formal sessions with a mediator and extensive in person and phone meetings. While the negotiations developed, it became clear that the Department's vision of the remaining landscaping work and that of Presidio Trusts were substantially different, with the Presidio Trusts vision including considerably more scope and cost. After much negotiation, the parties opted to proceed with a financial contribution from the Department which will allow the Presidio Trust to pursue their vision, while enabling the Department to avoid the risk of delay and cost increases that have continued on the P3 Project. The Proposed Settlement Agreement also includes completion of various work items the Department acknowledges as project obligations, which will be completed by GLC.

The Proposed Settlement requires a \$37 million contribution from the Department, with \$2 million coming from the San Francisco County Transportation Authority and \$15 million from the Metropolitan Transportation Commission for a total of \$54 million. While the Department will finish the remaining work through the P3 Agreement with GLC, the Trust will be responsible for the landscaping and mitigation work that was relieved from the P3 Agreement, including environmental commitments.

### **Highway Easement Deed and Settlement Terms**

Pursuant to the terms of the Right of Entry (ROE), and in order for the Department to operate and maintain its highway facilities, the Trust is required to assign permanent property rights to certain property belonging to the Trust through a Highway Easement Deed (HED). The HED is required for the Department to operate and maintain its highway facilities that run through and exist on Presidio Trust property. This HED is separate and apart from the ROE that is necessary for the Department to complete the work described above and the Department paid for the ROE, anticipated project impacts and the HED. Due to complications related to the impacts of the P3 Project, the Proposed Settlement Agreement requires a simultaneous exchange of the HED with a \$5 million payment to the Trust. This exchange requires the completion of construction work by GLC and the close-out of the P3 Project permits issued by the Trust. The remaining \$49 million settlement amount will be paid only after the Department has reviewed Trust design plans for its wetlands project and tunnel top project (as to the impact to the Highway Facilities) and has thereafter approved such design plans. If the Department does not approve the Trust design plans based on a review and approval process agreed to in the Proposed Settlement Agreement, the Proposed Settlement Agreement will



be null and void, the remaining funds will lapse and the parties may proceed to litigation. No additional funds will be requested for the Presidio Trust Landscape Work included in the Proposed Settlement Agreement. If the Proposed Settlement Agreement is null and void because the Department does not approve the Trust Design Plans, in exchange for the HED previously executed and recorded, the Trust will keep the \$5 million already paid.

**Project Status and Expected Final Acceptance**

The P3 Agreement sets forth two major milestones which must be achieved by GLC. First is Substantial Completion which means the P3 Project is complete except for certain improvements and punch list items, and open to traffic. Substantial Completion was achieved on July 13, 2015 and the facility was opened to traffic near that time.

The P3 Project is in the latter stages of completion. Structure work is 100 percent complete. Earthwork within the Department's Right of Way is nearly complete. Earthwork in areas returning to the Presidio Trust is nearly complete. Landscaping within the Department's Right of Way is 35 percent complete. Completion of the main civil work, including roadways and parking lots, is targeted for completion by April of 2018, weather dependent.

The Final Acceptance Deadline is the second major Project milestone. It requires completion of all improvements and punch list items. The process of Final Acceptance is expected to begin after the completion of the remaining field work. The Department expects Right of Way landscaping to be completed by mid-June 2018.

**RESOLUTION:**

Be it Resolved, that the California Transportation Commission does hereby program \$37 million in the Public-Private Partnership (P3) program for the Presidio Trust Landscaping Work in the Presidio Parkway P3 Project.



**Tab 68**

## **M e m o r a n d u m**

**To:** CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

**CTC Meeting:** March 21-22, 2018

**Reference No.:** 4.31  
Action Item

**From:** NORMA ORTEGA  
Chief Financial Officer

**Prepared by:** Nizar Melehani  
P3 Program Manager

**Subject:** **ALLOCATION FOR THE PRESIDIO TRUST LANDSCAPING WORK (PRESIDIO PARKWAY PROJECT)**  
**RESOLUTION G-18-11**

### **ISSUE:**

Should the California Transportation Commission (Commission) approve an allocation of a financial contribution of \$37 million for the Presidio Trust Landscaping Work in the Presidio Parkway Public-Private Partnership (P3) Project?

### **RECOMMENDATION:**

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) allocate a financial contribution of \$37 million for the Presidio Trust Landscaping Work in the Presidio Parkway P3 Project.

### **RESOLUTION:**

Resolved, that \$37,000,000 be allocated to provide funds to complete construction on the Presidio Parkway P3 Project.



## Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 21-22, 2018

Reference No.: 2.5e.(1)  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Carrie Bowen  
District 07- Director

Subject: **SUPPLEMENTAL FUNDS ALLOCATION FOR GERALD DESMOND BRIDGE DESIGN-BUILD PROJECT (PPNO 07-4425)**  
**RESOLUTION FA-17-14**

### **ISSUE:**

Should the California Transportation Commission (Commission) approve the California Department of Transportation (Department) request for \$19,206,000 in supplemental funds in Construction Support Oversight (42.7% increase over the previously allocated amount) for the State Highway Operation and Protection Program (SHOPP) project to replace the Gerald Desmond Bridge on State Route 710 (SR-710) in Los Angeles County, to complete the construction support oversight?

### **RECOMMENDATION:**

The Department recommends that the Commission allocate an additional \$19,206,000 in supplemental funds in Construction Support Oversight for the previously allocated SHOPP project on SR-710 in Los Angeles County, to complete the construction support oversight.

### **RESOLUTION:**

Resolved, that \$19,206,000 be allocated from 2660-001-0042 and 2660-001-0890, to provide funds to complete the construction support oversight for the State Highway Operation and Protection Program (SHOPP) project to replace the Gerald Desmond Bridge on SR-710 in Los Angeles County.

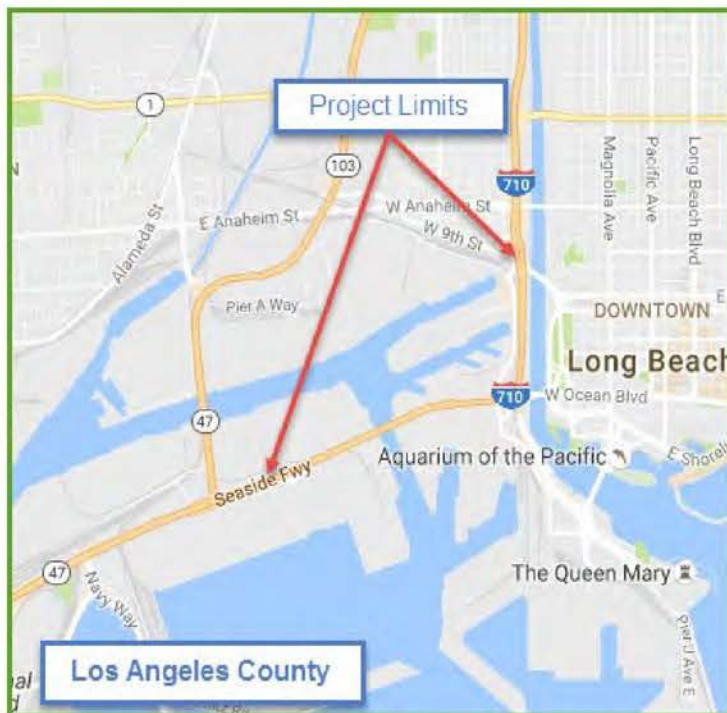
### **PROJECT LOCATION, DESCRIPTION, AND CONTRACT STATUS:**

The Port of Long Beach (Port) is the implementing agency for the Gerald Desmond Bridge Replacement Project. The Department, as the future owner-operator of the new bridge, has a critical responsibility to ensure that the new bridge is designed and constructed to be durable, resilient, and able to withstand significant seismic events.



The project is located in Los Angeles County at the Port of Long Beach, connecting the southern terminus of SR-710 to State Route 47 (SR-47). This project will replace the existing Port-owned Gerald Desmond Bridge with a new cable-stayed bridge that will be incorporated into the State Highway System when completed. The existing bridge accommodates approximately 10 percent of all U.S. waterborne container volume, via the trucking of shipping containers between the Ports of Long Beach and Los Angeles to inland warehousing, trans-loading, and distribution centers. This bridge is vital to the Southern California and State economies and it is a nationally important transportation asset.

### **PROJECT LOCATION MAP:**



### **BACKGROUND AND FUNDING STATUS:**

The total project budget increased from \$950 million in 2010 to almost \$1.5 billion today, for a variety of reasons which are explained below. This project is the first cable-stayed bridge of its size to be delivered via a design-build contract and, as a consequence, there were many risks that materialized resulting in cost increases, which has led to the need for additional support funding in order to complete the project.

The project is funded through a combination of Federal, State, and Port sources. The original cost estimate, which was based on a 30 percent level of design development (as of July 2008), was \$950,000,000. This included \$500,000,000 in State contribution (of which \$30,000,000 was allocated for the Department's construction support oversight). The Project cost estimate has been revised since then to \$1,492,000,000 that includes an additional \$47,960,000 in SHOPP funds (comprised of \$32,960,000 to the Port in construction capital and \$15,000,000 for the Department's construction oversight support. The total Department oversight support budget is currently \$45,000,000.



The Commission took various actions with regard to Department oversight as outlined below:

CTC Meeting	Fund Type	Amount	CTC Action
October 2012	SHOPP	\$30,000,000	Department Construction Support Oversight Program Amendment Approved
October 2016	SHOPP	\$15,000,000	Supplemental Construction Support Oversight Funds Request Approved
		<b>\$45,000,000</b>	<b>TOTAL STATE CONTRIBUTION</b>

As of February 1, 2018, the remaining construction support oversight budget is approximately \$4,000,000.

**REASONS FOR THIS COST INCREASE:**

The Department requests a total of \$19,206,000 in supplemental funds for construction support oversight. At the October 2016 meeting, the Commission approved \$15,000,000 in construction support oversight; this was \$9,206,000 less than the original Department request. As part of that approval, the Commission requested that the Department endeavor to manage risk and track changes that would impact the budget and return at a future meeting, should additional funds be needed.

Since the Commission's meeting in October 2016, the Department has been committed to finding ways to conduct its activities in the most efficient way possible through the following actions:

- The Department had implemented a staffing reduction of the number of dedicated full time staff, and when additional work was needed to be performed, Department staff or on call consultants were used to assist on an as-needed basis.
- Working with the Port to help the design-builder to improve its quality control/quality assurance (QC/QA) efforts. As a result, the design-builder increased its QA/QC staffing levels on-site and at its out-of-state fabrication facilities.

However, in order to complete the Department's construction support oversight activities for the most complex part of the project, and ultimately transfer the bridge from the Port to the Department, additional funding is needed.

In October 2016, the design-builder's schedule for substantial completion of the project was December 2018. Since that October 2016 meeting, there have been significant schedule delays combined with a higher volume and complexity of work. The current project schedule substantial completion date is December 2019 with a final contract acceptance date of February 2020.



With this new schedule, the project will be delayed an additional 12 months. Construction activities are increasing at the same time, as the most complex and challenging portion of work on a cable-stay bridge, namely the main-span superstructure, is beginning. An additional \$10,000,000 in construction support oversight budget will be needed for this additional year to achieve substantial completion in December 2019.

Therefore, the Department is requesting a total of \$19,206,000 (\$9,206,000 + \$10,000,000) in supplemental funds for construction support oversight to achieve substantial completion in December 2019 and final acceptance of contract in February 2020. All remaining activities to fully transfer the bridge to the Department in February 2021 should be funded from the currently available budget of \$4,000,000.

The details for the schedule delays and work complexities are explained below:

**Schedule Delays:**

Project schedule has and will most likely continue to experience delays as follows:

- As of February 2018, the design-builder contemplates substantial completion in December 2019, and final contract acceptance in February 2020. This is an additional twelve months of delay in substantial completion and final contract acceptance from what was noted at the October 2016 Commission meeting.
- The work effort between the completion of construction activities in the field (substantial completion) and the completion of required documentation (as-built, test data, maintenance manuals) to complete the design build contract (final contract acceptance) has been reassessed. The current schedule contemplates a period of two months while experience on other design-build projects indicates that the effort may require a year or more.
- Due to complex right-of-way (R/W) related issues, final transfer of the bridge from the Port to the Department is expected to be finalized in February 2021 or later, which is a delay of 24 months or more from what was also noted at the October 2016 Commission meeting.
- Unanticipated challenges during the fabrication process of the structural steel elements arose and needed to be addressed to assure quality. These challenges required extra work which delayed the fabrication schedule, as well as substantial completion. The fabricator has worked, and will continue to work, multiple shifts to make up for the delays. This necessitated an increase in staffing levels at the out-of-state fabricator's facility.



**Work Complexity:**

Construction activities have been increasing at the same time, as the most complex and challenging portion of work on a cable-stay bridge, namely the main-span superstructure, is starting. The Department expects the following challenges to continue throughout the life of the project:

- The Department, in concert with the Port, performed extra work to evaluate the design and to address differences in interpretation of design assumptions and contract language. This extra work is expected to continue as the complex main-span construction begins.
- After fabrication or construction, additional Department resources were used to discuss and review unique and multiple alterations to non-conforming elements of work deemed adequate and sufficient by the design-builder. It is anticipated that additional non-conforming work will be observed in the construction and fabrication processes. An increase in the number of these evaluations will continue through the end of the contract. The Department's review of these proposals is expected to require the participation of in-house designers, industry subject matter experts, and management to provide the necessary input and guidance to assure the integrity of the evaluations.
- The contractor has filed numerous contract claims both before and after the October 2016 request. The Port of Long Beach has requested the Department's assistance in the resolution of these disputes. Additional Department resources to assist in the resolution of the technical aspects of such claims is therefore essential.
- Since the beginning of the project, the Department has retained dedicated R/W staff to review all project related R/W transactions as they progress to facilitate the R/W transfer at the end of the project. Additional construction easements were requested to facilitate the construction of the towers, thereby triggering additional oversight work. Additional permanent easements are also needed to facilitate the maintenance of the bridge after construction. Final transfer of all R/W from the Port to the State may extend beyond February 2021, involving multiple Department functional units to resolve several pending utilities and hazardous materials related issues.



**RISK ANALYSIS:**

The Department's Project Development Team (PDT) has performed a quantitative risk analysis to determine an anticipated range of support cost needs. The PDT prepared a risk register, identified and analyzed eleven major schedule and support cost risks, and conducted the risk quantification process utilizing a Monte-Carlo simulation model. This process identified the risks with the highest potential impacts on the construction oversight support cost and construction schedule. These risks are listed in order of their expected impact on the project's construction support oversight budget and schedule, as follows:

1. *Construction duration risk:* Based on actual production rates the schedule to date has proven to be optimistic. Extension of the contract completion date beyond the currently identified date may require lengthier staff retention, resulting in added cost to the project.
2. *Need for longer hours and multiple shifts:* If the design-builder works longer hours and/or multiple shifts, the Department may have to increase staff or increase the use of overtime in order to provide necessary oversight.
3. *Preparation of R/W documentation risk:* Ownership and maintenance of the R/W and the bridge will be transferred to the Department after completion of construction. All parties desire for this transfer to happen as soon as possible after completion, the focus of R/W activities currently remain on acquisitions that are critical for construction, thereby deferring the final R/W transfer activities. The documentation process needed for the Department to transfer the R/W may extend past substantial completion of project construction and add cost for R/W support.
4. *Claims resolution risk:* A large number of claims have been submitted to the Port to date and more claims are expected. This may result in a large number, high dollar value, and technically complex claims, resulting in additional Department support effort to resolve them, which could add cost to the project.
5. *Quality Control/Quality Assurance (QC/QA) risk:* Work identified as non-conforming must be resolved. An insufficient QC/QA process may result in non-conforming work; may require review of repair plans, mitigation plans or "fit for purpose" calculations; may have the potential to affect the design, service life or maintainability of the structure; may require additional effort increasing the Department's oversight cost; and may extend the duration of the project. Additional oversight may be required to address these potential risks.

There are four additional risks that have quantitative implications for the support budget. These include; project uniqueness, securing clearance for final acceptance of hazardous materials, incomplete submittals, and innovation and non-standard designs. These risks were also included in the risk model in order to reach a risk-based estimate of the required support.



This supplemental allocation request of \$19,206,000 does not include any of the above risks quantified in the Risk Management and Exposure report; estimated to be an additional \$6,100,000 at 50 percent confidence level. Previous budget expenditures were used to verify the adequacy of this supplemental budget request, however current contract schedule and anticipated remaining construction support oversight activities are the only basis for this request.

It is possible, that the risks above may materialize. As such, the Department may return to the Commission for a supplemental funds for construction support oversight at a future Commission meeting.

**CONSEQUENCES:**

The Department has determined that additional funds are needed to complete the construction support oversight and allocation of the additional funds requested is 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 \$19,206,000 in Construction Support Oversight is approved, the Department will be able to complete agreed upon construction support oversight activities in a manner to ensure that the replacement bridge meets all Department standards before acceptance into the State highway system is granted.



## **M e m o r a n d u m**

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 21-22, 2018

Reference No.: 2.5e.(2)  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Dave Moore  
District 02 - Director

Subject: **SUPPLEMENTAL FUNDS ALLOCATION FOR PREVIOUSLY VOTED PROJECT  
(PPNO 02-3477)  
RESOLUTION FA-17-15**

### **ISSUE:**

Should the California Transportation Commission (Commission) approve the California Department of Transportation (Department) request for an additional \$1,336,000 for the State Highway Operation Protection Program (SHOPP) Roadside Safety project (PPNO 3477) on State Route 97 (SR-97) in Siskiyou County to award the construction contract?

### **RECOMMENDATION:**

The Department recommends that the Commission allocate \$1,336,000 for the previously approved SHOPP Roadside Safety Improvements project (PPNO 3477) on SR-97 in Siskiyou County to award the construction contract.

Component	Programmed Amount	Initial Commission Allocation	Authorized G-12 Allotment	Total Allotment	Supplemental Allocation Request	Revised Commission Allocation	% Request Over Initial Commission Allocation
Capital	\$2,000,000	\$2,122,000	\$412,200	\$2,534,200	\$1,336,000	\$3,458,000	62.9%
Support	\$630,000	\$630,000	\$0	\$630,000	\$0	\$0	0%
Total Supplemental Allocation Request					\$1,336,000		

### **RESOLUTION:**

Resolved, that \$1,336,000 be allocated from the Budget Act of 2017, Budget Act Items 2660-302-0890 to provide funds to award the construction contract for the SHOPP project to rehabilitate water and sewer systems at the Grass Lake Safety Roadside Rest Area on SR-97 in Siskiyou County.



**PROJECT LOCATION, DESCRIPTION, AND CONTRACT STATUS:**

This project is located in a remote area of Siskiyou County on SR-97, 19 miles south of Macdoel at the Grass Lake Safety Roadside Rest Area (SRRA). The project will upgrade the aging electric, water and wastewater systems at the rest area.

**FUNDING STATUS:**

The project is funded with SHOPP Roadside Safety Improvements funds. The programmed construction capital amount is \$2,100,000. On December 2017, the Department received an allocation of \$2,122,000. However, the amount needed to award the contract to the second lowest bidder is \$3,458,000.

**REASON(S) FOR COST INCREASE:**

The Engineer's Estimate was based on similar rest area projects in the area constructed over the last three years, but were updated to try to reflect current bid prices at the time it was developed in September 2017. Additionally, the statewide contract cost database was used to determine expected unit prices for the bid items in the contract. Approximately 80 percent of this project is considered "Building Work". The project contingency was set at 5 percent.

This contract was advertised for bids on January 2, 2018 and the bids were opened on January 23, 2018. The Department received four bids ranging from 27.9 percent under to 79.5 percent over the Engineer's Estimate. The lowest bidder requested relief from their bid due to an error in their calculations. The Department analyzed that bid, and concluded that the bid relief finding was appropriate.

The second bidder award amount is 62.9 percent above the Engineer's Estimate and exceeds the available project funding by \$1,336,000. The Department is preparing to award to this bidder, as it believes it is unlikely that a substantially lower and qualified bid would be realized if the project were to be re-advertised.

The Department compared bid prices with the Engineer's Estimate prices and discussed reasons for the higher prices with the second bidder. The two bid items with the highest overages from the Engineer's Estimate were "Building Work" and "Water Well Equipment." It is important to note that overhead and mobilization were a significant cost increase under "Building Work" as the second bidder was from the San Francisco Bay Area and the project is in Siskiyou County. The contractor also explained that only one sub-contractor had bid on this project for the "Water Well Equipment" work. The limited pool of available contractors bidding on projects near this project location, and the increase labor, equipment and material cost significantly contributed to the higher bids. The Department had also reviewed the crude oil index prior to allocation and saw no indication that the Engineer's Estimate needed to be adjusted. However, just after bid opening, it was noted that the index was trending higher. With the upward trending bids and bidding environment, it is apparent that the Engineer's Estimate for this project was undervalued.



In addition, the Department reviewed the bid results for possible “mathematical or material unbalancing” in accordance with Code of Federal Regulations and found no evidence of material unbalancing or irregularities. Based on that review, the Department is prepared to award this project to the second bidder and believes it is unlikely that a substantially lower and qualified bid would be realized if the project was re-advertised.

**CONSEQUENCES:**

The Department has determined that additional funds are needed to award the construction contract and the additional funds requested are in the best interest of the state. To meet the performance goals and the purpose and need of the project, the scope cannot be reduced. It is not anticipated that re-advertising this project would result in lower bids.

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 the only viable alternative available.

If this request for an additional \$1,336,000 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 a continual decline in the condition of the systems at the Grass Lake SRRA resulting in a decrease in the level of service to the travelling public and an increase in maintenance costs at the facility.

Attachment



## 2.5 Highway Financial Matters

Project #	Project Title	PPNO Program Funding Year	State	State	State
Allocation Amount	Location	Item #	Federal	Federal	Federal
Recipient	Project Description	Fund Type	Additional	Revised	Revised
<u>RTPA/CTC</u>		Program Codes	Amount by	Amount by	Amount by
County	Project Support Expenditures	Project ID	Fund Type	Fund Type	Fund Type
Dist-Co-Rte		Adv Phase	Current Amount		
Postmile		EA	by Fund Type		
<b>2.5e.(2)</b>	<b>Supplemental Funds for Previously Voted Projects</b>			<b>Resolution FA-17-15</b>	
\$1,336,000	Near Macdoel, at Grass Lake Safety Roadside Rest Area (SRRA). <u>Outcome/Output</u> : Upgrade water and wastewater systems.	02-3477 SHOPP/2017-18 302-0042 SHA	\$42,000		\$42,000
Department of Transportation <u>SCLTC</u>	Supplemental funds are needed to Award.	302-0890 FTF 20.20.201.235	\$2,080,000		\$2,080,000
Siskiyou 02-Sis-97 21.8	Total revised amount \$3,458,000	SHOPP/2017-18 302-0890 FTF 20.20.201.235 0212000032 4 4E680	\$1,336,000		\$1,336,000



**Tab 71**

## Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 21-22, 2018

Reference No.: 2.5e.(3)  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Bijan Sartipi  
District 4 - Director

Subject: **SUPPLEMENTAL FUNDS ALLOCATION FOR PREVIOUSLY VOTED PROJECT  
(PPNO 04-0064Q)  
RESOLUTION FA-17-16**

### **ISSUE:**

Should the California Transportation Commission (Commission) approve the California Department of Transportation (Department) request for an additional \$3,211,000 for the State Highway Operation Protection Program (SHOPP), Maintenance Facilities project (PPNO 0064Q) on Interstate 80 (I-80), in Alameda County to award the construction contract?

### **RECOMMENDATION:**

The Department recommends that the Commission allocate \$3,211,000 for the previously approved SHOPP Maintenance Facilities project (PPNO 0064Q) on I-80, in Alameda County to award the construction contract.

### **RESOLUTION:**

Resolved, that \$3,211,00 be allocated from the Budget Act of 2017, Budget Act Item 2660-303-0042 to provide funds to award the construction contract for the SHOPP project on Route 80 in Alameda County. There is no change in Construction Support.

Component	Programmed Amount	Initial Commission Allocation	Authorized G-12 Allotment	Total Allotment	Supplemental Allocation Request	Revised Commission Allocation	% Request Over Initial Commission Allocation
Capital	\$12,450,000	\$14,929,000	\$0	\$14,929,000	\$3,211,000	\$18,610,000	21.5%
Support	\$ 4,000,000	\$ 4,500,000	\$0	\$ 4,500,000	\$0	\$0	0%
Total Supplemental Allocation Request					\$3,211,000		



**PROJECT DESCRIPTION:**

The Maintenance Complex Training and Support Facility (Phase 3) project is the last of the essential buildings to be constructed as part of the San Francisco-Oakland Bay Bridge (SFOBB) Maintenance Complex project on I-80 in Alameda County. The new Training and Support Facility will provide the training currently conducted at field locations throughout the Bay Area and consolidate these activities, for efficiency, at one accessible and central location to meet current and future training needs for 1,300 employees in District 4's Division of Maintenance. The Training and Support Facility is designed to a LEED Silver standard per the Governor's Executive Order B-18-12, and will accommodate both indoor and outdoor training; including safety awareness, equipment operations and other job related and mandated employee training. The Training and Support Facility is identified in the most recently approved 2018 Facilities Infrastructure Plan (FIP), and is a high-Department priority to train and support the frontline field employees that maintains the Bay Area's transportation assets and maintenance needs of: 6,500 lane miles of roadways, 2,500 bridges, 60,000 culverts and 7 toll bridges.

**REASON(S) FOR COST INCREASE:**

The Engineer's Estimate (EE) was \$13,323,512 and was updated based on the most recent bid data prior to the August 2017 Commission allocation. The Department advertised the contract on October 9, 2017 and opened 3 bids on December 6, 2017, ranging from \$17,315,874 to \$24,028,000.

The Department evaluated the bids, determined competition to be adequate and the low bid responsive without unbalance or irregularities, and recommends awarding the contract.

The higher bids are mainly due to items related to building work, site management and excavation. The low bidder indicated their prices are based on their recent work, such as schools and fire stations, and prices from their sub-contractors. A high demand in building construction in the Bay Area and a shortage of electrical and specialty contractors are contributing to higher cost. In post bid interviews, the three bidders as well as three prime contractors who attended the mandatory pre-bid meeting but did not submit bids, indicated a busy construction industry with both public sector and private opportunities limiting the availability of electrical, structural steel and other building sub-contractors, as well as a higher cost for materials.

**RISK ANALYSIS:**

There are three options for consideration to proceed to construction: (1) approve supplemental funds to award (2) reject the bids and re-advertise the project or (3) re-program a new project.

Approval of supplemental funds to award would complete construction timely to meet the current maintenance and safety training needs and minimize any additional capital and support cost increases.



Re-advertising the project would not result in lower bids and might even lead to higher costs due to the increasing demands in construction and labor and a stronger economy. Reprogramming a new project for future construction will also risk a project cost increase and escalation, additional support to deliver a new project, and defer training to Maintenance forces which would affect the safe and proper upkeeping of existing assets as well as taking on new inventories.

**CONSEQUENCES:**

The Department recommends approval of this allocation request for \$3,211,000 to award the construction contract for this SHOPP Maintenance Facilities project. Not completing the Training Facility now means continuing with inefficient maintenance and training in various field existing Maintenance field offices, scattered throughout the District, with outdated facilities and inadequate classrooms in buildings that pre-date current seismic safety codes which in turn affects the safe and proper upkeeping of existing assets currently maintained by District maintenance staff, and its ability to take on new inventories.

Attachment



## 2.5 Highway Financial Matters

Project #	Allocation Amount	Recipient	Project Title	PPNO Program Funding Year Item #	Fund Type	State Federal	State Federal Additional	State Federal Revised
<u>RTPA/CTC</u>	County	Dist-Co-Rte	Location	Program Codes	Project ID	Current Amount by Fund Type	Amount by Fund Type	Amount by Fund Type
Postmile	Project Description	Project Support Expenditures	Adv Phase	EA				
<b>2.5e.(3)</b>		<b>Supplemental Funds for Previously Voted Projects</b>					<b>Resolution FA-17-16</b>	
\$3,211,000	Near Oakland, at the San Francisco Oakland Bay Bridge	04-0064Q						
Department of	Toll Plaza Building. <u>Outcome/Output</u> : Reconstruct	SHOPP/2017-18						
Transportation	maintenance facilities.	303-0042	\$14,929,000			\$14,929,000		
<u>MTC</u>	Supplemental funds are needed to Award.	SHA						
Alameda		20.20.201.352						
04-Ala-80	Total revised amount \$18,140,000	SHOPP/2017-18						
2.15		303-0042	\$3,211,000			\$3,211,000		
		SHA						
		20.20.201.352						
		0414000436						
		4						
		01411						



**Tab 72**

## Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 21-22, 2018

Reference No.: 2.5e.(4)  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Tim Gubbins  
District 05 - Director

Subject: **SUPPLEMENTAL FUNDS ALLOCATION FOR PREVIOUSLY VOTED PROJECT**  
**(PPNO 05-2542)**  
**RESOLUTION FA-17-18**

### **ISSUE:**

Should the California Transportation Commission (Commission) approve the California Department of Transportation (Department) request for an additional \$2,653,000 for the State Highway Operation Protection Program (SHOPP) Pavement Rehabilitation project (PPNO 2542) on State Route 1 (SR-1), in Santa Barbara County, to award the construction contract?

### **RECOMMENDATION:**

The Department recommends that the Commission allocate \$2,653,000 for the previously approved SHOPP Pavement Rehabilitation project (PPNO 2542) on SR-1, in Santa Barbara County, to award the construction contract.

Component	Programmed Amount	Initial Commission Allocation	Authorized G-12 Allotment	Total Allotment	Supplemental Allocation Request	Revised Commission Allocation	% Request Over Initial Commission Allocation
Capital	\$14,229,000	\$14,209,000	\$0	\$14,209,000	\$2,653,000	\$16,862,000	18.7%
Support	\$1,742,000	\$1,716,000	\$0	\$1,716,000	\$0	\$0	0%
Total Supplemental Allocation Request					\$2,653,000		

### **RESOLUTION:**

Resolved, that \$2,653,000 in Construction Capital be allocated from the Budget Act of 2017, Budget Act Items 2660-302-0042 and 2660-302-0890 to provide funds to award the construction contract for the SHOPP project to rehabilitate pavement on SR-1 in Santa Barbara County.



**PROJECT LOCATION, DESCRIPTION, AND CONTRACT STATUS:**

This project is located on Route 1 in Santa Barbara County in and near Lompoc, from the Las Cruces Separation to State Route 246 (SR-246). The project proposes to overlay 42.6 lane miles of SR-1 with 0.20 ft. of Rubberized Hot Mix Asphalt (Gap Graded). Other enhancements include new centerline soft median barrier rumble strip as well as rumble stripes along the edge of travel way. Existing dike, traffic stripe, and pavement markings will be reconstructed or replaced to meet current standards. Existing Metal Beam Guard Rail will be upgraded to Midwest Guardrail System. Tapered edges and shoulder backing will be constructed along the edge of pavement. The portion of SR-1 included within the limits of this project serves commuter, tourist and local traffic and serves as the major connector for Vandenberg Air Force Base. The existing asphalt concrete (AC) traveled lanes and shoulders are experiencing moderate cracking and poor ride quality. The last project was a rubber asphalt chip-seal placed in 2004. Construction is scheduled to begin in May 2018 with a completion date in February 2019.

**FUNDING STATUS:**

This project is funded with the SHOPP Pavement Rehabilitation funds. The programmed construction capital amount is \$14,229,000. On December 2017, the Department received an allocation of \$14,209,000. However, an additional \$2,653,000 is needed to award to the lowest bidder.

The project was advertised on January 2, 2018 and bids were opened on February 8, 2018. The Department received three bidders, with bids ranging from 17.75 percent to 139.4 percent over the Engineer's Estimate (EE).

**REASON(S) FOR COST INCREASE:**

The cost increase, to award this project, is due mainly to two factors: (1) Undervalued EE for core project items impacted by accelerated construction and (2) the limited pool of contractors bidding for the project.

Undervalued EE for items impacted by Accelerated construction: During the development of this project, it was determined that the project would need to be completed in one construction season to control the extensive deterioration of the pavement on this section of SR-1. To achieve this goal, the project team set the working days for 140. It was determined that anything longer would impact the contractor's ability to pave, and would extend construction further into another season. If project construction is to be performed over two construction seasons, the un-rehabilitated portions of the roadway will endure one more winter season and deterioration of the existing pavement would accelerate. As a result, the expanded damage would require a more drastic and costly remedy. Additional grinding and repaving activities would be required to correct the expanded failed areas of pavement. While the cost of traffic control may be reduced if a second construction season was added, the cost of two seasons of mobilization and time-related overhead may double. Therefore, the overall cost of a project with working days into a second season may far exceed the cost of an accelerated construction project even with this supplemental funds request.



The EE was based on historical data for several similar projects in scope and location, including the aspect of accelerated construction. At the time the project was allocated in December 2017, the EE had been reviewed and certified on September 26, 2017. Based on discussions with the apparent low bidder, the impact on the estimate of the accelerated construction was seen in a number of items, including Traffic Control Systems and Mobilization. The contractor cited they intend to use both day and night closures as well multiple closures per work shift to complete the project within the 140 working days. The contractor anticipated the use of more costly subcontractors, increasing their bid prices. The limited number of working days would require mobilizing additional equipment to complete tasks on schedule, increasing their bid for mobilization beyond the EE. This impact was reflected beyond Traffic Control and Mobilization in items such as Cold Plane Asphalt Concrete Pavement and Hot Mix Asphalt (Type A) which is used to repave ground out sections. These items are critical to complete prior to repaving the entire highway and the contractor increased their bid in order to ensure they completed this work early enough to allow for the contract's completion before the end of the construction season.

Limited pool of contractors: A similar pavement rehabilitation project was advertised a year prior to this project which received a higher rate of bidding contractors. For that project, seven bid packages were pulled by contractors with four of them actually submitted bids. For this project, only three contractors submitted bids out of the seven who pulled packages suggesting that competition was not as robust as in the past. Lower competition increases the bid price for certain items, including the quotes received by subcontractors.

While the Department's EE did include aspects related to the 140 working days, the fact that the project only received three 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 accelerated construction. Based on conversations with the lowest apparent bidder, it is obvious that the EE undervalued the impact of the accelerated construction. In addition, the fact that the project only received three bidders due to an increase trend in the construction industry and demand for subcontractors also affected the bids relative to the EE.

The Department also reviewed the bid results for the lowest bidder for possible "mathematical of material unbalancing" in accordance with Code of Federal Regulations and found no evidence of material unbalancing or irregularities of the third bid. Based on that review, it was determined that the lowest bid was appropriate.

### **CONSEQUENCES:**

The Department has considered repackaging the project with additional working days and re-advertising, but has determined that during the additional time needed to repackage the project, the existing road condition may deteriorate further and delays to construction would result in more drastic maintenance measures and higher costs. In addition, it is unlikely that a substantially lower and qualified bid would be realized if the project were re-advertised.

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 supplemental request is the only viable alternative available.

If this request for an additional \$2,653,000 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 further deterioration of the existing pavement condition and a need to reprogram a project at a higher cost to cover more drastic maintenance measures.

Attachment



## 2.5 Highway Financial Matters

Project #	Project Title	PPNO	State	State	State
Allocation Amount	Location	Program	Federal	Federal	Federal
Recipient	Project Description	Funding Year	Additional	Revised	Revised
<u>RTPA/CTC</u>		Item #	Amount by	Amount by	Amount by
County	Project Support Expenditures	Fund Type	Fund Type	Fund Type	Fund Type
Dist-Co-Rte		Program Codes	Current Amount		
Postmile		Project ID	by Fund Type		
		Adv Phase			
		EA			
2.5e.(4)	Supplemental Funds for Previously Voted Projects			Resolution FA-17-18	
\$2,653,000	In and near Lompoc, from Las Cruces Separation to Route 246. <u>Outcome/Output:</u> Pavement rehabilitation.	05-2542			
Department of Transportation		SHOPP/2017-18			
<u>SBCAG</u>	Supplemental funds are needed to Award.	302-0042	\$284,000		\$284,000
Santa Barbara		SHA			
05-SB-1	Total revised amount \$16,862,000	302-0890	\$13,925,000		\$13,925,000
R0.0/19.3		FTF			
		20.20.201.121			
		SHOPP/2017-18			
		302-0042		\$53,000	\$53,000
		SHA			
		302-0890	\$2,600,000		\$2,600,000
		FTF			
		20.20.201.121			
		0514000054			
		4			
		1F710			



## Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 21-22, 2018

Reference No.: 2.5e.(5)  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Bijan Sartipi  
District 04 - Director

Subject: **SUPPLEMENTAL FUNDS ALLOCATION FOR PREVIOUSLY VOTED PROJECT  
(PPNO 04-1459A)  
RESOLUTION FA-17-17**

### **ISSUE:**

Should the California Transportation Commission (Commission) approve the California Department of Transportation (Department) request for an additional \$1,400,000 in Construction Capital for the State Highway Operation Protection Program (SHOPP), Major Damage Restoration project (PPNO 1459A) on Route 35 (SR-35), in Santa Clara County, to close out the construction contract?

### **RECOMMENDATION:**

The Department recommends that the Commission allocate an additional \$1,400,000 in Construction Capital for the previously approved Major Damage Restoration project (PPNO 1459A) on SR-35, in Santa Clara County, to close out the construction contract.

### **RESOLUTION:**

Resolved, that \$1,400,000 in Construction Capital be allocated from the Budget Act of 2017, Budget Act Item 2660-302-0042, to provide funds to close out the following project. There is no change in the construction support.

Component	Programmed Amount	Initial Commission Allocation	Authorized G-12 Allotment	Total Allotment	Total Expended to Date	Supplemental Allocation Request	Revised Commission Allocation	% Request Over Commission Allocation
Capital	\$3,000,000	\$3,000,000	\$0	\$3,000,000	\$2,711,000	\$1,400,000	\$4,400,000	46.7%
Support	\$1,200,000	\$1,200,000	\$0	\$1,200,000	\$982,000	\$0	\$0	0%
Total Supplemental Allocation Request						\$1,400,000		



**PROJECT LOCATION, DESCRIPTION, AND CONTRACT STATUS:**

The project is located in Santa Clara County on SR-35, at PM 9.5, near Los Gatos, 0.3 mile north of Las Cumbres Road. The project restored portions of the roadway that were damaged during 2017 storms by constructing soil nail and segmented pile walls.

Pursuant to the January 2017 Governor Brown's Proclamation of State of Emergency for winter storms, this emergency repair was authorized under a Director's Order to reconstruct two damaged lanes due to a significant slide and loss of the roadway after a series of severe storms between January and February 2017.

The site was one of multiple slip-out locations along the route, which was closed to traffic on February 10, 2017, shutting off access for local residents, emergency services and the public. The Department awarded an Emergency Limited Bid (ELB) contract in March 2017, without a complete design or repair strategy, due to the immediate need to secure the site and stabilize the slopes to prevent further damage to the State's facilities and adjacent private properties. The slide repair strategy was developed between February and May after the completion of additional geotechnical investigation. The Department started major construction activities in June 2017 with the goal of re-opening the route before the next winter season in 2018.

**REASON(S) FOR INCREASE:**

The reasons for the cost increase on this emergency project are: (1) expanded scope and design revision due to ongoing geotechnical investigation, (2) additional shoring for temporary access, and, (3) delays due to unexpected underground conditions.

The Director's order original cost estimate was based on an initial site damage assessment and assumed a 150 ft. tie-back wall to secure the roadway. Further geotechnical investigations conducted by the Department resulted in design revisions that added a second retaining wall and changed the wall design changed from a 150 ft. tie-back wall to a combination of 170 ft. soil nail wall and 130 ft. segmented pile wall. Steep terrain required more shoring to ensure safe, temporary access for construction activities. Finally, drilling for soil nails and segmented piles encountered hard rock, which slowed contractor's production and extended the completion schedule by 2 months.

Construction was completed, the route was reopened to through traffic on January 9, 2018 and the Department has expended capital construction funds of \$2,711,000. However, the contractor's final invoices for the additional scope and work performed exceed the allowable limit identified in the Commission's G-11 Resolution that authorizes the Department to close out costs for emergency projects. Funding needed over the allowable limit must be approved by the Commission. The Department hereby requests that the Commission approve \$1,400,000 in capital construction funds to close out this project.



**CONSEQUENCES:**

The Department recommends approving this supplemental funds request to close out the construction contract for this SHOPP Emergency Response Category, Major Damage project. If this request is not approved, contract close-out would be delayed with risks of potentially higher costs through claims or arbitration process.

