

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 10-11, 2009

Reference No.: 3.10
Information Item

From: CINDY McKIM
Chief Financial Officer

Subject: **PROPOSITION 1B QUARTERLY REPORTS**

The attached package includes the Department's quarterly reports for the Proposition 1B Bond Program. These reports have been discussed with the California Transportation Commission's Executive Committee.

Proposition 1B Program Quarterly Reports are in the following order:

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Account/Route 99 Corridor
Page 30 Federal FY 2009 2nd Quarter Local Bridge Seismic Retrofit Program
Page 53 FY 2008-09 3rd Quarter Traffic Light Synchronization Program
Page 62 FY 2008-09 3rd Quarter Highway Railroad Crossing Safety Account
Page 66 FY 2008-09 3rd Quarter Trade Corridor Improvement Fund

Attachments



Third Quarter FY 2008-09 Corridor Management Improvement (CMIA) & State Route 99 (SR99) Bond Program Report

**Quarterly Report to the
California Transportation
Commission**



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Corridor Management Improvement Program (CMIA)

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State Route 99 Corridor Program (SR99)

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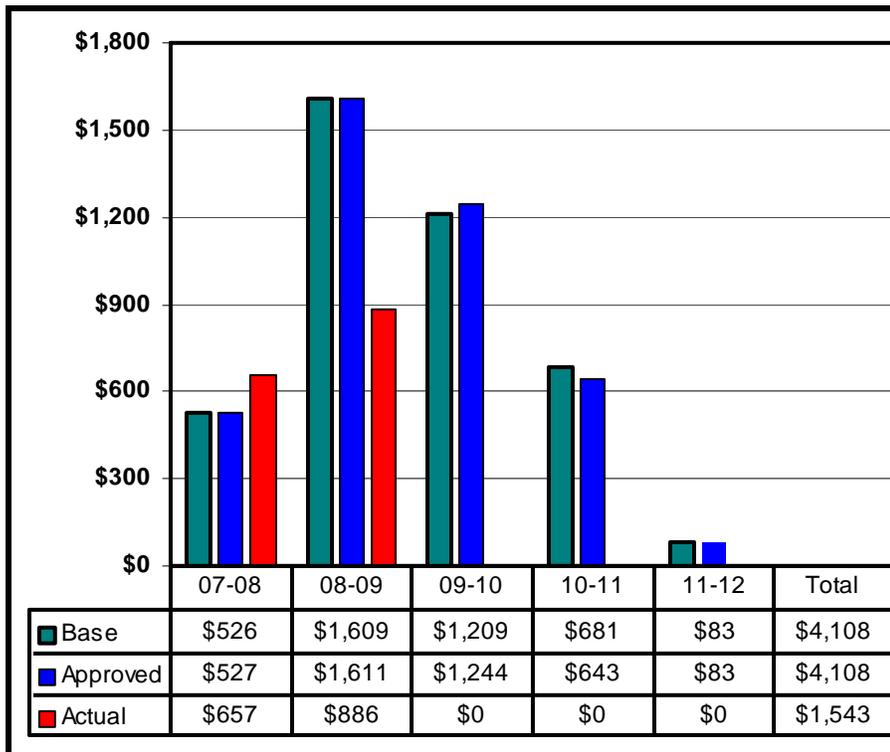
The Bond Program Project Delivery Report is prepared quarterly in November, February, May, and August. The Department of Transportation (Department) staff prepares this report. The purpose of this report is to monitor and track the progress of project delivery for projects in the bond programs.