Attachment



## 2.5 Highway Financial Matters

Project #	Allocation Amount	Recipient	Project Title	PPNO Program Funding Year Item #	Fund Type	State Federal	State Federal Additional	State Federal Revised
<u>RTPA/CTC</u>	County	Dist-Co-Rte	Location	Program Codes	Project ID	Current Amount by Fund Type	Amount by Fund Type	Amount by Fund Type
	Postmile		Project Description	Adv Phase	EA			
			Project Support Expenditures					
2.5e.(5)			Supplemental Funds for Previously Voted Projects				Resolution FA-17-17	
\$1,400,000			Near Los Gatos, at 0.3 mile north of Las Cumbres Road.	04-1459A				
			<u>Outcome/Output:</u> Repair embankment slipout, construct	SHOPP/2016-17				
			tieback retaining wall, and repair roadway.	302-0890		\$3,000,000		\$3,000,000
				FTF				
			Supplemental funds are needed to Complete Construction.	20.20.201.130				
			Total revised amount \$4,400,000	SHOPP/2017-18				
				302-0042			\$1,400,000	\$1,400,000
				SHA				
				20.20.201.130				
				0417000340				
				4				
				4K710				



## **M e m o r a n d u m**

**To:** CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

**CTC Meeting:** March 21-22, 2018

**Reference No.:** 4.28  
Information Item

**From:** NORMA ORTEGA  
Chief Financial Officer

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

**Subject:** **UPDATE ON THE CHANGE TO THE CMAQ APPORTIONMENT DISTRIBUTION TO  
NON-ATTAINMENT AREAS FOR OZONE AND CARBON MONOXIDE**

### **SUMMARY:**

The California Department of Transportation (Department) will present to the California Transportation Commission (Commission) a brief overview on upcoming changes to the Congestion Mitigation and Air Quality Improvement (CMAQ) apportionment distribution as an informational item.

### **BACKGROUND:**

The purpose of the Federal CMAQ program is to reduce traffic congestion and improve air quality in areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter. These areas are referred to as nonattainment areas and are associated with specific federally designated air basins. Former nonattainment areas for carbon monoxide that are now in compliance are referred to as maintenance areas. Statewide, California has various nonattainment areas for ozone with various severity classifications, the State does not however, continue to have nonattainment areas for carbon monoxide, only maintenance areas.

Through the CMAQ program, the Federal Highway Administration provides funding to state departments of transportation to make transportation system improvements that reduce traffic congestion and reduce ozone precursors and carbon monoxide emissions. Under Streets & Highways Code Section 182.7, the Department distributes, on a formula basis, all CMAQ funds to eligible Metropolitan Planning Organizations and Regional Transportation Planning Agencies.

Due to long-established rules promulgated by the United States Environmental Protection Agency, the CMAQ funds apportionment distribution is changing beginning July 1, 2018. The changes to CMAQ funding is a result of the elimination of the carbon monoxide factor, due to most maintenance areas for carbon monoxide transitioning to an "attainment area" designation. Those areas will have a reduction in CMAQ funding. The few agencies that are not making the transition, such as those located in the South Coast Air Basin within the Southern California Area Governments region, will see an increase in funding. Agencies that are located in areas that are non-attainment for ozone but have not previously been designated nonattainment for carbon monoxide may also receive a funding increase.



Overall, the total California annual CMAQ apportionment, currently approximately \$460 million annually, will not be affected by this redistribution. A detailed listing of all the changes are included on the attached sheet.

The Department has been working with regional agencies to provide information regarding this process so that regional agencies can make appropriate funding decisions for the coming federal fiscal year.

No action is required of the Commission.



**Congestion Mitigation and Air Quality (CMAQ) Improvement Program  
Comparative Apportionment Distribution based on FFY 18/19 Estimate  
For Deliberative Purposes Only**

	CURRENT DISTRIBUTION		REVISED DISTRIBUTION		
MPO/County	Weighted Population Factor	Current Estimate	Weighted Population Factor	REVISED Estimate	DIFFERENCE
Butte	271,685	\$ 2,276,465	226,404	\$ 2,041,403	\$ (235,063)
Calaveras (Central Mtn County)	45,168	\$ 378,466	45,168	\$ 407,263	\$ 28,798
Fresno (SJ Valley)	1,673,238	\$ 14,020,175	1,394,365	\$ 12,572,484	\$ (1,447,691)
Kings (SJ Valley)	209,352	\$ 1,754,173	209,352	\$ 1,887,649	\$ 133,476
<b>KERN</b>		<b>\$ 10,228,927</b>		<b>\$ 11,007,254</b>	<b>\$ 778,327</b>
<i>Kern (SJ Valley)</i>	1,102,025	\$ 9,233,946	1,102,025	\$ 9,936,564	\$ 702,618
<i>Kern (Eastern Kern)</i>	118,746	\$ 994,982	118,746	\$ 1,070,691	\$ 75,709
Madera (SJ Valley)	219,089	\$ 1,835,760	219,089	\$ 1,975,444	\$ 139,684
Mariposa (So. Mtn County)	19,963	\$ 167,270	19,963	\$ 179,997	\$ 12,728
Merced (SJ Valley)	384,531	\$ 3,222,011	384,531	\$ 3,467,177	\$ 245,165
<b>MTC</b>		<b>\$ 77,981,963</b>		<b>\$ 69,929,725</b>	<b>\$ (8,052,238)</b>
<i>MTC (SF Bay Area)</i>	8,735,719	\$ 73,197,184	7,279,766	\$ 65,639,011	\$ (7,558,172)
<i>MTC-Solano Co (SF Bay Area)</i>	363,854	\$ 3,048,761	303,212	\$ 2,733,953	\$ (314,808)
<i>MTC-Solano Co (Sac Metro)</i>	207,185	\$ 1,736,019	172,654	\$ 1,556,761	\$ (179,257)
Nevada Co. (western part)	108,711	\$ 910,895	108,711	\$ 980,206	\$ 69,311
<b>SACOG (Sac Metro)</b>		<b>\$ 30,601,572</b>		<b>\$ 27,631,138</b>	<b>\$ (2,970,434)</b>
<i>El Dorado</i>	241,226	\$ 2,021,248	201,022	\$ 1,812,539	\$ (208,709)
<i>Placer</i>	580,357	\$ 4,862,854	483,631	\$ 4,360,727	\$ (502,127)
<i>Sacramento</i>	2,363,041	\$ 19,800,083	1,969,201	\$ 17,755,572	\$ (2,044,511)
<i>Yolo</i>	341,478	\$ 2,861,265	284,565	\$ 2,565,818	\$ (295,448)
<i>Sutter</i>	126,043	\$ 1,056,121	126,043	\$ 1,136,482	\$ 80,361
San Diego	4,377,373	\$ 36,678,309	3,647,811	\$ 32,890,991	\$ (3,787,318)
San Joaquin (SJ Valley)	1,254,738	\$ 10,513,537	1,045,615	\$ 9,427,933	\$ (1,085,604)
<b>SCAG Region</b>		<b>\$ 261,997,964</b>		<b>\$ 278,520,604</b>	<b>\$ 16,522,640</b>
<i>Los Angeles (SCAB)</i>	16,513,768	\$ 138,369,985	16,513,768	\$ 148,898,663	\$ 10,528,678
<i>Los Angeles (MDAB)</i>	642,180	\$ 5,380,872	535,150	\$ 4,825,255	\$ (555,616)
<i>Riverside (SCAB)</i>	3,167,381	\$ 26,539,703	3,167,381	\$ 28,559,129	\$ 2,019,426
<i>Riverside (MDAB)</i>	735,674	\$ 6,164,264	613,062	\$ 5,527,756	\$ (636,508)
<i>Riverside (SSAB)</i>	42,083	\$ 352,613	35,069	\$ 316,203	\$ (36,410)
<i>Orange (SCAB)</i>	5,365,960	\$ 44,961,746	5,365,960	\$ 48,382,919	\$ 3,421,174
<i>Ventura</i>	1,028,863	\$ 8,620,915	1,028,863	\$ 9,276,887	\$ 655,972
<i>San Bernardino (SCAB)</i>	2,713,885	\$ 22,739,830	2,713,885	\$ 24,470,121	\$ 1,730,291
<i>San Bernardino (MDAB)</i>	849,963	\$ 7,121,897	708,302	\$ 6,386,506	\$ (735,391)
<i>Imperial</i>	207,167	\$ 1,735,870	207,167	\$ 1,867,953	\$ 132,084
<i>(Tribal) Morongo - Riverside County</i>	851	\$ 7,131	709	\$ 6,395	\$ (736)
<i>(Tribal) Pechanga - Riverside County</i>	375	\$ 3,141	312	\$ 2,817	\$ (324)
SLOCOG - San Luis Obispo (Eastern Part)	280,101	\$ 2,346,985	280,101	\$ 2,525,569	\$ 178,584
Stanislaus (SJ Valley)	920,736	\$ 7,714,907	767,280	\$ 6,918,284	\$ (796,624)
Tahoe (Lake Tahoe)	226,200	\$ 1,895,345	188,500	\$ 1,699,636	\$ (195,709)
Tehama (Tuscan Butte)	63,995	\$ 536,218	63,995	\$ 577,020	\$ 40,801
Tulare (SJ Valley)	660,579	\$ 5,535,035	660,579	\$ 5,956,200	\$ 421,165
<b>Statewide Total</b>	<b>56,163,285</b>	<b>\$ 470,595,978</b>	<b>52,191,959</b>	<b>\$ 470,595,978</b>	<b>\$ -</b>



## **M e m o r a n d u m**

**To:** CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

**CTC Meeting:** March 21-22, 2018

**Reference No.:** 2.1a.(1)  
Action Item

**From:** NORMA ORTEGA  
Chief Financial Officer

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

**Subject:** **SHOPP AMENDMENT 16H-023**

### **ISSUE:**

Should the California Transportation Commission (Commission) approve the California Department of Transportation (Department) request to amend the State Highway Operation and Protection Program (SHOPP) under SHOPP Amendment 16H-023?

### **RECOMMENDATION:**

The Department recommends that 29 new capital projects to be amended into the 2016 SHOPP, as detailed in Attachment 1. These amendments summerized below, would be funded from the Major Damage Restoration, Collision Reduction and 2016 SHOPP programming capacity

<b>2016 SHOPP Summary of New Projects by Category</b>	<b>No.</b>	<b>FY 2016-17 (\$1,000)</b>	<b>FY 2017-18 (\$1,000)</b>	<b>FY 2018-19 (\$1,000)</b>	<b>FY 2019-20 (\$1,000)</b>
Major Damage Restoration	24		\$55,977	\$0	\$18,410
Collision Reduction	4		\$1,265	\$1,820	\$15,654
Mobility	1		\$30,960		
Total Amendments	29		\$88,202	\$1,820	\$34,064

The Department further recommends that the capital projects, detailed in Attachment 2 be amended in the 2016 SHOPP to update cost, scope and schedules and to make other technical changes.



**BACKGROUND:**

In each even numbered year, the Department prepares a four-year SHOPP which defines major capital improvements necessary to preserve and protect the State Highway System. Periodically, the Department proposes amendments to the SHOPP to address newly identified needs prior to the next programming cycle. Between programming cycles, the Department updates scope, schedule and cost to effectively deliver projects.

Senate Bill 486, approved by Governor September 30, 2014, requires Commission approval of projects amended into the SHOPP.

Attachments



## List of New 2016 SHOPP Capital Project Amendments

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs (\$1,000)		Program Code Leg./Congress. Dists. Perf. Meas.
Major Damage Restoration					
1 02-Sha-5 R33.0/R34.1 3715 0218000110 4H370	Near Shasta, Lake City from 1 mile north of O'Brien Road Undercrossing to 1 mile south of Gilman Road Overcrossing. Abandon existing failed culvert and install new drainage system.	17-18	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$0 \$50 \$250 \$5 <u>\$777</u> \$1,082	201.130 Assembly: 1 Senate: 4 Congress: 1  1 Location(s)
2 03-ED-50 33.8/34.0 3326 0318000001 3H450	Near Pollock Pines, east of Sly Park Road. Permanently restore roadway by mitigating the progression of recurring roadway slipout.  PA&ED: 01/04/2019 R/W: 10/01/2019 RTL: 10/15/2019 BC: 05/15/2020	19-20	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$840 \$2,360 \$80 \$2,600 \$230 <u>\$12,300</u> \$18,410	201.131 Assembly: 5 Senate: 1 Congress: 4  1 Location(s)
3 03-Nev-80 0.0/2.2 4308 0318000175 4H090	Near Truckee, from Placer County line to 0.3 mile west of Soda Springs Overcrossing; also in Placer County on Route 80 from 0.3 mile east of South Yuba River Bridge to Nevada County line (PM R62.5/R62.747). Repair culverts and embarkment.	17-18	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$0 \$0 \$400 \$0 <u>\$2,150</u> \$2,550	201.130 Assembly: 1 Senate: 1 Congress: 1  8 Location(s)
4 03-Pla-80 31.8 5137 0318000196 4H140	In Colfax, on Route 80 at Illinoistown Overcrossing. Replace failed culvert and repair sinkhole.	17-18	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$0 \$10 \$250 \$10 <u>\$700</u> \$970	201.130 Assembly: 1 Senate: 1 Congress: 1  1 Location(s)
5 03-Sac-160 L7.0 7291 0318000198 4H160	Near Rio Vista, on Route 160 at the Three Mile Slough Bridge No. 24-0121. Repair cable and structure damage.	17-18	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$0 \$0 \$200 \$0 <u>\$500</u> \$700	201.130 Assembly: 11 Senate: 3 Congress: 3  1 Location(s)



## List of New 2016 SHOPP Capital Project Amendments

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs (\$1,000)		Program Code Leg./Congress. Dists. Perf. Meas.
Major Damage Restoration, continued					
6 03-Yub-70 R7.3/R9.3 9826 0318000197 4H150	Near Marysville, from Routes 65 and 70 Interchange to Olivehurst Avenue Overcrossing. Replace drainage pumps.	17-18	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$0 \$0 \$300 \$0 <u>\$1,200</u> \$1,500	201.130 Assembly: 3 Senate: 4 Congress: 3  3 Location(s)
7 05-SB-101 R0.0/13.5 2754 0518000006 1J630	In and near the city of Santa Barbara, from the Ventura County line to Garden Street Undercrossing. Remove mudslide debris, repair roadway and shoulder.	17-18	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$50 \$125 \$10 \$300 \$10 <u>\$1,000</u> \$1,495	201.130 Assembly: 37 Senate: 19 Congress: 24  8 Location(s)
8 05-SB-101 1.6/4.0 2757 0518000008 1J650	In Carpinteria, from Ballard Avenue Overcrossing to 0.4 mile north of Santa Ynez Avenue Overcrossing. Remove flood debris and repair damaged roadway facilities.	17-18	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$50 \$0 \$150 \$0 <u>\$500</u> \$700	201.130 Assembly: 37 Senate: 19 Congress: 24  10 Location(s)
9 05-SB-101 20.0/20.2 2750 0518000005 1J620	Near the city of Santa Barbara, on northbound Route 101 at North Turnpike Road Interchange. Remove pavement damaged due to fuel tanker fire and place temporary pavement.	17-18	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$50 \$0 \$75 \$0 <u>\$500</u> \$625	201.130 Assembly: 37 Senate: 19 Congress: 24  1 Location(s)
10 05-SB-Var Var 2756 0518000007 1J640	In Santa Barbara County, on Routes 144, 150, and 192 at various locations. Remove mudslide debris, repair roadway and shoulder.	17-18	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$50 \$150 \$10 \$250 \$30 <u>\$1,000</u> \$1,490	201.130 Assembly: 37 Senate: 19 Congress: 24  20 Location(s)
11 06-Ker-204 5.61 6926 0618000132 0X610	Near Bakersfield, at Kern River Bridge No 50-0033. Repair bridge scour and grade channel.	17-18	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$0 \$0 \$450 \$250 <u>\$1,600</u> \$2,300	201.130 Assembly: 34 Senate: 18 Congress: 23  1 Location(s)



## List of New 2016 SHOPP Capital Project Amendments

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs (\$1,000)		Program Code Leg./Congress. Dists. Perf. Meas.
Major Damage Restoration, continued					
12 07-LA-1 56.7 5300 0718000171 1XG10	In Malibu, on Route 1 at Trancas Creek Bridge No. 53 -0027. Place rock protection around spread footing to scouring.	17-18	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$0 \$50 \$150 \$0 <u>\$585</u> \$785	201.130 Assembly: 50 Senate: 27 Congress: 33  1 Location(s)
13 07-LA-5 39.3 5308 0718000217 1XG90	In the city of Los Angeles, at Route 5 and Route 118 Interchange No 53-2329G. Remove and reconstruct concrete barrier.	17-18	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$0 \$0 \$130 \$0 <u>\$345</u> \$475	201.130 Assembly: 39 Senate: 20 Congress: 29  1 Location(s)
14 07-LA-5 R54.1/R56.6 5303 0718000198 1XG40	In Santa Clarita and Valencia, on Route 5 from Rye Canyon Undercrossing to Hasley Canyon Bridge; also on Route 126 at Post Mile 5.6 to 5.9 at the Route 5 and Route 126 Interchange. Clean the drainage systems from fire debris, stabilize the fire damaged slopes from post-fire erosion and replace roadside damaged facilities.	17-18	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$0 \$25 \$300 \$50 <u>\$1,130</u> \$1,505	201.130 Assembly: 38 Senate: 21, 27 Congress: 25  4 Location(s)
15 07-LA-210 R4.9/R11.0 5302 0718000197 1XG30	In the city of Los Angeles, on Route 210 from Maclay Street to Sunland Boulevard; also on Route 118 from Porter Ranch Drive to Tampa Avenue (PM 4.0/4.6). Clean the drainage systems from fire debris, stabilize the fire damaged slopes from post-fire erosion and replace roadside damaged facilities.	17-18	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$0 \$25 \$300 \$0 <u>\$1,110</u> \$1,435	201.130 Assembly: 38, 39 Senate: 20, 25, 27 Congress: 26, 29, 30  16 Location(s)
16 07-LA-405 34.0/35.9 5301 0718000188 1XG20	In the city of Los Angeles, on Route 405 from Getty Center Drive to Bel Air Crest Road. Repair fire-damaged embankments, drainage systems and place erosion control.	17-18	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$0 \$40 \$550 \$60 <u>\$1,890</u> \$2,540	201.130 Assembly: 50 Senate: 26 Congress: 33  4 Location(s)



## List of New 2016 SHOPP Capital Project Amendments

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs (\$1,000)		Program Code Leg./Congress. Dists. Perf. Meas.
Major Damage Restoration, continued					
17 07-Ven-33 13.2/30.5 5306 0718000211 1XG70	Near Ojai, from 0.4 mile north of Fairview Avenue to Sespe Creek Bridge No 52-0078. Repair fire damaged roadway facilities.	17-18	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	\$0 \$0 \$0 \$850 \$0 \$2,800 \$3,650	201.130 Assembly: 37 Senate: 19 Congress: 24, 26  18 Location(s)
18 07-Ven-33 13.9/30.5 5307 0718000216 1XG80	Near Ojai, from 1.1 miles north of Fair Avenue to Sespe Creek Bridge No 52-0078. Repair fire damaged roadway, clean drainage, construct debris racks, and stabilize fire-damaged slopes.	17-18	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	\$0 \$0 \$250 \$3,250 \$230 \$10,770 \$14,500	201.130 Assembly: 37 Senate: 19 Congress: 24, 26  16 Location(s)
19 07-Ven-33 Var 5304 0718000209 1XG50	In Ventura County, on Routes 33, 101, and 150 at various locations. Repair fire damaged guardrail systems and crash cushions.	17-18	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	\$0 \$0 \$0 \$270 \$0 \$900 \$1,170	201.130 Assembly: 37 Senate: 19 Congress: 24, 26  30 Location(s)
20 07-Ven-150 19.9/32.7 5305 0718000210 1XG60	Near Ojai, from Reeves Road to Royal Oaks Place in Santa Paula. Repair fire damaged roadway facilities and mitigate slope erosion.	17-18	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	\$0 \$0 \$0 \$285 \$0 \$950 \$1,235	201.130 Assembly: 37 Senate: 19 Congress: 26  6 Location(s)
21 08-Riv-74 50.0/59.0 3010G 0817000165 1H910	Near Mountain Center, from east of Black Burn Road to east of McCall Park Road. Permanent restoration of storm damaged culverts and eroded roadway embankment slope.  PA&ED: 4/15/2019 R/W: 10/15/2020 RTL: 11/15/2020 BC: 7/15/2021	20-21	PA&ED * PS&E * R/W Sup * Con Sup * R/W Cap * Const Cap Total	\$1,270 \$1,393 \$255 \$1,342 \$55 \$4,264 \$8,579	201.131 Assembly: 28 Senate: 28 Congress: 36  5 Location(s)
* Phase NOT Authorized.					



## List of New 2016 SHOPP Capital Project Amendments

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs (\$1,000)		Program Code Leg./Congress. Dists. Perf. Meas.
Major Damage Restoration, continued					
22 08-SBd-210 11.3 3009Y 0818000082 1J570	Near Rancho Cucamonga, on Route 210 at Route 15 and Route 210 Interchange. Repair embankment due to fire. Remove burned trees, place erosion control, and restore irrigation system.	17-18	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$150 \$50 \$300 \$10 <u>\$1,490</u> \$2,000	201.130 Assembly: 40 Senate: 23 Congress: 31  1 Location(s)
23 11-SD-15 R10 1286 1118000087 43028	In the city of San Diego, at the Route 15 and Clairemont Mesa Boulevard Interchange. Replace failed culvert and repair sinkhole.	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>\$3,500</u> \$5,000	201.130 Assembly: 77 Senate: 36, 39 Congress: 52  1 Location(s)
24 11-SD-76 11.0/R17.0 1312 1118000138 43042	Near Oceanside, from 0.7 mile east of North River Road to Route 15 Interchange. Repair fire damaged roadway, clean drainage, and stabilize fire-damaged slopes.	17-18	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$0 \$0 \$1,000 \$0 <u>\$6,000</u> \$7,000	201.130 Assembly: Senate: Congress:  1 Location(s)
Collision Reduction					
25 01-Hum-101 77.9/79.5 2481 0117000128 0H200	In Eureka, from Sixth Street to south of X Street. Improve curve and signs, construct bulb-outs, upgrade curb ramps, apply microsurfacing, and refresh pavement delineation.  PA&ED: 01/21/2020 R/W: 07/14/2021 RTL: 08/01/2021 BC: 12/22/2021  * Phase NOT Authorized.	21-22	PA&ED * PS&E * R/W Sup * Con Sup * R/W Cap * <u>Const Cap</u> Total	\$1,265 \$1,080 \$717 \$1,421 \$493 <u>\$5,563</u> \$10,539	201.010 Assembly: 2 Senate: 2 Congress: 2  413 Collision(s) Reduced
26 03-Nev-20 25.8/45.7 4001 0318000129 4H030	In Nevada, El Dorado, Yuba, Placer, and Yolo Counties, on Routes 16, 20, 49, 50, 70, and 80 at various locations. Construct rumble strips.  PA&ED: 07/01/2018 R/W: 01/04/2019 RTL: 02/05/2019 BC: 07/05/2019	18-19	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	201.010 Assembly: 1, 3, 5 Senate: 1, 4 Congress: 1, 3, 4  117 Collision(s) Reduced



## List of New 2016 SHOPP Capital Project Amendments

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs (\$1,000)		Program Code Leg./Congress. Dists. Perf. Meas.
Collision Reduction, continued					
27 04-SCI-17 0.0/3.4 1453A 0416000373 2K140	Near Los Gatos, from south of Summit Road to north of Alma College Road. Install lighting, warning signs, flashing beacons, guardrail, rumble strips, wet-night visibility striping, and channelizers, and apply High Friction Surface Treatment (HFST).	19-20	PA&ED	\$1,000	201.010
			PS&E	\$1,000	Assembly: 28
			R/W Sup	\$50	Senate: 15
			Con Sup	\$1,550	Congress: 18
			R/W Cap	\$70	
			Const Cap	\$8,821	264 Collision(s)
			Total	\$12,491	Reduced
	PA&ED: 03/01/2019				
	R/W: 06/01/2020				
	RTL: 06/15/2020				
	BC: 01/25/2021				
28 06-Tul-63 Var 6897 0615000191 0U040	On Route 63 and 137, near Visalia and Exter at various locations. Construct rumble strips.	19-20	PA&ED	\$390	201.010
			PS&E	\$550	Assembly: 26
			R/W Sup	\$5	Senate: 16
			Con Sup	\$500	Congress: 22
			R/W Cap	\$5	
			Const Cap	\$1,713	25 Collision(s)
			Total	\$3,163	Reduced
Mobility					
29 06-Ker-99 22.8/23.6 6891 0618000019 48464	In Bakersfield, from 0.3 mile south of Belle Terrace Overcrossing to 0.1 mile north of Route 58, also on Route 58, Route 99 to 0.2 mile east of Route 99 (PM R52.3 to R52.5). Construct an auxiliary lane, reconstruct an Overcrossing and realign connector ramp.	17-18	PA&ED	\$0	201.310
			PS&E	\$0	Assembly: 32, 34
			R/W Sup	\$0	Senate: 16
			Con Sup	\$0	Congress: 21, 23
			R/W Cap	\$0	
			Const Cap	\$30,960	111.0 1,000 Vehicle
			Total	\$30,960	Hour(s)/Yr
	PA&ED: 12/5/2015				
	R/W: 8/22/2017				
	RTL: 1/10/2018				
	BC: 8/1/2018				



**List of 2016 SHOPP Amendments  
 (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)**

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code		Project Costs (\$1,000)	
1 01-DN-101 <del>25.6</del> <b>25.6/27.3</b> 1095 0113000023 OC660	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. (G13 Contingency Project)	<del>18-19</del> <b>19-20</b> 201.361	PA&ED PS&E R/W Sup * Con Sup R/W Cap * <u>Const Cap</u> Total	\$669 <del>\$467</del> \$1,234 <del>\$180</del> <del>\$432</del> <u>\$3,527</u> <del>\$6,509</del>	\$669 <b>\$595</b> \$1,234 <b>\$530</b> <b>\$621</b> <b>\$4,340</b> <b>\$7,989</b>
	87 Curb Ramp(s)				
	* Phase NOT Authorized.				
2 01-DN-101 36.1 0100V 0100000193 43640	Near Crescent City, from 0.2 mile north of the Smith River Overflow Bridge. Replace bridge. (G13 Contingency Project)	<del>18-19</del> <b>20-21</b> 201.110	PA&ED PS&E R/W Sup * Con Sup R/W Cap * <u>Const Cap</u> Total	\$10,942 <del>\$3,700</del> \$650 \$12,250 \$3,900 <u>\$50,448</u> <del>\$61,890</del>	\$10,942 <b>\$4,200</b> \$650 \$12,250 \$3,900 <u>\$50,448</u> <b>\$82,390</b>
	1 Bridge(s)				
	* Phase NOT Authorized.				
3 01-Hum-36 <del>11.4/34.5</del> <b>11.3/34.6</b> 2363 0112000292 OC500	Near Bridgeville, at Hely Creek Bridge No. 04-0092, Little Larabee Creek Bridge No. 04-0102 (PM 25.3), and Butte Creek Bridge No. 04-0116. Upgrade bridge rails, widen at <del>three bridges</del> <b>one bridge, and replace two bridges.</b> (G13 Contingency Project)	<del>18-19</del> <b>19-20</b> 201.112	PA&ED PS&E R/W Sup * Con Sup R/W Cap * <u>Const Cap</u> Total	\$2,947 \$3,646 \$268 \$4,325 <del>\$502</del> <u>\$14,689</u> <del>\$26,377</del>	\$2,947 \$3,646 \$268 \$4,325 <b>\$874</b> <b>\$15,356</b> <b>\$27,416</b>
	905.5 Linear Feet				
	* Phase NOT Authorized.				
4 01-Hum-101 27.7 2301 0112000211 0A110	Near Myers Flat, at South Fork Eel River Bridge No. 04-0123. Seismic retrofit.	<del>19-20</del> <b>20-21</b> 201.113	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$4,641 \$2,072 <del>\$215</del> <del>\$1,855</del> <del>\$44</del> <u>\$6,070</u> <del>\$14,905</del>	\$4,641 \$2,072 <b>\$218</b> <b>\$2,267</b> <b>\$80</b> <b>\$9,723</b> <b>\$19,001</b>
	1 Bridge(s)				
5 01-Hum-101 79.8/84.7 2376 0113000091 OE000	Near Eureka, at various locations from 0.2 miles south of Eureka Slough Bridge to 0.2 miles north of Gannon Slough Bridge. Upgrade bridge rails and replace bridge.	18-19 201.112	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$1,480 \$1,514 \$63 <del>\$892</del> <del>\$196</del> <u>\$4,249</u> <del>\$8,394</del>	\$1,480 \$1,514 \$63 <b>\$2,000</b> <b>\$287</b> <b>\$8,311</b> <b>\$13,655</b>
	<del>300.0 Linear Feet</del> <b>582.0 Linear Feet</b>				



**List of 2016 SHOPP Amendments  
 (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)**

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code		Project Costs (\$1,000)	
6 01-Hum-101 79.9/86.1 2418 0115000092 0F220	In and near Eureka and Arcata, from south of Cole Avenue to north of Route 255. Operational improvements.  <del>23.0 4,000 Vehicle Hour(s)/Yr</del> <b>98.2 Daily Vehicle Hour(s) of Delay (DVHD)</b>	18-19 201.310	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$414 \$667 \$114 <del>\$630</del> <del>\$240</del> <del>\$6,007</del> \$9,072	\$414 \$667 \$114 <b>\$1,650</b> <b>\$665</b> <b>\$8,517</b> <b>\$12,027</b>
7 01-Hum-101 80.8/87.8 2375 0113000094 0C970	Near Eureka, from PMs 80.0 to 87.8. Upgrade metal beam guardrail.  <del>39 Collision(s) Reduced</del> <b>30 Collision(s) Reduced</b>	18-19 201.015	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$510 \$300 \$48 <del>\$267</del> <del>\$448</del> <del>\$1,769</del> \$3,006	\$510 \$300 \$48 <b>\$1,750</b> <b>\$800</b> <b>\$6,307</b> <b>\$9,715</b>
8 01-Lak-4 20  7018 0115000037 0E850	In Lake and Mendocino Counties, on various routes at various locations. Upgrade guardrail, end treatments, and transition railings to current standards and install vegetation control measures.  <del>246 Collision(s) Reduced</del> <b>174 Collision(s) Reduced</b>	18-19 201.015	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$742 \$812 \$81 <del>\$1,266</del> \$12 <del>\$3,800</del> \$6,713	\$742 \$812 \$81 <b>\$1,076</b> \$12 <b>\$3,230</b> <b>\$5,953</b>
9 01-Men-20 16.9/17.2 4613 0115000038 0E860	Near Fort Bragg, from 0.34 mile west of Road 200A to 0.13 mile west of Road 200A. <del>Widen shoulders</del> <b>Improve curve</b> , install center and edge-line rumble strips, and install guardrail.  <del>44 Collision(s) Reduced</del> <b>24 Collision(s) Reduced</b>	18-19 201.010	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$782 \$1,117 \$129 <del>\$1,069</del> <del>\$88</del> <del>\$1,339</del> \$4,518	\$782 \$1,117 \$129 <b>\$1,225</b> <b>\$103</b> <b>\$2,155</b> <b>\$5,511</b>
10 01-Men-271 17.7/18.0 4710 0118000130 0A841	Near Piercy, from 0.7 mile north of Routes 271/101 Separation Bridge No. 10-0217 to 0.4 mile south of Sidehill Viaduct No. 10-0100. Mitigation planting and monitoring for EA 04-0A840.  <b>0 Bridge(s)</b>	20-21 201.110	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	       \$0 \$0 \$0 \$172 \$0 <b>\$205</b> <b>\$377</b>	       <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$172</b> <b>\$0</b> <b>\$205</b> <b>\$377</b>



**List of 2016 SHOPP Amendments  
 (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)**

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code		Project Costs (\$1,000)	
11 02-Sha-5 R3.8/R7.0 3702 0218000024 3H730	In and near Anderson, from Route 273 to Sacramento River Bridge. Roadway rehabilitation, <b>replace bridge</b> , update signage and lighting, and add Intelligent Transportation System (ITS) elements.  6.4 Lane Mile(s)	18-19 201.120	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$3,000 \$220 <del>\$3,900</del> \$1,221 <del>\$18,081</del> \$26,422	\$0 \$3,000 \$220 <b>\$6,900</b> \$1,221 <b>\$33,081</b> <b>\$44,422</b>
12 02-Teh-36 12.6/13.1 3640 0216000051 1H970	Near Red Bluff, from 2.3 miles east to 2.8 miles east of Dry Creek Bridge. Curve improvement.  20 Collision(s) Reduced	19-20 201.010	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$390 \$670 \$210 \$670 <del>\$109</del> <del>\$3,000</del> <del>\$5,049</del>	\$390 \$670 \$210 \$670 <b>\$216</b> <b>\$3,000</b> <b>\$5,156</b>
13 02-Tri-299  3516 0213000012 4F600	In Trinity County, on Routes 299 and 36 and in Siskiyou County on Route 96 at various locations. Bridge preventative maintenance at nine bridges.  9 Bridge(s)	19-20 201.119	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$950 \$1,400 \$150 \$1,910 <del>\$22</del> <del>\$6,771</del> <del>\$11,203</del>	\$950 \$1,400 \$150 \$1,910 <b>\$40</b> <b>\$6,800</b> <b>\$11,250</b>
14 03-But-70 0.0/3.8 2296 0318000102 3H930	Near Oroville, from Yuba County Line to south of East Gridley Road/Stimpson Road; also, in Yuba County on Route 70 from PM 25.7 to PM 25.8. Widen for two-way left-turn lane and standard shoulders.  35 Collision(s) Reduced	<del>17-18</del> <b>21-22</b> 201.010	PA&ED * PS&E * R/W Sup * Con Sup * R/W Cap * <u>Const Cap</u> Total	\$3,400 \$3,000 \$2,500 \$3,200 \$3,218 <del>\$20,610</del> <del>\$35,928</del>	\$3,400 \$3,000 \$2,500 \$3,200 \$3,218 <b>\$28,750</b> <b>\$44,068</b>
* Phase NOT Authorized.					
15 03-Pla-80 2.8 5113 0315000174 0H460	In Roseville, at the Atlantic Street/Eureka Road westbound onramp. Install ramp meters and widen ramp for storage capacity. (G13 Contingency Project)  <del>503.0 - 1,000 Vehicle Hour(s)/Yr</del>  <b>1,542.0 Daily Vehicle Hour(s) of Delay (DVHD)</b>	18-19 201.310	PA&ED PS&E R/W Sup * Con Sup R/W Cap * <u>Const Cap</u> Total	\$700 \$700 \$130 \$900 \$270 <del>\$6,440</del> \$9,140	
* Phase NOT Authorized.					