CMIA Program Status

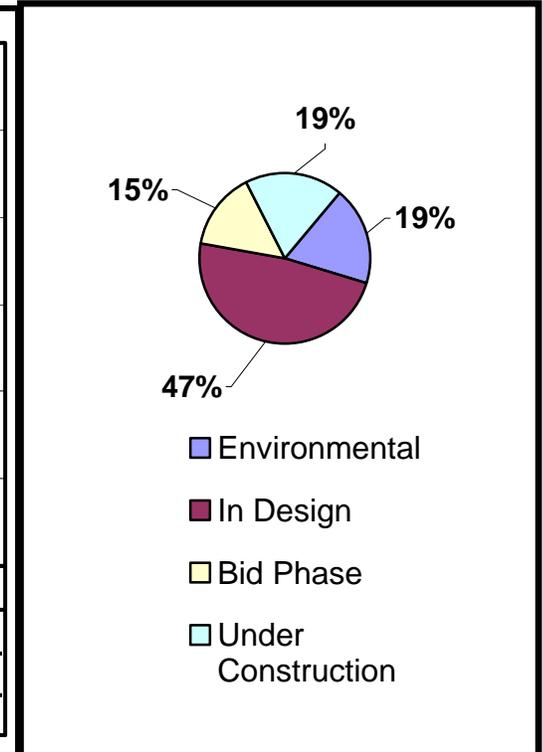
Third Quarter FY 2008-09

In the CMIA bond program budget, \$4.108 billion is to be allocated for construction. There is also \$90 million set aside for bond administrative costs and an addition \$11 million that has not been committed. The balance of \$291 million is for non-construction funded project components including right of way capital and engineering support costs. To date, \$1.637 billion has been allocated. The total of \$1.637 billion committed to date utilizes 36 percent of the available program funds.

CMIA Bond Construction Capital Allocations (millions)



Projects by Phase



Corridor projects count in a phase if one or more projects have started that phase.

CMIA Bond Funds Committed (millions)

| Component | Available | Allocated | Percent |
|-------------------------|-----------------|-------------------|------------|
| Construction | \$ 4,108 | \$ 1,543.0 | 38% |
| Non-Construction | | | |
| RW Capital | \$ 4 | \$ 0.5 | 12% |
| Support | \$ 290 | \$ 93.0 | 32% |
| Subtotal | \$ 291 | \$ 93.5 | 32% |
| Not Committed | \$ 11 | | |
| Bond Administration | \$ 90 | | |
| Program Total | \$ 4,500 | \$ 1,636.5 | 36% |

Completed Phases

| Phase | Projects | Percent |
|---------------|----------|---------|
| Environmental | 42 | 78% |
| Design | 13 | 24% |
| Bid Phase | 6 | 11% |
| Construction | 0 | 0% |

Corridor projects are completed in a phase when all projects have completed that phase.

CMIA Program Progress Report

Third Quarter FY 2008-09

This report reflects the program delivery status of CMIA Program bond funds for the 54 projects adopted on March 15, 2007 by the California Transportation Commission. The projects adopted into the program have an overall value of \$8.992 billion including CMIA bond funds for \$4.397 billion.

Overall Program Status

To date, 44 projects (including corridor projects starting a subsequent phase) have completed the preliminary engineering and environmental evaluation phase, 18 projects have completed the design phase, and ten projects are under construction. It is anticipated that the first CMIA project will be completed and open to traffic in the summer of 2009.

FY 2008-09 Accomplishments

Progress continues to be made to deliver and implement the adopted CMIA program.

To date, in FY 2008-09 five construction contracts were awarded, nine projects completed the right of way milestone, ten projects completed design, and seven project completed the environmental document.

Third Quarter FY 2008-09 Milestones Met

The following projects completed a major project delivery milestone in the last quarter:

| Cty | Rte | Project | Milestone |
|-----|-----|---|---------------|
| Ala | 24 | Rte 24 Caldecott Tunnel Fourth Bore | End RW, Des |
| Mrn | 580 | WB I-580 to NB 101 Connector Impvmts | End Des |
| SCI | 101 | US101 Impvmts (I-280 to Yerba Buena Rd) | Environmental |
| SBd | 215 | I-215 North Segments 1 & 2 | End RW |
| SD | 15 | Managed Lanes South (Project #4) | Environmental |
| Son | 101 | US 101 HOV Lanes – Wilfred | Award |
| Son | 101 | US 101 HOV Ln – Railroad to Rohnert Pk | End RW, Des |

Program Management

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. Attached is a corrective actions report that identifies actions being taken to manage project changes.