**List of 2016 SHOPP Amendments  
 (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)**

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code		Project Costs (\$1,000)	
16 04-Ala-13	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.	<del>18-19</del> <b>19-20</b> 201.015	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$788 \$1,393 \$200 <del>\$600</del> <del>\$260</del> <del>\$3,320</del> <del>\$6,641</del>	\$788 \$1,393 \$200 <b>\$800</b> <b>\$840</b> <b>\$4,290</b> <b>\$8,311</b>
0488Q 0414000003 0J470	33 Collision(s) Reduced				
17 04-Ala-13	In various cities, on various routes, at various locations. Crosswalk safety enhancements.	18-19 201.015	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$786 \$1,000 \$214 \$572 \$50 <u>\$4,040</u> \$6,662	
1487Q 0415000088 3J110	<del>939 Collision(s) Reduced</del> <b>38 Collision(s) Reduced</b>				
18 04-Ala-185	In Oakland, San Leandro, Hayward, Union City and Fremont on Routes 185, 238, and 262 at various locations. Crosswalk safety enhancements.	18-19 201.015	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$500 <del>\$550</del> \$66 <del>\$550</del> \$10 <u>\$1,711</u> <del>\$3,387</del>	\$500 <b>\$740</b> \$66 <b>\$830</b> \$10 <b>\$3,521</b> <b>\$5,667</b>
1487P 0415000099 3J190	231 Collision(s) Reduced				
19 04-Ala-580 0.0/7.8 8315X 0416000157 3G59C	Near Livermore, from San Joaquin County line to east of Greenville Overcrossing; also on Route 205 (PM 0.0/1.0) from San Joaquin County line to Midway Road Undercrossing. Environmental mitigation for EA 04 -3G590.  <del>53.0 Lane Mile(s)</del> <b>0.0 Lane Mile(s)</b>	18-19 201.122	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$0 \$150 \$0 \$2,100 <u>\$0</u> \$2,250	
20 04-Ala-880 14.7 1482G 0414000488 2J320	In Hayward, at 500 feet north of Industrial Parkway West. Install Weigh-in-Motion (WIM) system in both directions. (G13 Contingency Project)  2 Location(s)  * Phase NOT Authorized.	18-19 201.321	PA&ED PS&E R/W Sup * Con Sup R/W Cap * <u>Const Cap</u> Total	\$0 \$1,121 \$63 \$1,121 \$5 <u><del>\$3,540</del></u> <del>\$5,850</del>	\$0 \$1,121 \$63 \$1,121 \$5 <b>\$4,485</b> <b>\$6,795</b>



**List of 2016 SHOPP Amendments  
 (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)**

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code		Project Costs (\$1,000)	
21 04-CC-24 1.0/R2.5 1418C 0414000411 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.	18-19 201.010	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$736 <del>\$420</del> \$64 <del>\$400</del> \$313 <del>\$2,955</del> <del>\$4,908</del>	\$736 <b>\$725</b> \$64 <b>\$760</b> \$313 <b>\$5,050</b> <b>\$7,648</b>
	65 Collision(s) Reduced				
22 04-Nap-29 11.4 1488P 0414000426 2J100	In Napa, at northbound ramps and 1st Street. Construct roundabout.	16-17 201.010	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$250 \$0 <del>\$1,144</del> <del>\$200</del> <del>\$3,700</del> <del>\$5,454</del>	\$0 \$250 \$0 <b>\$2,200</b> <b>\$0</b> <b>\$4,500</b> <b>\$6,950</b>
	48 Collision(s) Reduced				
23 04-SCI-82 9.8/R10.4 1490Q 0417000520 4J282	In the cities of San Jose and Santa Clara, from McKendrie Street to El Camino Real. Pavement rehabilitation, and Americans with Disabilities Act (ADA) upgrades, and installation of High-intensity Activated crossWalk (HAWK) systems.	18-19 201.121	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$603 \$180 <del>\$700</del> \$180 <del>\$2,711</del> <del>\$4,377</del>	\$0 \$603 \$180 <b>\$823</b> \$180 <b>\$3,711</b> <b>\$5,497</b>
	3.4 Lane Mile(s)				
24 04-SCI-85 18.0/24.1 0434G 0400021202 2G730	In Cupertino, Sunnyvale and Mountain View, from Stevens Creek Boulevard to Route 101; also in various cities, on Route 80 (PM 2.5/8.0), at various locations. Install and/or upgrade existing curb ramps and pedestrian facilities to Americans with Disabilities Act (ADA) Standards.	18-19 201.361	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$442 \$663 \$102 \$730 <del>\$50</del> <del>\$1,050</del> <del>\$3,040</del>	\$442 \$663 \$102 \$730 <b>\$75</b> <b>\$2,260</b> <b>\$4,272</b>
	38 Curb Ramp(s)				
25 04-SCI-101 R9.0/R16.8 1483F 0415000022 2J890	In and near Morgan Hill, from south of Masten Avenue to East Main Avenue. Install edgeline and shoulder rumble strips, concrete barrier, and enhanced wet night visibility striping reconstruct shoulders.	19-20 201.010	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$230 <del>\$000</del> \$75 <del>\$450</del> \$10 <del>\$1,700</del> <del>\$2,025</del>	\$230 <b>\$450</b> \$75 <b>\$675</b> \$10 <b>\$2,420</b> <b>\$3,860</b>
	85 Collision(s) Reduced				



**List of 2016 SHOPP Amendments  
 (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)**

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code		Project Costs (\$1,000)	
26 04-SF-1 6.3/6.6 1490A 0415000147 3J300	In the City and County of San Francisco, from north of Lake Street to south of Route 101 at the McArthur Tunnel. Replace existing lighting system with LED lighting system.  380 Lighting Fixture(s)	18-19 201.170	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$220 \$440 \$25 <del>\$790</del> \$5 <del>\$3,956</del> <del>\$5,436</del>	\$220 \$440 \$25 <b>\$850</b> \$5 <b>\$4,706</b> <b>\$6,246</b>
27 04-Sol-84 <del>12.1/12.2</del> <b>12.0/12.4</b> 0886 0400000343 0G660	Near Rio Vista, at Miner Slough Bridge No. 23-0035. Replace bridge. (G13 Contingency Project)  1 Bridge(s)  * Phase NOT Authorized.	<del>18-19</del> <b>19-20</b> 201.110	PA&ED PS&E R/W Sup * Con Sup R/W Cap * <u>Const Cap</u> Total	\$3,000 \$3,500 \$1,096 \$3,500 \$2,884 <u>\$24,500</u> \$38,480	
28 04-Son-101 9.0 0481B 0413000408 0J100	Near Petaluma, north of Pepper Road. Repair slide <b>and drainage system.</b>  1 Location(s)	18-19 201.131	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$423 \$850 \$150 \$850 \$850 <del>\$800</del> <del>\$3,923</del>	\$423 \$850 \$150 \$850 \$850 <b>\$1,324</b> <b>\$4,447</b>
29 05-Mon-101 R41.5/49.8 2312Y 0516000125 0T991	In and near King City, from 0.1 mile south of Broadway Street to 0.1 mile north of Broadway Street and from Jolon Road to 0.2 mile north of Jolon Road. Landscape mitigation.  <del>2 Collision(s) Reduced</del> <b>0 Collision(s) Reduced</b>	19-20 201.015	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$344 \$0 \$483 \$0 <u>\$816</u> \$1,643	
30 05-SB-101 46.5/68.9 2460 0513000023 1E000	In and near Buellton, from Gaviota State Park Entrance to north of Alisos Canyon Road. Roadside safety improvements.  <del>56 Location(s)</del> <b>54 Location(s)</b>	19-20 201.235	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$520 \$840 \$34 \$698 <del>\$0</del> <u>\$2,578</u> <del>\$4,673</del>	\$520 \$840 \$34 \$698 <b>\$7</b> <b>\$2,578</b> <b>\$4,677</b>



**List of 2016 SHOPP Amendments  
 (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)**

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code	Project Costs (\$1,000)		
31 05-SLO-1 R66.9/R67.2 4928Y 0517000046 49285	Near San Simeon, from the Arroyo de la Cruz Bridge to 0.3 mile north of the Arroyo de la Cruz Bridge. Planting, wetland and California Red-legged Frog mitigation.  <del>1 Location(s)</del> <b>0 Location(s)</b>	19-20 201.150	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$1,057 \$56 \$2,424 \$11 <u>\$7,464</u> \$11,012	
32 05-SLO-101 63.5/65.2 0040C 0515000019 0G041	In San Luis Obispo County, near Paso Robles from 0.1 mile south to 0.1 mile north of San Marcos Creek Bridge and from 0.1 mile south to 0.1 mile north of South San Miguel Undercrossing. Landscape mitigation.  <del>0.0 Lane Mile(s)</del> <b>0.0 Lane Mile(s)</b>	18-19 201.120	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$223 \$28 \$479 \$0 <u>\$270</u> \$1,000	
33 06-Fre-33 69.3/70.9 6747 0615000043 0T250	In Firebaugh, from south of Morris Kyle Drive to Clyde Fannon Drive. Construct continuous accessible pedestrian path to comply with <b>Americans with Disabilities Act</b> (ADA) Standards.  <del>29 Curb Ramp(s)</del> <b>19 Curb Ramp(s)</b>	18-19 201.361	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$221 \$780 \$230 \$475 \$273 <u>\$2,085</u> <del>\$4,004</del>	\$221 \$780 \$230 \$475 <b>\$616</b> <u>\$2,085</u> <b>\$4,407</b>
34 06-Fre-99 R0.9/R5.0 6727 0615000038 0S460	In and near <del>Kingsburg</del> <b>Kingsburg</b> , from Route 201 to south of Second Street. Roadway rehabilitation.  <del>0.4 Lane Mile(s)</del> <b>16.2 Lane Mile(s)</b>	18-19 201.122	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$677 \$1,496 \$43 \$2,705 \$25 <u>\$24,086</u> <del>\$29,032</del>	\$677 \$1,496 \$43 <b>\$5,000</b> <b>\$375</b> <u><b>\$39,851</b></u> <b>\$47,442</b>
35 06-Ker-5 12.5 6877 0617000225 0W460	Near the Grapevine, at the California Aqueduct No. 50 -0321L/R. Improve to standard load capacity. <del>(PA&amp;ED Only)</del> 2 Bridge(s)	18-19 201.322	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$1,910 <del>\$0</del> <del>\$0</del> <del>\$0</del> <del>\$0</del> <del>\$0</del> <del>\$1,910</del>	\$1,910 <b>\$430</b> <b>\$10</b> <b>\$725</b> <b>\$10</b> <u><b>\$1,876</b></u> <b>\$4,961</b>



**List of 2016 SHOPP Amendments  
 (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)**

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code		Project Costs (\$1,000)	
36 06-Ker-5 99 <del>R45-8</del> L0.0/0.6 6876 0617000222 0W430	Near the Grapevine, <del>from at</del> the Route 5/99 Separation <del>No. 50-0240 R</del> to 2.1 miles south of Route 166 <b>Overcrossing; also on Route 5, at the Route 5/99 Separation Bridge No. 50-0240R.</b> Lower roadway profile to obtain standard vertical clearance. ( <del>PA&amp;ED Only</del> )	18-19 201.322	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$1,600 <del>\$0</del> <del>\$0</del> <del>\$0</del> <del>\$0</del> <del>\$0</del> \$1,600	\$1,600 <b>\$470</b> <b>\$10</b> <b>\$1,500</b> <b>\$10</b> <b>\$7,795</b> <b>\$11,385</b>
37 07-LA-10 31.2/37.2 4712 0714000044 30390	In Baldwin Park and West Covina, from Route 605 to Citrus Avenue. Rehabilitate roadway.  50.4 Lane Mile(s)	19-20 201.120	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$990 <del>\$4,670</del> \$23 \$8,444 \$147 <u>\$60,496</u> <del>\$74,770</del>	\$990 <b>\$8,385</b> \$23 \$8,444 \$147 <u>\$60,496</u> <b>\$78,485</b>
38 07-LA-66 0.0/3.2 4744 0714000177 30650	In La Verne and Pomona, from Baseline Road to Towne Avenue. Construct and upgrade curb ramps and sidewalks to comply with <b>Americans with Disabilities Act</b> (ADA) Standards.  67 Curb Ramp(s)	18-19 201.361	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$753 <del>\$800</del> <del>\$30</del> <del>\$650</del> \$0 <u><del>\$3,800</del></u> <del>\$6,033</del>	\$753 <b>\$2,500</b> <b>\$300</b> <b>\$2,000</b> <b>\$700</b> <u><b>\$2,900</b></u> <b>\$9,153</b>
39 07-LA-213 0.0/8.0 4743 0714000178 30660	In the cities of Rancho Palos Verdes, Lomita and Los Angeles, from W 25th Street to W Carson Street at various locations. Upgrade curb ramps, sidewalks and driveways to meet <b>Americans with Disabilities Act</b> (ADA) Standards. (G13 Contingency Project)  188 Curb Ramp(s)	18-19 201.361	PA&ED PS&E R/W Sup * Con Sup R/W Cap * <u>Const Cap</u> Total	\$1,087 <del>\$500</del> <del>\$50</del> <del>\$500</del> <del>\$176</del> <u><del>\$4,244</del></u> <del>\$6,557</del>	\$1,087 <b>\$3,500</b> <b>\$750</b> <b>\$3,500</b> <b>\$2,300</b> <u><b>\$4,500</b></u> <b>\$15,637</b>
* Phase NOT Authorized.					
40 08-Riv-10 6.0/70.0 3002Q 0814000249 1F560	In Riverside County, on Routes 10, 62, 74, 86, <del>880,</del> <b>and 111 and 95</b> at various locations. Advance Mitigation. Financial Contribution Only (FCO).  <del>30 Location(s)</del> <b>15 Location(s)</b>	18-19 201.240	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$150 \$0 \$15 \$0 \$7,600 <u>\$0</u> \$7,765	



**List of 2016 SHOPP Amendments  
 (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)**

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code		Project Costs (\$1,000)	
41 08-Riv-79 25.6/26.4 3002R 0814000257 1F600	In Hemet, from East Florida Avenue to East Menlo Avenue. Construct and upgrade pedestrian facilities to current Americans with Disability Act (ADA) Standards.  <del>402 Curb Ramp(s)</del> <b>85 Curb Ramp(s)</b>	19-20 201.361	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$450 \$900 <del>\$670</del> \$600 <del>\$379</del> <u>\$1,117</u> <u>\$4,116</u>	\$450 \$900 <b>\$2,094</b> \$600 <b>\$1,085</b> <b>\$1,508</b> <b>\$6,637</b>
42 08-SBd-15 <del>30.0/42.5</del> <b>R28.6/37.5</b> 3003U 0815000244 0K122	In Hesperia and Victorville, from <del>Route 395</del> <b>Oak Hill Road to north of Mojave Drive south of Bear Valley Road</b> . Rehabilitate roadway. (G13 Contingency Project)  <del>73.0 Lane Mile(s)</del> <b>59.0 Lane Mile(s)</b>	19-20 201.122	PA&ED PS&E R/W Sup * Con Sup R/W Cap * <u>Const Cap</u> Total	\$900 <del>\$1,500</del> <del>\$40</del> \$11,700 \$10 <u>\$159,029</u> <u>\$173,149</u>	\$900 <b>\$5,300</b> <b>\$210</b> \$11,700 \$10 <u>\$159,029</u> <b>\$177,149</b>
* Phase NOT Authorized.					
43 10-Mer-140 0.0/42.1 3018 1013000108 0Y110	Near the city of Merced, at various locations, from Route 5 to 6 miles east of the city of Merced. Upgrade metal beam guardrails.  <del>36 Collision(s) Reduced</del> <b>49 Collision(s) Reduced</b>	19-20 201.015	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$1,442 <del>\$873</del> \$280 <del>\$704</del> <del>\$928</del> <u>\$2,940</u> <u>\$7,167</u>	\$1,442 <b>\$1,168</b> \$280 <b>\$1,187</b> <b>\$794</b> <b>\$4,334</b> <b>\$9,205</b>
44 10-SJ-120 R2.6/T7.1 3120 1013000247 0X710	In and near Manteca, from east of McKinley Avenue to Route 99. Highway worker safety improvements.  <del>38 Location(s)</del> <b>33 Location(s)</b>	18-19 201.235	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$409 \$723 \$9 \$808 \$11 <u>\$3,491</u> <u>\$5,451</u>	
45 10-Tuo-120 48.8/R50.5 3136 1015000006 0Y790	Near Haden Flat, from east of Cherry Lake Road to west of Packard Canyon Road. Stabilize slope erosion at two locations.  <del>2 Location(s)</del> <b>1 Location(s)</b>	18-19 201.150	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$650 \$493 \$48 \$363 <del>\$42</del> <u>\$1,874</u> <u>\$3,440</u>	\$650 \$493 \$48 \$363 <b>\$6</b> <b>\$1,200</b> <b>\$2,760</b>



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 (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)**

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code		Project Costs (\$1,000)	
46 12-Ora-39 5.1/8.1 3167 1215000022 0P010	In Huntington Beach, Westminster and Garden Grove, at the intersections of Heil Avenue (PM 5.14), MacDonald Street (PM 5.30) and Trask Avenue (PM 8.14); also on Route 90, in Brea at the intersection of Castlegate Lane/Placentia Avenue (PM 5.93). Modify existing signals and lighting and upgrade Americans with Disabilities Act (ADA) facilities to current standards.	18-19 201.010	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$500 \$750 \$420 <del>\$720</del> <del>\$400</del> <u>\$1,570</u> <del>\$4,300</del>	\$500 \$750 \$420 <b>\$820</b> <b>\$364</b> <b>\$2,500</b> <b>\$5,354</b>
141 Collision(s) Reduced					



4.12

**ADOPTION OF THE 2018 STATE HIGHWAY  
OPERATION AND PROTECTION PROGRAM.**

INFORMATION ON THIS ITEM WILL BE  
PROVIDED PRIOR TO THE MARCH 21-22, 2018  
CALIFORNIA TRANSPORTATION COMMISSION MEETING



## **M e m o r a n d u m**

**To:** CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

**CTC Meeting:** March 21-22, 2018

**Reference No:** 2.5b.(1)  
Action Item

**From:** NORMA ORTEGA  
Chief Financial Officer

**Prepared by:** Steven Keck, Chief  
Division of Budgets

**Subject:** **FINANCIAL ALLOCATION FOR SHOPP PROJECTS**  
**RESOLUTION FP-17-37**

### **ISSUE:**

Should the California Transportation Commission (Commission) approve an allocation of \$111,362,000 for 13 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 \$111,362,000 for 13 SHOPP projects.

### **BACKGROUND:**

The attached vote list describes 13 SHOPP Projects totaling \$111,362,000. The Department is ready to proceed with these projects, and is requesting an allocation at this time.

### **FINANCIAL RESOLUTION:**

Resolved, that \$92,228,000 be allocated from the Budget Act of 2017, Budget Act Items 2660-302-0042, 2660-302-0890 and Non-Budget Act Item 2660-802-3290 for construction and \$19,134,000 for construction engineering for 13 SHOPP projects described on the attached vote list.

Attachment



## 2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
<b>2.5b.(1) SHOPP Projects</b>		<b>Resolution FP-17-37</b>		
1 \$3,709,000  Sacramento 03-Sac-50 L0.3/L2.4	In the city of Sacramento, from Route 5 to Route 51; also, on Route 51 from Route 50 to east of Arden Way (PM 0.0/4.2) at various locations. <u>Outcome/Output</u> : Upgrade guardrail to current standards and install concrete barrier to reduce the number and severity of collisions.  <u>Performance Measure</u> : Planned: 8, Actual: 8 Collision(s) Reduced  Preliminary <u>Engineering</u> <u>Budget</u> <u>Expended</u> PA&ED      \$200,000      \$162,317 PS&E      \$480,000      \$343,070 R/W Supp      \$20,000      \$0  (CEQA - CE, 12/22/2016; Re-validation 01/12/2018) (NEPA - CE, 12/22/2016; Re-validation 01/12/2018)	03-6241 SHOPP/17-18 CON ENG \$650,000 CONST \$3,000,000 0314000229 4 4F610	001-0890 FTF 20.10.201.015  2017-18 302-0042 SHA 302-0890 FTF 20.20.201.015	\$650,000   \$61,000 <u>\$2,998,000</u> \$3,059,000
2 \$26,572,000  Yuba 03-Yub-20 20.1/21.6	Near Lake Wildwood, from 0.4 mile east of McGanney Lane to Yuba/Nevada County line; also in Nevada County, from Yuba/Nevada County line to Mooney Flat Road. <u>Outcome/Output</u> : Realign curves and widen shoulders to reduce the number and severity of collisions.  <u>Performance Measure</u> : Planned: 62, Actual: 62 Collision(s) Reduced  Preliminary <u>Engineering</u> <u>Budget</u> <u>Expended</u> PA&ED      \$1,570,000      \$1,829,255 PS&E      \$2,200,000      \$2,100,213 R/W Supp      \$1,500,000      \$1,014,526  (CEQA - MND, 01/08/2016; Re-validation 01/26/2018) (NEPA - FONSI, 01/08/2016; Re-validation 01/26/2018)  (Future consideration of funding approved under Resolution E-16-11; January 2016.)	03-9588 SHOPP/17-18 CON ENG <del>\$3,450,000</del> <b>\$3,780,000</b> CONST \$19,200,000 0300020624 4 2F590	001-0890 FTF 20.10.201.015  2017-18 302-0042 SHA 302-0890 FTF 20.20.201.015	\$3,780,000   \$456,000 <u>\$22,336,000</u> \$22,792,000



## 2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
<b>2.5b.(1) SHOPP Projects</b>		<b>Resolution FP-17-37</b>		
3 \$3,804,000  Solano 04-Sol-80 13.9	Near Fairfield, at Dan Wilson Creek Bridge No. 23 -0006. <u>Outcome/Output:</u> Rehabilitate westbound bridge deck to address structural deficiencies, replace bridge railings and approach slabs, and upgrade guardrail.  <u>Performance Measure:</u> Planned: 1, Actual: 1 Bridge(s)  Preliminary <u>Engineering</u> PA&ED \$1,520,000 \$1,443,326 PS&E \$851,000 \$865,468 R/W Supp \$100,000 \$15,340  (CEQA - MND, 12/12/2016; Re-validation 02/01/2018) (NEPA - CE, 12/15/2016; Re-validation 02/01/2018)  (Concurrent consideration of funding under Resolution E-18-16; March 2018.)	04-8315N SHOPP/17-18 CON ENG <del>\$600,000</del> <b>\$714,000</b> CONST \$2,600,000 0412000153 4 3G690	001-0890 FTF 20.10.201.110  2017-18 802-3290 RMRA 302-0890 FTF 20.20.201.110	\$714,000   \$1,545,000 <u>\$1,545,000</u> \$3,090,000
4 \$1,596,000  Sonoma 04-Son-1 22.5	Near Jenner, at 2.4 miles north of Route 116. <u>Outcome/Output:</u> Permanent restoration of fire damaged retaining wall to ensure the stability of the roadway and repair the drainage system to prevent further erosion.  <u>Performance Measure:</u> Planned: 1, Actual: 1 Location(s)  Preliminary <u>Engineering</u> PA&ED \$806,000 \$658,157 PS&E \$490,000 \$421,295 R/W Supp \$10,000 \$0  (CEQA - CE, 09/20/2016; Re-validation 11/13/2017) (NEPA - CE, 09/20/2016; Re-validation 11/13/2017)	04-1481A SHOPP/17-18 CON ENG <del>\$220,000</del> <b>\$260,000</b> CONST \$1,370,000 0414000348 4 1J750	001-0042 SHA 001-0890 FTF 20.10.201.131  2017-18 302-0042 SHA 302-0890 FTF 20.20.201.131	\$6,000 <u>\$254,000</u> \$260,000  \$27,000 <u>\$1,309,000</u> \$1,336,000



## 2.5 Highway Financial Matters

2.5 Highway Financial Matters					PPNO			
Project #	Allocation Amount	County	Location	Project Description	Program/Year Phase	Budget Year		
Dist-Co-Rte					Prgm'd Amount	Item # Fund Type	Amount by	
Postmile				Project Support Expenditures	Project ID Adv Phase EA	Program Code	Fund Type	
2.5b.(1) SHOPP Projects					Resolution FP-17-37			
5	\$4,542,000	San Luis Obispo	05-SLO-1	64.0/R66.9	Near San Simeon, from Piedras Blancas Lighthouse Road to Arroyo De La Cruz Bridge. Outcome/Output: Required on-site landscape mitigation for previous project (EA 05-49280, PPNO 4928A). Restore coastal prairie, wetlands, riparian habitat and provide a 4 year monitoring period within right of way.	05-4928Z SHOPP/17-18 CON ENG <del>\$1,376,000</del> \$1,520,000 CONST \$3,843,000 0515000030 4 49282	001-0890 FTF 20.10.201.150  2017-18 302-0042 SHA 302-0890 FTF 20.20.201.150	\$1,520,000   \$60,000 \$2,962,000 \$3,022,000
Performance Measure:								
Planned: 0, Actual: 0 Location(s)								
Preliminary								
Engineering								
PA&ED								
PS&E								
R/W Supp								
(CEQA - EIR, 08/11/2010; Re-validation 12/06/2017)								
(NEPA - FONSI, 08/11/2010; Re-validation 12/06/2017)								
(Future consideration of funding approved under Resolution E-10-89; November 2010.)								
(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.)								
6	\$4,188,000	Madera	06-Mad-41	36.3/40.8	In and near Oakhurst, from north of Road 426 to north of Allen Road. Outcome/Output: Rehabilitate pavement by cold planing existing pavement and overlaying with Hot Mix Asphalt after sealing cracks and repairing failed localized areas, repair guardrail, and reconstruct ramp terminus. This project will improve safety and ride quality.	06-6716 SHOPP/17-18 CON ENG \$698,000 CONST \$3,396,000 0614000043 4 0R160	001-0890 FTF 20.10.201.121  2017-18 802-3290 RMRA 302-0890 FTF 20.20.201.121	\$698,000   \$400,000 \$3,090,000 \$3,490,000
Performance Measure:								
Planned: 7, Actual: 10 Lane Mile(s)								
Preliminary								
Engineering								
PA&ED								
PS&E								
R/W Supp								
(CEQA - MND, 06/30/2016; Re-validation 11/17/2017)								
(NEPA - CE, 06/30/2016; Re-validation 07/07/2017)								
(Future consideration of funding approved under Resolution E-17-14; March 2017.)								



## 2.5 Highway Financial Matters

2.5 Highway Financial Matters					PPNO		
Project #	Allocation Amount	County	Location	Project Description	Program/Year Phase	Budget Year	Amount by
Dist-Co-Rte					Prgm'd Amount Project ID Adv Phase	Item # Fund Type	Fund Type
Postmile				Project Support Expenditures	EA	Program Code	
2.5b.(1) SHOPP Projects					Resolution FP-17-37		
7				In Burbank, from Verdugo Avenue to Magnolia	07-4702	001-0890 FTF	\$2,261,000
\$16,739,000				Boulevard. <u>Outcome/Output:</u> Rehabilitate roadway by	SHOPP/17-18	20.10.201.122	
				placing new concrete pavement, resurfacing asphalt	CON ENG		
Los Angeles				pavement ramps, constructing new concrete barrier at	<del>\$1,900,000</del>	2017-18	
07-LA-5				ramp shoulder, reconstructing structure approach slabs,	<b>\$2,261,000</b>	802-3290 RMRA	\$1,661,000
28.9/29.4				modifying signal, and reconstructing ramp terminus.	CONST	302-0890 FTF	<u>\$12,817,000</u>
				This project will improve safety and ride quality.	\$14,890,000	20.20.201.122	\$14,478,000
					0714000019		
				<u>Performance Measure:</u>	4		
				Planned: 4.0, Actual: 4.0 Lane Mile(s)	30130		
				Preliminary			
				<u>Engineering</u>			
				<u>Budget</u>			
				<u>Expended</u>			
				PA&ED	\$170,000		\$0
				PS&E	\$1,300,000		\$1,502,604
				R/W Supp	\$230,000		\$0
				(CEQA - CE, 2/20/2014; Re-validation 12/21/2017)			
				(NEPA - CE, 2/20/2014; Re-validation 12/21/2017)			
8				In and near the city of Ventura, from Route 101 to 0.1	07-4697	001-0890 FTF	\$2,000,000
\$15,810,000				mile south of Park View Drive. <u>Outcome/Output:</u>	SHOPP/17-18	20.10.201.121	
				Rehabilitate pavement by grinding and overlaying	CON ENG		
Ventura				existing asphalt ramps, shoulders and mainline,	<del>\$1,705,000</del>	2017-18	
07-Ven-33				replacing damaged slabs and grinding concrete	<b>\$2,000,000</b>	802-3290 RMRA	\$1,584,000
0.0/6.3				pavement, replacing structure approach slabs, and	CONST	302-0890 FTF	<u>\$12,226,000</u>
				upgrading guardrail. This project will extend pavement	\$12,309,000	20.20.201.121	\$13,810,000
				service life and improve ride quality.	0714000006		
					4		
				<u>Performance Measure:</u>	30340		
				Planned: 24.6, Actual: 24.6 Lane Mile(s)			
				Preliminary			
				<u>Engineering</u>			
				<u>Budget</u>			
				<u>Expended</u>			
				PA&ED	\$80,000		\$45,701
				PS&E	\$1,600,000		\$1,030,063
				R/W Supp	\$25,000		\$0
				(CEQA - CE, 3/23/2015; Re-validation 12/21/2017)			
				(NEPA - CE, 3/23/2015; Re-validation 12/21/2017)			



## 2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
<b>2.5b.(1) SHOPP Projects</b>		<b>Resolution FP-17-37</b>		
9 \$1,786,000  Ventura 07-Ven-Var. Var.	In various cities, at various locations on Routes 23, 101, and 126. <u>Outcome/Output:</u> Implement storm water mitigation, stabilize slopes, and improve water quality run-off by regrading bridge abutment slopes, paving slopes, repairing drainage system, and clearing of trash, debris and sediment. This project will fulfill the requirements of the Annual Element Soil Stabilization Program.  <u>Performance Measure:</u> Planned: 1.0, Actual: 1.0 Acres treated/ pollutant  Preliminary <u>Engineering</u> PA&ED PS&E R/W Supp	07-4842 SHOPP/17-18 CON ENG <del>\$1,090,000</del> <b>\$1,164,000</b> CONST \$530,000 0715000085 4 31330	001-0042 SHA 20.10.201.335  2017-18 302-0042 SHA 20.20.201.335	\$1,164,000    \$622,000
10 \$17,560,000  Calaveras 10-Cal-4 Var	In Calaveras County on Routes 4 and 26 at various locations; also, in Alpine County on Routes 4, 88, 89, and 207 at various locations; and in Amador County on Routes 26 and 88 at various locations. <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: 9,000, Actual: 12,458 Location(s)  Preliminary <u>Engineering</u> PA&ED PS&E R/W Supp	10-3222A SHOPP/17-18 CON ENG \$2,800,000 CONST \$12,349,000 1018000017 4 1F641	001-0042 SHA 20.10.201.131  2017-18 302-0042 SHA 20.20.201.131	\$2,800,000    \$14,760,000
11 \$9,132,000  Tuolumne 10-Tuo-108 0.0	In Tuolumne County on Routes 108 and 120 at various locations; also, in Mariposa County on Routes 120 and 140 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: 4,000, Actual: 5,971 Location(s)  Preliminary <u>Engineering</u> PA&ED PS&E R/W Supp	10-3222B SHOPP/17-18 CON ENG \$1,750,000 CONST \$6,156,000 1018000018 4 1F642	001-0042 SHA 20.10.201.131  2017-18 302-0042 SHA 20.20.201.131	\$1,750,000    \$7,382,000



## 2.5 Highway Financial Matters

Project #	Allocation Amount	County	Location	Project Description	PPNO Program/Year Phase	Prgm'd Amount	Budget Year	Amount by
Dist-Co-Rte					Project ID		Item # Fund Type	Fund Type
Postmile				Project Support Expenditures	Adv Phase		Program Code	
EA								
2.5b.(1) SHOPP Projects					Resolution FP-17-37			
12				In and near the cities of Chula Vista, National City, Coronado and San Diego on Routes 5, 8, 52, 75, 163 and 805 at various locations. <u>Outcome/Output:</u>	11-1022		001-0890 FTF	\$1,137,000
\$3,624,000					SHOPP/17-18		20.10.201.361	
					CON ENG			
San Diego				Upgrade existing pedestrian curb ramps, and construct new curb ramps, to make compliant with the Americans with Disabilities Act (ADA) standards.	\$1,137,000		2017-18	
11-SD-Var.					CONST		302-0042 SHA	\$50,000
Var.					\$2,755,000		302-0890 FTF	<u>\$2,437,000</u>
					1100020271		20.20.201.361	\$2,487,000
				<u>Performance Measure:</u>	4			
				Planned: 72, Actual: 72 Curb Ramps	40580			
				Preliminary				
				<u>Engineering</u>				
				PA&ED	\$841,000			\$857,778
				PS&E	\$2,016,000			\$2,265,336
				R/W Supp	\$134,000			\$10,753
				(CEQA - CE, 2/25/2016; Re-validation 11/7/2017)				
				(NEPA - CE, 2/25/2016; Re-validation 11/7/2017)				
13				In and near Irvine, from 0.5 mile south of Route 405 to Route 241. <u>Outcome/Output:</u> Install all-weather worker access trails and porous pavements on drainage surfaces and swales, relocate existing roadside facilities to safe work locations, provide miscellaneous roadside paving of narrow areas, slopes and areas beyond the gore. This project will improve highway worker safety by reducing exposure to traffic.	12-4839A		001-0890 FTF	\$400,000
\$2,300,000					SHOPP/17-18		20.10.201.235	
					CON ENG			
Orange					\$400,000		2017-18	
12-Ora-133					CONST		302-0042 SHA	\$38,000
R7.8/13.7					\$1,900,000		302-0890 FTF	<u>\$1,862,000</u>
					1213000102		20.20.201.235	\$1,900,000
					4			
					ON100			
				<u>Performance Measure:</u>				
				Planned: 25, Actual: 25 Location(s)				
				Preliminary				
				<u>Engineering</u>				
				PA&ED	\$200,000			\$177,809
				PS&E	\$340,000			\$240,547
				R/W Supp	\$60,000			\$50,867
				(CEQA - CE, 3/27/2017)				
				(NEPA - CE, 3/27/2017)				



## **M e m o r a n d u m**

**To:** CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

**CTC Meeting:** March 21-22, 2018

**Reference No:** 2.5b.(3)  
Action Item

**From:** NORMA ORTEGA  
Chief Financial Officer

**Prepared by:** Steven Keck, Chief  
Division of Budgets

**Subject:** **FINANCIAL ALLOCATION FOR SHOPP PROJECT  
RESOLUTION FP-17-39**

### **ISSUE:**

Should the California Transportation Commission (Commission) approve an allocation of \$30,960,000 for the Belle Terrance Overcrossing replacement and realignment of connector ramp Route 58 project in Kern County programmed in the State Highway Operation and Protection Program (SHOPP)?

### **RECOMMENDATION:**

The California Department of Transportation (Department) recommends that the Commission approve an allocation of \$30,960,000 for the Belle Terrance Overcrossing replacement and realignment of connector ramp Route 58 project in Kern County programmed in the SHOPP.

### **BACKGROUND:**

The attached vote list describes one SHOPP project totaling \$30,960,000. The Department is ready to proceed with this project and is requesting an allocation at this time.

### **FINANCIAL RESOLUTION:**

Resolved, that \$30,960,000 be allocated from the Budget Act of 2017, Budget Act Items 2660-302-0042 and 2660-302-0890 for construction for the SHOPP project described on the attached vote list.

Attachment



## 2.5 Highway Financial Matters

Project #	Allocation Amount	County	Location	Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
Dist-Co-Rte	Postmile			Project Support Expenditures			
<b>2.5b.(3) SHOPP Projects (ADVANCEMENTS)</b>				<b>Resolution FP-17-39</b>			
1				In Bakersfield from 0.3 mile south of Belle Terrace	06-6891	001-0890 FTF	\$0
\$30,960,000				Overcrossing No. 50-0263 to 0.1 mile north of Route	SHOPP/18-19	20.10.201.310	
				58; also on Route 58 from Route 99 to 0.2 mile east of	CON ENG		
Kern				Route 99 (PM R52.3 to R52.5). <u>Outcome/Output:</u>	<del>\$4,500,000</del>	2017-18	
06-Ker-99				Provide Financial Contribution Only (FCO) to replace	\$0	302-0042 SHA	\$619,000
22.8/23.6				overcrossing and realign connector ramp. These	CONST	302-0890 FTF	<u>\$30,341,000</u>
				improvements will be constructed by the City of	\$30,960,000	20.20.201.310	\$30,960,000
				Bakersfield as part of a new auxiliary lane project.	0618000019		
					4FCO		
					48464		
				<u>Performance Measure:</u>			
				Planned: 648, Actual: 648 Daily vehicle hour(s) of			
				delay (DVHD)			
				Preliminary			
				<u>Engineering</u>			
				<u>Budget</u>			
				<u>Expended</u>			
				PA&ED	\$		\$
				PS&E	\$300,000		\$
				R/W Supp	\$		\$
				(CEQA - EIR, 12/04/2015; Re-validation 08/03/2017)			
				(NEPA - EIS, 12/04/2015; Re-validation 08/03/2017)			
				(Concurrent consideration of funding under Resolution			
				E-18-30; March 2018.)			
				(This is a Financial Contribution Only (FCO) to City of			
				Bakersfield.)			
				(Additional contribution: \$1,500,000 CONST from the			
				City of Bakersfield .)			
				(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.)			
				<u>CONTINGENT ON THE ADOPTION OF THE 2018</u>			
				<u>SHOPP.</u>			



## Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 21-22, 2018

Reference No: 2.5b.(2)  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Steven Keck, Chief  
Division of Budgets

Subject: **FINANCIAL ALLOCATION FOR SHOPP PROJECTS**  
**PA&ED, PS&E AND R/W SUPPORT**  
**RESOLUTION FP-17-38**

### **ISSUE:**

Should the California Transportation Commission (Commission) approve an allocation of \$226.9 million for Project Approval and Environmental Document (PA&ED), Plans, Specifications and Estimate (PS&E) and Right-of-Way (R/W) support for 241 phases programmed in the 2016 State Highway Operation and Protection Program (SHOPP)?

### **RECOMMENDATION:**

The California Department of Transportation (Department) recommends that the Commission approve an allocation for the following phases for the amounts and number of projects listed below programmed in the 2016 SHOPP:

- \$145.2 million for PA&ED for 147 projects
- \$71.5 million for PS&E for 51 projects and
- \$10.2 million for R/W support for 43 projects.

The attached list describes 241 SHOPP phases totaling \$226.9 million for PA&ED, PS&E and R/W support costs that are ready now.

### **BACKGROUND:**

The 2016 SHOPP details both support and construction capital for rehabilitation projects on the State Highway System. The passage of the Road Repair and Accountability Act (SB 1) necessitates that the Department and the Commission establish baseline budgets for each phase of each project in the 2016 SHOPP, and requires an allocation of each support phase on or after July 1, 2017.

### **FINANCIAL RESOLUTION:**

Resolved, that \$226.9 million be allocated for PA&ED, PS&E and R/W support for SHOPP projects described on the attached list.

Attachment



## 2.5 Highway Financial Matters

No.	Dist-Co-Route	PPNO Project ID	Location/Description	EA	Program Code	Phase	Programmed Amount	Allocation Amount
2.5b.(2) Support Allocations for SHOPP Projects							Resolution FP-17-38	
Phase: PA&ED								
1	01-Hum-101	2481 0117000128	In Eureka, from Sixth Street to south of X Street. Improve curve and signs, construct bulb-outs, upgrade curb ramps, apply microsurfacing, and refresh pavement delineation.	0H200	201.010	PA&ED	\$1,265,000	\$1,265,000
2	02-Plu-70	3639 0216000043	Near Quincy, at various locations from 0.3 mile west of Butterfly Valley Road to 0.2 mile west of Two Rivers Road; also, on Route 89 near Greenville, from 0.9 mile north to 1.4 miles north of Wolf Creek Road (PM 25.1/25.3). Upgrade rock fall fence to reduce maintenance and highway worker exposure.	1H790	201.235	PA&ED	\$350,000	\$350,000
<u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u>								
3	02-Plu-70	3619 0216000024	In and near Cromberg and Portola, from 0.2 mile east of Gill Ranch Road to 0.2 mile west of Big Grizzly Creek Bridge. Rehabilitate roadway, repair or replace culverts, upgrade guardrail, upgrade bridge railing at Humbug Creek Bridge No. 09-0022, and make pedestrian facilities American with Disabilities Act (ADA) compliant. (G13 Contingency)	1H580	201.120	PA&ED	\$3,490,000	\$3,490,000
<u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u>								
4	02-Sha-5	3630 0216000041	Near Lakehead, at O'Brien Undercrossing No. 06-0148L. Rehabilitate bridge deck with concrete overlay, upgrade bridge rails, and construct approach slabs.	1H390	201.110	PA&ED	\$250,000	\$250,000
<u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u>								
5	02-Sha-299	3618 0216000036	Near Burney, from 2.6 miles east of Carberry Flat Road to 0.3 mile east of Burney Mountain Power Road. Rehabilitate pavement, upgrade guardrail, and make curbs Americans with Disabilities Act (ADA) compliant.	1H570	201.121	PA&ED	\$1,430,000	\$1,430,000
<u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u>								



## 2.5 Highway Financial Matters

No.	Dist-Co-Route	PPNO Project ID	Location/Description	EA	Program Code	Phase	Programmed Amount	Allocation Amount
<b>2.5b.(2) Support Allocations for SHOPP Projects</b>			<b>Resolution FP-17-38</b>					
6	02-Sis-3	3643 0217000009	In Yreka, from 0.4 mile north of Laura Lane to Juniper Drive; also on Route 263 from Route 3 to 1.0 mile south of Long Gulch Road (PM 49.07 to 49.41). Reconstruct pavement structural section, replace sidewalk, driveways, curb ramps and pedestrian signals to meet current Americans with Disabilities Act (ADA) Standards, designate bikeways with new signage and pavement delineation.	1H520	201.120	PA&ED	\$1,830,000	\$1,830,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
7	02-Sis-5	3507 0213000002	In and near various cities, at various locations, from Shasta County line to Oregon State line (PM R69.293). Enhance traffic safety by improving the roadside clear recovery zone.	4F520	201.015	PA&ED	\$1,000,000	\$1,000,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
8	02-Sis-5	3631 0216000042	Near Mt. Shasta, at Azalea Road Overcrossing No. 02-0126. Rehabilitate bridge.	1H400	201.110	PA&ED	\$320,000	\$320,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
9	02-Sis-5	3657 0216000114	Near Weed, from 0.2 mile south to 0.3 mile north of Weed Airport Safety Roadside Rest Area. Upgrade wastewater and water systems.	2H130	201.235	PA&ED	\$260,000	\$260,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
10	02-Teh-5	3632 0216000044	Near Red Bluff, from Nine Mile Hill Overcrossing to 0.1 mile north of Bowman Road Overcrossing. Improve median clear recovery zone and widen inside shoulder to make standard for enhanced errant vehicle safety.	1H470	201.015	PA&ED	\$930,000	\$930,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
11	02-Teh-5	3611 0216000010	Near Red Bluff, from 0.3 mile north of Snively Road Overcrossing to 0.4 mile north of Bowman Road Overcrossing. Upgrade southbound Cottonwood Commercial Vehicle Enforcement Facility (CVEF).	1H680	201.321	PA&ED	\$450,000	\$450,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								



## 2.5 Highway Financial Matters

No.	Dist-Co-Route	PPNO Project ID	Location/Description	EA	Program Code	Phase	Programmed Amount	Allocation Amount
<b>2.5b.(2) Support Allocations for SHOPP Projects</b>			<b>Resolution FP-17-38</b>					
12	02-Teh-99	3642 0216000148	Near Los Molinos, from 0.2 mile south to 0.2 mile north of Champlin Slough Bridge No. 08-0006. Replace bridge to correct scour critical conditions.	1H510	201.111	PA&ED	\$850,000	\$850,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
13	02-Tri-299	3637 0216000049	Near Douglas City, at various locations from 1.2 miles east of Lewiston Road to 0.5 mile west of Shasta County line. Perform storm water mitigation improvements at 16 locations to meet Statewide National Pollutant Discharge Eliminating System (NPDES) permit mandate goals.	1H700	201.335	PA&ED	\$860,000	\$860,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
14	03-ED-50	3326 0318000001	Near Pollock Pines, east of Sly Park Road. Permanently restore roadway by mitigating the progression of recurring roadway slipout.	3H450	201.131	PA&ED	\$840,000	\$840,000
15	03-Nev-20	4001 0318000129	In Nevada, El Dorado, Yuba, Placer, and Yolo counties on Routes 20, 80, 50, 70, 49, and 16 at various locations. Construct rumble strips.	4H030	201.010	PA&ED	\$110,000	\$110,000
16	04-CC-4	0481U 0414000004	In and near Hercules, Martinez, and Concord, at various locations from Route 80 to 0.3 mile east of Bailey Road. Upgrade guardrail to make standard.	0J480	201.015	PA&ED	\$1,000,000	\$1,000,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
17	04-CC-4	1487N 0415000091	In Contra Costa County, on Routes 4, 24, 80, 123, 242, 580, and 680 at various locations. Install Accessible Pedestrian Signal (APS) systems and pedestrian countdown timers, and refresh crosswalk markings with high-visibility striping to enhance pedestrian safety.	3J140	201.015	PA&ED	\$1,108,000	\$1,108,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
18	04-CC-24	1493A 0416000027	In Orinda, at St. Stephens Drive Overcrossing No. 28-0111. Seismic retrofit.	4J840	201.113	PA&ED	\$925,000	\$925,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								