| # | Co | Rte | Project | Scope | Budget | Schedule | Phase | % |
|----|-----|-----|---|-------|--------|----------|---------------|-----|
| 1 | Ala | 24 | Rte 24 Caldecott Tunnel Fourth Bore | ● | ● | ● | Design | 100 |
| 2 | Ala | 580 | EB I-580 EB HOV Hacienda to Greenville | ● | ● | ● | Construction | 20 |
| 3 | Ala | 580 | I-580 WB HOV Ln Greenville to Foothill | ● | ● | ● | Environmental | 70 |
| 4 | Ala | 580 | I-580 / Isabel IC | ● | ● | ● | Design | 100 |
| 5 | Ala | 880 | I-880 SB HOV Lane Extension | ● | ● | ● | Environmental | 65 |
| 6 | Cal | 4 | SR4 Angels Camp Bypass | ● | ● | ● | Construction | 70 |
| 7 | CC | 4 | SR4 E Widening fr Somersville to SR 160 | ● | ● | ● | Design | 65 |
| 8 | Ala | 80 | I-80 Integrated Corridor Mobility Project | ■ | ● | ■ | Environmental | 25 |
| 9 | ED | 50 | US 50 HOV Lanes – Phase 1 | ● | ● | ● | Construction | 5 |
| 10 | Ker | 46 | Route 46 Expressway – Segment 3 | ● | ● | ● | Design | 50 |
| 11 | Kin | 198 | Route 198 Expressway | ● | ● | ● | Design | 100 |
| 12 | LA | 405 | I-405 Carpool Ln I-10 to US101 (NB) | ● | ● | ● | Design | 30 |
| 13 | LA | 5 | I-5 Carpool Ln & Mixed Flow Ln | ● | ● | ● | Design | 30 |
| 14 | LA | 5 | I-5 Carpool Ln fr Rte 134 to Rte 170 | ● | ● | ● | Design | 90 |
| 15 | Mon | 1 | Salinas Road Interchange | ● | ● | ● | Design | 100 |
| 16 | Mrn | 101 | Hwy 101 Mrn-Son Narrows Project | ● | ● | ● | Environmental | 95 |
| 17 | Mrn | 580 | WB I-580 to NB 101 Connector Impvmts | ● | ● | ● | Design | 100 |
| 18 | Nap | 12 | SR12 Jameson Canyon – Phase 1 | ● | ● | ● | Design | 10 |
| 19 | Nev | 49 | Rte 49 La Barr Meadows Widening | ● | ● | ● | Design | 90 |
| 20 | Ora | 22 | SR 22/I-405/I-605 HOV Conn w ITS | ● | ● | ● | Design | 72 |
| 21 | Ora | 57 | Widen NB N SR91 to N Lambert Rd | ● | ● | ● | Design | 48 |
| 22 | Ora | 57 | Widen NB S Katella to N Lincoln Ave | ● | ● | ● | Environmental | 92 |
| 23 | Ora | 91 | Widen EB/WB SR91 E 55 Conn E Weir | ● | ● | ● | Environmental | 80 |
| 24 | Ora | 91 | SR 91 EB Ln – Rte 241 to Rte 71 | ● | ● | ● | Design | 95 |
| 25 | Pla | 65 | Lincoln Bypass | ● | ■ | ● | Construction | 14 |
| 26 | Pla | 80 | Pla 80 HOV Phase 2 | ● | ● | ● | Construction | 15 |
| 27 | Pla | 80 | Pla 80 HOV Phase 3 | ● | ● | ● | Design | 100 |
| 28 | Riv | 215 | Add one mixed flow Ln in each direction | ● | ● | ● | Design | 10 |
| 29 | Riv | 91 | HOV Lane Gap closure | ● | ● | ● | Design | 45 |
| 30 | Sac | Loc | White Rock Rd fr Grant Line to Prairie City | ● | ● | ● | Environmental | 40 |
| 31 | Sac | 50 | Hwy 50 Bus/Carpool Lanes | ● | ● | ● | Design | 100 |
| 32 | SBd | 10 | Widen exit ramps & add aux lanes | ● | ● | ● | Design | 95 |
| 33 | SBd | 10 | I-10 WB Mixed Flow Ln in addition | ● | ● | ● | Design | 95 |
| 34 | SBd | 210 | State Route 210/215 Connectors | ● | ● | ● | Design | 95 |
| 35 | SBd | 215 | I-215 North Segments 1 & 2 | ● | ● | ● | Design | 95 |
| 36 | SBd | 215 | I-215 North Segments 5 | ● | ● | ● | Design | 95 |
| 37 | SCI | 101 | US101 Impvmts (I-280 to Yerba Buena Rd) | ● | ● | ● | Design | 95 |
| 38 | SCI | 101 | US101 Aux Lns SR85 to Embarcadero Rd | ● | ● | ● | Environmental | 85 |
| 39 | SCI | 880 | I-880 Widening (SR237 to US 101) | ● | ● | ● | Environmental | 90 |
| 40 | SCr | 1 | Hwy 1 Soquel to Morissey Aux Lns | ■ | ● | ● | Environmental | 80 |
| 41 | SD | 15 | Managed Lanes South Segment | ● | ● | ● | Construction | Var |
| 42 | SD | 5 | I-5 North Coast Corridor – Stage 1A | ● | ● | ● | Construction | Var |
| 43 | Sha | 5 | Cottonwood Hills Truck Climbing Lane | ● | ● | ● | Design | 75 |
| 44 | SJ | 205 | I-205 Auxiliary Lanes | ● | ● | ● | Design | 95 |
| 45 | SLO | 46 | Rte 46 Corridor Impvmts (Whitley 1) | ● | ● | ● | Design | 50 |
| 46 | SM | 101 | Widen US 101 and add Aux Lns | ● | ● | ● | Design | 20 |
| 47 | Sol | 80 | I-80 HOV Lanes Fairfield | ● | ● | ● | Construction | 35 |
| 48 | Son | 101 | US 101 HOV Lanes – Wilfred | ● | ● | ● | Design | 100 |
| 49 | Son | 101 | US 101 HOV Ln – Railroad to Rohnert Pk | ● | ● | ● | Design | 100 |
| 50 | Son | 101 | US 101 HOV Lanes – North Phase A | ● | ● | ● | Construction | 5 |
| 51 | Sta | 219 | Route 219 Expressway Phase 2 | ● | ■ | ■ | Design | 95 |
| 52 | Sta | 219 | Route 219 Expressway Phase 1 | ● | ● | ● | Construction | 25 |
| 53 | Tuo | 108 | E. Sonora Bypass Stage II | ■ | ■ | ● | Design | 60 |
| 54 | Ven | 101 | HOV Lns Mussel Shoals to Casitas Pass | ● | ● | ● | Design | 5 |

Legend
 ● No known scope, budget or schedule issues.
 ● Potential scope, budget or schedule issues.
 ■ Known scope, budget or schedule issues.

The California Department of Transportation

Third Quarter FY 2008-09

CMIA Program Delivery Report 54 Planned Deliveries

| PROJECT NUMBER | DISTRICT | COUNTY | ROUTE | ESTIMATED CONSTRUCTION CAPITAL VALUE (\$1,000's) | BOND CAPITAL VALUE (\$1,000's) | PROJECT DESCRIPTION | END ENVIRONMENTAL | END DESIGN | END RIGHT OF WAY | AWARD | CCA |
|---|----------|------------|-------|--|--------------------------------|---|-------------------|-------------------|------------------|----------|----------|
| LEGEND Milestone Complete Milestone Behind Schedule Awarded Award Behind Schedule Milestone Completed ahead of Schedule Milestone Behind Schedule Awarded ahead of Schedule Award Behind Schedule | | | | | | | | | | | |
| 1 | 04 | Ala CC | 24 | \$ 345,000 | \$ 157,400 | State Route 24 Caldecott Tunnel - Fourth Bore | ★ | | | 07/01/09 | 06/01/14 |
| <i>I-580 Eastbound HOV Lane - Greenville to Hacienda - Corridor Project</i> | | | | | | | | | | | |
| 2 | 04 | Ala | 580 | \$ 47,410 | \$ 23,337 | Corridor Project #1 (EA 29084) | | | | | 12/01/11 |
| | | | | \$ 58,591 | \$ 20,435 | Corridor Project #2 (EA 29083) | | | | 06/16/09 | 12/01/11 |
| | | | | \$ 19,028 | \$ 19,028 | Corridor Project #3 (EA 29085) | 06/30/09 | 03/01/10 | 03/01/10 | 08/01/10 | 12/01/11 |
| | | | | \$ 125,029 | \$ 62,800 | Corridor Summary | 06/30/09 | 03/01/10 | 03/01/10 | | 12/01/11 |
| 3 | 04 | Ala | 580 | \$ 114,800 | \$ 88,435 | I-580 Westbound HOV Lane - Greenville to Foothill | 11/01/09 | 03/01/11 | 03/01/11 | 08/01/11 | 10/01/13 |
| <i>I-580 / Isabel Interchange - Corridor Project</i> | | | | | | | | | | | |
| 4 | 04 | Ala | 580 | \$ 37,400 | \$ 24,600 | Corridor Project #1 (EA 17131) | | | | 06/02/09 | 01/01/12 |
| | | | | \$ 7,300 | \$ 3,900 | Corridor Project #2 (EA 17132) | | | | 05/19/09 | 01/01/12 |
| | | | | \$ 52,200 | \$ 31,500 | Corridor Project #3 (EA 17133) | | | ★ | 06/30/09 | 01/01/12 |
| | | | | \$ 96,900 | \$ 60,000 | Corridor Summary | | | | 05/19/09 | 01/01/12 |
| 5 | 04 | Ala | 880 | \$ 83,700 | \$ 83,700 | I-880 SB HOV Ln Extension - Hegenberger to Marina Blvd | 11/01/09 | 09/01/11 | 09/01/11 | 03/01/12 | 04/01/14 |
| 6 | 10 | Cal | 4 | \$ 31,965 | \$ 4,438 | Angels Camp Bypass | | | | ★ | 09/01/10 |
| 7 | 04 | CC | 4 | \$ 300,300 | \$ 65,000 | State Route 4 East Widening from Somersville to Route 160 | | 06/01/10 | 06/01/10 | 11/01/10 | 12/01/14 |
| 8 | 04 | Ala CC | 80 | \$ 47,100 | \$ 47,100 | I-80 Integrated Corridor Mobility Project | 12/31/09 | 09/01/10 | 09/01/10 | 02/01/11 | 10/01/12 |
| 9 | 03 | ED | 50 | \$ 37,808 | \$ 20,000 | US 50 HOV Lanes - Phase 1 | | | ★ | ★ | 06/01/10 |
| 10 | 06 | Ker | 46 | \$ 67,229 | \$ 45,000 | Route 46 Expressway - Segment 3 | | 03/19/10 | 05/01/10 | 07/01/10 | 07/28/14 |
| 11 | 06 | Kin Tul | 198 | \$ 91,894 | \$ 71,600 | Route 198 Expressway | | | 05/08/09 | 09/15/09 | 02/01/12 |
| 12 | 07 | LA | 405 | \$ 792,000 | \$ 730,000 | I-405 Carpool Lane I-10 To US 101 (Northbound) | | 6/28/11 Design | 4/10/13 Build | 01/28/09 | 04/03/13 |
| 13 | 07 | LA | 5 | \$ 575,543 | \$ 387,000 | I-5 Carpool Lane from Orange County Line to I-605 | | 07/27/10 | 10/08/10 | 10/08/10 | 11/01/16 |
| <i>Interstate 5 Carpool Lane from Route 134 to Route 170 - Corridor Project</i> | | | | | | | | | | | |
| 14 | 07 | LA | 5 | \$ 92,000 | \$ 20,000 | Corridor Project #1 (EA 12181) | | | | 06/02/09 | 12/03/12 |
| | | | | \$ 150,000 | \$ 45,000 | Corridor Project #2 (EA 12184) | | 04/30/09 | 06/01/09 | 10/20/09 | 08/10/12 |
| | | | | \$ 34,200 | \$ 8,000 | Corridor Project #3 (EA 12183) | | 05/28/10 | 08/05/09 | 01/05/10 | 10/23/12 |
| | | | | \$ 180,947 | Not Bond | Corridor Project #4 (EA 12182) | | 11/02/09 | 10/01/09 | 04/19/10 | 12/20/13 |
| | | | | \$ 457,147 | \$ 73,000 | Corridor Summary | | 05/28/10 | 10/01/09 | 06/02/09 | 12/20/13 |
| 15 | 05 | Mon | 1 | \$ 32,633 | \$ 32,633 | Salinas Road Interchange | | ★ | ★ | 05/01/09 | 07/01/11 |