## 2.5 Highway Financial Matters

No.	Dist-Co-Route	PPNO Project ID	Location/Description	EA	Program Code	Phase	Programmed Amount	Allocation Amount
<b>2.5b.(2) Support Allocations for SHOPP Projects</b>			<b>Resolution FP-17-38</b>					
19	04-Mrn-101	1452K 0417000028	In San Rafael, at Route 580; and in Sonoma County in Santa Rosa from PM 19.7 to PM 20.7; in Solano County on Route 37 in Vallejo from PM R9.4 to PM R10.4 and on Route 80 in and near Vallejo and Fairfield from PM 6.5 to 17.5; also, in Napa County on Route 29 in and near the cities of Napa and Yountville from PM 11.0 to 21.0. Upgrade fencing to reduce maintenance worker exposure.	2K810	201.235	PA&ED	\$550,000	\$550,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
20	04-Mrn-101	1495K 0416000141	In San Rafael, at Manuel T Freitas Parkway. Upgrade curb ramps, sidewalk, and other facilities to make compliant with ADA standards.	0K800	201.361	PA&ED	\$300,000	\$300,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
21	04-Mrn-131	1491A 0415000350	In and near Tiburon, at Blackfield Drive/Greenwood Cove Drive. Intersection improvements to make compliant with the ADA including removal of traffic islands, upgrading curb ramps and sidewalk, installing new traffic signals, and installing Accessible Pedestrian Signal (APS) pushbuttons and countdown timers.	4J450	201.361	PA&ED	\$400,000	\$400,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
22	04-Nap-29	1496E 0416000040	In and near the cities of American Canyon and Napa, from Kimberly Drive to Salvador Avenue. Upgrade curb ramps and pedestrian push buttons, and install new sidewalk to make facilities compliant with ADA requirements.	0K000	201.361	PA&ED	\$275,000	\$275,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
23	04-Nap-29	1494E 0416000111	In and near the cities of Napa and Yountville, at Craig Creek Bridge No. 21 -0048 (PM 14.11), Dry Creek Bridge No. 21-0014 (PM 16.48), Perfume Creek Bridge No. 21-0051 (PM 17.81), and California Drive Undercrossing No. 21 -0047 (PM 19.04). Upgrade bridge rails and widen shoulders to make standard.	0K630	201.112	PA&ED	\$2,600,000	\$2,600,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								



## 2.5 Highway Financial Matters

No.	Dist-Co-Route	PPNO Project ID	Location/Description	EA	Program Code	Phase	Programmed Amount	Allocation Amount
<b>2.5b.(2) Support Allocations for SHOPP Projects</b>							<b>Resolution FP-17-38</b>	
24	04-Nap-29	1464K 0416000037	Near Calistoga, at 0.3 mile south of Bothe-Napa Valley State Park entrance at Ritchie Creek Bridge No. 21-0057. Replace bridge and provide financial contributions to improve fish passage barriers at the site and within the adjacent State Park for compliance unit credits towards Statewide NPDES permit mandate goals.	4J990	201.335	PA&ED	\$1,820,000	\$1,820,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
25	04-Nap-128	1451C 0416000038	Near Rutherford, at Hopper Slough Bridge No. 20-0019. Replace bridge.	4J830	201.110	PA&ED	\$2,074,000	\$2,074,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
26	04-SCI-17	1453A 0416000373	Near Los Gatos, from south of Summit Road to north of Alma College Road. Install lighting, warning signs, flashing beacons, guardrail, rumble strips, wet-night visibility striping, and channelizers, and apply High Friction Surface Treatment (HFST).	2K140	201.010	PA&ED	\$1,000,000	\$1,000,000
27	04-Sol-84	0480D 0413000081	Near Rio Vista, at the Cache Slough Ferry Crossing. Upgrade the existing fender systems, concrete ramps, and swing gate systems, modify the ferry boat deck surface, and install traffic counter and Vehicle Detection Systems (VDS).	4H060	201.119	PA&ED	\$2,080,000	\$2,080,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
28	04-Son-1	0482T 0413000433	Near Jenner, from 0.3 to 0.4 mile north of Myers Grade Road. Permanent restoration of roadway slip-outs.	0J300	201.131	PA&ED	\$2,106,000	\$2,106,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
29	04-Son-12	1492G 0416000045	In Sonoma County, on Routes 12 and 116 at various locations; also, in Marine County on Routes 1 and 131 at various locations; and in Napa County on Routes 29 and 121 at various locations. Install hybrid beacons, stop and yield lines, crosswalks and bulbouts, and upgrade curb ramps to enhance pedestrian safety.	0K130	201.015	PA&ED	\$800,000	\$800,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								



## 2.5 Highway Financial Matters

No.	Dist-Co-Route	PPNO Project ID	Location/Description	EA	Program Code	Phase	Programmed Amount	Allocation Amount
<b>2.5b.(2) Support Allocations for SHOPP Projects</b>			<b>Resolution FP-17-38</b>					
30	04-Son-12	1493M 0416000098	In and near Santa Rosa, from Llano Road to Farmers Lane. Rehabilitate pavement, upgrade guardrail to make standard, and upgrade curb ramps to make ADA compliant.	0K520	201.121	PA&ED	\$2,084,000	\$2,084,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
31	04-Son-101	1451A 0416000394	In and near Santa Rosa, at Todd Road Overcrossing (OC) No. 20-0172 (PM 16.54) and Baker Avenue OC No. 20-0173 (PM 19.00); also, in Marin County near Navato, at Miller Creek Road OC No. 27-0082 (PM 15.57). Upgrade bridge rails.	2K240	201.112	PA&ED	\$650,000	\$650,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
32	04-Son-116	1491B 0415000351	Near Guerneville, from Brookside Lane to River Road. Upgrade curb ramps and sidewalk, and install Accessible Pedestrian Signal (APS) pushbuttons to make facilities compliant with the ADA standards.	4J460	201.361	PA&ED	\$300,000	\$300,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
33	05-Mon-1	3030 0516000047	Near Lucia, north of Mill Creek Bridge. Stabilize highway segment caused by erosion.  (As part of this allocation request, the Department is requesting to extend the completion of construction an additional 7 months beyond the 36 months deadline.)	0P300	201.150	PA&ED	\$2,376,000	\$2,376,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
34	05-Mon-1	2656 0516000081	Near Big Sur, at the Castro Canon Bridge No. 44-0035. Upgrade bridge railing and approach railings to meet current standards.	1H490	201.112	PA&ED	\$608,000	\$608,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								



## 2.5 Highway Financial Matters

No.	Dist-Co-Route	PPNO Project ID	Location/Description	EA	Program Code	Phase	Programmed Amount	Allocation Amount
<b>2.5b.(2) Support Allocations for SHOPP Projects</b>			<b>Resolution FP-17-38</b>					
35	05-Mon-1	2696 0516000163	Near Carmel-by-the-Sea, at the Garrapata Creek Bridge No. 44-0018. Replace bridge railing to meet current traffic safety standards.  (As part of this allocation request, the Department is requesting to extend the completion of construction an additional 4 months beyond the 36 months deadline.)	1H800	201.112	PA&ED	\$1,600,000	\$1,600,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
36	05-Mon-68	2647 0516000041	In Pacific Grove, from 17 Mile Drive to Congress Avenue. Construct Americans with Disabilities Act (ADA) compliant pathway along eastbound Route 68, upgrade curb ramps and sidewalk to meet ADA standards. Relocate streetlight pole and signs, remove and replant trees.	1H220	201.361	PA&ED	\$313,000	\$313,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
37	05-Mon-101	2635 0516000018	In and near Salinas, from 0.1 mile north of East Market Street to 0.1 mile south of Sherwood Drive. Lengthen the onramp to improve merging conflicts.	1H050	201.015	PA&ED	\$700,000	\$700,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
38	05-Mon-183	2678 0516000118	In Castroville, from Del Monte Ave to Washington Street, a multi-objective Asset Management Pilot Project. Rehabilitate Pavement, repair bridge, construct storm drainage system improvements, construct Intelligent Transportation System (ITS) elements, improve pedestrian, bicycle, and American with Disabilities Act (ADA) facilities. Predominate mobility project.	1H650	201.999	PA&ED	\$2,600,000	\$2,600,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
39	05-Mon-218	2648 0516000042	In Seaside, from El Monte Road to Fremont Boulevard. Construct new sidewalks/upgrade pedestrian pathway and construct/upgrade curb ramps to meet current standards.	1H230	201.361	PA&ED	\$630,000	\$630,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								



## 2.5 Highway Financial Matters

No.	Dist-Co-Route	PPNO Project ID	Location/Description	EA	Program Code	Phase	Programmed Amount	Allocation Amount
<b>2.5b.(2) Support Allocations for SHOPP Projects</b>			<b>Resolution FP-17-38</b>					
40	05-SB-101	2699 0517000001	In Santa Barbara and San Luis Obispo (PM 0.0/8.4) Counties, from Alisos Canyon Road to Los Berros Road at various locations. Roadside safety improvements.	1H850	201.235	PA&ED	\$714,000	\$714,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
41	05-SB-154	2674 0516000060	In Santa Ynez, from 0.2 mile east to 0.1 mile west of Edison Street/Baseline Avenue. Construct a roundabout to improve operations and safety.	1H310	201.310	PA&ED	\$793,000	\$793,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
42	05-SB-Var	2628 0516000006	In Santa Barbara, San Luis Obispo, Monterey, and Santa Cruz Counties on Routes 1, 101, 129, 135, 156, and 246 at various locations. Install Accessible Pedestrian Signal (APS) push buttons, Countdown Pedestrian Signal (CPS) heads, pedestrian barricades, and crosswalk signage to improve pedestrian and bicycle safety.	1G960	201.015	PA&ED	\$879,000	\$879,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
43	05-SCr-9	2627 0516000005	Near Ben Lomond, from Holiday Lane to 4.7 miles north of the northern junction of Routes 236/9. Replace failed culverts systems and construct energy dissipaters.	1G950	201.335	PA&ED	\$1,445,000	\$1,445,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
44	05-SCr-152	2530 0514000039	Near Watsonville, from 0.1 mile east of Beverly Drive to Holohan Road/College Road. Construct pedestrian bridge next to the Corralitos Creek Bridge, concrete barrier, retaining wall, curb, gutter and sidewalk to meet Americans with Disabilities Act (ADA) Standards.	1F620	201.361	PA&ED	\$1,621,000	\$1,621,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
45	06-Ker-58	6756 0615000212	In and near Bakersfield, from Route 43 to 0.1 mile west of Allen Road. Pavement rehabilitation.	0U110	201.121	PA&ED	\$1,400,000	\$1,400,000
<b><u>CONTINGENT ON THE ADOPTION OF THE 2018 SHOPP.</u></b>								



## 2.5 Highway Financial Matters

No.	Dist-Co-Route	PPNO Project ID	Location/Description	EA	Program Code	Phase	Programmed Amount	Allocation Amount
<b>2.5b.(2) Support Allocations for SHOPP Projects</b>			<b>Resolution FP-17-38</b>					
46	06-Kin-198	6815 0617000010	In and near Hanford, from 0.3 mile west of 12th Avenue to 0.5 mile east of Route 43/198 Separation. Electrical upgrade of booster pumps, replace irrigation mainline, valves and valve wiring.	0V820	201.210	PA&ED	\$270,000	\$270,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
47	06-Kin-198	6799 0616000037	Near Hanford, from 0.4 mile east of 10th Avenue Overcrossing to 1.5 miles east of Route 43/198 Separation. Upgrade gore areas, construct MVPs and slope paving at bridges.	0U790	201.235	PA&ED	\$510,000	\$510,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
48	06-Tul-63	6897 0615000191	On Route 63 and 137 near Visalia and Exter at various locations. Construct rumble strips.	0U040	201.010	PA&ED	\$390,000	\$390,000
49	07-LA-2	5184 0716000313	In and near the city of Los Angeles, from Centinela Avenue to Cotner Avenue, North La Brea Avenue to North Oxford Avenue and North Hollywood Boulevard to Allesandro Street. Cold plane and overlay pavement, upgrade curb ramps, reconstruct curb and gutter, construct bus pads and replace traffic signals at several locations.	33360	201.121	PA&ED	\$1,900,000	\$1,900,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
50	07-LA-2	5151 0716000270	In Los Angeles County, in Angeles National Forest, from 0.3 mile east of Bay Tree Road to 0.7 mile west of Big Pines Highway at various locations. Upgrade existing guardrail and install new guardrail, and install stormwater Treatment Best Management Practices (BMP's).	33250	201.015	PA&ED	\$1,020,000	\$1,020,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
51	07-LA-5	5159 0716000301	In Kern County, at the Tejon Safety Roadside Rest Area (PM 0.8). Install concrete pavement solar panels along the rest area shoulders.	33320	201.999	PA&ED	\$500,000	\$500,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								



## 2.5 Highway Financial Matters

No.	Dist-Co-Route	PPNO Project ID	Location/Description	EA	Program Code	Phase	Programmed Amount	Allocation Amount
<b>2.5b.(2) Support Allocations for SHOPP Projects</b>							<b>Resolution FP-17-38</b>	
52	07-LA-5	5157 0716000298	In and near the city of Los Angeles, from Ditman Avenue southbound offramp to Route 134; also on Route 2 (PM R18.7) and Route 101 (PM 11.8). Multi-objective Asset Management project that includes widening and extending deceleration length on the Indiana Street/Calzona Street southbound offramp, upgrade guardrail and TMS, construct highway worker safety features.	33300	201.999	PA&ED	\$650,000	\$650,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
53	07-LA-5	5024 0716000079	In various cities, on Route 5 (PM 19.75/35.99), Route 10 (PM 22.32/23.88), Route 91 (PM R11.80), Route 605 (PM R14.07) and Route 710 (PM 18.7/21.01). Replace pumps with submersible pumps.	32490	201.151	PA&ED	\$254,000	\$254,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
54	07-LA-5	4975 0716000028	In San Fernando and Sylmar, from Pacoima Wash to Balboa Boulevard. Construct MVPs, access roads and gates, relocate irrigation facilities, pave beyond gore and under guardrail.	31990	201.235	PA&ED	\$495,000	\$495,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
55	07-LA-5	5071 0716000183	In Santa Clarita, from 0.4 mile north of Rye Canyon Road to 1.4 miles south of Route 5/126 interchange. Replace office structure and inspection enclosure and upgrade floor slab lighting with LED lighting.	32880	201.321	PA&ED	\$550,000	\$550,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
56	07-LA-5	5032 0716000091	Near Kern County line, at the Tejon Pass Overcrossing No. 53-1779. Seismic retrofit of bridge, widen bridge abutments, add steel casing to bent columns, retrofit bent foundation and install micro piles.	32590	201.113	PA&ED	\$700,000	\$700,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								



## 2.5 Highway Financial Matters

No.	Dist-Co-Route	PPNO Project ID	Location/Description	EA	Program Code	Phase	Programmed Amount	Allocation Amount
<b>2.5b.(2) Support Allocations for SHOPP Projects</b>			<b>Resolution FP-17-38</b>					
57	07-LA-10	5201 0716000363	In Los Angeles County, from 4th Street Overcrossing to San Bernardino County line. Replace sign panels and remove overhead sign lighting and catwalks.	33530	201.170	PA&ED	\$588,000	\$588,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
58	07-LA-10	5091 0716000254	In the city of Los Angeles, from Bundy Drive Undercrossing to Sepulveda Boulevard Undercrossing; also on Route 405 from Olympic Boulevard to National Boulevard Undercrossing (PM 29.1/30.8). Install irrigation system and plant vegetation to stabilize soil.	33200	201.335	PA&ED	\$497,000	\$497,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
59	07-LA-10	4966 0716000016	In the city of Los Angeles, at the Normandie Avenue Undercrossing Bridge No. 53-1565. Strengthen girders with epoxy and reinforcement steel.	31900	201.322	PA&ED	\$508,000	\$508,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
60	07-LA-10	5077 0716000213	In the cities of Monterey Park, Rosemead, and El Monte, from 0.7 mile west of South Fremont Avenue Undercrossing to 0.5 mile east of Durfee Avenue Undercrossing. Upgrade 27 overhead sign posts, associated pedestals, and concrete barriers to current standards to reduce the potential snagging for out of control vehicles.	33030	201.015	PA&ED	\$635,000	\$635,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
61	07-LA-10	5067 0716000175	In the city of El Monte, from Baldwin Avenue Overcrossing to Route 605 at Rio Hondo Bridge No. 53-657, East El Monte Overhead No. 53-0867 and San Gabriel River Bridge No. 53-109L/R. Replace overhang joints with reinforced concrete closure pours.	32830	201.119	PA&ED	\$813,000	\$813,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								



## 2.5 Highway Financial Matters

No.	Dist-Co-Route	PPNO Project ID	Location/Description	EA	Program Code	Phase	Programmed Amount	Allocation Amount
<b>2.5b.(2) Support Allocations for SHOPP Projects</b>			<b>Resolution FP-17-38</b>					
62	07-LA-10	4971 0716000024	In Claremont and Pomona, from east of N. Orange Grove Avenue Undercrossing to east of S. Indian Hill Boulevard Undercrossing; also on Route 71 from north of 9th Street to south of Route 60/71 Interchange (PM 1.9/4.7). Construct permanent treatment Best Management Practices (BMPs).	31950	201.335	PA&ED	\$2,100,000	\$2,100,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
63	07-LA-14	5237 0717000157	In Santa Clarita, from 1.1 mile north of Placerita Canyon Road to 0.2 mile south of Golden Valley Road. Regrade slopes, construct drainage ditches and install erosion control system.	33960	201.150	PA&ED	\$1,090,000	\$1,090,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
64	07-LA-14	4976 0716000029	In and near Santa Clarita, from Canyon Park Boulevard to Spring Canyon Road Undercrossing. Place vegetation control under guardrail, minor concrete beyond gore, slope pave beneath abutments, rock blanket at narrow areas, cable mesh drapery systems and install sign post sleeves beyond gore.	32000	201.235	PA&ED	\$459,000	\$459,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
65	07-LA-14	4887 0715000194	In Palmdale and Lancaster, from Avenue P-8 to the Kern County line. Replace distressed lanes/shoulders, cold plane and overlay ramps, upgrade guardrail, dikes, sign panels, curb ramps and traffic loop detectors.	31600	201.122	PA&ED	\$3,000,000	\$3,000,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
66	07-LA-22	5022 0716000077	In Long Beach, from Route 1 to San Gabriel Undercrossing. Cold plane pavement and overlay with Rubberized Hot Mixed Asphalt - Type G (RHMA-G), upgrade curb ramps to current ADA standards, install guardrail and construct bus pads.	32440	201.121	PA&ED	\$670,000	\$670,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								



## 2.5 Highway Financial Matters

No.	Dist-Co-Route	PPNO Project ID	Location/Description	EA	Program Code	Phase	Programmed Amount	Allocation Amount
<b>2.5b.(2) Support Allocations for SHOPP Projects</b>							<b>Resolution FP-17-38</b>	
67	07-LA-27	5007 0716000059	In and near Canoga Park, from Pacific Coast Highway to Entrada Road; also near Woodland Crest Drive to near Devonshire Street (PM 10.11/18.62). Cold plane and overlay asphalt pavement, repair damaged structural and upgrade curb ramps to meet ADA standards.	32290	201.121	PA&ED	\$1,593,000	\$1,593,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
68	07-LA-39	5046 0716000132	Near Azusa, from 0.9 mile north of North Fork San Gabriel Bridge No. 53-2245 to 0.2 mile north of Crystal Lake Road (PM T32.1 to 38.4). Upgrade guardrail and end treatments to current standards.	32760	201.015	PA&ED	\$486,000	\$486,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
69	07-LA-57	5023 0716000078	In and near Diamond Bar, from Orange County line to 0.1 mile west of Hospital Overcrossing. Construct Maintenance Vehicle Pullouts (MVP's), pave beyond gore areas and construct biofiltration swales.	32480	201.235	PA&ED	\$183,000	\$183,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
70	07-LA-60	4980 0716000040	In and near South El Monte, Industry, Hacienda Heights, and Rowland Heights, from Peck Road to Nogales Street. Construct and install stormwater quality Best Management Practices (BMP's).	32040	201.335	PA&ED	\$1,407,000	\$1,407,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
71	07-LA-60	5025 0716000080	In and near Diamond Bar, from Fullerton Road to Diamond Bar Boulevard. Construct and install stormwater treatment Best Management Practices (BMP's) including biofiltration swales/strips and Gross Solids Removal Devices (GSRD's).	32500	201.335	PA&ED	\$1,035,000	\$1,035,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								



## 2.5 Highway Financial Matters

No.	Dist-Co-Route	PPNO Project ID	Location/Description	EA	Program Code	Phase	Programmed Amount	Allocation Amount
<b>2.5b.(2) Support Allocations for SHOPP Projects</b>			<b>Resolution FP-17-38</b>					
72	07-LA-60	5011 0716000063	In and near Pomona, from Phillips Ranch Road to Reservoir Street. Construct and install stormwater treatment Best Management Practices (BMP's) including biofiltration swales/strips, detention basin and media filters.	32330	201.335	PA&ED	\$1,200,000	\$1,200,000
<u><b>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</b></u>								
73	07-LA-72	5158 0716000299	In Whittier, from Valley Home Avenue to Esperanza Avenue. Construct and upgrade curb ramps, sidewalks, driveways, pedestrian pathways, Class III bikeway lanes, accessible pedestrian signals and push buttons to meet current ADA standards.	33310	201.361	PA&ED	\$900,000	\$900,000
<u><b>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</b></u>								
74	07-LA-91	4967 0716000017	In Long Beach, at the eastbound Route 91 to northbound Route 710 Connector Bridge No. 53-2241G over connector from northbound Route 710 to eastbound Route 91. Lower profile of connector to achieve standard vertical clearance.	31910	201.110	PA&ED	\$910,000	\$910,000
<u><b>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</b></u>								
75	07-LA-101	4977 0716000030	In the city of Los Angeles, from Routes 5/10/60/101 Interchange to Figueroa Street. Plant vegetation and install supporting irrigation system to stabilize soil.	32010	201.335	PA&ED	\$420,000	\$420,000
<u><b>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</b></u>								
76	07-LA-101	5072 0716000203	In the city of Los Angeles, from Wilton Place Overcrossing to Barham Boulevard Overcrossing. Place minor concrete at narrow paving areas and slopes, pave areas beyond gore, replace fencing and gates, install sign post sleeves and construct Maintenance Vehicle Pullouts (MVP's).	32960	201.235	PA&ED	\$518,000	\$518,000
<u><b>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</b></u>								



## 2.5 Highway Financial Matters

No.	Dist-Co-Route	PPNO Project ID	Location/Description	EA	Program Code	Phase	Programmed Amount	Allocation Amount
<b>2.5b.(2) Support Allocations for SHOPP Projects</b>							<b>Resolution FP-17-38</b>	
77	07-LA-103	5004 0716000056	In the city of Los Angeles, at the Union Pacific Overhead No. 53-2626. Replace the bridge deck with composite reinforced concrete.	32250	201.110	PA&ED	\$669,000	\$669,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
78	07-LA-103	5043 0716000126	In Long Beach, at Henry Ford Avenue offramp. Construct larger pump plant facility including replacing undersized pumps.	32730	201.151	PA&ED	\$1,198,000	\$1,198,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
79	07-LA-105	5069 0716000180	In the city of South Gate, at Paramount Boulevard Overcrossing No. 53-2425; also in the city of Downey, at Ardis Avenue Overcrossing No. 53-2572. Remove and install new joint assemblies, apply waterproof coating, replace joint seals and apply methacrylate to Ardis Avenue Overcrossing deck.	32860	201.119	PA&ED	\$259,000	\$259,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
80	07-LA-110	5074 0716000206	In various cities, from 9th Street/Gaffey Street to end of freeway. Replace sign panels with retroreflective sheeting, remove overhead lighting and catwalks.	32980	201.170	PA&ED	\$418,000	\$418,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
81	07-LA-110	5214 0716000401	In and near Carson, from West Anaheim Street to E 228th Street. Construct Maintenance Vehicle Pullout's (MVP's), rock blankets, access roads fences/gates, stairways to access slopes, relocate controller cabinets and signs.	33650	201.235	PA&ED	\$730,000	\$730,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
82	07-LA-110	4973 0716000026	In the city of Los Angeles, from Exposition Boulevard to Temple Street. Pave beyond gore, slope paving under structures, construct Maintenance Vehicle Pullouts (MVP's), upgrade end treatment to Smart cushion crash attenuator and place vegetation control under guardrail.	31970	201.235	PA&ED	\$512,000	\$512,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								



## 2.5 Highway Financial Matters

No.	Dist-Co-Route	PPNO Project ID	Location/Description	EA	Program Code	Phase	Programmed Amount	Allocation Amount
<b>2.5b.(2) Support Allocations for SHOPP Projects</b>			<b>Resolution FP-17-38</b>					
83	07-LA-110	5002 0716000054	In the city of Los Angeles, at the 5th Street Overcrossing No. 53-0685 and 6th Street Overcrossing No. 53-0746. Upgrade bridge railing.	32230	201.112	PA&ED	\$465,000	\$465,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
84	07-LA-110	5196 0716000355	In Pasadena and South Pasadena, at the Fair Oaks Avenue northbound offramp. The city of South Pasadena will Advertise, Award, and Administer (AAA) the project construction contract.ramp. Widen ramp from two lanes to four lanes.	33520	201.310	PA&ED	\$1,400,000	\$1,400,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
85	07-LA-118	5027 0716000083	In the cities of Granada Hills and Porter Ranch, from Topango Canyon Boulevard to Sepulveda Boulevard. Construct and install stormwater treatment Best Management Practices (BMP's) including biofiltration swales/strips, detention basin, media filters and a Gross Solids Removal Device (GSRD).	32530	201.335	PA&ED	\$1,600,000	\$1,600,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
86	07-LA-118	5216 0717000014	In the cities of Granada Hills and Porter Ranch, from 700 feet west of Tampa Avenue to Woodley Avenue. Construct Maintenance Vehicle Pullouts (MVP's), pave beyond gore, repave side slopes, relocate irrigation controller, and provide access gates.	33680	201.235	PA&ED	\$659,000	\$659,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
87	07-LA-118	5001 0716000053	In the city of Los Angeles, from Arleta Avenue to Route 210. Construct stormwater treatment Best Managment Practices (BMP's).	32200	201.335	PA&ED	\$2,000,000	\$2,000,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
88	07-LA-134	5003 0716000055	In Pasadena, at the Arroyo Seco Bridge No. 53-0166. Replace/upgrade bridge railing.	32240	201.112	PA&ED	\$1,300,000	\$1,300,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								



## 2.5 Highway Financial Matters

No.	Dist-Co-Route	PPNO Project ID	Location/Description	EA	Program Code	Phase	Programmed Amount	Allocation Amount
<b>2.5b.(2) Support Allocations for SHOPP Projects</b>			<b>Resolution FP-17-38</b>					
89	07-LA-138	5185 0716000316	In Palmdale, from Route 14 Junction (South) to Avenue T. Upgrade curb ramps, traffic signals and sidewalks to meet current standards.	33370	201.361	PA&ED	\$695,000	\$695,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
90	07-LA-138	5035 0716000113	In and near Palmdale, Azusa and Pomona, at the California Aqueduct Bridge No. 53-2174; also on Route 39 at the San Gabriel River Bridge No. 53-0113 (PM 17.81) and Route 71 at the Ridgeway Street Undercrossing Bridge No. 53-2052 (PM R0.92). Seismic retrofit, barrier replacement, paint San Gabriel River Bridge	32620	201.113	PA&ED	\$1,372,000	\$1,372,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
91	07-LA-164	4982 0716000042	In the cities of Wittier, South Monte and Rosemead, from Gallatin Road to Rudell Underpass. Upgrade curb ramps, sidewalks and pathways to meet current ADA standards.	32080	201.361	PA&ED	\$1,034,000	\$1,034,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
92	07-LA-170	5073 0716000204	In the cities of Los Angeles and North Hollywood, from 170/134 Junction to Oxnard Street Undercrossing. Construct Maintenance Vehicle Pullouts (MVP's), access trail, minor concrete beyond gore and along ramps, rock blanket at ramps, install fencing and gates, vandal resistant pedestrian undercrossing enclosures.	32970	201.235	PA&ED	\$526,000	\$526,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
93	07-LA-210	4985 0716000119	In La Crescenta and La Canada Flintridge, from west of Sunland Boulevard to Baseline Road, near the San Bernardino County line. Reconstruct curb ramps to meet ADA standards, install accessible pedestrian signals, relocate pull boxes and traffic signal poles.	32680	201.361	PA&ED	\$1,400,000	\$1,400,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								



## 2.5 Highway Financial Matters

No.	Dist-Co-Route	PPNO Project ID	Location/Description	EA	Program Code	Phase	Programmed Amount	Allocation Amount
<b>2.5b.(2) Support Allocations for SHOPP Projects</b>			<b>Resolution FP-17-38</b>					
94	07-LA-210	5080 0716000217	In La Crescenta and La Canada Flintridge, from Lowell Avenue to Arroyo Boulevard. Restore existing irrigation to functionality, upgrade remaining older irrigation controllers to web connect "smart controllers."	33070	201.210	PA&ED	\$375,000	\$375,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
95	07-LA-210	5009 0716000061	In and near Azusa, from 0.1 mile east of Highland Avenue Undercrossing to S. Citrus Avenue Overcrossing. Construct and install stormwater treatment Best Management Practices (BMP's) including biofiltration swales and Austin Vault Sand Filters.	32310	201.335	PA&ED	\$1,890,000	\$1,890,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
96	07-LA-210	5026 0716000082	In Irwindale, on the San Gabriel River Bridge No. 53-1867. Reconstruct hinge diaphragms at hinge 4 and hinge 6, upgrade bridge railing and reinstall electroliers.	32520	201.110	PA&ED	\$1,061,000	\$1,061,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
97	07-LA-210	5005 0716000057	In Glendora, at various locations from 0.2 mile east of S. Barranca Avenue Overcrossing to 0.1 mile west of Amelia Avenue Undercrossing. Construct and install various stormwater treatment Best Management Practices (BMP's) including biofiltration swales/strips/trenches, infiltration basins and vault sand filters.	32260	201.335	PA&ED	\$1,575,000	\$1,575,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
98	07-LA-210	5068 0716000178	In and near La Verne, at various locations from 0.4 mile east of S Lone Hill Avenue Undercrossing to 0.2 mile west of Base Line Road Overcrossing. Construct stormwater treatment Best Management Practices (BMP's) including Gross Solids Removal Devices (GSRD's), biofiltration swales/strips and infiltration trenches.	32850	201.335	PA&ED	\$1,900,000	\$1,900,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								



## 2.5 Highway Financial Matters

No.	Dist-Co-Route	PPNO Project ID	Location/Description	EA	Program Code	Phase	Programmed Amount	Allocation Amount
<b>2.5b.(2) Support Allocations for SHOPP Projects</b>			<b>Resolution FP-17-38</b>					
99	07-LA-405	5000 0716000052	In Long Beach and Carson, from the Route 710/405 interchange to Route 110/405 interchange. Construct access roads, pave around gore areas, construct Maintenance Vehicle Pullouts (MVP's), minor/patterned concrete paving on slopes, upgrade guardrail and end treatment, vegetation management control.	32180	201.235	PA&ED	\$440,000	\$440,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
100	07-LA-405	5227 0717000063	In various cities, from 405/110 Junction to north of 405/105 Junction. Construct Maintenance Vehicle Pullouts (MVPs), access road, rock blanket at islands and between ramps and upgrade irrigation systems.	33870	201.235	PA&ED	\$522,000	\$522,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
101	07-LA-405	2681 0717000022	In the city of Sherman Oaks, at southbound onramp from Ventura Boulevard. Widen the onramp to two lanes plus a High Occupancy Vehicle (HOV) lane.	20490	201.310	PA&ED	\$785,000	\$785,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
102	07-LA-405	4978 0716000031	In the cities of Los Angeles, Van Nuys, and San Fernando, from Burbank Boulevard to Route 5/405 Separation. Plant vegetation, install irrigation, concrete paving, rock blankets and mats.	32020	201.335	PA&ED	\$610,000	\$610,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
103	07-LA-605	4997 0716000048	In the cities of Los Alamitos, Cerritos, Lakewood, Bellflower and Norwalk, from Orange County line to Route 5. Construct stormwater treatment Best Management Practices (BMP's) including biofiltration swales/strips, detention basin, Maintenance Vehicle Pullouts (MVP's) and install infiltration devices.	32150	201.335	PA&ED	\$1,450,000	\$1,450,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								



## 2.5 Highway Financial Matters

No.	Dist-Co-Route	PPNO Project ID	Location/Description	EA	Program Code	Phase	Programmed Amount	Allocation Amount
<b>2.5b.(2) Support Allocations for SHOPP Projects</b>			<b>Resolution FP-17-38</b>					
104	07-LA-605	5229 0717000074	In and near Lakewood, from Los Angeles County line to 183rd Street. Construct Maintenance Vehicle Pullouts (MVP's), anchor assemblies for sign post sleeves, access roads, cable railing, and gates.	33890	201.235	PA&ED	\$498,000	\$498,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
105	07-LA-605	5212 0716000393	In and near Santa Fe Springs, from Santa Ana Freeway Undercrossing to 0.1 mile north of Rose Hills Road Overcrossing. Install stormwater treatment Best Management Practices (BMP's).	33610	201.335	PA&ED	\$1,593,000	\$1,593,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
106	07-LA-605	5234 0717000143	Near El Monte, at various locations, from 0.1 mile south of Peck Road Overcrossing to 0.1 mile north of Valley Boulevard Undercrossing. Construct and install stormwater treatment Best Management Practices (BMP's) including biofiltration swales/strips, linear radial Gross Solids Removal Devices (GSRD's), infiltration basins and an Austin Vault Sand Filter.	33930	201.335	PA&ED	\$1,500,000	\$1,500,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
107	07-LA-605	5236 0717000144	Near El Monte, from 0.2 mile south of Route 10 to 0.2 mile north of Route 210. Construct and install stormwater treatment Best Management Practices (BMP's) including biofiltration swales/strips, Gross Solids Removal Devices (GSRD's) and a Design Pollution Prevention Infiltration Area.	33940	201.335	PA&ED	\$1,576,000	\$1,576,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
108	07-LA-710	5078 0716000214	In the cities of South Gate, Bell Gardens and Commerce, from 800 feet north of Rosecrans Avenue to Atlantic Boulevard. Construct Maintenance Vehicle Pullouts (MVP's), pave narrow and gore areas, install fences/gates.	33050	201.235	PA&ED	\$613,000	\$613,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								



## 2.5 Highway Financial Matters

No.	Dist-Co-Route	PPNO Project ID	Location/Description	EA	Program Code	Phase	Programmed Amount	Allocation Amount
<b>2.5b.(2) Support Allocations for SHOPP Projects</b>			<b>Resolution FP-17-38</b>					
109	07-LA-710	5089 0716000252	In the city of Los Angeles, from 3rd Street to Route 10 interchange. Install irrigation systems and plant vegetation to stabilize soil.	33180	201.335	PA&ED	\$600,000	\$600,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
110	07-LA-Var	4969 0716000022	In Los Angeles and Ventura Counties, on various routes and locations. Upgrade and install new curve warning signs.	31930	201.015	PA&ED	\$594,000	\$594,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
111	07-Ven-1	5012 0716000067	In Ventura County, at various locations; also on Route 101 (PM 22.0/43.6), Route 34 (PM 4.3/17.7) and Route 150 (PM 2.5/34.4). Construct and install stormwater treatment Best Management Practices (BMP's) including biofiltration swales, gross solid removal devices and Austin Vault Sand Filters.	32270	201.335	PA&ED	\$2,500,000	\$2,500,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
112	07-Ven-1	5018 0716000072	In the city of Ventura, from North 101 Junction - Solimar Undercrossing to Hobson County Park Road. Cold plane and overlay pavement, upgrade guardrail/end treatment, install traffic signs and crosswalks.	32390	201.121	PA&ED	\$625,000	\$625,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
113	07-Ven-33	5010 0716000062	Near Ventura and Ojai, from north of Sycamore Drive to Fairview Road. Construct and upgrade curb ramps, sidewalks and driveways to meet current ADA standards.	32320	201.361	PA&ED	\$980,000	\$980,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
114	07-Ven-33	5145 0716000257	Near Ojai, north of North Fork Matilija Creek Bridge No. 52-450. Widen the roadway by four feet, upgrade rock block barrier, and place High Friction Surface Treatment (HFST).	33230	201.015	PA&ED	\$660,000	\$660,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								



## 2.5 Highway Financial Matters

No.	Dist-Co-Route	PPNO Project ID	Location/Description	EA	Program Code	Phase	Programmed Amount	Allocation Amount
<b>2.5b.(2) Support Allocations for SHOPP Projects</b>			<b>Resolution FP-17-38</b>					
115	07-Ven-101	5030 0716000086	In and near Thousand Oaks, from Los Angeles County line to 0.3 mile north of Camarillo Springs Road. Construct access trails and Maintenance Vehicle Pullouts (MVP's), relocate irrigation facilities, install access gates, railings and breakaway post sleeves, pave gore, narrow and slope areas.	32560	201.235	PA&ED	\$514,000	\$514,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
116	07-Ven-101	5231 0717000108	In and near various cities, at various locations, from 0.2 mile south of Lakeview Canyon Road to Hobson Road Undercrossing. Upgrade guardrails, end treatments, and bridge connections, and add vegetation control under guardrails. Remove and replace dikes.	33900	201.015	PA&ED	\$950,000	\$950,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
117	07-Ven-101	5082 0716000225	In and near various cities, at various locations, from 0.2 mile north of Westlake Boulevard to 0.3 mile north of Hobson Road. Upgrade guardrails, end treatments, and bridge connections, and add vegetation control under guardrails. Remove and replace dikes.	33110	201.015	PA&ED	\$392,000	\$392,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
118	07-Ven-118	5233 0717000119	In and near Ventura and Moorpark, from North Route 126 Junction to 0.3 mile west of Princeton Avenue. Reconstruct curb ramps, construct new sidewalks, install accessible pedestrian signals and upgrade thermoplastic pavement marking crosswalks.	33920	201.361	PA&ED	\$1,000,000	\$1,000,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
119	07-Ven-118	5204 0716000375	Near the city of Ventura, from County Drive to Santa Clara River. Construct stormwater treatment Best Management Practice (BMP) infiltration basin.	33600	201.335	PA&ED	\$950,000	\$950,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								



## 2.5 Highway Financial Matters

No.	Dist-Co-Route	PPNO Project ID	Location/Description	EA	Program Code	Phase	Programmed Amount	Allocation Amount
<b>2.5b.(2) Support Allocations for SHOPP Projects</b>			<b>Resolution FP-17-38</b>					
120	07-Ven-118	5255 0717000194	In and near Moorepark, at the eastbound and westbound Commercial Vehicle Enforcement Facilities. Construct new modular office facility and install overhead truck scale on/off message signs.	34160	201.321	PA&ED	\$300,000	\$300,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
121	07-Ven-150	5014 0716000069	In and near Ojai, Mira Monte and Meiners Oaks, from Burham Road to Gorham Road; also on Route 33 from 33/150 Junction to Meiners Road. Cold plane and overlay pavement, upgrade guardrail and signs.	32370	201.121	PA&ED	\$600,000	\$600,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
122	08-Riv-10	3008N 0816000177	Near Desert Center, from Krume Ditch to Wide Ditch. Replace existing Rock Slope Protection (RSP) to prevent further scour damage and preserve the integrity of twenty-four bridges.	1H200	201.110	PA&ED	\$967,000	\$967,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
123	08-Riv-10	3008M 0816000174	Near Desert Center, from Coxcomb Ditch to Copa Ditch. Replace existing Rock Slope Protection (RSP) to prevent further scour damage and preserve the structural integrity of sixteen bridges.	1H190	201.110	PA&ED	\$825,000	\$825,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
124	08-Riv-10	3008P 0816000176	Near Blythe, from Rubble Ditch to Palowalla Ditch. Replace existing Rock Slope Protection (RSP) to prevent further scour damage and preserve the structural integrity of eighteen bridges.	1H210	201.110	PA&ED	\$938,000	\$938,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
125	08-Riv-74	3005Q 0816000001	Near Lake Elsinore, at Morrill Canyon Bridge No. 56-0169; also, near Hemet at Strawberry Creek Bridge No. 56-0180 (PM 53.4/54.7). Replace structures/upgrade rails.	1G470	201.110	PA&ED	\$1,690,000	\$1,690,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								



## 2.5 Highway Financial Matters

No.	Dist-Co-Route	PPNO Project ID	Location/Description	EA	Program Code	Phase	Programmed Amount	Allocation Amount
<b>2.5b.(2) Support Allocations for SHOPP Projects</b>			<b>Resolution FP-17-38</b>					
126	08-Riv-74	3008L 0816000130	In and near Hemet, from Winchester Road to Fairview Avenue. Multi-objective project to rehabilitate pavement, install fiber optic/vehicle detection stations and upgrade curb ramps to meet Americans with Disabilities Act (ADA) Standards.	1H060	201.999	PA&ED	\$3,000,000	\$3,000,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
127	08-Riv-74	3010G 0817000165	Near Mountain Center, from east of Black Burn Road to east of McCall Park Road. Permanent restoration of storm damaged culverts and eroded roadway embankment slope.	1H910	201.131	PA&ED	\$1,270,000	\$1,270,000
128	08-SBd-15	3005R 0812000076	In Fontana, near the southeast quadrant of Route 15/210 Interchange. Construct new maintenance facility (L5758) adjacent to the Southern Regional Laboratory.	0R420	201.352	PA&ED	\$1,500,000	\$1,500,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
129	08-SBd-18	0181J 0812000110	Near Big Bear and Lucerne Valley, at various locations, from Route 38 at Big Bear Lake Dam to Artic Canyon Wash. Reline or replace culverts.	0G690	201.151	PA&ED	\$1,192,000	\$1,192,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
130	08-SBd-18	3006C 0815000192	In Victorville, at Mojave River Bridge No. 54-0307; also on Route 10 at Colton Overhead No. 54-0464R (PM R22.36); and Route 215 North/Route 10 East Connector Overhead No. 54-0482G (PM 3.72). Various repairs to three bridges.	1G280	201.119	PA&ED	\$320,000	\$320,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
131	08-SBd-18	3007M 0816000020	In and near Adelanto, from Route 395 Junction to Los Angeles County Line. Cold plane pavement and place Hot Mix Asphalt (HMA) and Rubberized Hot Mix Asphalt (RHMA) pavement.	1G520	201.121	PA&ED	\$564,000	\$564,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								