| PROJECT NUMBER | DISTRICT | COUNTY | ROUTE | ESTIMATED CONSTRUCTION CAPITAL VALUE (\$1,000's) | BOND CAPITAL VALUE (\$1,000's) | PROJECT DESCRIPTION | END ENVIRONMENTAL | END DESIGN | END RIGHT OF WAY | AWARD | CCA | |
|---|----------|---------|---------|--|--------------------------------|--|-------------------|------------|------------------|----------|----------|----------|
| Highway 101 Marin-Sonoma Narrows Project - Corridor | | | | | | | | | | | | |
| 16 | 04 | Mrn Son | 101 | \$ 27,640 | \$ 10,433 | Corridor Project #1 (EA 26407) | 06/30/09 | 12/01/10 | 12/01/10 | 06/01/11 | 12/02/13 | |
| | | | | \$ 31,270 | \$ 17,337 | Corridor Project #2 (EA 26408) | 06/30/09 | 12/01/10 | 12/01/10 | 06/01/11 | 12/02/13 | |
| | | | | \$ 54,420 | \$ 44,420 | Corridor Project #3 (EA 26406) | 06/30/09 | 07/01/10 | 07/01/10 | 12/01/10 | 12/02/13 | |
| | | | | \$ 113,330 | \$ 72,190 | Corridor Summary | 06/30/09 | 12/01/10 | 12/01/10 | 06/01/11 | 12/02/13 | |
| 17 | 04 | Mrn | 580 | \$ 13,200 | \$ 13,200 | Westbound I-580 to Northbound US 101 Connector Improvements | | | 10/31/08 | 08/14/09 | 07/01/10 | |
| 18 | 04 | Nap Sol | 12 | \$ 96,700 | \$ 73,990 | SR 12 Jameson Canyon Widening - Phase 1 | | 04/01/10 | 04/01/10 | 09/01/10 | 08/01/13 | |
| 19 | 03 | Nev | 49 | \$ 21,000 | \$ 16,098 | Route 49 La Barr Meadows Widening | | 05/15/09 | 09/01/09 | 09/15/09 | 06/01/12 | |
| 20 | 12 | Ora | 22 | \$ 291,000 | \$ 200,000 | SR-22 / I-405 / I-605 HOV Connector with ITS Elements | | 07/01/09 | 07/01/09 | 03/01/10 | 09/01/13 | |
| 21 | 12 | Ora | 57 | \$ 106,188 | \$ 70,000 | Widen NB from 0.4 m N of SR-91 to 0.1 m N of Lambert Road | ★ | 11/01/09 | 11/01/09 | 06/01/10 | 04/01/13 | |
| 22 | 12 | Ora | 57 | \$ 29,400 | \$ 20,086 | Widen NB fr 0.3 m S of Katella Ave to 0.3 m N of Lincoln Ave | | 07/01/09 | 11/01/10 | 11/01/10 | 05/01/11 | 01/01/15 |
| 23 | 12 | Ora | 91 | \$ 69,800 | \$ 22,000 | Widen EB&WB SR 91 E of SR 55 Conn to E of Weir Canyon Road | | 07/01/09 | 01/02/11 | 01/02/11 | 06/01/11 | 09/01/13 |
| 24 | 12 | Ora | 91 | \$ 65,000 | \$ 65,000 | Add one lane on EB SR-91 from SR-241/SR-91 to SR-71/SR-91 | | 05/18/09 | 05/18/09 | 08/18/09 | 09/01/11 | |