## 2.5 Highway Financial Matters

No.	Dist-Co-Route	PPNO Project ID	Location/Description	EA	Program Code	Phase	Programmed Amount	Allocation Amount
<b>2.5b.(2) Support Allocations for SHOPP Projects</b>							<b>Resolution FP-17-38</b>	
132	08-SBd-40	3007X 0812000028	Near Barstow, from 1.4 miles east of Fort Cady Road Overcrossing to Crucero Road Undercrossing. Regrade median cross slopes.	0R170	201.015	PA&ED	\$3,200,000	\$3,200,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
133	08-SBd-40	3007N 0816000035	Near Newberry Springs, at 5.6 miles east of Fort Cady Road Overcrossing. Replace the existing Weigh-in-Motion (WIM) system to meet current standards.	1G550	201.321	PA&ED	\$310,000	\$310,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
134	08-SBd-40	3002W 0815000200	Near Needles, from Essex Road Overcrossing to 4.5 miles east of Homer Wash Bridge. Regrade median cross slopes.	0R141	201.015	PA&ED	\$3,300,000	\$3,300,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
135	08-SBd-40	3008K 0816000079	Near Needles, at the Halfway Hills Wash Bridge No. 54-0799L/R. Retrofit bridge footings, replace and expand Rock Slope Protection (RSP) limits.	1G830	201.111	PA&ED	\$1,393,000	\$1,393,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
136	11-Imp-98	1240 1117000021	In Calexico, from Ollie Avenue to Rockwood Avenue. Construct and upgrade pedestrian curb ramps.	42780	201.361	PA&ED	\$169,000	\$169,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
137	11-Imp-Var	1201 1116000095	In San Diego and Imperial Counties, at various locations, on Routes 7, 8, 78, 79, 86, 94, 98, 111, 115, 186, and 188. Upgrade and install curve warning signs.	42500	201.015	PA&ED	\$317,000	\$317,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
138	11-SD-5	1205 1114000115	In the city of San Diego, from Iris Street Overcrossing to Otay River Bridge. Replace deteriorated water supply lines and plant landscaping for erosion control.	41880	201.210	PA&ED	\$304,000	\$304,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								



## 2.5 Highway Financial Matters

No.	Dist-Co-Route	PPNO Project ID	Location/Description	EA	Program Code	Phase	Programmed Amount	Allocation Amount
<b>2.5b.(2) Support Allocations for SHOPP Projects</b>			<b>Resolution FP-17-38</b>					
139	11-SD-5	1218 1116000125	In the city of San Diego, from Sorrento Valley Road to Del Mar Heights Road. Construct rumble strips on both shoulders, rehabilitate bike path, install fiber optic cable/CCTVs and rehabilitate 48 inch culvert. Asset Management Pilot Project.	42650	201.999	PA&ED	\$471,000	\$471,000
<u><b>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</b></u>								
140	11-SD-5	1265 1117000116	Near Oceanside, from Fallbrook Overhead to 1.0 mile south of San Onofre Bridge. Install cable safety barrier.	43001	201.015	PA&ED	\$660,000	\$660,000
<u><b>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</b></u>								
141	11-SD-8	1189 1116000075	In San Diego County, on Routes 8, 67, 79, and 94 at various locations. Widen and grade existing hinges at end treatment platforms and to upgrade guardrails and end treatments to current standards.	42460	201.015	PA&ED	\$526,000	\$526,000
<u><b>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</b></u>								
142	11-SD-8	1146 1112000145	In El Cajon, at various locations, from 0.5 mile east of Grossmont Boulevard Overcrossing to Second Street Undercrossing. Construct Maintenance Vehicle Pullouts (MVP), pave beyond gore areas, relocate irrigation controllers and reduce high maintenance landscaping.	41160	201.235	PA&ED	\$444,000	\$444,000
<u><b>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</b></u>								
143	11-SD-75	1204 1115000034	In Imperial Beach, from Georgia Street to 0.2 mile north of Rainbow Drive. Relinquish roadway to Imperial Beach. Financial Contribution Only (FCO).	42040	201.160	PA&ED	\$348,000	\$348,000
<u><b>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</b></u>								
144	11-SD-94	1191 1116000077	In and near the cities of San Diego and Lemon Grove, from 32nd Street Undercrossing to Bancroft Drive Undercrossing. Construct and upgrade pedestrian curb ramps and sidewalks to meet current standards.	42510	201.361	PA&ED	\$776,000	\$776,000
<u><b>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</b></u>								



## 2.5 Highway Financial Matters

No.	Dist-Co-Route	PPNO Project ID	Location/Description	EA	Program Code	Phase	Programmed Amount	Allocation Amount
<b>2.5b.(2) Support Allocations for SHOPP Projects</b>							<b>Resolution FP-17-38</b>	
145	11-SD-94	1253 1112000160	In the cities of San Diego and Lemon Grove, at various locations from 0.2 mile west of 47th Street Overcrossing to 0.6 mile west of College Avenue Undercrossing. Construct Maintenance Vehicle Pullouts (MVP), pave areas beyond gore, upgrade guardrail, install concrete barrier/crash cushions, relocate irrigation/electrical equipment and upgrade curb ramps to current Americans with Disabilities Act (ADA) Standards.	41220	201.235	PA&ED	\$340,000	\$340,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
146	11-SD-125	1141 1112000143	In the cities of Lemon Grove and San Diego, from 0.1 mile south of Elkelton Place Undercrossing to Route 94/125 Separation. Construct Maintenance Vehicle Pullouts (MVP), pave beyond gore areas, replace crash cushions, guardrail with concrete barrier, install access gates, relocate irrigation equipment and remove high maintenance landscaping.	41140	201.235	PA&ED	\$431,000	\$431,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
147	11-SD-805	1142 1112000144	In the city of San Diego, at various locations, from Linda Vista Road Overcrossing to Route 805/52 Separation. Construct Maintenance Vehicle Pullouts (MVP), install access gates, pave beyond gore areas, reduce high maintenance landscaping, relocate irrigation controls, and upgrade crash cushions.	41150	201.235	PA&ED	\$453,000	\$453,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
<b>Total for PA&amp;ED</b>			<b>147 Requests</b>	<b>\$145,235,000</b>				



## 2.5 Highway Financial Matters

No.	Dist-Co-Route	PPNO Project ID	Location/Description	EA	Program Code	Phase	Programmed Amount	Allocation Amount
2.5b.(2) Support Allocations for SHOPP Projects							Resolution FP-17-38	
Phase: PS&E								
148	02-Sha-5	3552 0214000027	Near Shasta Lake City, at O'Brien Safety Roadside Rest Area (SRRA). Upgrade potable water system and wastewater systems.  (The Department has determined this project is Categorically Exempt.)	4G580	201.235	PS&E	\$1,180,000	\$1,180,000
149	02-Sha-273	3626 0216000033	In Redding, from 0.1 mile north of South Redding Underpass to 0.1 mile north of California Street. Construct Americans with Disabilities Act (ADA) compliant ramps and sidewalks.  (The Department has determined this project is Categorically Exempt.)  <u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u>	1H720	201.378	PS&E	\$1,200,000	\$1,200,000
150	02-Teh-36	3640 0216000051	Near Red Bluff, from 2.3 miles east to 2.8 miles east of Dry Creek Bridge. Curve improvement.  (The Department has determined this project is Categorically Exempt.)	1H970	201.010	PS&E	\$670,000	\$735,000
151	02-Tri-299	3557 0214000031	Near Salyer, from 0.1 mile east to 0.6 mile east of White House Gulch Road. Improve roadside clear recovery zone.  (The Department has determined this project is Categorically Exempt.)	4G500	201.015	PS&E	\$1,665,000	\$1,665,000
152	03-Col-5	2793 0314000162	Near Maxwell, at the Maxwell Safety Roadside Rest Area. Upgrade water and wastewater systems to current standards. (G13 Contingency Project)  (The Department has determined this project is Categorically Exempt.)	4F430	201.235	PS&E	\$460,000	\$545,000
153	03-Gle-32	3788 0314000291	In Orland, from Route 5 to Woodward Avenue. Upgrade pedestrian infrastructure to meet Americans with Disabilities Act (ADA) requirements.  (The Department has determined this project is Categorically Exempt.)	4F810	201.361	PS&E	\$405,000	\$480,000
154	03-Nev-49	4125 0315000166	In various counties on various routes at various locations. Repair and install vehicle census count stations.  (The Department has determined this project is Categorically Exempt.)	0H420	201.315	PS&E	\$1,000,000	\$1,190,000



## 2.5 Highway Financial Matters

No.	Dist-Co-Route	PPNO Project ID	Location/Description	EA	Program Code	Phase	Programmed Amount	Allocation Amount
<b>2.5b.(2) Support Allocations for SHOPP Projects</b>			<b>Resolution FP-17-38</b>					
155	03-Nev-80	4287 0312000133	Near Truckee, from east of Floriston Road to west of Farad Undercrossing. Stabilize cut-slope.  (The Department has determined this project is Categorically Exempt.)	3F250	201.150	PS&E	\$840,000	\$975,000
156	03-Sac-5	8920 0317000173	In Placer, Sacramento, and Yolo Counties, on routes 5, 80, 99, and 113. Replace obsolete Microwave Vehicle Detection System (MVDS) elements.  (The Department has determined this project is Categorically Exempt.)	2H700	201.315	PS&E	\$249,000	\$260,000
157	03-Sac-80	6717 0317000157	In various counties, on various routes. Repair or replace damaged inductive loop vehicle detection elements.  (The Department has determined this project is Categorically Exempt.)	2H570	201.315	PS&E	\$211,000	\$211,000
158	03-Sac-80	6712 0315000203	In Citrus Heights, from east of Elkhorn Boulevard/Greenback Lane to west of Riverside Avenue. Upgrade weigh-in-motion (WIM) station and widen the westbound auxiliary lane to the Antelope Truck Scales.  (The Department has determined this project is Categorically Exempt.)	0H530	201.321	PS&E	\$600,000	\$714,000
159	03-Sac-99	6707 0314000024	In the city of Sacramento, at Southbound Route 99/5 Connector Overcrossing No. 24-0241F; also, on Route 80 at Longview Ramp Overcrossing No. 24-0281K (PM M9.15). Seismic retrofit two structures.  (The Department has determined this project is Categorically Exempt.)	4F100	201.113	PS&E	\$759,000	\$800,000
160	03-Sut-99	8378 0316000061	In Live Oak, from 0.1 mile north of Coleman Avenue to 0.2 mile north of Ramsdell Drive. Roadway rehabilitation.  (The Department has determined this project is Categorically Exempt.)	1H150	201.120	PS&E	\$380,000	\$380,000
161	04-CC-80	1483P 0415000009	In various cities from the Alameda County line to the Solano County line; also on Route 242, 580, and 680 at various locations. Construct maintenance worker safety improvements  (The Department has determined this project is Categorically Exempt.)	2J820	201.235	PS&E	\$637,000	\$637,000



## 2.5 Highway Financial Matters

No.	Dist-Co-Route	PPNO Project ID	Location/Description	EA	Program Code	Phase	Programmed Amount	Allocation Amount
<b>2.5b.(2) Support Allocations for SHOPP Projects</b>			<b>Resolution FP-17-38</b>					
162	04-SCI-280	1483K 0415000338	In San Jose, at Bird Avenue Overcrossing Bridge No. 37-0267 (PM R2.78); also in Los Altos Hills at Arastradero Road Undercrossing Bridge No. 37-0251 L/R (PM 17.8). Bridge seismic restoration.  (The Department has determined this project is Categorically Exempt.)	2J750	201.113	PS&E	\$1,034,000	\$1,034,000
163	04-SM-280	0481J 0414000024	In and near Woodside, at various locations (also Santa Clara County PM 20.4); also in the City and County of San Francisco on Route 101 at San Bruno Avenue off-ramp (PM 1.7). Construct maintenance worker safety improvements.  (The Department has determined this project is Categorically Exempt.)	0J670	201.235	PS&E	\$880,000	\$880,000
164	04-Son-12	0480E 0414000025	In various cities on Routes 12, 101, and 116 at various locations; also in Marin County on Route 101 at various locations. Highway worker safety improvements.  (The Department has determined this project is Categorically Exempt.)	0J680	201.235	PS&E	\$550,000	\$550,000
165	04-Son-12	0488K 0414000202	In and near Sonoma, from Vallejo Avenue to east of Leveroni Road/Napa Road. Pavement rehabilitation.  (The Department has determined this project is Categorically Exempt.)	1J360	201.121	PS&E	\$870,000	\$1,030,000
166	05-Mon-101	2633 0516000013	Near Bradley, at Camp Roberts Safety Roadside Rest Area (SRRA). Upgrade northbound and southbound SRRA facilities.  (The Department has determined this project is Categorically Exempt.)  <b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>	1H020	201.235	PS&E	\$1,763,000	\$1,763,000
167	05-Mon-101	2571 0514000073	In Monterey and San Benito counties from north of North Gonzalez Overcrossing to the Santa Clara County line. Roadside safety improvements.  (The Department has determined this project is Categorically Exempt.)	1F900	201.235	PS&E	\$1,216,000	\$1,216,000



## 2.5 Highway Financial Matters

No.	Dist-Co-Route	PPNO Project ID	Location/Description	EA	Program Code	Phase	Programmed Amount	Allocation Amount
<b>2.5b.(2) Support Allocations for SHOPP Projects</b>			<b>Resolution FP-17-38</b>					
168	05-Mon-Var	2634 0516000015	In Monterey and Santa Cruz Counties, on various Routes and locations. Replace overhead signs.  (The Department has determined this project is Categorically Exempt.)  <u><b>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</b></u>	1H040	201.170	PS&E	\$1,000,000	\$1,000,000
169	06-Mad-99	5335A 0600000973	In and near Madera from Avenue 12 Overcrossing to 0.9 mile north of Avenue 17 Overcrossing. Pavement rehabilitation.  (Future consideration of funding approved under Resolution E-15-63; December 2015.)  <u><b>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</b></u>	47090	201.120	PS&E	\$1,500,000	\$1,500,000
170	06-Tul-99	6679 0614000005	In Tipton, at Avenue 152 Overcrossing (No. 46-0191). Replace bridge.  (Concurrent consideration of funding under Resolution E-18-18; March 2018.)	0Q910	201.110	PS&E	\$1,730,000	\$1,730,000
171	07-LA-5	4910 0715000246	In the cities of Los Angeles, Hollywood, Long Beach and Signal Hill from Simons Underpass to Eastern Avenue; on Routes 101, 405 and 710 at various locations. Replace 9 pump plants. (G13 Contingency Project).  (The Department has determined this project is Categorically Exempt.)	31750	201.151	PS&E	\$1,038,000	\$1,038,000
172	07-LA-5	5153 0716000290	In the city of Los Angeles, at the westbound Route 10 connector to southbound Route 5. Apply High Friction Surface Treatment (HFST) and upgrade lighting.  (The Department has determined this project is Categorically Exempt.)	33270	201.010	PS&E	\$1,152,000	\$1,152,000
173	07-LA-5	5013 0716000064	Near Castaic and Valencia, from 0.2 mile north of Lake Hughes Road Undercrossing to 0.7 mile south of Vista Del Lago Road Overcrossing. Cold plane pavement and place Rubberized Hot Mix Asphalt concrete (RHMA), repair drainage systems, and perform upgrades to overhead signs, drainage curbs and guardrail.  (The Department has determined this project is Categorically Exempt.)	32340	201.121	PS&E	\$6,000,000	\$6,000,000



## 2.5 Highway Financial Matters

No.	Dist-Co-Route	PPNO Project ID	Location/Description	EA	Program Code	Phase	Programmed Amount	Allocation Amount
<b>2.5b.(2) Support Allocations for SHOPP Projects</b>			<b>Resolution FP-17-38</b>					
174	07-LA-10	4715 0714000055	In the cities of Los Angeles and Santa Monica, from Route 1/10 separation bridge to west of Crenshaw Boulevard. Roadside safety improvements.  (The Department has determined this project is Categorically Exempt.)	30420	201.235	PS&E	\$1,560,000	\$1,560,000
175	07-LA-14	4809 0715000007	In and near Santa Clarita, from Route 5 to Canyon Park Boulevard. Construct roadside safety improvements.  (The Department has determined this project is Categorically Exempt.)	31080	201.235	PS&E	\$429,000	\$429,000
176	07-LA-14	4811 0715000006	In and near Lancaster, from Vincent Ramp Undercrossing to Avenue K 8 Overcrossing. Roadside safety improvements.  (The Department has determined this project is Categorically Exempt.)	31110	201.235	PS&E	\$1,200,000	\$1,200,000
177	07-LA-39	5298 0718000018	Near Azusa, at the North Fork San Gabriel River Bridge No. 53-2245. Replace bridge.  (The Department has determined this project is Categorically Exempt.)  <b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>	34340	201.111	PS&E	\$1,930,000	\$1,930,000
178	07-LA-57	4706 0714000032	In San Dimas and Glendora, from Route 10 to Route 210. Roadside safety improvements.  (The Department has determined this project is Categorically Exempt.)	30180	201.235	PS&E	\$1,200,000	\$1,200,000
179	07-LA-66	4744 0714000177	In La Verne and Pomona, from Baseline Road to Towne Avenue. Construct and upgrade curb ramps and sidewalks to comply with ADA standards.  (The Department has determined this project is Categorically Exempt.)	30650	201.361	PS&E	\$2,500,000	\$2,500,000
180	07-LA-91	4714 0714000057	In Long Beach, Bellflower and Cerritos, from 0.2 mile west of Downey Avenue Undercrossing to 0.2 mile east of San Gabriel River Bridge. Roadside safety improvements.  (The Department has determined this project is Categorically Exempt.)	30410	201.235	PS&E	\$1,720,000	\$1,720,000



## 2.5 Highway Financial Matters

No.	Dist-Co-Route	PPNO Project ID	Location/Description	EA	Program Code	Phase	Programmed Amount	Allocation Amount
<b>2.5b.(2) Support Allocations for SHOPP Projects</b>			<b>Resolution FP-17-38</b>					
181	07-LA-101	4814 0715000010	In the city of Los Angeles, from Beaudry Avenue to 0.1 mile south of N. Gower Street. Stabilize soil and erosion control.  (The Department has determined this project is Categorically Exempt.)	31140	201.335	PS&E	\$1,200,000	\$1,200,000
182	07-LA-101	4709 0714000035	In the city of Los Angeles, from Highland Avenue to south of Parkway Calabasas. Upgrade median concrete barrier to meet the current standards.  (The Department has determined this project is Categorically Exempt.)	30370	201.015	PS&E	\$4,800,000	\$4,800,000
183	07-LA-110	5084 0716000233	In the city of Los Angeles, at the northbound Route 110 connector to eastbound Route 91. Apply High Friction Bauxite Surface Treatment (HFBST), install high visibility thermoplastic lane and edge lines and upgrade guardrail to current standards.  (The Department has determined this project is Categorically Exempt.)	33160	201.010	PS&E	\$558,000	\$660,000
184	07-LA-110	4849 0715000095	Near Gardena, south of Redondo Beach Boulevard. Replace culvert.  (The Department has determined this project is Categorically Exempt.)	31380	201.151	PS&E	\$1,325,000	\$1,325,000
185	07-LA-110	4785 0714000264	In the city of Los Angeles, from Vernon Avenue to Route 101. Upgrade Metal Beam Guardrail to Midwest Guardrail System, end treatments, and crash attenuators.  (The Department has determined this project is Categorically Exempt.)	30910	201.015	PS&E	\$2,280,000	\$2,280,000
186	07-LA-134	4816 0715000011	In and near Burbank, from Bob Hope Drive to Victory Boulevard/Riverside Drive. Stabilize soil and erosion control.  (The Department has determined this project is Categorically Exempt.)	31160	201.335	PS&E	\$1,050,000	\$1,050,000
187	07-LA-134	4848 0715000093	In Glendale, from east of Concord Street Overcrossing to west of Chevy Chase Drive Undercrossing at three locations. Restore culvert systems. (G13 Contingency Project)  (The Department has determined this project is Categorically Exempt.)	31370	201.151	PS&E	\$1,200,000	\$1,200,000



## 2.5 Highway Financial Matters

No.	Dist-Co-Route	PPNO Project ID	Location/Description	EA	Program Code	Phase	Programmed Amount	Allocation Amount
<b>2.5b.(2) Support Allocations for SHOPP Projects</b>			<b>Resolution FP-17-38</b>					
188	07-LA-213	4743 0714000178	In the cities of Rancho Palos Verdes, Lomita and Los Angeles, from W 25th Street to W Carson Street at various locations. Upgrade curb ramps, sidewalks and driveways to meet ADA standards.  (The Department has determined this project is Categorically Exempt.)	30660	201.361	PS&E	\$3,500,000	\$3,500,000
189	07-Ven-23	4688 0713000479	In and near cities of Thousand Oaks and Moorpark, from Route 101 to Route 118. Rehabilitate pavement.  (The Department has determined this project is Categorically Exempt.)	30250	201.122	PS&E	\$7,500,000	\$7,500,000
190	08-Riv-79	3002R 0814000257	In Hemet, from East Florida Avenue to East Menlo Avenue. Construct and upgrade pedestrian facilities to current Americans with Disability Act standards.  (The Department has determined this project is Categorically Exempt.)	1F600	201.361	PS&E	\$900,000	\$940,000
191	08-Riv-91	3005X 0816000194	In the cities from Corona and Riverside, from Route 15/91 separator to Adams Street Overcrossing. Convert existing limited access High Occupancy Vehicle (HOV) lanes to continuous access HOV lanes to allow safer ingress and egress movements for HOV.  (The Department has determined this project is Categorically Exempt.)	1G192	201.310	PS&E	\$96,000	\$110,000
192	08-SBd-15	3006T 0817000024	In Victorville, near Palmdale Road (Route 18) and Route 15. Restore vegetation and irrigation system due to fire damage.  (The Department has determined this project is Categorically Exempt.)	1H271	201.131	PS&E	\$493,000	\$493,000
193	08-SBd-173	3006J 0817000006	Near Cedar Glen, at 0.1 mile south of Hospital Road. Widen shoulder and replace guard rail with concrete barrier mounted on soldier pile wall.  (The Department has determined this project is Categorically Exempt.)	1H290	201.131	PS&E	\$1,080,000	\$1,285,000
194	10-Mer-140	3018 1013000108	Near the city of Merced at various locations, from Route 5 to 6 miles east of the city of Merced. Upgrade metal beam guardrails.  (Concurrent consideration of funding under Resolution E-18-21; March 2018.)	0Y110	201.015	PS&E	\$873,000	\$977,000



## 2.5 Highway Financial Matters

No.	Dist-Co-Route	PPNO Project ID	Location/Description	EA	Program Code	Phase	Programmed Amount	Allocation Amount
<b>2.5b.(2) Support Allocations for SHOPP Projects</b>			<b>Resolution FP-17-38</b>					
195	11-SD-5	1237 1116000097	In San Diego County, at various locations on various routes. Replace aging roadside sign panels with retroreflective sheeting.  (The Department has determined this project is Categorically Exempt.)  <u><b>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</b></u>	42550	201.170	PS&E	\$355,000	\$355,000
196	11-SD-8	1166 1115000132	In the city of San Diego, from east of Route 805 to east of Route 15; also on Route 15 from north of Adams Avenue to north of Route 8 (PM M5.8/R6.3). Roadside safety improvements.  (The Department has determined this project is Categorically Exempt.)	41132	201.235	PS&E	\$1,330,000	\$1,330,000
197	11-SD-Var	1168 1115000134	In San Diego County, on various routes at various locations. Construct maintenance vehicle pullouts, pave areas beyond the gore, upgrade crash cushions, reduce maintenance intensive landscaping and relocate irrigation controls.  (The Department has determined this project is Categorically Exempt.)	41134	201.235	PS&E	\$1,469,000	\$1,469,000
198	11-SD-Var	1171 1115000057	In San Diego County, on various routes at various locations. Replace Changeable Message Sign (CMS) panels with Advanced Variable Message Sign (AVMS) panels.  (The Department has determined this project is Categorically Exempt.)	42070	201.315	PS&E	\$585,000	\$585,000
<b>Total for PS&amp;E</b>			<b>51 Requests</b>	<b>\$71,463,000</b>				



## 2.5 Highway Financial Matters

No.	Dist-Co-Route	PPNO Project ID	Location/Description	EA	Program Code	Phase	Programmed Amount	Allocation Amount
2.5b.(2) Support Allocations for SHOPP Projects							Resolution FP-17-38	
Phase: R/W Sup								
199	02-Sha-5	3552 0214000027	Near Shasta Lake City, at O'Brien Safety Roadside Rest Area (SRRA). Upgrade potable water system and wastewater systems.	4G580	201.235	R/W Sup	\$140,000	\$140,000
200	02-Tri-299	3557 0214000031	Near Salyer, from 0.1 mile west to 0.4 mile west of White House Gulch Road. Improve roadside clear recovery zone.	4G500	201.015	R/W Sup	\$70,000	\$70,000
201	03-Col-5	2793 0314000162	Near Maxwell, at the Maxwell Safety Roadside Rest Area. Upgrade water and wastewater systems to current standards. (G13 Contingency Project)	4F430	201.235	R/W Sup	\$30,000	\$30,000
202	03-Gle-32	3788 0314000291	In Orland, from Route 5 to Woodward Avenue. Upgrade pedestrian infrastructure to meet Americans with Disabilities Act (ADA) requirements.	4F810	201.361	R/W Sup	\$465,000	\$465,000
203	03-Nev-49	4125 0315000166	In various counties on various routes at various locations. Repair and install vehicle census count stations.  (As part of this allocation request, the Department is requesting to extend the completion of construction an additional 12 months beyond the 36 months deadline.)	0H420	201.315	R/W Sup	\$180,000	\$210,000
204	03-Nev-80	4287 0312000133	Near Truckee, from east of Floriston Road to west of Farad Undercrossing. Stabilize cut-slope.	3F250	201.150	R/W Sup	\$110,000	\$130,000
205	03-Sac-5	8920 0317000173	In Placer, Sacramento, and Yolo Counties, on routes 5, 80, 99, and 113. Replace obsolete Microwave Vehicle Detection System (MVDS) elements.	2H700	201.315	R/W Sup	\$22,000	\$22,000
206	03-Sac-80	6717 0317000157	In various counties, on various routes. Repair or replace damaged inductive loop vehicle detection elements.	2H570	201.315	R/W Sup	\$22,000	\$22,000
207	03-Sac-80	6712 0315000203	In Citrus Heights, from east of Elkhorn Boulevard/Greenback Lane to west of Riverside Avenue. Upgrade weigh-in-motion (WIM) station and widen the westbound auxiliary lane to the Antelope Truck Scales.	0H530	201.321	R/W Sup	\$100,000	\$119,000



## 2.5 Highway Financial Matters

No.	Dist-Co-Route	PPNO Project ID	Location/Description	EA	Program Code	Phase	Programmed Amount	Allocation Amount
<b>2.5b.(2) Support Allocations for SHOPP Projects</b>			<b>Resolution FP-17-38</b>					
208	03-Sac-99	6707 0314000024	In the city of Sacramento, at Southbound Route 99/5 Connector Overcrossing No. 24-0241F; also, on Route 80 at Longview Ramp Overcrossing No. 24-0281K (PM M9.15). Seismic retrofit two structures.	4F100	201.113	R/W Sup	\$18,000	\$18,000
209	04-CC-80	1483P 0415000009	In various cities from the Alameda County line to the Solano County line; also on Route 242, 580, and 680 at various locations. Construct maintenance worker safety improvements	2J820	201.235	R/W Sup	\$5,000	\$5,000
210	04-SCI-280	1483K 0415000338	In San Jose, at Bird Avenue Overcrossing Bridge No. 37-0267 (PM R2.78); also in Los Altos Hills at Arastradero Road Undercrossing Bridge No. 37-0251 L/R (PM 17.8). Bridge seismic restoration.	2J750	201.113	R/W Sup	\$66,000	\$66,000
211	04-SM-280	0481J 0414000024	In and near Woodside, at various locations (also Santa Clara County PM 20.4); also in the City and County of San Francisco on Route 101 at San Bruno Avenue off-ramp (PM 1.7). Construct maintenance worker safety improvements.	0J670	201.235	R/W Sup	\$110,000	\$110,000
212	04-Son-12	0480E 0414000025	In various cities on Routes 12, 101, and 116 at various locations; also in Marin County on Route 101 at various locations. Highway worker safety improvements.	0J680	201.235	R/W Sup	\$44,000	\$44,000
213	05-Mon-101	2633 0516000013	Near Bradley, at Camp Roberts Safety Roadside Rest Area (SRRA). Upgrade northbound and southbound SRRA facilities.  (As part of this allocation request, the Department is requesting to extend the completion of construction an additional 18 months beyond the 36 months deadline.)  <b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>	1H020	201.235	R/W Sup	\$29,000	\$29,000
214	05-Mon-101	2571 0514000073	In Monterey and San Benito counties from north of North Gonzalez Overcrossing to the Santa Clara County line. Roadside safety improvements.	1F900	201.235	R/W Sup	\$175,000	\$175,000



## 2.5 Highway Financial Matters

No.	Dist-Co-Route	PPNO Project ID	Location/Description	EA	Program Code	Phase	Programmed Amount	Allocation Amount
<b>2.5b.(2) Support Allocations for SHOPP Projects</b>							<b>Resolution FP-17-38</b>	
215	05-Mon-Var	2634 0516000015	In Monterey and Santa Cruz Counties, on various Routes and locations. Replace overhead signs.	1H040	201.170	R/W Sup	\$38,000	\$38,000
<b><u>CONTINGENT ON ADOPTION OF THE 2018 SHOPP.</u></b>								
216	06-Tul-99	6679 0614000005	In Tipton, at Avenue 152 Overcrossing (No. 46-0191). Replace bridge.	0Q910	201.110	R/W Sup	\$54,000	\$54,000
217	07-LA-5	4910 0715000246	In the cities of Los Angeles, Hollywood, Long Beach and Signal Hill from Simons Underpass to Eastern Avenue; on Routes 101, 405 and 710 at various locations. Replace 9 pump plants. (G13 Contingency Project).	31750	201.151	R/W Sup	\$30,000	\$30,000
218	07-LA-5	5153 0716000290	In the city of Los Angeles, at the westbound Route 10 connector to southbound Route 5. Apply High Friction Surface Treatment (HFST) and upgrade lighting.	33270	201.010	R/W Sup	\$15,000	\$15,000
219	07-LA-5	5013 0716000064	Near Castaic and Valencia, from 0.2 mile north of Lake Hughes Road Undercrossing to 0.7 mile south of Vista Del Lago Road Overcrossing. Cold plane pavement and place Rubberized Hot Mix Asphalt concrete (RHMA), repair drainage systems, and perform upgrades to overhead signs, drainage curbs and guardrail.	32340	201.121	R/W Sup	\$250,000	\$250,000
220	07-LA-10	4715 0714000055	In the cities of Los Angeles and Santa Monica, from Route 1/10 separation bridge to west of Crenshaw Boulevard. Roadside safety improvements.	30420	201.235	R/W Sup	\$48,000	\$48,000
221	07-LA-14	4809 0715000007	In and near Santa Clarita, from Route 5 to Canyon Park Boulevard. Construct roadside safety improvements.	31080	201.235	R/W Sup	\$5,000	\$5,000
222	07-LA-14	4811 0715000006	In and near Lancaster, from Vincent Ramp Undercrossing to Avenue K 8 Overcrossing. Roadside safety improvements.	31110	201.235	R/W Sup	\$48,000	\$48,000
223	07-LA-57	4706 0714000032	In San Dimas and Glendora, from Route 10 to Route 210. Roadside safety improvements.	30180	201.235	R/W Sup	\$48,000	\$48,000



## 2.5 Highway Financial Matters

No.	Dist-Co-Route	PPNO Project ID	Location/Description	EA	Program Code	Phase	Programmed Amount	Allocation Amount
<b>2.5b.(2) Support Allocations for SHOPP Projects</b>							<b>Resolution FP-17-38</b>	
224	07-LA-66	4744 0714000177	In La Verne and Pomona, from Baseline Road to Towne Avenue. Construct and upgrade curb ramps and sidewalks to comply with ADA standards.	30650	201.361	R/W Sup	\$300,000	\$300,000
225	07-LA-91	4714 0714000057	In Long Beach, Bellflower and Cerritos, from 0.2 mile west of Downey Avenue Undercrossing to 0.2 mile east of San Gabriel River Bridge. Roadside safety improvements.	30410	201.235	R/W Sup	\$48,000	\$48,000
226	07-LA-101	4814 0715000010	In the city of Los Angeles, from Beaudry Avenue to 0.1 mile south of N. Gower Street. Stabilize soil and erosion control.	31140	201.335	R/W Sup	\$48,000	\$48,000
227	07-LA-101	4709 0714000035	In the city of Los Angeles, from Highland Avenue to south of Parkway Calabasas. Upgrade median concrete barrier to meet the current standards.	30370	201.015	R/W Sup	\$27,000	\$27,000
228	07-LA-110	5084 0716000233	In the city of Los Angeles, at the northbound Route 110 connector to eastbound Route 91. Apply High Friction Bauxite Surface Treatment (HFBST), install high visibility thermoplastic lane and edge lines and upgrade guardrail to current standards.	33160	201.010	R/W Sup	\$13,000	\$13,000
229	07-LA-110	4849 0715000095	Near Gardena, south of Redondo Beach Boulevard. Replace culvert.	31380	201.151	R/W Sup	\$20,000	\$20,000
230	07-LA-110	4785 0714000264	In the city of Los Angeles, from Vernon Avenue to Route 101. Upgrade Metal Beam Guardrail to Midwest Guardrail System, end treatments, and crash attenuators.	30910	201.015	R/W Sup	\$45,000	\$45,000
231	07-LA-134	4816 0715000011	In and near Burbank, from Bob Hope Drive to Victory Boulevard/Riverside Drive. Stabilize soil and erosion control.	31160	201.335	R/W Sup	\$48,000	\$48,000
232	07-LA-134	4848 0715000093	In Glendale, from east of Concord Street Overcrossing to west of Chevy Chase Drive Undercrossing at three locations. Restore culvert systems. (G13 Contingency Project)	31370	201.151	R/W Sup	\$50,000	\$50,000



## 2.5 Highway Financial Matters

No.	Dist-Co-Route	PPNO Project ID	Location/Description	EA	Program Code	Phase	Programmed Amount	Allocation Amount
<b>2.5b.(2) Support Allocations for SHOPP Projects</b>							<b>Resolution FP-17-38</b>	
233	07-LA-213	4743 0714000178	In the cities of Rancho Palos Verdes, Lomita and Los Angeles, from W 25th Street to W Carson Street at various locations. Upgrade curb ramps, sidewalks and driveways to meet ADA standards.	30660	201.361	R/W Sup	\$750,000	\$750,000
234	07-Ven-23	4688 0713000479	In and near cities of Thousand Oaks and Moorpark, from Route 101 to Route 118. Rehabilitate pavement.	30250	201.122	R/W Sup	\$100,000	\$100,000
235	08-Riv-79	3002R 0814000257	In Hemet, from East Florida Avenue to East Menlo Avenue. Construct and upgrade pedestrian facilities to current Americans with Disability Act standards.	1F600	201.361	R/W Sup	\$2,094,000	\$2,094,000
236	08-Riv-91	3005X 0816000194	In the cities from Corona and Riverside, from Route 15/91 separator to Adams Street overcrossing. Convert existing limited access High Occupancy Vehicle (HOV) lanes to continuous access HOV lanes to allow safer ingress and egress movements for HOV.	1G192	201.310	R/W Sup	\$10,000	\$10,000
237	08-SBd-15	3006T 0817000024	In Victorville, near Palmdale Road (Route 18) and Route 15. Restore vegetation and irrigation system due to fire damage.	1H271	201.131	R/W Sup	\$54,000	\$54,000
238	10-Mer-140	3018 1013000108	Near the city of Merced at various locations, from Route 5 to 6 miles east of the city of Merced. Upgrade metal beam guardrails	0Y110	201.015	R/W Sup	\$280,000	\$280,000
239	12-Ora-1	2300 1214000041	In Laguna Beach, from south of Ruby Street to Ledroit Street. Upgrade pedestrian facilities to ADA standards.	0M820	201.378	R/W Sup	\$2,715,000	\$3,230,000
240	12-Ora-1	2527 1214000116	In Huntington Beach, at 6th Street; also in Seal Beach at Seal Beach Boulevard (PM 32.7). Modify traffic signals and install additional lighting.	0N850	201.010	R/W Sup	\$750,000	\$750,000
241	12-Ora-73	4096R 1214000123	In Newport Beach, on the Route 73 southbound off-ramp to MacArthur Boulevard. Widen ramp, install traffic signal and guardrail.	0N860	201.010	R/W Sup	\$130,000	\$130,000
<b>Total for R/W Sup</b>			<b>43 Requests</b>	<b>\$10,188,000</b>				



**2.5 Highway Financial Matters**

No.	Dist-Co-Route	PPNO Project ID	Location/Description	EA	Program Code	Phase	Programmed Amount	Allocation Amount
2.5b.(2)	Support Allocations for SHOPP Projects						Resolution FP-17-38	

<b>Grand Total</b>	<b>241 Requests</b>	<b>\$226,886,000</b>
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## TAB 80

### M e m o r a n d u m

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 21-22, 2018

Reference No: 2.5c.(2a) - **REVISED**  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Steven Keck, Chief  
Division of Budgets

Subject: **FINANCIAL ALLOCATION FOR LOCALLY ADMINISTERED STIP PROJECT ON THE  
STATE HIGHWAY SYSTEM  
RESOLUTION FP-17-40**

#### **ISSUE:**

Should the California Transportation Commission (Commission) approve an allocation of ~~\$120,000~~ **\$200,000** for the locally administered South East Gateway (PPNO 3492) project, in Lassen County, programmed in the State Transportation Improvement Program (STIP)?

#### **RECOMMENDATION:**

**The implementing agency, City of Susanville (City), encountered an unknown archeological site on the project. The City proceeded to use some PA&ED funding for preliminary design activities related to the archeological site, and defer some to the Plans, Specifications, and Estimate (PS&E) phase. The additional \$80,000 will be used to supplement the PS&E component for the additional efforts resulting from the archeological site.**

**Therefore, based on the reason listed above, the** California Department of Transportation recommends that the Commission approve an allocation of ~~\$120,000~~ **\$200,000** for the locally administered South East Gateway (PPNO 3492) project, in Lassen County, programmed in the STIP.

#### **BACKGROUND:**

The attached vote list describes one STIP project totaling ~~\$120,000~~ **\$200,000**. The local agency is ready to proceed with this project, and is requesting an allocation at this time.

#### **FINANCIAL RESOLUTION:**

Resolved, that ~~\$120,000~~ **\$200,000** be allocated from the Budget Act of 2016, Budget Act Item 2660-301-0890 for the locally administered STIP project described on the attached vote list.