| 25 | 03 | Pla | 65 | \$ 210,000 | \$ 73,715 | Lincoln Bypass | | ★ | ★ | ★ | 01/01/12 | |
| 26 | 03 | Pla | 80 | \$ 31,200 | \$ 8,484 | Pla-80 HOV Phase 2 | | ★ | ★ | | 10/01/10 | |
| 27 | 03 | Pla | 80 | \$ 57,505 | \$ 37,216 | Pla-80 HOV Phase 3 | | ★ | 05/15/09 | 05/01/09 | 01/01/11 | |
| 28 | 08 | Riv | 215 | \$ 55,100 | \$ 38,570 | Widening, Add One Mixed Flow Lane in Each Direction | ★ | 08/01/10 | 02/01/10 | 12/01/10 | 12/01/13 | |
| 29 | 08 | Riv | 91 | \$ 177,146 | \$ 142,600 | HOV Lane Gap Closure | ★ | 02/02/11 | 08/01/10 | 06/01/11 | 06/01/15 | |
| 30 | 03 | Sac | Loc | \$ 19,100 | \$ 19,100 | White Rock Road from Grant Line to Prairie City | | 07/01/09 | 12/01/10 | 12/01/10 | 05/01/11 | 11/01/12 |
| 31 | 03 | Sac | 50 | \$ 133,125 | \$ 80,000 | Hwy 50 Bus/Carpool & Aux Lns & Community Enhancements | ★ | 04/01/09 | 08/01/09 | 01/01/10 | 12/01/12 | |
| 32 | 08 | SBd | 10 | \$ 26,523 | \$ 19,233 | Widen Exit Ramps&Add Aux Ln @Cherry, Citrus&Cedar Ave IC's | | 08/02/09 | 06/01/09 | 11/30/09 | 12/01/10 | |
| 33 | 08 | SBd | 10 | \$ 37,875 | \$ 26,500 | Westbound Mixed Flow Lane Addition | ★ | 10/01/09 | 10/01/09 | 01/01/10 | 06/01/11 | |
| 34 | 08 | SBd | 210 215 | \$ 79,967 | \$ 22,000 | SR - 210/215 Connectors | | 05/15/09 | 11/01/08 | 08/17/09 | 10/15/13 | |
| 35 | 08 | SBd | 215 | \$ 289,482 | \$ 49,120 | I-215 North Segments 1 & 2 - HOV & Mixed Flow Ln Addition | | 06/30/09 | ★ | 09/14/09 | 09/13/13 | |
| 36 | 08 | SBd | 215 | \$ 59,000 | \$ 59,000 | I-215 North Segment 5 - HOV and Mixed Flow Lane Addition | | 05/15/09 | 11/01/08 | 08/15/09 | 10/15/13 | |
| 37 | 04 | SCI | 101 | \$ 44,465 | \$ 23,310 | US 101 Improvements (I-280 to Yerba Buena Rd) | | 09/02/09 | 09/02/09 | 12/30/09 | 12/01/12 | |
| 38 | 04 | SCI | 101 | \$ 73,850 | \$ 73,850 | US 101 Aux Lanes - State Route 85 to Embarcadero Rd | | 07/01/09 | 02/01/11 | 11/01/10 | 06/01/11 | 08/01/13 |
| 39 | 04 | SCI | 880 | \$ 65,390 | \$ 61,790 | I-880 Widening (SR 237 to US 101) | | 06/30/09 | 02/01/11 | 02/01/11 | 05/15/11 | 07/01/13 |
| 40 | 05 | SCr | 1 | \$ 15,640 | \$ 15,640 | Highway 1 Soquel to Morrissey Auxiliary Lanes | | 06/01/09 | 04/01/10 | 03/01/10 | 09/01/10 | 09/01/12 |