Attachment



## 2.5 Highway Financial Matters

Project #	Allocation Amount	Recipient	Project Title	PPNO	Program/Year	Budget Year	Amount by
RTPA/CTC	County	Location	Project Description	Phase	Project ID	Item # Fund Type	Fund Type
Dist-Co-Rte	Postmile	Project Support Expenditures	EA	Program Code			
2.5c.(2a) Locally Administered STIP Projects On the State Highway System					Resolution FP-17-40		
1			South East Gateway Project. In the city of Susanville on State Route 36 from PM 26.2 to 26.5. Construct curb gutter and sidewalk, ADA compliant ramps, widen shoulders, safety lighting, landscaping and irrigation.	02-3492	2016-17		
<del>\$120,000</del>				RIP/17-18-16-17	301-0890 FTF		<del>\$120,000</del>
<b>\$200,000</b>				PS&E	20.20.075.600		<b>\$200,000</b>
				<del>\$120,000</del>			
City of Susanville			(PS&E increase of \$80,000 to come from Lassen County regional shares.)	<b>\$200,000</b>			
<u>LCTC</u>				0212000097			
Lassen				4PSEL			
02-Las-36			(CEQA - CE, 12/06/2017.)	4F360			
26.2/26.5			(NEPA - CE, 12/6/2017)				
<p><b><u>The increase of \$80,000 is due to the archeological site requirements that required additional PS&amp;E activities. The additional funding will come from the County's unprogrammed share balance.</u></b></p> <p><b><u>Time extension for FY 16-17 PS&amp;E expires on February 28, 2018.</u></b></p> <p><u>Outcome/Output:</u> Design phase: Curb and gutter; 4.1 miles Sidewalk; 5.1 miles ADA ramps; 3 each Intersections modified; 3 each</p>							



## **M e m o r a n d u m**

**To:** CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

**CTC Meeting:** March 21-22, 2018

**Reference No:** 2.5c.(2a)  
Action Item

**From:** NORMA ORTEGA  
Chief Financial Officer

**Prepared by:** Steven Keck, Chief  
Division of Budgets

**Subject:** **FINANCIAL ALLOCATION FOR LOCALLY ADMINISTERED STIP PROJECT ON THE  
STATE HIGHWAY SYSTEM  
RESOLUTION FP-17-40**

### **ISSUE:**

Should the California Transportation Commission (Commission) approve an allocation of \$120,000 for the locally administered South East Gateway (PPNO 3492) project, in Lassen County, programmed in the State Transportation Improvement Program (STIP)?

### **RECOMMENDATION:**

The California Department of Transportation recommends that the Commission approve an allocation of \$120,000 for the locally administered South East Gateway (PPNO 3492) project, in Lassen County, programmed in the STIP.

### **BACKGROUND:**

The attached vote list describes one STIP project totaling \$120,000. The local agency is ready to proceed with this project, and is requesting an allocation at this time.

### **FINANCIAL RESOLUTION:**

Resolved, that \$120,000 be allocated from the Budget Act of 2016, Budget Act Item 2660-301-0890 for the locally administered STIP project described on the attached vote list.

Attachment



## 2.5 Highway Financial Matters

Project #	Project Title	PPNO	Budget Year	Amount by
Allocation Amount	Location	Program/Year	Item # Fund Type	Fund Type
Recipient	Project Description	Phase	Program Code	
<u>RTPA/CTC</u>		Prgm'd Amount		
County		Project ID		
Dist-Co-Rte		Adv Phase		
Postmile	Project Support Expenditures	EA		
<b>2.5c.(2a) Locally Administered STIP Projects On the State Highway System</b>				
				<b>Resolution FP-17-40</b>
1	South East Gateway Project. In the city of Susanville on State	02-3492	2016-17	
\$120,000	Route 36 from PM 26.2 to 26.5. Construct curb gutter and	RIP/17-18	301-0890 FTF	\$120,000
	sidewalk, ADA compliant ramps, widen shoulders, safety	PS&E	20.20.075.600	
City of Susanville	lighting, landscaping and irrigation.	\$120,000		
<u>LCTC</u>	(CEQA - CE, 12/06/2017.)	0212000097		
Lassen	(NEPA - CE, 12/6/2017)	4PSEL		
02-Las-36		4F360		
26.2/26.5	<u>Outcome/Output:</u> Design phase:			
	Curb and gutter; 4.1 miles			
	Sidewalk; 5.1 miles			
	ADA ramps; 3 each			
	Intersections modified; 3 each			



## Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 21-22, 2018

Reference No: 2.5c.(3)  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Steven Keck, Chief  
Division of Budgets

Subject: **FINANCIAL ALLOCATION FOR LOCALLY ADMINISTERED STIP PROJECTS  
OFF THE STATE HIGHWAY SYSTEM  
RESOLUTION FP-17-41**

### **ISSUE:**

Should the California Transportation Commission (Commission) approve an allocation of \$4,525,000 for six projects off the State Highway System, programmed in the State Transportation Improvement Program (STIP)?

### **RECOMMENDATION:**

The California Department of Transportation recommends that the Commission approve an allocation of \$4,525,000 for six projects programmed in the STIP, as follows:

- \$4,195,000 for five STIP projects and
- \$330,000 for one STIP Planning, Programming, and Monitoring project.

### **BACKGROUND:**

The attached vote list describes six STIP projects totaling \$4,525,000. The local agencies are ready to proceed with these projects, and are requesting an allocation at this time.

### **FINANCIAL RESOLUTION:**

Resolved, that \$4,525,000 be allocated from the Budget Act of 2016, Budget Act Item 2660-101-0042 for six 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
<b>2.5c.(3a)</b>	<b>Locally Administered STIP Projects Off the State Highway System</b>			<b>Resolution FP-17-41</b>
1 \$942,000 City of Alturas <u>MCTC</u> 02-Modoc	Pedestrian Improvements along Alturas Central Business District. In the City of Alturas, in Modoc County; Carlos Street, Modoc Street, North Street, 1st Street, 2nd Street, 3rd Street and 4th Street, from Howard Street to SR 395 and from SR 395 to Court Street. Improve and construct pedestrian improvements along the Central Business District in the City of Alturas.  (CEQA - CE, 7/23/2014.)  Right of Way Certification: 08/28/2017  <u>Outcome/Output:</u> Improve pedestrian accessibility and safety.	02-2534 RIP/17-18 CONST \$942,000 0214000144 S	2016-17 101-0042 SHA 20.30.600.620	\$942,000
2 \$890,000 City of Alturas <u>MCTC</u> 02-Modoc	Oak and Juniper Street Rehabilitation. In the City of Alturas on Oak Street from SR 299 to 19th Street, and on Juniper Street from SR 299 to 19th Street.  (CEQA - CE, 11/19/2015.)  Right of Way Certification: 08/28/2017  <u>Outcome/Output:</u> Rehabilitate 0.5 mile of road for each of the two locations, improving transportation for this area of Alturas and reducing maintenance costs for the City and for vehicle owners that utilize these routes.	02-2535 RIP/17-18 CONST \$890,000 0216000001 S	2016-17 101-0042 SHA 20.30.600.621	\$890,000



## 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
<b>2.5c.(3a)</b>	<b>Locally Administered STIP Projects Off the State Highway System</b>			<b>Resolution FP-17-41</b>
3 \$389,000 City of Mt. Shasta <u>SCLTC</u> 02-Siskiyou	Ream Avenue Rehabilitation. In the City of Mt. Shasta, from Mt. Shasta Boulevard to the City Limits. Rehabilitate roadway including digouts, overlay, curb/gutter, sidewalks, and handicap ramps. (CEQA - CE, 03/17/2016.)  Right of Way Certification: 03/15/2016  Agency is requesting additional funds for necessary repairs due to additional deterioration and alligator cracking since the time of programming. Additional \$147,000 for the project was approved by the Siskiyou County Local Transportation Commission and will come from the County's unprogrammed share balance.  <u>Outcome/Output:</u> Rehabilitate the existing pavement to extend the life of the road by a minimum of 10 years. Add curb/gutter and sidewalk to improve safety. Add handicap ramps to improve accessibility.	02-2544 RIP/15-16 CONST <del>\$242,000</del> <b>\$389,000</b> 0216000012 S	2016-17 101-0042 SHA 20.30.600.621	\$389,000
4 \$1,267,000 Colusa County <u>CCTC</u> 03-Colusa	Norman Road Rehabilitation. Near the Town of Princeton on Norman Road. Road rehabilitation and shoulder improvements from Argo Street to Willow Creek. (CEQA - CE, 11/29/2017.)  (Contribution from other sources: \$1,224,876.)  Right of Way Certification: 01/22/2018  Time Extension for FY 16/17 construction expires on 06/30/2018  <u>Outcome/Output:</u> Improved pavement conditions, longer service life, standard shoulders.	03-2853 RIP/16-17 CONST \$1,267,000 0318000023 S	2016-17 101-0042 SHA 20.30.600.620	\$1,267,000



## 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
<b>2.5c.(3a)</b>	<b>Locally Administered STIP Projects Off the State Highway System</b>			<b>Resolution FP-17-41</b>
5 \$707,000 City of Scotts Valley <u>SCCRTC</u> 05-Santa Cruz	Glen Canyon Road/Green Hills Road/S. Navarra Drive Bike Corridor and Roadway Preservation. Glen Canyon Road from Flora Lane to Green Hills Road, Green Hills Road from Glen Canyon Road to the northern end at S. Navarra Drive, and S. Navarra Drive from the southern end to Granite Creek Road. This corridor and roadway preservation and active transportation on the eastside of Scotts Valley, CA. Two roads will be repaved and improved with a combination of bike lanes, signage, sharrows and green lane treatments to assist commuters, students, and recreational bikers. Includes non-infrastructure safe routes to schools education also.  (CEQA - NOE, 12/11/2017.)  (Right of Way certification: 10/01/2017)  (Contribution from other sources: \$119,000.)  (SB 184 effective 01/25/2018.)  <u>Outcome/Output:</u> Fill significant gap in bicycle network and improve safety. rehabilitation of deteriorated roadway.	05-2734 RIP/17-18 CONST \$707,000 0518000100 S	2016-17 101-0042 SHA 20.30.600.620	\$707,000



**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
<b>2.5c.(3b)</b>	<b>Local STIP Planning, Programming and Monitoring Projects</b>			<b>Resolution FP-17-41</b>
1 \$330,000  Stanislaus Council of Governments <u>StanCOG</u> 10-Stanislaus	Planning, Programming and Monitoring	10-9953 RIP/17-18 CONST \$330,000 1018000162 S	2016-17 101-0042 SHA 20.30.600.670	\$330,000



## Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 21-22, 2018

Reference No: 2.5c.(2b)  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Steven Keck, Chief  
Division of Budgets

Subject: **FINANCIAL ALLOCATION FOR LOCALLY ADMINISTERED STIP PROGRAM  
PROJECT (ADVANCEMENT)  
RESOLUTION FP-17-42**

### **ISSUE:**

Should the California Transportation Commission (Commission) approve an allocation of \$15,557,000 for the locally administered I-680 Southbound HOV Lane Gap Closure (PPNO 0222E) State Transportation Improvement Program (STIP) project, in Contra Costa County, programmed in Fiscal Year (FY) 2018-19?

### **RECOMMENDATION:**

The California Department of Transportation recommends that the Commission approve an allocation of \$15,557,000 for the locally administered I-680 Southbound HOV Lane Gap Closure STIP project, programmed in FY 2018-19.

### **BACKGROUND:**

The attached vote list describes one STIP project totaling \$15,557,000 programmed in FY 2018-19. The local agency is ready to proceed with this project, and is requesting an allocation at this time.

### **FINANCIAL RESOLUTION:**

Resolved, that \$15,557,000 be allocated from the Budget Act of 2016, Budget Act Item 2660-301-0890 for the locally administered STIP project described on the attached vote list.

Attachment



## 2.5 Highway Financial Matters

Project #	Allocation Amount	Recipient	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	Project ID	Phase	Fund Type	Fund Type
			Adv Phase	EA	Program Code	
2.5c.(2b)	Locally Administered STIP Projects On the State Highway System (ADVANCEMENTS)					Resolution FP-17-42
1	\$15,557,000	Contra Costa County	I-680 Southbound HOV Lane Gap Closure. In Walnut Creek, southbound I-680, from Livorna Road to 0.2 miles north of Geary Road. Construct a HOV lane	04-0222E RIP/18-19 CONST \$15,557,000 0400000952 4CONL 3A580	2016-17 301-0890 FTF 20.20.075.600	\$15,557,000
Contra Costa County Transportation Authority <u>MTC</u> Contra Costa 04-CC-680 11.2/16.6	Final Project Development Adjustment: N/A Final Right of Way Adjustment: N/A (CEQA - ND, 10/5/2017.) (NEPA - FONSI, 10/5/2017)  (Future Consideration of Funding approved under Resolution E-14-50; December 2014.)  (Contribution from other sources: \$46,488,000.)  (R/W Certification Type 1, 10/30/2017.)  PROGRAM YEAR CHANGED FROM FY 2019-20 TO FY 2018-19 UPON APPROVAL OF THE 2018 STIP ADOPTION.  <u>Outcome/Output:</u> State Highway Road Construction; 5.4 miles HOV/HOT lane-miles constructed					



## Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 21-22, 2018

Reference No: 2.5c.(4)  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Steven Keck, Chief  
Division of Budgets

Subject: **FINANCIAL ALLOCATION FOR LOCALLY ADMINISTERED BIP PROJECT ON THE  
STATE HIGHWAY SYSTEM  
RESOLUTION FP-17-43**

### **ISSUE:**

Should the California Transportation Commission (Commission) approve an allocation of \$4,500,000 for the locally administered Widen and Improve Cesar Chavez Boulevard to 5 lanes (PPNO 0606) project, in Imperial County, programmed in the Border Infrastructure Program (BIP)?

### **RECOMMENDATION:**

The California Department of Transportation recommends that the Commission approve an allocation of \$4,500,000 for the locally administered Widen and Improve Cesar Chavez Boulevard to 5 lanes (PPNO 0606) project, in Imperial County, programmed in the BIP.

### **BACKGROUND:**

The attached vote list describes one BIP project totaling \$4,500,000. The local agency is ready to proceed with this project, and is requesting an allocation at this time.

### **FINANCIAL RESOLUTION:**

Resolved, that \$4,500,000 be allocated from the Budget Act of 2016, Budget Act Item 2660-301-0890 for the locally administered BIP project 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
<b>2.5c.(4)</b>	<b>Federal Border Infrastructure Program (BIP) Project Allocation</b>			<b>Resolution FP-17-43</b>
1 \$4,500,000 City of Calexico <u>ICTC</u> 11-Imperial	Widen and Improve Cesar Chavez Boulevard to 5 lanes (3+2) from 2nd Street to State Route 98. Widen and Improve Cesar Chavez Boulevard to 5 lanes (3+2) from 2nd Street to State Route 98. Other improvements include: Surface Rehab, turn lanes, traffic signal, lighting, and sidewalks.  (NEPA - CE, 12/15/2017)  (Right of Way Certification: 12/13/2017)  (Contribution from other sources: \$1,604,240.)  <u>Outcome/Output:</u> Widen and Improve Cesar Chavez Boulevard to 5 lanes. Other improvements include surface rehab, turn lanes, traffic signal, lighting and sidewalks.	11-0606 BIP/17-18 CONST \$4,500,000 1100020223 4CONL	2016-17 301-0890 FTF 20.20.400.300	\$4,500,000



## 2.5 Highway Financial Matters

# Tab 83

## REPLACEMENT ITEM

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
<b>2.5c.(4)</b>	<b>Federal Border Infrastructure Program (BIP) Project Allocation</b>			<b>Resolution FP-17-43</b>
1 \$4,500,000 City of Calexico <u>ICTC</u> 11-Imperial	Widen and Improve Cesar Chavez Boulevard to 5 lanes (3+2) from 2nd Street to State Route 98. Widen and Improve Cesar Chavez Boulevard to 5 lanes (3+2) from 2nd Street to State Route 98. Other improvements include: Surface Rehab, turn lanes, traffic signal, lighting, and sidewalks.  (CEQA - MND, 07/08/2013; Revalidation 12/22/2017.) (NEPA - CE, 12/15/2017)  Future Consideration of Funding approved under Resolution E-18-11; January 2018)  (Right of Way Certification: 12/13/2017)  (Contribution from other sources: \$1,604,240.)  <u>Outcome/Output:</u> Widen and Improve Cesar Chavez Boulevard to 5 lanes. Other improvements include surface rehab, turn lanes, traffic signal, lighting and sidewalks.	11-0606 BIP/17-18 CONST \$4,500,000 1100020223 4CONL	2016-17 301-0890 FTF 20.30.010.600	\$4,500,000



## **M e m o r a n d u m**

**To:** CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

**CTC Meeting:** March 21-22, 2018

**Reference No.:** 2.5s.(1)  
Action Item

**From:** NORMA ORTEGA  
Chief Financial Officer

**Prepared by:** Steven Keck, Chief  
Division of Budgets

**Subject:** **FINANCIAL ALLOCATION FOR THE SENATE BILL 1 LOCAL PARTNERSHIP  
PROGRAM PROJECTS  
RESOLUTION LPP-A-1718-02**

### **ISSUE:**

Should the California Transportation Commission (Commission) approve an allocation of \$1,319,000 for four locally administered projects programmed in the Senate Bill 1 (SB 1) Local Partnership Program (LPP)?

### **RECOMMENDATION:**

The California Department of Transportation (Department) recommends that the Commission approve an allocation of \$1,319,000 for four locally administered projects programmed in the SB 1 LPP.

### **BACKGROUND:**

The attached vote list describes four SB 1 LPP projects totaling \$1,319,000. The local agencies are ready to proceed with these projects, and are requesting an allocation at this time.

### **FINANCIAL RESOLUTION:**

Resolved that \$1,319,000 be allocated from Non-Budget Act Item 2660-601-3290 for four locally administered SB 1 LPP 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
<b>2.5s.(1)</b>	<b>Senate Bill 1 - Local Partnership Program</b>	<b>Resolution LPP-A-1718-02</b>		
1 \$502,000 City of San Rafael <u>MTC</u> 04-Marin	<p><b>Francisco Blvd West Multi-Use Pathway.</b> In the City of San Rafael, on 2nd Street and Francisco Boulevard to Anderson Drive. Build a new 10 foot wide and 0.81 miles long Class I pathway including fencing and lighting.</p> <p>(CEQA - MND, 12/15/2017.)</p> <p>(Concurrent Consideration of Funding approved under Resolution E-18-23; March 2018)</p> <p>(Contribution from other sources: \$555,000.)</p> <p>Right of Way Certification: 04/28/2017</p> <p><u>Outcome/Output:</u> LPP funding will be used to construct the pathway. This is critical as cost saving may be achieved if this work is done concurrently with work on adjacent railway.</p>	04-2326A LPP/17-18 CONST \$502,000 0418000303 S	2017-18 601-3290 RMRA 20.30.210.200	\$502,000
2 \$100,000 City of Santa Rosa <u>MTC</u> 04-Sonoma	<p><b>Bicycle and Pedestrian Gap Closures.</b> In the City of Santa Rosa on Piner Road and Dutton Avenue. Close a gap in a Class II bicycle lane on Piner Road between Coffey Lane and Range Avenue and construct approximately 500 feet of sidewalk to provide sidewalk gap closure on the east side Dutton Avenue just south of Jennings Avenue. This project also includes rehabilitation the pavement where the bicycle lanes will be installed, and curb ramps will be upgraded to current standards.</p> <p>(CEQA - NOE, 01/19/2018.)</p> <p>(Contribution from other sources: \$100,000.)</p> <p><u>Outcome/Output:</u> This project will provide safety improvements for pedestrians and bicyclists.</p>	04-2318A LPP/17-18 PS&E \$100,000 0418000300 S	2017-18 601-3290 RMRA 20.30.210.200	\$100,000



## 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
<b>2.5s.(1)</b>	<b>Senate Bill 1 - Local Partnership Program</b>	<b>Resolution LPP-A-1718-02</b>		
3 \$500,000  Transportation Agency For Monterey County <u>TAMC</u> 05-Monterey	<b>Fort Ord Regional Trail and Greenway.</b> The Fort Ord Regional Trail and Greenway project will construct a Class 1 paved multi-use trail connecting the cities of Marina, Seaside, Del Rey Oaks, Monterey, CSU Monterey Bay, and the unincorporated Monterey County.  (Contribution from other sources: \$500,000.)  <u>Outcome/Output:</u> Construction of a paved multi-use Class 1 trail for bike and pedestrian health and safety improvements, air quality benefit, and GHG emissions reductions	05-2931 LPP/17-18 PA&ED \$500,000 0518000148 S	2017-18 601-3290 RMRA 20.30.210.200	\$500,000
4 \$217,000  City of Madera <u>MCTC</u> 06-Madera	<b>2017-18 3R and ADA Improvements.</b> In the City of Madera on various arterial and collector streets; rehabilitate, resurface and reconstruct roadways, and install ADA compliant curb ramps.  (CEQA - CE, 1/31/2018.)  Right of Way Certification: 2/12/2018  (Contribution from other sources: \$531,000.)  <u>Outcome/Output:</u> Improvements will eliminate pavement defects and the need for repairs that interfere with the flow of traffic, and reduces maintenance.	06-6931 LPP/17-18 CONST \$217,000 0618000148 S	2017-18 601-3290 RMRA 20.30.210.200	\$217,000



# Memorandum

Tab 85

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 21-22, 2018

Reference No: 2.5g.(2)  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Steven Keck, Chief  
Division of Budgets

Subject: **FINANCIAL ALLOCATION FOR A STATE ADMINISTERED PROPOSITION 1B  
STATE ROUTE 99 PROJECT  
RESOLUTION R99-A-1718-03**

## **ISSUE:**

Should the California Transportation Commission (Commission) approve an allocation of \$795,000 for the State Administered Proposition 1B State Route 99 (SR99) Auxiliary Lanes Project, from I-5 Connector to West Elkhorn Boulevard Overcrossing project (PPNO 6928), in Sacramento County?

## **RECOMMENDATION:**

The California Department of Transportation (Department) recommends that the Commission approve an allocation of \$795,000 for the State Administered Proposition 1B State Route 99 Auxiliary Lanes Project, from I-5 Connector to West Elkhorn Boulevard Overcrossing project (PPNO 6928), in Sacramento County.

## **BACKGROUND:**

The attached vote list describes one State administered Proposition 1B SR99 project totaling \$795,000 in PA&ED, PS&E, and R/W support. The Department is ready to proceed with this project and is requesting an allocation at this time.

## **FINANCIAL RESOLUTION:**

Resolved that \$795,000 be allocated from Budget Act Item 2660-004-6072 for PA&ED, PS&E, and R/W support for the State administered Proposition 1B SR99 project described on the attached vote list.

Be it further resolved, that a condition of allocation of these funds and to perform its administrative role established by Senate Bill 88, the Commission requests that the Department perform the functions necessary to ensure proper accountability measures are employed and reporting requirements are met for the Proposition 1B State Route 99 Program.

Attachment



## 2.5 Highway Financial Matters

Project #	Allocation Amount	Recipient	Project Title	PPNO	Program/Year	Phase	Budget Year	Amount by
<u>RTPA/CTC</u>	County	Dist-Co-Rte	Location	Prgm'd Amount	Project ID	Adv Phase	Item # Fund Type	Fund Type
Postmile	Project Description	Project Support Expenditures	EA	Program Code				
<b>2.5g.(2) Proposition 1B State Route 99 Projects</b>								
<b>Resolution R99-A-1718-03</b>								
1	<b>State Route 99 Auxiliary Lanes Project, from I-5</b>			03-6928				
\$795,000	<b>Connector to West Elkhorn Boulevard Overcrossing.</b> In			SR99/2017-18				
	the city of Sacramento from the I-5 Connector to the West			PA&ED	004-6072 SR99		\$170,000	
	Elkhorn Boulevard overcrossing. Construct auxiliary lanes.			\$170,000	20.10.722.000			
Department of	(TCIF Project 127)			PS&E	004-6072 SR99		\$600,000	
Transportation				\$600,000	20.10.722.000			
<u>SACOG</u>	<u>Outcome/Output:</u> Increase the number of daily vehicles from			R/W Supp				
Sacramento	53,000 to 79,000 per day and the number of 5+ axle trucks			\$25,000	004-6072 SR99		\$25,000	
03-Sac-99	from 2,200 to 3,200 per day in 2035.			0316000141	20.10.722.000			
32.5/33.5				0,1,2				
				1H380				



## **M e m o r a n d u m**

**To:** CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

**CTC Meeting:** March 21-22, 2018

**Reference No.:** 4.27  
Information Item

**From:** NORMA ORTEGA  
Chief Financial Officer

**Prepared by:** Rihui Zhang, Chief  
Division of Local Assistance

**Subject:** **STATUS OF THE ACTIVE TRANSPORTATION PROGRAM SEMI-ANNUAL PROGRESS  
REPORTS BY LOCAL AGENCIES**

### **SUMMARY:**

The California Transportation Commission's (Commission) Active Transportation Program (ATP) reporting requirements, as defined in the ATP program's Policy and Guidelines (Guidelines), require that upon acceptance into the ATP, implementing agencies must submit semi-annual reports to the California Department of Transportation (Department) on the activities and progress made toward (1) implementation of the project and (2) a final delivery report. An agency implementing a project in the Metropolitan Planning Organization (MPO) selected portion of the program must also submit copies of semi-annual reports to ensure projects are executed in a timely fashion and within the scope and budget identified when the decision was made to fund the project.

The progress report submittal schedule was developed in coordination with the ATP Technical Advisory Committee and Commission staff. The schedule requires progress report submittals on the 15<sup>th</sup> in the months of November and May. Progress Reports due in November cover allocations between April 16<sup>th</sup> and October 15<sup>th</sup>; and progress reports due on May cover allocations between October 16<sup>th</sup> and April 15<sup>th</sup>.

For final project reports, the Guidelines require that within one year of the project becoming operable, the implementing agency must submit the final project report. A project is deemed operable when the construction contract is accepted or acquired equipment is received, or in the case of non-infrastructure activities, when the activities are completed.

The ATP currently has 684 projects, from Cycles 1, 2, 3, 3G and 3-Augmentation, in various states of delivery that require reporting.

As of February 23, 2018, 554 projects have been identified as requiring submittals of progress reports with 49 percent reporting (270 progress reports received). And for final reporting, 265 projects received CON allocations and are being tracked for final report submittals. A list of agencies still needing to submit a progress report on projects programmed in the ATP is attached.

At this time, although the Guidelines require the submission of progress reports and final project reports, there is no recourse or action that can be taken by the Department on the local agencies if this requirement is not adhered to as the current Guidelines, as written, do not account for a failure of action by the local agencies.

Attachment



## LATE ATP SEMI-ANNUAL PROGRESS REPORTS

District	Cycle	PPNO	Project Name	Agency Name
1	1	4612	City of Fort Bragg - Chestnut St Multi Use Facility and Safe Routes to School Program	City of Fort Bragg
1	2	2442A 2442B	Van Wycke Bicycle and Pedestrian Connectivity Project	City of Trinidad
1	2	2440A 2440B	Hoopa Valley Safe Routes To School Project	Hoopa Valley Tribe
3	1	1523	North Main Street Bike Route	City of Colfax
3	1	1018	Pearson Road Safe Routes to School Connectivity Project	Town of Paradise
3	1	1017	Maxwell Drive Safe Routes to School Project	Town of Paradise
3	1	1921	Citywide Bike Lane Gap Closures	City of West Sacramento
3	1	1922	City of West Sacramento West Capitol Avenue Cycle Track	City of West Sacramento
3	1	1425	Trout Creek Trail, Phase 2	Town of Truckee
3	1	2013	Ella Elementary School Safe Routes to School Project	Yuba County
3	1	1920	2014 Safe Routes to School	Yolo County Public Works
3	1	1678	Sacramento County - Howe Avenue Sidewalk Infill and Bike Lane Improvements	Sacramento County Dept. of Transportation
3	1	1218	Sawmill Bike Trail Safe Access	El Dorado County
3	2	1019	Almond Street Multi-Modal Improvements	City of Paradise
3	2	1021	Memorial Trailway Class I Enhancements	City of Paradise
3	2	1024A 1024B	Ponderosa Elementary Safe Routes to School Project	Town of Paradise
3	2	1025	Downtown Paradise Equal Mobility Project	Town of Paradise
3	2	1417	Glenshire Drive Pedestrian and Bicycle Improvement Project	City of Truckee
3	2	2015	Seventh Avenue Bicycle Path and Pedestrian Route Improvements	Yuba County
3	2	1684	Power Inn Road Sidewalk Improvements	Sacramento County
3	2	1687A 1687B	Thomas Edison School – Hurley Way Pedestrian Improvements	Sacramento County
3	2	1524	State Route 89 Fanny Bridge Community Revitalization Project - Active Transportation Improvements	Tahoe Transportation District
3	2	1220	South Tahoe Greenway Shared Use Trail, Phases 1B & 2	California Tahoe Conservancy
4	1	2023C	San Francisco Safer Streets: Increasing Bicycling and Walking in San Francisco	San Francisco Municipal Transportation Agency
4	1	2023E	Vision Zero Safety Investment	San Francisco Municipal Transportation Agency
4	1	2023D	San Francisco Citywide Bicycle Wayfinding Project	San Francisco Municipal Transportation Agency
4	2	2122G	The Yellow Brick Road in Richmond's Iron Triangle Neighborhood	City of Richmond
5	1	2609	City of Lompoc - Sidewalk Infill and Curb Ramp Project	City of Lompoc
5	1	2611	Hollister Class I Bike	City of Goleta
5	1	2605	Radar Speed Feedback Signs and Flashing Beacons	Santa Cruz County



## LATE ATP SEMI-ANNUAL PROGRESS REPORTS

District	Cycle	PPNO	Project Name	Agency Name
5	1	2296	Castroville Bicycle/Pedestrian Path and Railroad Crossing Project	County of Monterey, Resource Management Agency Dept. of Public
5	2	2676	City of Monterey Active Transportation/Demand Management Program	City of Monterey
5	2	2670	West Broadway Urban Village Infrastructure Improvements	City of Seaside
5	2	2695	Old Town Sidewalks Infill	City of Goleta
6	1	6761	Fresno Pedestrian Bike Safety Education Program	City of Fresno
6	1	6757	Butler Avenue Bicycle Lane from Hazelwood Avenue to Peach Avenue	City of Fresno
6	1	6759	Sidewalks on Hughes Avenue from Hedges to Floradora	City of Fresno
6	1	6760	Install Traffic Signals at Hamilton Elementary School (Clinton and Thorne)	City of Fresno
6	1	6758	City of Fresno Bicycle/Pedestrian Master Plan Update	City of Fresno
6	1	6782	Mill Creek Trail Downtown Corridor Project	City of Visalia
6	1	6770	Safe Route to School Improvements-Frank West Elementary	City of Bakersfield Public Works Dept.
6	1	6779	Garden Avenue Pedestrian Access Corridor	City of Porterville
6	1	6756	Merced Street Pedestrian Facilities from 3rd Street to 5th Street	City of Fowler
6	1	6754	Enterprise Canal Trail/Pedestrian over State Route 168 Plan	City of Clovis
6	1	6746	Safety and Education for an Active Delano School Community	City of Delano
6	1	6768	Manning Avenue Safe Routes to School	City of Parlier
6	1	6753	Robertson Boulevard /State Route 233 and 11 Street Pedestrian Safety Improvements	City of Chowchilla
6	1	6750	Palm Avenue Elementary School Pedestrian Infrastructure Improvements	City of Wasco
6	1	6751	Teresa Burke Elementary School Bike and Pedestrian Infrastructure Improvements	City of Wasco
6	1	6776	Highway 43 Pedestrian Lighting	City of Wasco
6	1	6775	JL Prueitt Pedestrian Improvement	City of Wasco
6	1	6766	Pedestrian Safety Improvements at Various Locations	City of Kerman
6	1	6778	Farmersville Comprehensive Active Transportation Initiative	City of Farmersville
6	1	6769	T02 - Sidewalk Improvements at Various Locations	City of Arvin
6	1	6765	Riverdale Pedestrian Path Bikeway Hazel from Mt. Whitney to Stathem	County of Fresno
6	1	6764	Mt. Whitney Paved Pedestrian Bikeway from Grantland to Garfield	County of Fresno
6	1	6763	Dunlap - Lighted Crosswalk	County of Fresno
6	1	6762	ADA Path on Grove and Jensen Avenues from Ninth Street to Cedar	County of Fresno
6	1	6781	Terra Bella Sidewalk Improvements	Tulare County
6	1	6752	Tulare County Safe Routes to School Plan	Tulare County



## LATE ATP SEMI-ANNUAL PROGRESS REPORTS

District	Cycle	PPNO	Project Name	Agency Name
6	1	6780	Tooleville Sidewalk Improvement	Tulare County
6	1	6745	Fresno Council of Governments - Regional Active Transportation Plan	Fresno Council of Governments
6	2	6832	Traffic Signal; Cedar and Woodward Intersection	City of Fresno
6	2	6837	Sidewalk Installation; Ashlan from Effle to State Route 41	City of Fresno
6	2	6836A 6836B	Safety for an Active Selma School Community (Install various pedestrian safety facilities in the City of Selma)	City of Selma
6	2	6839	Active Transportation Plan-Selma	City of Selma
6	2	6838	Close Sidewalk Gaps and Construct ADA Ramps	City of Coalinga
6	2	6840	Fresno River Trail Safe Routes Project	City of Madera
6	2	6828	10th Avenue Bike/Pedestrian Trail	City of Kingsburg
6	2	6834	South Temperance Avenue and East Walter Avenue Pedestrian Improvements	City of Fowler
6	2	6849	Sanger Safe Routes to School	City of Sanger
6	2	6829	Construct trail along State Route 168 Shepherd Avenue to DeWolf Avenue	City of Clovis
6	2	6830	Trail Rehabilitation and Pedestrian Improvements; San Joaquin River from 9th to River	City of Firebaugh
6	2	6831	Multi-Purpose Trail Project	City of San Joaquin
6	2	6850	Manning Avenue Sidewalk Project	City of Parlier
6	2	6835	2015 Orange Cove School Crossing Safety Improvements	City of Orange Cove
6	2	6843	Kern Avenue Elementary Safe Routes to School Connectivity Project 1	City of McFarland
6	2	6848	Laton Sidewalk Project	Fresno County
6	2	6833	Biola Sidewalk Project	Fresno County
6	2	6841	Pixely Main Street Improvements	Tulare County
6	2	6842	Traver Jacob Street Improvements	Tulare County
6	2	6822	Earlimart Safe Routes to School Community Projects	Tulare County
6	2	6723	Farmersville Safe Routes to School Walnut Avenue Project	City of Farmersville
6	2	6826	Olive Avenue Corridor Crosswalk Warning Lights Installation Project	City of Porterville
6	2	6825	Rails-to-Trails Corridor Crosswalk Warning Lights Installation Project	City of Porterville
7	1	5190	San Fernando Road Bike Path - Phase 3	City of Los Angeles
7	1	5197	Cesar E. Chavez Connections	City of Los Angeles Bureau of Street Services, Engineering Division
7	1	4309	Beverly Boulevard Active Transportation Improvements	City of Los Angeles
7	1	4866	Safe Routes to School Infrastructure Improvements for Hollywood High and Selma Avenue Elementary School	City of Los Angeles, Dept. of Transportation
7	1	4867	Safe Routes to School Infrastructure Improvements for Menlo Avenue and West Vernon Elementary School	City of Los Angeles, Dept. of Transportation



## LATE ATP SEMI-ANNUAL PROGRESS REPORTS

District	Cycle	PPNO	Project Name	Agency Name
7	1	4864	Safe Routes to School Infrastructure Improvements for Sheridan Street ES and Breed Street ES	City of Los Angeles Dept. of Transportation
7	1	4869	Expo Line Bundy Station First Last Mile Improvements	City of Los Angeles
7	1	4870	Eastside Active Transportation Linkages Phase II	City of Los Angeles
7	1	4871	Hollywood Western Pedestrian Improvements	City of Los Angeles
7	1	4872	Safe Routes to School Infrastructure Improvements for Delores Huerta, 28th Street, and Quincy Jones ES	City of Los Angeles, Dept. of Transportation
7	1	4876	Safe Routes to School Education and Enforcement Programs and Pilots	City of Los Angeles Dept. of Transportation
7	1	4877	Yale Street Pedestrian Linkages Phase I, College Street and Alpine Street	City of Los Angeles
7	1	4873	Little Tokyo Pedestrian Safety Project	City of Los Angeles Dept. of Transportation
7	1	4874	Expo Line Pedestrian Improvements, Crenshaw to City Limit - City of Los Angeles	City of Los Angeles
7	1	5199	Top 50 Safe Routes to School Safety Assessments and Travel Plans	City of Los Angeles
7	1	4931	Sixth (6th) Street Viaduct Replacement Project: Bicycle and Pedestrian Facilities	City of Los Angeles, Dept. of Public Works, Bureau of Engineering
7	1	5042	LA River Bike Path, Headwaters, and Owensmouth - Mason	City of Los Angeles, Dept. of Transportation
7	1	4917	North Atwater Non-Motorized Multimodal Bridge (La Kretz crossing)	City of Los Angeles LA River Revitalization Corp (LARRC)
7	1	4892	Ventura Westside Pedestrian and Bicycle Facility Improvements	City of Ventura
7	1	5053	Priority Implementation for Downtown Bicycle and Pedestrian Improvements	City of Pomona
7	1	4912	4th Street Walking/Biking Upgrades for Expo Station, Downtown and Civic Center	City of Santa Monica
7	1	4528	Covina Bicycle Network Phase 2	City of Covina
7	1	3565J	Santa Paula 10th Street (SR-150) Bicycle and Pedestrian Improvements	City of Santa Paula
7	1	4898	City of Vernon Bicycle Master Plan	City of Vernon
7	1	4889	Citywide Pedestrian Plan	City of Glendale
7	1	4890	Citywide Safety Education Initiative	City of Glendale
7	1	4907	City of Glendale Safe Routes to School Improvements	City of Glendale
7	1	4936	Randolph Street Shared Use Bike/Trail Rails to Trails Project Study	City of Huntington Park
7	1	4937	State Street Complete Street Project	City of Huntington Park
7	1	4901	Active Transportation Plan and Safe Routes to School Plan	City of Inglewood
7	1	4918	Durfee - Thompson Elementary Emerald Necklace Walking School Bus	El Monte City School District
7	1	5087	Florence Avenue Pedestrian Improvement Project, City of Bell	City of Bell
7	1	5186	Maine Avenue Corridor Complete Streets Improvements	City of Baldwin Park
7	1	4529	Duarte Gold Line Station Pedestrian and Bicycle Improvements	City of Duarte
7	1	4935	Foster Road Side Panel Safe Routes to School Improvement Project	City of Norwalk



## LATE ATP SEMI-ANNUAL PROGRESS REPORTS

District	Cycle	PPNO	Project Name	Agency Name
7	1	4891	Cudahy Citywide Safe Routes to School Improvement	City of Cudahy
7	1	5154	Bell Gardens Citywide Safety Enhancement Project	City of Bell Gardens
7	1	4880	City of Lancaster - Safe Routes to School Master Plan	City of Lancaster
7	1	4881	5th Street East Corridor Improvements	City of Lancaster
7	1	4909	Unincorporated Los Angeles County Pedestrian Plans and Programs	Los Angeles County Dept. of Public Health
7	1	5182	San Gabriel Valley Council of Governments - Regional Active Transportation Planning Initiative	SCAG San Gabriel Valley Council of Governments (SGVCOG)
7	1	5020	Metro Blue Line First/Last Mile Plan	Los Angeles County Metropolitan Transportation Authority
7	2	5105	Pedestrian & Bicycle Neighborhood Intersection Enhancements	City of Los Angeles
7	2	5122	Boyle Heights Pedestrian Linkages	City of Los Angeles
7	2	5118	Orange Line - Sherman Way Pedestrian Links	City of Los Angeles
7	2	5135	Downtown Los Angeles Broadway Historic Theater District Pedestrian Improvements 4th-6th Streets	City of Los Angeles
7	2	5129	La Verne Regional Commuter Bicycle Gap Closure Project	City of La Verne
7	2	5130	Uncontrolled Crosswalk Pedestrian Safety Enhancement Project	City of Huntington Park
7	2	5107	Washington - Culver Pedestrian and Cyclist Safety Project	Culver City
7	2	5144	Pedestrian and Bike Safety Improvements: Ojai Ave. (State Route 150) and Maricopa Hwy. (State Route 33)	City of Ojai
7	2	5127	Downey Bike Share and Safety Education	City of Downey
7	2	5139	Citywide Non Motorized Design Guidelines and Active Transportation Action Plan	City of Irwindale
7	2	5113	Pico Rivera Regional Bikeway Project	City of Pico Rivera
7	2	5123	Rosemead Safe Routes to School Project	City of Rosemead
7	2	5128	Wilcox Ave Complete Streets and Safe Routes Project	City of Cudahy
7	2	5116	10th Street West Road Diet and Bikeway Improvements	City of Lancaster
7	2	5119	Pedestrian Gap Closure Improvements	City of Lancaster
7	2	5152A 5152B	Rio Real Elementary School - Pedestrian and Street Improvements Project	Ventura County
7	2	5104A 5104B	Willowbrook/Rosa Parks Pedestrian Promenade & Bike Mobility Hub	Los Angeles County Metropolitan Transportation Authority
7	2	5131	South Water Front/Pier J Bike and Pedestrian Path	Port of Long Beach
7	2	5109	Los Angeles Unified School District Middle School Bicycle Safety Physical Education Program	Los Angeles Unified School District (LUSD)
7	2	5137	Colorado Blvd Pedestrian and Bicycle Active Transportation Improvements	City of Los Angeles
7	2	5120	City of Arcadia Bicycle Facility Improvement	City of Arcadia
7	2	5141A	City of Downey Pedestrian Plan	City of Downey
7	2	5134	Coastal Bike Trail Connector - Ocean Boulevard, Long Beach	Port of Long Beach



## LATE ATP SEMI-ANNUAL PROGRESS REPORTS

District	Cycle	PPNO	Project Name	Agency Name
8	1	1186	Downtown and Adjoining Areas Bicycle and Pedestrian Improvement Project	City of Riverside Public Works Dept.
8	1	1185	Iowa Avenue and Martin Luther King Boulevard Bicycle Improvements	City of Riverside
8	1	1162	Perris Valley Storm Drain Channel Trail	City of Perris
8	1	1163	Active Transportation Program Improvements	City of Coachella
8	1	1148	City of Barstow's Active Transportation Plan	City of Barstow
8	1	1206	Safe Routes to Calimesa and Wildwood Elementary Schools	City of Yucaipa
8	1	1151R	Avenida Rambla Sidewalk Safety Improvements	Riverside County Transportation Department
8	1	1166	San Bernardino Association of Governments Metrolink Station Accessibility Improvement Project	San Bernardino Association of Governments
8	1	1145	San Bernardino Association of Government Safe Routes to School Plan	San Bernardino Association of Governments
8	1	1175	Increasing Active Transportation Use of the Santa Ana River Trail and Parkway	State Coastal Conservancy
8	1	1155	Western Riverside County Subregional Active Transportation Program	Western Riverside Council of Governments
8	2	1201	Citywide Bicycle and Pedestrian Improvements	City of Riverside
8	2	1191	Bicycle and Safe Routes to School Improvements	City of Banning
8	2	1196	In-Fill Sidewalks, Curbs & Gutters Improvement Project	City of Needles
8	2	1179	Big Bear Boulevard (State Route 18) Pedestrian and Bicycle Mobility Project	City of Big Bear Lake
8	2	1195	Segment of the Juan Bautista De Anza Multi-Use Trail	Moreno Valley
8	2	1193	Bear Valley Road Bicycle Bypass Phase II	City of Hesperia
11	1	1152	City of Coronado-Safe Routes to School Education	City of Coronado
11	1	1160	Maryland Elementary Pedestrian Mobility Improvement	City of Vista
11	1	1161A 1161B	La Jolla Active Transportation Project 2014	La Jolla Band of Luiseño Indians
12	1	2170S	Western Avenue Pedestrian Signal	City of Anaheim
12	1	2170C	The Tracks at Brea Trail Segments 2 and 3	City of Brea
12	2	1001	The Tracks at Brea - Segment 6	City of Brea
12	1	2170B	City of Brea - Tracks at Brea Segment 4	City of Brea
12	1	2170N	Concordia Elementary School Safe Routes to School Improvement Project	City of San Clemente
12	1	1012	San Juan Capistrano Bikeway Gap Closure Project	City of San Juan Capistrano
12	1	2170G	City of Irvine - Citywide Bicycle, Pedestrian Motorist Safety Program	City of Irvine
12	1	2170J	Orange County Sidewalk Inventory	Orange County Transportation Authority (OCTA)
12	1	2170H	La Habra Union Pacific Rail Line Bikeway	City of La Habra
12	2	1004	La Habra Union Pacific Rail Line Bikeway Project	City of La Habra



## **M e m o r a n d u m**

**To:** CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

**CTC Meeting:** March 21- 22, 2018

**Reference No:** 4.22  
Action Item

**From:** NORMA ORTEGA  
Chief Financial Officer

**Prepared by:** Rihui Zhang, Chief  
Division of Local Assistance

**Subject:** COUNTY OF LOS ANGELES ACTIVE TRANSPORTATION PROGRAM PROJECT SCOPE  
CHANGE REQUEST RESOLUTION ATP-A-17-04

### **ISSUE:**

Should the California Transportation Commission (Commission) approve Resolution ATP-A-17-04 for the project scope change request for the Cycle 2 Active Transportation Program (ATP) Los Angeles County - Aviation/LAX Green Line Station Community Linkages project (PPNO 5117); which was adopted on October 21, 2015, and programmed for \$1,941,000?

### **RECOMMENDATION:**

The California Department of Transportation (Department) recommends that the Commission approve Resolution ATP-A-17-04 for the project scope change request for the Cycle 2 ATP Los Angeles County - Aviation/LAX Green Line Station Community Linkages project (PPNO 5117).

### **DISCUSSION:**

Los Angeles County (County) has submitted a project scope change request for the Aviation/LAX Green Line Station Community Linkages project (PPNO 5117). The project originally intended to install pedestrian and bicycle facilities, wayfinding, and landscaping, and traffic calming on major corridors near the Aviation/LAX Metro Green Line Station. The County, with the scope change request, proposes to make the following modifications:

1. Remove sidewalk improvements and lighting and install Class III bike routes instead of Class II bike lanes on Isis Avenue.
2. No longer construct a center median on Judah Avenue between 116<sup>th</sup> and 118<sup>th</sup> Streets, so that a combination of Class II and Class III bike facilities can be installed.
3. The Class II bike lanes on 120<sup>th</sup> Street between Aviation Blvd. and La Cienega Blvd. have recently been installed. The remaining bike facilities on 120<sup>th</sup> Street will be upgraded from Class III bike routes to Class II bike lanes.
4. Lane reduction and Class II bike lanes are not feasible on El Segundo Avenue. Currently an eight-lane roadway.



**ANALYSIS:**

The Department's analysis has deemed the County's proposal as a more significant scope change due to the number of changes requested.

**Comparison of benefits**

<b>Item #/Location</b>	<b>Original</b>	<b>Proposed</b>
1. Isis Avenue	Sidewalk improvements, lighting, Class II bike lanes	Delete sidewalk improvements and lighting. Add Class III sharrows (street marking)
2. Judah Avenue	Landscaped median	Delete Landscaped median Add Class II Bike Lanes and Class III sharrows (street marking)
3. 120 <sup>th</sup> Street	Class III Bike Route, High visibility cross walks and bulb outs	Delete Class III Bike Route. Add Class II Bike Lanes and lane width reduction
4. El Segundo	Class II Bike Lanes, and Lane width reduction	Delete all work- an 8 lane road is not appropriate for Class II or III facilities.

*\*Class I bike lane – Completely separate lane/right of way for exclusive use by bicycles and pedestrians*

*Class II bike lane – A striped bike lane as part of a street or highway*

*Class III bike lane – Shared roadway with pedestrians and motorized traffic; signs posted identifying it as a bike route*

**ANALYSIS RECOMMENDATION:**

Based on the analysis of the proposed scope change, the Department recommends supporting the request, as the modifications will increase non-motorized safety and access to the new Aviation/LAX Metro rail station.

**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.



## **M e m o r a n d u m**

**To:** CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

**CTC Meeting:** March 21-22, 2018

**Reference No:** 4.23  
Action Item

**From:** NORMA ORTEGA  
Chief Financial Officer

**Prepared by:** Rihui Zhang, Chief  
Division of Local Assistance

**Subject:** **COUNTY OF LOS ANGELES ACTIVE TRANSPORTATION PROGRAM PROJECT SCOPE  
CHANGE REQUEST RESOLUTION ATP-A-17-05**

### **ISSUE:**

Should the California Transportation Commission (Commission) approve Resolution ATP-A-17-05 for the project scope change request for the Cycle 2 Active Transportation Program (ATP) Los Angeles County - Hawthorne/Lennox Green Line Station Community Linkages project (PPNO 5110); which was adopted on October 21, 2015, and programmed for \$2,406,000?

### **RECOMMENDATION:**

The California Department of Transportation (Department) recommends that the Commission approve Resolution ATP-A-17-05 for the project scope change request for the Cycle 2 ATP Los Angeles County - Hawthorne/Lennox Green Line Station Community Linkages project (PPNO 5110).

### **DISCUSSION:**

Los Angeles County (County) has submitted a project scope change request for the Hawthorne/Lennox Green Line Station Community Linkages project (PPNO 5110). The project originally intended to install pedestrian and bicycle facility improvements, wayfinding, and landscaping on major corridors near the Hawthorne/Lennox Metro Green Line Station. The County, with the scope change request, proposes to make the following modifications:

1. Exchange Bike Loops for Pedestrian Countdown heads
2. Exchange Pervious Concrete Lanes and parking for slurry seal where bike lanes and crosswalks will be installed.
3. Upgrade the proposed bike facilities on a portion of Lennox Boulevard to Class II from Class III bike.

### **ANALYSIS:**

The Department's analysis has deemed the County's proposal as a significant scope change due to the 20 percent decrease in the cost of the project.



**Comparison of benefits**

<b>Item #/Location</b>	<b>Original</b>	<b>Proposed</b>
1. Various locations	Install bicycle detection loops	Delete bike loops and add Pedestrian countdown heads
2. Various locations	Pervious concrete travel and parking lanes	Delete Pervious concrete and add slurry seal for bike lanes and cross walks
3. Lennox Blvd	Class III Bike Route	Delete Class III Bike Route. Add Class II Bike Lanes

*\*Class I bike lane – Completely separate lane/right of way for exclusive use by bicycles and pedestrians*

*Class II bike lane – A striped bike lane as part of a street or highway*

*Class III bike lane – Shared roadway with pedestrians and motorized traffic; signs posted identifying it as a bike route*

**ANALYSIS RECOMMENDATION:**

Although there is a decrease in the project cost, based on the analysis of the benefits of the project, the Department recommends supporting the request, as the modifications will ultimately increase pedestrian safety and comfort.

**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.



# Memorandum

**To:** CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

**CTC Meeting:** March 21-22, 2018

**Reference No.:** 4.24  
Action Item

**From:** NORMA ORTEGA  
Chief Financial Officer

**Prepared by:** Rihui Zhang, Chief  
Division of Local Assistance

**Subject:** **CITY OF PICO RIVERA ACTIVE TRANSPORTATION PROGRAM PROJECT SCOPE  
CHANGE REQUEST RESOLUTION ATP-A-17-06**

## **ISSUE:**

Should the California Transportation Commission (Commission) approve Resolution ATP-A-17-06 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, and programmed for \$3,392,000?

## **RECOMMENDATION:**

The California Department of Transportation (Department) recommends that the Commission not 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, proposed to construct:

1. A centerline Class I bike lane on Mine Avenue,
2. Delete all bike facilities on Dunlap Crossing Road and
3. Relocate the San Gabriel River crossing 3200 feet north of the original location.

The scope changes are due to:

1. The City receiving an Urban Rivers grant, and the City wishing to construct centerline bio-retention swales, and moving the bike facilities in between the bio-retention swales.
2. Union Pacific Railroad (UPRR) concerns regarding the possible increase in cyclist volume crossing their tracks at the west bridge touchdown location.
3. 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:**

The Department's analysis deemed the City's proposal as a more significant scope change due to the 1.2 mile travel distance increase, from the original proposal, and the deletion of all of the Dunlap Crossing Road improvements. While changing the bike facilities on Maine Avenue from a pair of Class II bike lanes to a centerline Class I bike lane should be a non-motorized benefit; Changes 2 and 3 (above) have been determined to be a reduction in the non-motorized user benefits for the project. The Department analyzed the location and could not determine a better alternative.

#### **Comparison of benefits**

<b>Item #/Location</b>	<b>Original</b>	<b>Proposed</b>
1. Maine Avenue	Installing a pair of Class II Bike Lanes	Replacing Class II bike lanes with a centerline Class I bike lane
2. Dunlap Crossing Road	Install Class I and Class II Bike Lanes	Delete all work
3. San Gabriel River bike/pedestrian Bridge	A bike/pedestrian bridge in line with Maine Avenue and Dunlap Crossing Road	A bike/pedestrian bridge 3200 feet north of the original location

*\*Class I bike lane – Completely separate lane/right of way for exclusive use by bicycles and pedestrians*

*Class II bike lane – A striped bike lane as part of a street or highway*

*Class III bike lane – Shared roadway with pedestrians and motorized traffic; signs posted identifying it as a bike route*

### **ANALYSIS RECOMMENDATION:**

Because the removal of the bike/pedestrian bridge and removal of the bike lanes are the majority of the scope change, the Department cannot support the request, as this is major reduction to the non-motorized user benefits of the project.

### **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.



## **M e m o r a n d u m**

**To:** CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

**CTC Meeting:** March 21-22, 2018

**Reference No:** 2.5w.(1)  
Action Item

**From:** NORMA ORTEGA  
Chief Financial Officer

**Prepared by:** Steven Keck, Chief  
Division of Budgets

**Subject:** **FINANCIAL ALLOCATION FOR ACTIVE TRANSPORTATION PROGRAM PROJECTS  
RESOLUTION FATP-1718-13**

### **ISSUE:**

Should the California Transportation Commission (Commission) approve an allocation of \$28,154,000 for 25 projects programmed in the Active Transportation Program (ATP)?

### **RECOMMENDATION:**

The California Department of Transportation recommends that the Commission approve an allocation of \$28,154,000 for 25 projects programmed in the ATP, as follows:

- \$25,109,000 for 10 ATP projects and
- \$3,045,000 for 15 ATP projects (SB1 Augmentation).

### **BACKGROUND:**

The attached vote list describes 25 ATP projects totaling \$28,154,000. The local agencies are ready to proceed with these projects, and are requesting an allocation at this time.

### **FINANCIAL RESOLUTION:**

Resolved, that \$28,154,000 be allocated from the Budget Act of 2016 and 2017, Budget Act Items 2660-108-0042, 2660-108-0890 and 2660-108-3290 for 25 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
<b>2.5w.(1a) Active Transportation Program Projects</b>		<b>Resolution FATP-1718-13</b>		
1 \$689,000 City of Biggs <u>BCAG</u> 03-Butte	<b>City of Biggs Safe Routes to School.</b> On B Street from 1st Street to 11th Street and on 2nd Street from E Street to just north of I Street. Construct sidewalks and curb ramps.  (Small Urban and Rural)  (CEQA - CE, 6/5/2017.)  Right of Way Certification: 01/26/2018  <u>Outcome/Output:</u> Provide safer and more accessible routes for walking and biking to and from school.	03-1022 ATP/17-18 CONST \$689,000 0316000097 S	2016-17 108-0042 SHA 20.30.720.100	\$689,000
2 \$60,000 Contra Costa County <u>MTC</u> 04-Contra Costa	<b>Bailey Road/State Route - 4 Interchange.</b> Bay Point on Bailey Road between Canal Road and SR-4. Develop a marketing campaign to analyze collision history and commuter behavior to identify target areas and develop messages specific to Bay Point on safe driving, walking and cycling. (Non-Infrastructure)  (Statewide)  (CEQA - NOE, 01/25/2018))  (NEPA - CE, 12/05/2017)  (PPNO 2123B is the Non-Infrastructure component to PPNO 2123A)  <u>Outcome/Output:</u> The project will promote walking and biking safely within Bay Point, specifically at Bel Air Elementary School.	04-2123B ATP/17-18 CONST \$60,000 0418000189 S	2016-17 108-0890 FTF 20.30.720.100	\$60,000



## 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
<b>2.5w.(1a)</b>	<b>Active Transportation Program Projects</b>	<b>Resolution FATP-1718-13</b>		
3 \$460,000 City of Sanger <u>FCOG</u> 06-Fresno	<b>Sanger Safe Routes to School.</b> Construct sidewalk, curb and gutter and install crosswalks, flashing beacons, school zone signage, and pavement markings at Washington Academic Middle School (10th Street between DeWitt and West Avenues and Q Street between 13th and 14th Streets) and at Madison Elementary School (Intersection of Bethel and Cherry Avenues).  (Statewide)  (CEQA - CE, 4/18/2016.)  Right of Way Certification: 12/15/2017  <u>Outcome/Output:</u> Increase school zone pedestrian safety throughout City of Sanger	06-6849 ATP/17-18 CONST \$460,000 0616000145 S	2016-17 108-0042 SHA 20.30.720.100	\$460,000
4 \$215,000 Tulare County <u>TCAG</u> 06-Tulare	<b>Pixley Main Street Improvements.</b> Construct sidewalks, curb and gutter, asphalt pave-outs; Install ADA curb ramps, bike lane, drainage facilities, signs and markings on Main Street between Court Street and Terra Bella Street.  (Statewide)  (CEQA - CE, 06/06/2017.)  <u>Outcome/Output:</u> Pedestrian infrastructure and bike lane delineation	06-6841 ATP/17-18 R/W \$215,000 0617000078 S	2016-17 108-0042 SHA 20.30.720.100	\$215,000



## 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
<b>2.5w.(1a)</b>	<b>Active Transportation Program Projects</b>	<b>Resolution FATP-1718-13</b>		
5 \$21,195,000 City of Los Angeles <u>LACMTA</u> 07-Los Angeles	<b>San Fernando Road Bike Path - Phase 3.</b> The San Fernando Bike Path is a 4.75 Class I Facility that consists of a shared use paved surface, lighting, landscaping, intersection and railroad crossing improvements, striping, signage, bus stop improvements and a bridge across the Tujunga Wash. (San Fernando Road from Branford Street to the north and Cohasset Street to the south)  (MPO)  (CEQA - NOE, 01/20/1998.) (NEPA - CE, 11/02/2016)  (Right of Way Certification: PENDING)  (Time Extension for FY 15-16 CON expires on 02/28/2018.)  <u>Outcome/Output:</u> With the completion of this project, there will be continuity of the bike lanes on San Fernando Road.	07-5190 ATP/15-16 CONST \$21,195,000 0700001276 S	2016-17 108-0890 FTF 20.30.720.100	\$21,195,000
6 \$432,000 Ventura County <u>VCTC</u> 07-Ventura	<b>Rio Real Elementary School - Pedestrian and Street Improvements Project.</b> Infrastructure: Construct 1,460 linear feet of new sidewalk, curb, and gutter, and appurtenant work. Widen shoulder in order to construct sidewalk. (Kenney St between Alvarado and Stroube)  (MPO)  (CEQA - NOE, 09/29/2016.)  (Right of Way Certification 1: 01/30/2018)  (PPNO 5152A is the Infrastructure component to PPNO 5152B)  <u>Outcome/Output:</u> The sidewalk improvements will connect to newly constructed pedestrian walkways to three public schools.	07-5152A ATP/17-18 CONST \$432,000 0717000071 S	2016-17 108-0042 SHA 20.30.720.100	\$432,000



## 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
<b>2.5w.(1a)</b>	<b>Active Transportation Program Projects</b>	<b>Resolution FATP-1718-13</b>		
7 \$334,000 City of Stockton <u>SJCOG</u> 10-San Joaquin	<b>Miner Avenue Complete Streets - Phase 1.</b> Miner Avenue from Center Street to Sutter Street. Convert a four-way vehicle travel lane to two-way vehicle travel lane, add bicycle lanes, and improve deficient sidewalks.  (MPO)  (CEQA - MND, 02/22/2017.) (NEPA - CE, 12/26/2017.)  (Concurrent Consideration of Funding under Resolution E-18-27; March 2018.)  (Time extension for FY 16-17 PS&E expires on March 31, 2018.)  <u>Outcome/Output:</u> The project will increase non-motorized use as Miner Avenue is within a growing downtown area. Vehicle speeds will be reduced, sidewalks will connect to local businesses and the downtown area, and there will be an increase of non-motorized travel improving public health.	10-3170 ATP/16-17 PS&E \$334,000 1017000111 S	2016-17 108-0890 FTF 20.30.720.100	\$334,000
8 \$247,000 City of El Centro <u>ICTC</u> 11-Imperial	<b>Establishment of Safe Routes to School Program &amp; Bicycle Route Improvements.</b> Various locations in El Centro. Install way finding signage and bike racks at strategic locations and striping of "sharrows" along Class III bicycle routes.  (MPO)  (CEQA - NOE, 01/28/2016.)  (Right of Way Certification, 02/1/2018)  PPNO 1226A is the Infrastructure component to PPNO 1226B.  <u>Outcome/Output:</u> Increase the number of people biking and walking in the City. Educate public especially children on how to ride bicycles or walk safely to schools. Establish a SR2S Program in El Centro through a partnership with Imperial County Public Health Department.	11-1226A ATP/17-18 CONST \$247,000 1116000148 S	2016-17 108-0042 SHA 20.30.720.100	\$247,000



## 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
<b>2.5w.(1a)</b>	<b>Active Transportation Program Projects</b>	<b>Resolution FATP-1718-13</b>		
9 \$769,000 City of San Clemente <u>OCTA</u> 12-Orange	<b>Shorecliffs Middle School Safe Routes to School Pedestrian Improvement Project.</b> Construct 300 feet of sidewalk and curb extensions at nine locations.  (MPO)  (CEQA - NOE, 12/13/2017.)  (Right of Way Certification: 01/31/2018)  <u>Outcome/Output:</u> The project will provide continuous safe routes to school by closing an existing sidewalk gap and extend curbs to improve the walkability of the area.	12-1008 ATP/17-18 CONST \$769,000 1217000013 S	2016-17 108-0042 SHA 20.30.720.100	\$769,000
10 \$708,000 City of La Habra <u>OCTA</u> 12-Orange	<b>La Habra Union Pacific Rail line bikeway.</b> Class I bikeway along the Union Pacific right of way between La Habra west city limit and La Habra east city limit.  (MPO)  (CEQA - MND, 01/25/2018.) (NEPA - CE, 02/21/2018.)  (Concurrent consideration of funding under Resolution E-18-28; March 2018.)  (Time extension for FY 15-16 ROW expires on 02/28/2018.)  (PA&ED previously obligated with local federal funds.)  <u>Outcome/Output:</u> The project will provide right of way to create a connection to other bicycle facilities, increase overall safety for bicyclists and encourage bicycling.	12-2170H ATP/15-16 R/W \$708,000 1213000165 S	2016-17 108-0042 SHA 20.30.720.100	\$708,000



## 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
<b>2.5w.(1b) Active Transportation Program Projects (SB1 Augmentation)</b>		<b>Resolution FATP-1718-13</b>		
1 \$312,000 City of Pittsburg <u>MTC</u> 04-Contra Costa	<b>Pittsburg Active Transportation and Safe Routes Plan (WalkBikePittsburg2035).</b> Prepare a 15-year, community-based plan for bicycle and pedestrian improvements and programs.  (Statewide)  (CEQA - Letter 1/19/2018)  (SB 1 Augmentation)  <u>Outcome/Output:</u> Preparation and adoption of the Pittsburg Active Transportation and Safe Routes Plan.	04-2321 ATP/17-18 CONST \$312,000 0418000264 S	2017-18 108-3290 RMRA 20.30.720.100	\$312,000
2 \$10,000 City of Coalinga <u>FCOG</u> 06-Fresno	<b>Coalinga SRTS Sidewalk Gap Closure and Pedestrian Improvements.</b> The Project will construct 19,275 square feet of new sidewalk, closing gaps in the existing pedestrian routes and replacing deteriorated sidewalk, and will construct ADA-compliant curb ramps.  (MPO)  (SB 1 Augmentation)  <u>Outcome/Output:</u> Improve the health and safety of Coalinga's children and pedestrians by constructing ADA compliant curbs and sidewalks and installing crosswalks.	06-6911 ATP/17-18 PA&ED \$10,000 0618000142 S	2017-18 108-3290 RMRA 20.30.720.100	\$10,000
3 \$25,000 City of Farmersville <u>TCAG</u> 06-Tulare	<b>Farmersville SRTS East Walnut Avenue.</b> The project will address the urgent need for sidewalks, bicycle lanes and traffic calming measures on the main east-west school route to the City's multi-school campus which serves approximately 1,300 students in Grades 4-6 and Grades 9-12.  (MPO)  (SB 1 Augmentation)  <u>Outcome/Output:</u> Increased pedestrian safety, mobility, and accessibility.	06-6920 ATP/17-18 PA&ED \$25,000 0618000139 S	2017-18 108-3290 RMRA 20.30.720.100	\$25,000



## 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
<b>2.5w.(1b)</b>	<b>Active Transportation Program Projects (SB1 Augmentation)</b>	<b>Resolution FATP-1718-13</b>		
4 \$75,000  Tulare County <u>TCAG</u> 06-Tulare	<b>Woodville Sidewalk Improvements along Road 168.</b> Sidewalk improvements, curb & gutter construction, ADA ramps, AC paveouts, striping and signage improvements.  (MPO)  (CEQA - CE, 01/17/2018.)  (SB 1 Augmentation)  <u>Outcome/Output:</u> Increased pedestrian safety, mobility, and accessibility.	06-6921 ATP/17-18 PS&E \$75,000 0618000140 S	2017-18 108-3290 RMRA 20.30.720.100	\$75,000
5 \$43,000  Glendale <u>LACMTA</u> 07-Los Angeles	<b>Glendale Transportation Center 1st/Last Mile Regional Improvements Phase II.</b> Phase II of comprehensive "first/last mile" improvements around the Glendale Transportation Center, connecting the disadvantaged Tropic neighborhood in Glendale with regional employment, medical, and retail destinations via new active transportation facilities, Metro Rapid/Local and Beeline transit systems and Metrolink/Amtrak rail service.  (Statewide)  (SB1 Augmentation)  <u>Outcome/Output:</u> The project will improve active transportation connections to regional transit, commercial/medical employment, and residential destinations, including neighboring Atwater Village, Los Angeles; and improving bicycle and pedestrian wayfinding and safety in this disadvantaged and auto-oriented community.	07-5422 ATP/17-18 PA&ED \$43,000 0718000226 S	2017-18 108-3290 RMRA 20.30.720.100	\$43,000



## 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
<b>2.5w.(1b)</b>	<b>Active Transportation Program Projects (SB1 Augmentation)</b>	<b>Resolution FATP-1718-13</b>		
6 \$200,000 Los Angeles County <u>LACMTA</u> 07-Los Angeles	<b>Marvin Braude Beach Trail Gap Closure.</b> Install a <del>4-6</del> <b>4.6</b> miles 0.5 mile of 17-foot wide walkway adjacent to Marvin Braude Bike Trail to close the gap between Pacific Palisades and the City of Santa Monica.  (MPO)  (SB1 Augmentation )  <u>Outcome/Output:</u> The project will provide pedestrian and bicyclist continuous walkway to enhance transportation opportunities. The project will provide safe alternative to Pacific Coast Highway by creating separate path of travel along the trail.	07-5437 ATP/17-18 PA&ED \$200,000 0718000230 S	2017-18 108-3290 RMRA 20.30.720.100	\$200,000
7 \$60,000 Los Angeles County <u>LACMTA</u> 07-Los Angeles	<b>Temple Avenue Complete Street Improvements.</b> Install new raised bike lanes and a sidewalk on an existing 4-lane, 0.77-mile roadway segment of Temple Avenue, between the cities of Walnut and Pomona. This gap closure project will connect bike and pedestrian facilities, two large colleges and employers into adjacent cities.  (MPO)  (SB1 Augmentation )  <u>Outcome/Output:</u> Closure of this gap between cities of Walnut and Pomona is a priority to provide safer access for vulnerable cyclist, pedestrians and student community as a whole.	07-5438 ATP/17-18 PA&ED \$60,000 0718000232 S	2017-18 108-3290 RMRA 20.30.720.100	\$60,000



## 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
<b>2.5w.(1b)</b>	<b>Active Transportation Program Projects (SB1 Augmentation)</b>	<b>Resolution FATP-1718-13</b>		
8 \$88,000 City of Ventura <u>VCTC</u> 07-Ventura	<b>Montalvo SRTS Cypress Point Gap Closure and Complete Streets Project.</b> Install Class I path gap closure at Cypress Point Class I Trail and Telephone Road. Add safety feature for sidewalk and bicycle infrastructure and connecting Complete Street Corridor.  (MPO)  (SB 1 Augmentation)  <u>Outcome/Output:</u> Provide north-south low-stress linkages, a north-south gap closure, and east-west route that will provide a Complete Street that promotes maximum bikeability.	07-5349 ATP/17-18 PA&ED \$88,000 0718000119 S	2017-18 108-3290 RMRA 20.30.720.100	\$88,000
9 \$333,000 Town of Apple Valley <u>SBCTA</u> 08-San Bernardino	<b>Apple Valley South - Safe Routes to School.</b> Construct 5,390 feet of sidewalk and replace 9,500 feet of pavement to create a Class 1 bike path; add curb, gutter, berm, signage, striping, ADA-compliant ramps, high-visibility crosswalks, electric speed awareness signs, and stop sign flashing beacons.  (Statewide)  (CEQA - ND, 12/11/2017.)  (Concurrent Consideration of Funding under Resolution E-18-25; March 2018.)  (SB1 Augmentation)  <u>Outcome/Output:</u> The project will provide non-motorized transportation links for disadvantaged community residents for safe access to schools, resource centers, parks, and bus transportation to reach medical services, employment centers, and regional shopping.	08-1207 ATP/17-18 PS&E \$333,000 0818000130 S	2017-18 108-3290 RMRA 20.30.720.100	\$333,000



## 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
<b>2.5w.(1b)</b>	<b>Active Transportation Program Projects (SB1 Augmentation)</b>		<b>Resolution FATP-1718-13</b>	
10 \$792,000 <del>Town of Apple Valley</del> City of Victorville <u>SBCTA</u> 08-San Bernardino	<b>Bear Valley Road Class 1 Bike Path Connector.</b> Construct 0.3 miles of Class 1 bicycle pathway to close a gap to create a continuous regional trail between Victorville, Hesperia, and Apple Valley.  (Statewide)  (CEQA - NOE, 10/17/2017.)  Right of Way Certification: 02/13/2018.  (SB1 Augmentation)  <u>Outcome/Output:</u> The project will increase mobility and provide safe access for people to bike and walk to recreational areas or to their commuting destination.	08-1208 ATP/17-18 CONST \$792,000 0818000131 S	2017-18 108-3290 RMRA 20.30.720.100	\$792,000
11 \$670,000 City of Stockton <u>SJCOG</u> 10-San Joaquin	<b>Miner Avenue Complete Streets - Phase 2.</b> Miner Avenue from Sutter Street to Aurora Street. Convert a four-way vehicle travel lane to two-way vehicle travel lane, add bicycle lanes, and improve deficient sidewalks.  (MPO)  (CEQA - MND, 02/22/2017.) (NEPA - CE, 12/26/2017.)  (Concurrent Consideration of Funding under Resolution E-18-27; March 2018.)  (SB 1 Augmentation.)  <u>Outcome/Output:</u> The project will increase non-motorized use as Miner Avenue is within a growing downtown area. Vehicle speeds will be reduced, sidewalks will connect to local businesses and the downtown area, and there will be an increase of non-motorized travel improving public health.	10-3265 ATP/17-18 PS&E \$670,000 1018000158 S	2017-18 108-3290 RMRA 20.30.720.100	\$670,000



## 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
<b>2.5w.(1b)</b>	<b>Active Transportation Program Projects (SB1 Augmentation)</b>	<b>Resolution FATP-1718-13</b>		
12 \$124,000 City of Turlock <u>StanCOG</u> 10-Stanislaus	<b>SRTS ADA Pedestrian Improvements.</b> Various locations along routes to Public K-8 schools within the City of Turlock. Install curb, gutter, sidewalk, curb ramps, stripping and related improvements along routes to multiple public K-8 schools within the community, as well as education, encouragement and enforcement elements.  (MPO)  (CEQA - CE, 11/14/2017.)  (Contribution from other sources: \$16,000.)  (SB 1 Augmentation.)  <u>Outcome/Output:</u> This project will increase pedestrian and bicyclist safety.	10-3270 ATP/17-18 PS&E \$124,000 1018000121 S	2017-18 108-3290 RMRA 20.30.720.100	\$124,000
13 \$9,000 City of Imperial beach <u>SANDAG</u> 11-San Diego	<b>Imperial Beach Boulevard Improvement Project.</b> New Class II bikeway, sidewalk widening, new mid-block marked/beaconed crosswalks. NI will educate Parents to feel confident in their child's safety to walk and bike to school.  (Statewide)  (CEQA - NOE, 12/13/2017.)  (Contribution from other sources: \$312,000.)  (SB1 Augmentation)  PPNO 11-1296A is for Infrastructure component PPNO 11-1296B is for Non-Infrastructure component  <u>Outcome/Output:</u> This project enhances safety, connectivity, and mobility along Imperial Boulevard. This project will also reduce storm water pollution entering the Tijuana Estuary and reduce greenhouse gas emissions.	11-1296A ATP/17-18 R/W \$9,000 1118000130 S	2017-18 108-3290 RMRA 20.30.720.100	\$9,000



## 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
<b>2.5w.(1b)</b>	<b>Active Transportation Program Projects (SB1 Augmentation)</b>	<b>Resolution FATP-1718-13</b>		
14 \$104,000 City of Chula Vista <u>SANDAG</u> 11-San Diego	<b>Class 2 Bike Lanes on Broadway in Chula Vista, CA.</b> Construction of a Class 2 Bike Lanes includes removal and replacement of existing traffic signs and striping; installation of bike racks; construction of bus pads; updating traffic signal indications and detection for vehicles and bicycles along Broadway between Main Street and "G" Street in the City of Chula Vista.  (Statewide)  (CEQA - NOE, 01/19/2018.)  (SB1 Augmentation)  <u>Outcome/Output:</u> Produce, review and approve Plans & Specification for installation of bike lanes along Broadway. This will encourage bicyclists to use the safe bike lanes in the street, making the sidewalks safer for pedestrians.	11-1297 ATP/17-18 PS&E \$104,000 1118000139 S	2017-18 108-3290 RMRA 20.30.720.100	\$104,000
15 \$200,000 City of Buena Park <u>OCTA</u> 12-Orange	<b>Go Human Event: Explore Beach Boulevard (Non-Infrastructure).</b> An event long along a 13 mile stretch of Beach Boulevard. The event will include a multi-modal medley/active transportation mode event, traffic safety demonstrations, and open streets events for attendees. The project will encourage residents and families to engage in non-motorized activities along the 13 mile Beach Boulevard corridor from Buena Park to Huntington Beach.  (MPO)  (CEQA - NOE, 01/15/2018.)  (SB1 Augmentation)  <u>Outcome/Output:</u> The project will promote active transportation and motivate residents living in surrounding cities to navigate streets safely through non-motorized trips and encourage healthier communities.	12-1271C ATP/17-18 CONST \$200,000 1218000082 S	2017-18 108-3290 RMRA 20.30.720.100	\$200,000



## **M e m o r a n d u m**

**To:** CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

**CTC Meeting:** March 21-22, 2018

**Reference No:** 2.5w.(2)  
Action Item

**From:** NORMA ORTEGA  
Chief Financial Officer

**Prepared by:** Steven Keck, Chief  
Division of Budgets

**Subject:** **FINANCIAL ALLOCATION FOR ACTIVE TRANSPORTATION PROGRAM  
PROJECTS (ADVANCEMENTS FISCAL YEAR 18-19)  
RESOLUTION FATP-1718-14**

### **ISSUE:**

Should the California Transportation Commission (Commission) approve an allocation of \$1,229,000 for four Active Transportation Program (ATP) projects, off the State Highway System, programmed in Fiscal Year (FY) 2018-19?

### **RECOMMENDATION:**

The California Department of Transportation recommends that the Commission approve an allocation of \$1,229,000 for four projects programmed in the ATP, as follows:

- \$442,000 for one ATP projects and
- \$787,000 for three ATP projects (SB1 Augmentation).

### **BACKGROUND:**

The attached vote list describes four ATP projects programmed in FY 2018-19 totaling \$1,229,000. The local agencies are ready to proceed with these projects, and are requesting an allocation at this time.

### **FINANCIAL RESOLUTION:**

Resolved, that \$1,229,000 be allocated from the Budget Act of 2016 and 2017, Budget Act Items 2660-108-0042 and 2660-108-3290 for four ATP project 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
<b>2.5w.(2a)</b>	<b>Active Transportation Program Projects (ADVANCEMENTS FY 18-19)</b>		<b>Resolution FATP-1718-14</b>	
1 \$442,000 Town of Paradise <u>BCAG</u> 03-Butte	<b>Downtown Paradise Equal Mobility Project.</b> On Skyway Road between Pearson Road and Elliot Road. Remove and replace outdated non-ADA compliant sidewalks and driveways in the downtown Paradise commercial core.  (Small Urban and Rural)  (CEQA - CE, 09/14/2016.)  (Contribution from other sources: \$11,000.)  Right of Way Certification: 01/30/2018.  <u>Outcome/Output:</u> Provide safer walking access in the project area and increase non-motorized transportation.	03-1025 ATP/18-19 CONST \$442,000 0316000100 S	2016-17 108-0042 SHA 20.30.720.100	\$442,000



## 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
<b>2.5w.(2b)</b>	<b>Active Transportation Program Projects (SB1 Augmentation - ADVANCEMENTS FY 18-19)</b>	<b>Resolution FATP-1718-14</b>		
1 \$619,000 Contra Costa County <u>MTC</u> 04-Contra Costa	<b>Pacheco Blvd Sidewalk Gap Closure Phase 3.</b> Construct a pedestrian path and bike lane gap closure to connect residents east of Vine Hill Creek to Las Juntas Elementary School. This work will require a concrete box culvert extension at Vine Hill Creek. An additional 65 foot sidewalk gap east of Vine Hill Creek will also be closed.  (MPO)  (CEQA - NOE, 11/07/2017.)  (Right of Way Certification 01/24/2018)  (SB 1 Augmentation)  <u>Outcome/Output:</u> Project will connect residents east of Vine Hill Creek to Las Juntas Elementary School	04-2310 ATP/18-19 CONST \$619,000 0418000287 S	2017-18 108-3290 RMRA 20.30.720.100	\$619,000
2 \$70,000 Corte Madera <u>MTC</u> 04-Marin	<b>Central Marin Regional Pathways Gap Closure</b> . On the west side of US 101 along Nellen Avenue and Wornum Drive. Project includes separated pedestrian and bicycle facilities including protected bikeway, sidewalk and a pedestrian refuge island with walkway, barrier, and RRFB for transit stop access. The project lies adjacent to Highway 101 and regional roadways, and provides the crucial connection that is missing between the convergence of five regional pathways.  (MPO)  (Contribution from other sources: \$10,000.)  (SB1 Augmentation)  <u>Outcome/Output:</u> Bike/Pedestrian facility improvements. improved local and regional access/connections.	04-2326 ATP/18-19 PA&ED \$70,000 0418000286 S	2017-18 108-3290 RMRA 20.30.720.100	\$70,000



## 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
<b>2.5w.(2b)</b>	<b>Active Transportation Program Projects (SB1 Augmentation - ADVANCEMENTS FY 18-19)</b>		<b>Resolution FATP-1718-14</b>	
3 \$98,000 Monterey County <u>TAMC</u> 05-Monterey	<b>Las Lomas Drive Bicycle Lane &amp; Pedestrian Project.</b> The Project is approximately 1,320 feet (0.25 mile) consisting of the completion of environmental (NEPA), construction of sidewalks, Class II bicycle lanes, roadway improvements including widening, curb, gutter, driveways, retaining walls, and water treatment facility.  (Statewide)  (SB1 Augmentation)  <u>Outcome/Output:</u> Improvements to 1,320 feet of roadway consisting of new sidewalks, class II bicycle lanes, curb, gutter, driveways, retaining wall and water treatment facility.	05-2810 ATP/18-19 PA&ED \$98,000 0518000147 S	2017-18 108-3290 RMRA 20.30.720.100	\$98,000



## **M e m o r a n d u m**

**To:** CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

**CTC Meeting:** March 21-22, 2018

**Reference No:** 2.5w.(3)  
Action Item

**From:** NORMA ORTEGA  
Chief Financial Officer

**Prepared by:** Steven Keck, Chief  
Division of Budgets

**Subject:** **FINANCIAL ALLOCATION FOR AN ACTIVE TRANSPORTATION PROGRAM  
PROJECT (ADVANCEMENT FISCAL YEAR 2019-20)  
RESOLUTION FATP-1718-15**

### **ISSUE:**

Should the California Transportation Commission (Commission) approve an allocation of \$1,137,000 for the Elmwood Elementary School Access Improvements Active Transportation Program (ATP) project (PPNO 3290), in San Joaquin County, programmed in Fiscal Year (FY) 2019-20?

### **RECOMMENDATION:**

The California Department of Transportation recommends that the Commission defer an allocation of \$1,137,000 for the Elmwood Elementary School Access Improvements ATP project, programmed in FY 2019-20, to ensure funding is available for projects programmed in the current fiscal year, FY 2017-18,.

### **BACKGROUND:**

The attached vote list describes one ATP project totaling \$1,137,000 programmed in FY 2019-20. 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> 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
<b>2.5w.(3)</b>	<b>Active Transportation Program Projects (ADVANCEMENTS FY 19-20)</b>		<b>Resolution FATP-1718-15</b>	
1 \$1,137,000 San Joaquin County <u>SJCOG</u> 10-San Joaquin	<b>Elmwood Elementary School Access Improvements.</b> Ardelle Avenue from west end to Bird Avenue and Bird Avenue from Ardelle Avenue to Garden Acres Community Center in Stockton. Construction sidewalks for pedestrians and bicycle paths for students walking to and riding bicycles to school.  (MPO)  (CEQA - ND, 08/22/2017.)  (Concurrent Consideration of Funding under Resolution E-18-26; March 2018.)  (Contribution from other sources: \$319,000.)  <u>Outcome/Output:</u> Separation of pedestrian and bicycle travel from the roadway for students. Additionally, the increase use of walking and cycling will help decrease air pollution.  <b><u>THE DEPARTMENT RECOMMENDS THIS ITEM BE DEFERRED AT THIS TIME.</u></b>	10-3290 ATP/19-20 CONST \$1,137,000 1018000172 S	2016-17 108-0042 SHA 20.30.720.100	\$1,137,000



## Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 21-22, 2018

Reference No.: 2.8a.(3)  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Rihui Zhang Chief  
Division of Local Assistance

Subject: **REQUEST TO EXTEND THE PERIOD OF PROJECT ALLOCATION FOR LOCALLY  
ADMINISTERED ACTIVE TRANSPORTATION PROGRAM PROJECT,  
PER ATP GUIDELINES  
WAIVER 18-06**

### **ISSUE:**

Should the California Transportation Commission (Commission) extend the period of project allocation for 4 projects, totaling \$10,442,105, programmed in the Active Transportation Program (ATP), for Fiscal Year 2017-18?

### **RECOMMENDATION:**

The California Department of Transportation (Department) recommends the Commission extend the period of allocation for 4 projects, totaling \$10,442,105, programmed in the ATP, for Fiscal Year 2017-18.

### **BACKGROUND:**

The agencies will not be able to request allocation of funds by the June 30, 2018, deadline. The attachment shows the details of the projects and the explanations for the delays. The project sponsors are requesting extensions, and the regional planning agencies concur.

Current ATP Guidelines, adopted by the Commission, stipulate that funds that are programmed for all components of local grant projects or for Department construction costs are available for allocation only until the end of the fiscal year identified in the ATP. The Commission may approve a waiver to the timely use of funds deadline, one-time only, for up to 20 months.

Attachment



**Time Extension/Waiver – Project Allocation Deadline  
 Active Transportation Program**

<b>Project #</b>	<b>Applicant County PPNO Project Description Reason for Project Delay</b>	<b>Extension Amount (\$ in thousands) PA&amp;ED (Project Approval &amp; Environmental Document) PS&amp;E (Plans, Specifications &amp; Estimate) RW (Right of Way) CON (Construction) <b>TOTAL</b></b>	<b>Initial Request Extended Deadline Department Recommendation MPO/State/SU&amp;R</b>
1	City of Lynwood Los Angeles County PPNO: 07-5133 Lynwood Community Linkages to Civic Center & Long Beach Blvd Metro Station	\$0 \$0 \$0 \$2,319 <b>\$2,319</b>	12 Months 06/30/19 Support, 12 Months MPO
<p>The City of Lynwood (City) requests a 12-month time extension to allocate funding for the construction (CON) phase of Lynwood Community Linkages to Civic Center &amp; Long Beach Blvd Metro Station Project. The City experienced unexpected delays due to project re-scoping.</p> <p>The City originally anticipated requesting CON allocation by June 2018. However, the City will be requesting a scope change in March 2018 to modify project elements. The City is currently working with the Department's District staff to ensure that the scope of work identified maximizes the use of the awarded funding. The City is requesting an additional 12 months to obtain approval of the proposed scope change and finalize the design plans prior to requesting the construction allocation.</p> <p>Therefore, the City requests a 12-month time extension to allocate CON by June 30, 2019.</p>			
2	City of Long Beach Los Angeles County PPNO: 07-5112 Delta Avenue Bicycle Boulevard	\$0 \$0 \$0 \$1,075 <b>\$1,075</b>	16 Months 10/31/2019 Support, 16 Months State
<p>The City of Long Beach (City) requests a 16-month time extension to allocate funding for the construction (CON) phase of the Delta Avenue Bicycle Boulevard Project. The City experienced unexpected delays due to additional coordination efforts and securing additional roadway funding.</p> <p>The City anticipated requesting a CON allocation by June 2018; however, the City encountered delays in readying the project for allocation due to several issues. The project spans approximately three miles of Delta Avenue and the majority of the roadway is highly distressed. The project's main feature is to provide new bike facilities along Delta Avenue. However, the asphalt's current state would result in unstable bicycle riding conditions and since the ATP funding does not provide funding for roadway pavement maintenance, the City is pursuing other City funding to rehabilitate the pavement. In addition, a portion of the project is located within the Port of Long Beach (POLB) jurisdiction and this segment includes heavy truck traffic. Coordination with POLB regarding the construction of the bike lanes within this segment will require additional time and effort. Furthermore, during the preliminary engineering phase, several independent electrical systems were encountered, resulting in an increased coordination effort with the utility companies during the design phase. The City anticipates obtaining environmental clearances by November 2018, securing additional pavement rehabilitation funding, completing design and requesting CON allocation by October 2019.</p> <p>Therefore, the City is requesting a 16-month time extension to allocate CON by October 31, 2019.</p>			
3	City of Stockton San Joaquin County PPNO: 10-3170 Minor Avenue Complete Streets Improvements Project	\$0 \$0 \$0 \$2,564 <b>\$2,564</b>	12 Months 06/30/2019 Support, 12 Months MPO
<p>The City of Stockton (City) requests a 12-month time extension to allocate funding for the construction (CON) phase of the Minor Avenue Complete Streets Improvements Project. The City experienced delays in completing the final design of the project.</p> <p>The City requested and received a nine-month time extension at the June 2017 Commission meeting for the Plans, Specifications, and Estimate (PS&amp;E) phase of this project due to environmental clearance delays. The City has since received the environmental clearance as is requesting the PS&amp;E funding concurrent with this CON time extension request. The City's request for this 12-month CON allocation extension to allow time for the City to receive the PS&amp;E funding, complete the project's design and then request CON allocation by June 30, 2019.</p> <p>Therefore, the City requests a 12-month time extension to allocate CON by June 30, 2019.</p>			



**Time Extension/Waiver – Project Allocation Deadline  
 Active Transportation Program**

<b>Project #</b>	<b>Applicant County PPNO Project Description Reason for Project Delay</b>	<b>Extension Amount (\$ in thousands) PA&amp;ED (Project Approval &amp; Environmental Document) PS&amp;E (Plans, Specifications &amp; Estimate) RW (Right of Way) CON (Construction) TOTAL</b>	<b>Initial Request Extended Deadline Department Recommendation MPO/State/SU&amp;R</b>
4	City of Santa Ana Orange County PPNO: 12-1011 Santa Ana and Fifth Protected Bike Lanes Project	\$0 \$0 \$0 \$4,484 <b>\$4,484</b>	15 Months 9/30/2019 Support, 15 Months State
<p>The City of Santa Ana (City) requests a 15-month time extension to allocate funding for the construction (CON) phase of the Santa Ana and Fifth Protected Bike Lanes Project. The City experienced unexpected delays coordinating with the Orange County Transportation Agency (OCTA) Street Car Project schedule.</p> <p>The City anticipated requesting CON allocation by the current deadline of June 30, 2018. However, a significant portion of the project shares the same alignment as the OCTA Street Car Project. On these shared alignments, the protected bike lanes that are part of the City's project will be constructed adjacent to the streetcar track slabs. Construction of these track slabs prior to the installation of the protected bike lanes is critical, as the slab installation will modify the streets existing grade. In addition, the area for the protected bikelanes interferes with the proposed streetcar traffic-control plan and the streetcar project includes installation of bike signals required for the protected bikelanes. For these reasons, and as part of the construction efficiency for both projects, it was determined that the project should be fast-tracked to coincide with the streetcar project. The City worked with OCTA to ensure design efforts were compatible and that the originally targeted construction award date of March 2018 would be met. However, the Streetcar Project schedule was moved forward to August 2018, therefore the City will need to delay their project's construction start date accordingly. The OCTA anticipates beginning track work in early 2019. Once the streetcar contractor is secured and construction phasing is confirmed, the City will then advertise their project to coincide with the streetcar track slabs and signal work installation along the shared alignments. The City anticipates requesting CON allocation by September 30, 2019.</p> <p>Therefore, the City is requesting a 15-month time extension to allocate CON by September 30, 2019.</p>			



## Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 21-22, 2018

Reference No.: 2.8a.(1)  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

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

Subject: **REQUEST TO EXTEND THE START OF PRE-CONSTRUCTION SUPPORT ALLOCATIONS  
FOR STATE ADMINISTERED PROJECTS ON THE STATE HIGHWAY SYSTEM, PER  
INTERIM SHOPP GUIDELINES  
WAIVER 18-05**

### **RECOMMENDATION:**

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) approve project phase start time extensions, for the period indicated, for the four State Highway Operation and Protection Program (SHOPP) project phases described in the attachment.

### **ISSUE:**

On August 16, 2017, the Commission allocated \$2,685,000 for four SHOPP pre-construction support cost phases. In accordance with the Interim SHOPP Guidelines, the expenditure of funds, allocated for pre-construction support must incur within six months of the phase allocation. The deadline to begin expending funds for phases allocated in August 2017 is February 2018.

The pre-construction support, work has been delayed for these four project phases, and the attachment shows the details of each project and the reasons for the delays that have resulted in the time extension request. The Department will not be able to meet the deadlines for the project pre-construction phases and is requesting time extensions for the project pre-construction support phases start date.

### **BACKGROUND:**

Current Interim SHOPP Guidelines, stipulate that the Department request a time extension if project phase expenditures will not begin within six months of the allocation. The Commission may approve a waiver to the timely use of funds deadline, one time only, for up to 20 months.

Attachment



Time Extension Request to Commence Expenditure Allocations  
Waiver 18-05

Reference 2.8a(1)  
March 21-22, 2018  
Attachment

Ref #	PPNO	Project Dist-EA	County-Route	Description	Original Allocation		Requested New Dates				Fund source	Reason For Delay	
					Meeting Date	Amount x(1,000)	Extension (Months)	Start Date	Phase (COS)				
									PAED	PS&E			RW
1	08-3002L	08--1F410	RIV-010	NEAR DESERT CENTER AT PALIN DITCH BRIDGE NO. 56-0040R/L; UPGRADE TO STANDARD BRIDGE RAIL AND GUARDRAIL.	Aug-17	\$ 393	3	May-18		x		SHOPP	Additional analysis was conducted during PA&ED to determine extent of bridge deck strengthening required when impacted by newly mandated truck impact load on bridge barriers. This will require additional time, but no additional funding for PA&ED is needed. Target PAED completion date is February 2018. Request is for PS&E and RW support cost phase start date extension.
1					Aug-17	\$ 10	3	May-18			x		
2	08-3003P	08-1F590	RIV-08	IN HEMET, FROM WARREN AVE. TO SOBOBA STREET; CONSTRUCT AND UPGRADE PEDESTRIAN FACILITIES TO CURRENT ADA STANDARDS.	Aug-17	\$ 1,815	4	Jun-18		x		SHOPP	Original target PAED completion date of 9/15/17 was impacted by the requirement to conduct a wet season environmental survey covering the (December 2017- to- March 2018) wet season period. As a result, the PAED is delayed, but it will be completed immediately after the March 2018 wet season. This will require additional time, but no additional funding for PA&ED is needed. Request is for PS&E and RW support cost phase start date extension.
2					Aug-17	\$ 467	4	Jun-18			x		
					\$	2,685	Total		0	2	2		



**2.8b.(1) Time Extension / Waiver - Contract Award  
Waiver 09-xx**

Project Number	PPNO	Project Dist-EA	County-Route	Description	Fund Source	Allocated Amount (x \$1,000)	Allocation Date	Reason For Delay	Department's Request	
									Months	until end of (month-yr)
1		04-163741	SF-101	In San Francisco at Doyle Drive. Construct southbound side of Battery Tunnel roadway section.	SHOPP (ARRA)	\$ 50,000	04/01/09	Delay to award due to right of way encroachment issue. This project intrudes into the Veteran National Cemetery. The Department is negotiating with United States Veteran Affairs to settle the right of way encroachment. Also, the Department is settling	4	Feb-10
2	0486E	04-2A0501	SCI-152	On Route 152 in Gilroy. Construct left turn pocket at Prunedale Avenue.	SHOPP	\$ 1,258	04/29/09	Project was advertised on 8/24/09. Delay to award due to the need for utility relocation. It was anticipated that all of the utility pole relocation be done by September 2009 and project be awarded by October. However, the relocation will not be comple	6	Apr-09

In order to accelerate the project, it was decided to split the project into 8 smaller contracts. This SHOPP ARRA allocation has resulted in accelerating the projects 20 months ahead of its original schedule. However, it was discovered that the project intruded into the Veteran National Cemetery. The Department is modifying the design and negotiating with the US Veteran Affairs to settle the Right of Way encroachment issue. This 4-month time extension will allow the Department to resolve the right of way issue and award the contract.



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# Memorandum

Tab 95

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 21-22, 2018

Reference No.: 2.8b.(1)  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

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

Subject: **REQUEST TO EXTEND THE PERIOD OF CONTRACT AWARD FOR STATE  
ADMINISTERED PROJECTS ON THE STATE HIGHWAY SYSTEM, PER INTERIM SHOPP  
GUIDELINES  
WAIVER 18-07**

## **ISSUE:**

Should the California Transportation Commission (Commission) approve a time extension for 18 State Highway Operation and Protection Program (SHOPP) projects, for the period indicated, as described in the attachment?

## **RECOMMENDATION:**

The California Department of Transportation (Department) recommends that the Commission approve a time extension, for the period indicated, for the 18 SHOPP projects described in the attachment.

## **BACKGROUND:**

Current Interim SHOPP Guidelines (Guidelines), stipulate that the agency implementing a project request a time extension if the project will not be awarded within six months of the allocation. The Commission may approve waivers to the timely use of funds deadline one time only for up to 20 months.

On August 16, 2017, the Commission allocated \$199,625,000 for Construction Capital for 18 SHOPP projects. In accordance with the Guidelines, the deadline to award contracts for projects allocated in August 2017 is February 28, 2018. The Department will not be able to meet the deadlines for these projects and is requesting time extensions for the period of contract award. The attachment shows the details of each project and the delays that have resulted in the time extension request.

Attachment



## 2.8b.(1) Time Extension / Waiver - Contract Award Waiver 18-07

Reference No.: 2.8b.(1)

March 21-22, 2018

Attachment

Page 1 of 7

Proj No	Dist-PPNO	EA	Work Description	Fund Source	Allocation Amount	Allocation Date	Months Requested	New Award Deadline
1	07-4599	29660	In the city of Los Angeles, at Santa Monica Viaduct (Br. No. 53-1301). Paint and rehabilitate bridge.	SHOPP	\$59,856,000	8/16/17	6	Aug-2018

**Reason for Delay:** This SHOPP Bridge Rehabilitation project was advertised on December 11, 2017. Prior to bid, the Department held a mandatory pre-bid contractor outreach on held on January 23, 2018, due to right-of-way access issues with the City of Los Angeles, airspace lease holders, private property owners and railroad companies. Bids were originally scheduled to be opened on February 1, 2018. However, the Department is currently responding to several bidder inquiries related to the project. Therefore, bid opening has been delayed by six weeks to March 22, 2018, to allow the contractors to submit their bids. This six-month award time extension will allow the Department sufficient time to process and award this project to the lowest responsible bidder.

**The Department is also requesting a concurrent time extension for Phase 3 Construction Support.**

2	07-4775	30800	In the cities of Los Angeles, Glendale and Burbank, from Main street to south of Verdugo Avenue. Pavement rehabilitation.	SHOPP	\$2,510,000	8/16/17	6	Aug-2018
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**Reason for Delay:** As of June 30, 2017, this SHOPP Pavement Rehabilitation project was ready to advertise and met the requirements for the plans and specifications of projects related to Americans with Disabilities Act (ADA) curb pre-construction and post construction surveys. However, starting in July 2017, new plans and specifications of all projects related to Americans with Disabilities Act (ADA) curb pre-construction and post construction surveys for certain ADA projects were required prior to advertisement. The Department delayed the advertisement of this project until January 8, 2018, to incorporate these changes into the construction package. Three bids were received on February 27, 2018. All bids were very close and higher than the Engineer's Estimate. A bid analysis was performed and found to be reasonable. The Department is determining if the apparent low bidder has met the Disadvantaged Business Enterprise requirements. The Department will work with the lowest responsible bidder to extend their bid until supplemental funds to award this project can be requested at the May 2018 Commission meeting. This six-month award time extension will allow the Department sufficient time to re-package and re-advertise if supplemental funds are not approved, process and award the contract to the lowest responsible bidder.

**The Department is also requesting a concurrent six-month time extension for Phase 3 Construction Support.**

3	07-4387	28670	In the cities of Los Angeles, Long Beach, Signal Hill, Lakewood, Carson and Hawthorn. Mitigate Stormwater quality by using Best Management Practices.	SHOPP	\$12,333,000	8/16/17	6	Aug-2018
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**Reason for Delay:** The Department missed the Federal Highway Administration (FHWA) deadline to submit federal funds request prior to the FHWA fiscal year closing activities. The Department also had a shortage of delineation staff in this area, which delayed the final delineation and advertisement of this project and other projects in this area of the State. Consequently, the advertisement of this SHOPP Storm Water Mitigation project was delayed until November 27. Five bids were received on February 7, 2018. The apparent low bidder did not provide the correct Disadvantaged Business Enterprise submittals and was considered non-responsive. The Department is currently working with the second lowest bidder. This six-month award time extension will allow the Department sufficient time to process and award this project to the lowest responsible bidder.

**The Department is also asking for a concurrent six-month time extension for Phase 3 Construction Support.**



## 2.8b.(1) Time Extension / Waiver - Contract Award Waiver 18-07

Reference No.: 2.8b.(1)

March 21-22, 2018

Attachment

Page 2 of 7

Proj No	Dist-PPNO	EA	Work Description	Fund Source	Allocation Amount	Allocation Date	Months Requested	New Award Deadline
4	07-4681	3009U	In and near the cities of Los Angeles and Carson, from Gaffey Street to College Street. Extend service life of existing pavement and install concrete barrier and metal beam guardrail.	SHOPP	\$33,403,000	8/16/17	6	Aug-2018

**Reason for Delay:** As of June 30, 2017, this SHOPP Pavement Rehabilitation project was ready to advertise and met the requirements for the plans and specifications of projects related to Americans with Disabilities Act (ADA) curb pre-construction and post construction surveys. However, starting in July 2017, new plans and specifications of all projects related to Americans with Disabilities Act (ADA) curb pre-construction and post construction surveys for certain ADA projects were required prior to advertisement. The Department delayed the advertisement of this project until November 20, 2017, to incorporate these changes into the construction package. Four bids were received on January 25, 2018. This six-month award time extension will allow the Department sufficient time to process and award the project to the lowest responsible bidder.

**The Department is also requesting a concurrent six-month time extension for Phase 3 Construction Support.**

5	07-4680	30080	In the city of Los Angeles, from Route 5 to Route 110. Rehabilitate pavement.	SHOPP	\$8,213,000	8/16/17	3	May-2018
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**Reason for Delay:** Because the Department had to incorporate updated plans and specifications to address construction issues found in previous projects, the advertisement of this Pavement Rehabilitation project was delayed until November 27, 2017. Six bids were received on January 18, 2018. The lowest bidder did not meet the Disadvantaged Business Enterprise (DBE) requirements. Subsequently, due to no good faith effort, this bidder was determined to be non-responsive. The Department worked with the second lowest bidder, which also did not meet the DBE requirements for this project. The Department scheduled a reconsideration hearing with this bidder and has determined that the bidder has made a "good faith effort". This three-month award time extension will allow the Department sufficient time to process and award this project to the lowest responsible bidder.

**The Department is also requesting a concurrent three-month time extension for Phase 3 Construction Support.**

6	07-4772	30770	In and near Pico Rivera and Industry, from Rose Hills Road to Valley Boulevard. Pavement rehabilitation.	SHOPP	\$1,455,000	8/16/17	6	Aug-2018
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**Reason for Delay:** This SHOPP Pavement Rehabilitation project was going to be advertised on November 27, 2017. However, a Federal Transportation Improvement Program Amendment had to be processed and approved by Southern California Association of Governments on November 29, 2017. Therefore, the Department advertised the project on February 20, 2018. Bid opening is scheduled for March 27, 2018. This six-month award time extension will allow the Department sufficient time to process and award this project to the lowest responsible bidder.

**The Department is also requesting a concurrent six-month time extension for Phase 3 Construction Support.**



## 2.8b.(1) Time Extension / Waiver - Contract Award Waiver 18-07

Reference No.: 2.8b.(1)

March 21-22, 2018

Attachment

Page 3 of 7

Proj No	Dist-PPNO	EA	Work Description	Fund Source	Allocation Amount	Allocation Date	Months Requested	New Award Deadline
7	04-0064Q	01411	Near Oakland, at the San Francisco Oakland Bay Bridge (SFOBB) Maintenance Complex. Construct SFOBB Maintenance Complex Phase 3 Training Facility.	SHOPP	\$14,929,000	8/16/17	4	Jun-2018

**Reason for Delay:** This SHOPP Maintenance Facility project was advertised on October 9, 2017. Three bids were received on December 6, 2017. All bids received were higher than the Engineer's Estimate. The Department performed a bid analysis and talked to the lowest responsible bidder. As a result, the Department is requesting a supplemental funds request to award the contract; which is concurrent agenda item at the March 2018 Commission meeting. This four-month award time extension will allow the Department sufficient time to award the project to the lowest responsible bidder if the additional funding is approved.

**The Department is also requesting a concurrent four-month extension for Phase 3 Construction Support.**

8	08-0098F	1C620	At Salton Sea, from the Riverside/Imperial County line to east of Cleveland Street. Sediment stabilization and erosion control.	SHOPP	\$1,309,000	8/16/17	4	Jun-2018
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**Reason for Delay:** This SHOPP Storm Water Mitigation project was originally scheduled to be advertised on November 16, 2017. However, the Department discovered constructability issues with the project. The Department re-designed the project to include additional k-rails to improve construction safety and additional structural backfills in areas with more site erosion was found than was expected. The project was re-packaged and advertised on January 2, 2018. Eight bids were received on January 30, 2018. This four-month award time extension will allow the Department sufficient time to award the project to the lowest responsible bidder.

**The Department is also requesting a concurrent four-month extension for Phase 3 Construction Support.**

9	08-0159J	0K291	In Redlands, from Route 38/Orange Street to Ford Street. Rehabilitate roadway.	SHOPP	\$25,647,000	8/16/17	3	May-2018
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**Reason for Delay:** The Department missed the Federal Highway Administration (FHWA) deadline to submit federal funds request prior to the FHWA fiscal year closing activities. Consequently, the advertisement of this SHOPP Storm Water Mitigation project was delayed until November 27. Eight bids were received on February 13, 2018. This three-month award time extension will allow the Department sufficient time to process and award this project to the lowest responsible bidder.

**The Department is also requesting a concurrent three-month time extension for Phase 3 Construction Support.**



## 2.8b.(1) Time Extension / Waiver - Contract Award Waiver 18-07

Reference No.: 2.8b.(1)

March 21-22, 2018

Attachment

Page 4 of 7

Proj No	Dist-PPNO	EA	Work Description	Fund Source	Allocation Amount	Allocation Date	Months Requested	New Award Deadline
10	08-3008V	0R431	At various locations in San Bernardino County, from Eagle Mountain Drive to Route 38/18 Separation. Implement sediment controls (Hydromulch and gravel). (Phase 1) Sediment control and stabilization.	SHOPP	\$950,000	8/16/17	4	Jun-2018

**Reason for Delay:** The original SHOPP Stormwater Mitigation project was scheduled to be advertised on December 29, 2017. However, the United States Forest Service (USFS) expressed concern related to plant diseases and required that the plants be grown from locally collected seeds from an elevation of 5,500 feet and certified to be free of disease. Therefore, the Department decided to split the project into two smaller projects prior to the allocation vote by the Commission. One project will include the scope of this SHOPP Stormwater Mitigation project incorporate the sediment control implementation. The tree planting will be advertised separately in a future SHOPP Stormwater Mitigation project next year to allow USFS adequate time to grow plants the local area to collect the required seeds from. The Department also updated and re-certified the environmental and right-of-way certifications for the two smaller projects on January 18, 2018. This project was advertised on February 12, 2018. Bid opening is scheduled for March 8, 2018. This four-month award time extension will allow the Department sufficient time to process and award this project to lowest responsible bidder.

**The Department is also requesting a concurrent four-month time extension for the Phase 3 Construction Support.**

11	02-3529	4F990	In and near Susanville, from 0.3 mile east of Eagle Lake Road to Route 395. Rehabilitate pavement.	SHOPP	\$12,733,000	8/16/17	6	Aug-2018
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**Reason for Delay:** This SHOPP Pavement Rehabilitation project was advertised on September 25, 2017. One bid was received on November 1, 2017 and was above the Engineer's Estimate. The Department also performed a bid analysis and determined that this bid was not reasonable for this type of work. Therefore, the Department rejected the bid on December 7, 2017 and re-packaged the project on December 15, 2017. The construction contract included revised quantities and new addenda plan sheets. The project was re-advertised on January 8, 2018. Two bids were received on February 13, 2018. On February 27, 2018, the Department determined that the lowest bidder has met the Disadvantaged Business Enterprise requirements. A bid analysis was also performed and found to be reasonable. The Department is now working with the lowest bidder to extend their bid until supplemental funds to award this project can be requested at the May 2018 Commission meeting. This six-month award time extension will allow the Department sufficient time to re-package and re-advertise if supplemental funds are not approved, process and award the contract to the lowest responsible bidder.

**The Department is also requesting a concurrent six-month extension for Phase 3 Construction Support.**

12	04-0681Q	4G850	In Pacifica, at San Jose avenue Pedestrian Overcrossing No. 35-0240. Replace bridge.	SHOPP	\$4,412,000	8/16/17	6	Aug-2018
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**Reason for Delay:** This SHOPP Bridge Rehabilitation project was advertised on November 13, 2017. The Department delayed the advertisement of this project to incorporate new standards in the construction package for six inch striping and to address constructability issues found on previous projects. Ten bids were received on January 24, 2018. This six-month award time extension will allow the Department sufficient time to process and award this project to the lowest responsible bidder.

**The Department is also requesting a concurrent six-month time extension for Phase 3 Construction Support.**



## 2.8b.(1) Time Extension / Waiver - Contract Award Waiver 18-07

Reference No.: 2.8b.(1)

March 21-22, 2018

Attachment

Page 5 of 7

Proj No	Dist-PPNO	EA	Work Description	Fund Source	Allocation Amount	Allocation Date	Months Requested	New Award Deadline
13	04-0158G	4H751	In the city and county of San Francisco, on Routes 80 and 82 at various locations; also in Santa Clara County, on Routes 82, 130, and 152 at various locations. Install pedestrian crosswalk safety enhancements.	SHOPP	\$4,547,000	8/16/17	9	Nov-2018

**Reason for Delay:** This SHOPP Safety Enhancement Project was advertised on October 9, 2017. Four bids were received on November 9, 2017. All bids were above the Engineer's Estimate. The Department decided that the best option was to reduce the scope of the project from 15 locations to 12 locations. The three locations will be included in a future FY18-19 Capital Preventive Maintenance project. Therefore all bids were rejected on December 13, 2017. This project will be re-designed, re-packaged and re-advertised on June 12, 2018. Bid opening is scheduled for July 10, 2018. This nine-month award time extension request will allow the Department to process, and award the contract to the lowest responsible bidder.

**The Department is also requesting a concurrent nine-month extension for Phase 3 Construction Support.**

14	04-0371Q	3G140	In Calistoga, on Route 29 from postmile 36.9 to 38.0 at various locations; also on Route 128 from postmile 4.0 to 4.5 at various locations. Construct ADA ramps.	SHOPP	\$1,165,000	8/16/17	6	Aug-2018
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**Reason for Delay:** This SHOPP Americans with Disabilities Act (ADA) New Curb Ramps project was advertised on December 18, 2017. The advertisement of this project was delayed due to coordination with the City of Calistoga and its locally sponsored pedestrian crossing and in-pavement flashing lights within the project limits. Nine bids were received on January 30, 2018. This six-month award time extension will allow the Department sufficient time to process and award this project to the lowest responsible bidder.

**The Department is also requesting a concurrent six-month time extension for Phase 3 Construction Support.**

15	04-0250B	4G810	In Concord, at Buchanan Field Viaduct No. 28 -0186. Rehabilitate bridge.	SHOPP	\$1,944,000	8/16/17	4	Jun-2018
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**Reason for Delay:** This SHOPP Bridge Rehabilitation project was originally scheduled to be advertised on November 27, 2017. The Department delayed the advertisement to incorporate new plans and specifications to address constructability issues found on completed construction projects. Eight bids were received on February 14, 2018. This four-month award time extension will allow the Department sufficient time to process and award this project to the lowest responsible bidder.

**The Department is also requesting a concurrent four-month time extension for Phase 3 Construction Support.**



## 2.8b.(1) Time Extension / Waiver - Contract Award Waiver 18-07

Reference No.: 2.8b.(1)

March 21-22, 2018

Attachment

Page 6 of 7

Proj No	Dist-PPNO	EA	Work Description	Fund Source	Allocation Amount	Allocation Date	Months Requested	New Award Deadline
16	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.	SHOPP	\$3,241,000	8/16/17	20	Oct-2019

**Reason for Delay:** This SHOPP Americans with Disabilities (ADA) Pedestrian Infrastructure project was advertised on October 9, 2017. Eight bids were received on November 15, 2017. The Department was going to award the project on December 15, 2017. However, the City of Sebastopol (City) and local businesses notified the Department of project concerns that needed to be addressed before this project can be awarded. The Department postponed the award of this project for additional coordination with the current City personnel, Chamber of Commerce and local businesses to address project concerns. The Department scheduled public information outreach meetings with the City Council, Chamber of Commerce and local businesses. The Department continues to work with the City and the local businesses to address their issues with the design. Upon the conclusion of the public outreach, the Department rejected all bids on February 22, 2018. Once the concerns of the City and businesses have been addressed, the Department will update the plans and specifications, re-package and re-advertise this project. This 20-month award time extension will allow the Department sufficient time to facilitate the additional coordination and outreach with the City and other stakeholders, re-package, re-advertise, process and award the project to the lowest responsible bidder.

**The Department is also requesting a concurrent 20-month time extension for Phase 3 Construction Support.**

17	07-4617	29750	In the cities of Los Angeles, Pasadena and South Pasadena, from Stadium Way to Arroyo Drive and on northbound off-ramp to Route 5. Upgrade metal beam guardrail, install concrete barrier, removed raised island, and install safety lighting.	SHOPP	\$8,660,000	8/16/17	6	Aug-2018
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**Reason for Delay:** This SHOPP Roadway Safety Improvement project was advertised on December 4, 2017. The advertisement of this project was delayed due to review and approval by the State Historic Preservation Office. Six bids were received on January 31, 2018. The Department determined that the apparent low bidder met the Disadvantaged Business Enterprise requirements. However, the second bidder has filed a protest. Therefore, the Department is currently determining if the protest has merit, which may result in a bid rank change. This six-month award time extension will allow the Department sufficient time to determine if the protest has merit, evaluate the second bidder if needed, process and award this project to the lowest responsible bidder.

**The Department is also requesting a six-month concurrent time extension for Phase 3 Construction Support.**



**2.8b.(1) Time Extension / Waiver - Contract Award  
Waiver 18-07**

Reference No.: 2.8b.(1)

March 21-22, 2018

Attachment

Page 7 of 7

Proj No	Dist-PPNO	EA	Work Description	Fund Source	Allocation Amount	Allocation Date	Months Requested	New Award Deadline
18	07-4588	29530	In cities of Los Angeles, South Pasadena, and Pasadena, from West Sunset Boulevard to East Glenarm Street. Enhance highway worker safety by installing Maintenance Vehicle Pullouts, access gates and other measures.	SHOPP	\$2,318,000	8/16/17	6	Aug-2018

**Reason for Delay:** This SHOPP Roadway Safety Improvement project was advertised on December 4, 2017. The advertisement of this project was delayed due to review and approval by the State Historic Preservation Office. Six bids were received on January 31, 2018. The Department determined that the apparent low bidder met the Disadvantaged Business Enterprise requirements. However, the second bidder has filed a protest. Therefore, the Department is currently determining if the protest has merit, which may result in a bid rank change. This six-month award time extension will allow the Department sufficient time to determine if the protest has merit, evaluate the second bidder if needed, process and award this project to the lowest responsible bidder.

The Department is also requesting a six-month concurrent time extension for Phase 3 Construction Support.



## **M e m o r a n d u m**

**To:** CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

**CTC Meeting:** March 21-22, 2018

**Reference No.** 2.8d.  
Action Item

**From:** NORMA ORTEGA  
Chief Financial Officer

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

**Subject:** **REQUEST TO EXTEND THE PERIOD OF PROJECT DEVELOPMENT EXPENDITURES  
FOR LOCALLY-ADMINISTERED STIP PROJECTS ON THE STATE HIGHWAY SYSTEM,  
PER STIP GUIDELINES  
WAIVER 18-09**

### **ISSUE:**

Should the California Transportation Commission (Commission) approve the California Department of Transportation (Department) request to extend the period of project expenditures for 20 months for the Pine Grove Improvement Project (PPNO 2454) on State Route 88 in Amador County, per State Transportation Improvement Program (STIP) guidelines?

### **RECOMMENDATION:**

The Department recommends the Commission approve a time extension to extend the period of project expenditures for \$1,610,000 allocated to Plans, Specifications, and Estimates (PS&E) for the time period of 20 months, for the Pine Grove Improvement Project on State Route 88 in Amador County.

### **BACKGROUND:**

The Pine Grove Corridor Improvement Project (PPNO 2454) is a locally administered on-system project programmed in the 2016 STIP for PS&E in Fiscal Year (FY) 15-16 and Right of Way in FY 19-20.

On May 19, 2016, the Commission allocated \$1,610,000 for PS&E. The project was planned to be phased for construction. However, at the start of the PS&E phase, the Amador County Board of Supervisors requested that the construction phasing limits be modified and that the Project Development Team perform a value analysis to identify potential construction savings. The resulting recommendations and changes required a supplemental project report and environmental revalidation be developed.

Addressing the concerns and issues brought by the Board of Supervisors required significant time and effort. In addition, there are 57 parcels that are impacted by the project and additional time is



needed to coordinate the Right of Way and PS&E. The PS&E phase is 65 percent complete and there is a considerable effort still needed to complete the design.

The current authorization for project expenditure of the \$1,610,000 allocated for PS&E will expire on June 30, 2018. Due to the issues outlined above and based on their current schedule, Amador County (County) anticipates completion of PS&E by February 28, 2020. Thus, the County requests a 20-month time extension for the project expenditure period of PS&E work. The County will request the Right of Way allocation in advance of the program year FY 19-20 to allow overlapping of the components.

Current STIP Guidelines, Resolution G-15-18, stipulate that funds programmed for Project Development and Right of Way are available for expenditure only until the end of the second fiscal year after the fiscal year in which the STIP funds were allocated. The Commission may approve a waiver to the timely use of funds deadline for expenditure one time only for up to 20 months in accordance with Section 14529.8 of the Government Code.



## California Transportation Commission

### March 21-22, 2018 Meeting - Extension Requests / Staff Recommendation

Agenda Item #	Ref #	Extension Type	Proj #	PPNO	County	Agency	Agency Request	Caltrans Extension Request	Staff Recommendation	Notes
93	2.8a.(3)	Construction allocation - ATP	1	07-5133	Los Angeles	City of Lynwood	12 months	12 months	12 months	The City anticipates requesting a scope change in March 2018, and allocating CON by June 30, 2019.
93	2.8a.(3)	Construction allocation - ATP	2	07-5112	Los Angeles	City of Long Beach	16 months	16 months	16 months	The City anticipates obtaining environmental clearances by November 2018, securing additional pavement rehabilitation funding, completing design and requesting CON by October 31, 2019.
93	2.8a.(3)	Construction allocation - ATP	3	10-3170	San Joaquin	City of Stockton	12 months	12 months	12 months	The City needs extra time to receive the PS&E funding, complete the project's design and then request CON by June 30, 2019.
93	2.8a.(3)	Construction allocation - ATP	4	12-1011	Orange	City of Santa Ana	15 months	15 months	15 months	The City is experiencing delays because they are coordinating with OCTA on their Street Car Project and anticipate allocating CON by September 30, 2019.
94	2.8a.(1)	Pre-Construction Support (Plans Specifications & Estimate and Right of Way support)	1	08-3002L	Riverside	Caltrans		3 months for both allocations	3 months for both allocations	Concur with the extension request
94	2.8a.(1)	Pre-Construction Support (Plans Specifications & Estimate and Right of Way support)	2	08-3003P	Riverside	Caltrans		4 months for both allocations	4 months for both allocations	Concur with the extension request
95	2.8b.(1)	Contract Award and Construction Support	1	07-4599	Los Angeles	Caltrans		6 months	6 months	Additional time requested to process and award the contract to the lowest responsible bidder.
95	2.8b.(1)	Contract Award and Construction Support	2	07-4775	Los Angeles	Caltrans		6 months	6 months	Additional time requested to process and award the contract to the lowest responsible bidder.
95	2.8b.(1)	Contract Award and Construction Support	3	07-4387	Los Angeles	Caltrans		6 months	6 months	Additional time requested to process and award the contract to the lowest responsible bidder.
95	2.8b.(1)	Contract Award and Construction Support	4	07-4681	Los Angeles	Caltrans		6 months	4 months	Additional time requested to process and award the contract to the lowest responsible bidder.
95	<del>2.8b.(1)</del>	<del>Contract Award and Construction Support</del>	5	07-4680	Los Angeles	Caltrans		3 months	—	<del>Additional time requested to process and award the contract to the lowest responsible bidder.</del> *
95	2.8b.(1)	Contract Award and Construction Support	6	07-4772	Los Angeles	Caltrans		6 months	4 months	Additional time requested to process and award the contract to the lowest responsible bidder.
95	2.8b.(1)	Contract Award and Construction Support	7	04-0064Q	Alameda	Caltrans		4 months	4 months	Additional time requested to process and award the contract to the lowest responsible bidder.
95	2.8b.(1)	Contract Award and Construction Support	8	08-0098F	Riverside	Caltrans		4 months	4 months	Additional time requested to process and award the contract to the lowest responsible bidder.
95	<del>2.8b.(1)</del>	<del>Contract Award and Construction Support</del>	9	08-0159J	San Bernardino	Caltrans		3 months	—	<del>Additional time requested to process and award the contract to the lowest responsible bidder.</del> *
95	2.8b.(1)	Contract Award and Construction Support	10	08-3008V	San Bernardino	Caltrans		4 months	4 months	Additional time requested to process and award the contract to the lowest responsible bidder.
95	2.8b.(1)	Contract Award and Construction Support	11	02-3529	Lassen	Caltrans		6 months	6 months	Additional time requested to process and award the contract to the lowest responsible bidder.
95	2.8b.(1)	Contract Award and Construction Support	12	04-0681Q	San Mateo	Caltrans		6 months	3 months	Additional time requested to process and award the contract to the lowest responsible bidder.
95	2.8b.(1)	Contract Award and Construction Support	13	04-0158G	San Francisco	Caltrans		9 months	9 months	Additional time requested to redesign and readvertise the project.
95	<del>2.8b.(1)</del>	<del>Contract Award and Construction Support</del>	14	04-0371Q	Napa	Caltrans		6 months	—	<del>Additional time requested to process and award the contract to the lowest responsible bidder.</del> *
95	<del>2.8b.(1)</del>	<del>Contract Award and Construction Support</del>	15	04-0250B	Contra Costa	Caltrans		4 months	—	<del>Additional time requested to process and award the contract to the lowest responsible bidder.</del> *
95	2.8b.(1)	Contract Award and Construction Support	16	04-0730E	Sonoma	Caltrans		20 months	20 months	Additional time requested to redesign and readvertise the project.
95	2.8b.(1)	Contract Award and Construction Support	17	07-4617	Los Angeles	Caltrans		6 months	6 months	Additional time requested to process and award the contract to the lowest responsible bidder.
95	2.8b.(1)	Contract Award and Construction Support	18	07-4588	Los Angeles	Caltrans		6 months	6 months	Additional time requested to process and award the contract to the lowest responsible bidder.
96	2.8d.	Project Expenditure Time Extension for a Locally Administered Project - STIP	1	2454	Amador	Amador County	20 months	20 months	20 months	Additional time is needed to redesign for additional scope and revalidate the environmental document.

\* Projects were awarded and are reflected on the change list.