| PROJECT NUMBER | DISTRICT | COUNTY | ROUTE | ESTIMATED CONSTRUCTION CAPITAL VALUE (\$1,000's) | BOND CAPITAL VALUE (\$1,000's) | PROJECT DESCRIPTION | END ENVIRONMENTAL | END DESIGN | END RIGHT OF WAY | AWARD | CCA | |
|--|----------|--------|-------|--|--------------------------------|---|-------------------|------------|------------------|----------|----------|----------|
| Managed Lanes South Segment - Corridor Project | | | | | | | | | | | | |
| 41 | 11 | SD | 15 | \$ 90,000 | \$ 90,000 | Corridor Project #1 (EA 2T093) | | ★ | ★ | ★ | 01/17/11 | |
| | | | | \$ 85,000 | \$ 85,000 | Corridor Project #2 (EA 2T091) | | | ★ | ★ | 01/26/11 | |
| | | | | \$ 125,000 | \$ 125,000 | Corridor Project #3 (EA 2T092) | | | | | 04/08/12 | |
| | | | | \$ 300,000 | \$ 300,000 | Bond Funded Corridor | | ★ | ★ | ★ | 04/08/12 | |
| | | | | \$ 28,859 | Not Bond | Corridor Project #4 (EA 2T095) | | | 01/02/12 | 09/04/11 | 05/20/12 | 06/20/14 |
| | | | | \$ 328,858 | \$ 300,000 | Corridor Summary | | | 01/02/12 | 09/04/11 | ★ | 06/20/14 |
| I-5 North Coast Corridor - Stage 1A - Corridor Project | | | | | | | | | | | | |
| 42 | 11 | SD | 5 | \$ 43,038 | \$ 24,500 | Corridor Project #1 (EA 2358U) | ★ | | ★ | ★ | 12/13/09 | |
| | | | | \$ 77,000 | \$ 52,500 | Corridor Project #2 (EA 2T040) | 04/02/09 | 06/30/09 | 07/28/09 | 09/27/09 | 06/30/12 | |
| | | | | \$ 120,038 | \$ 77,000 | Corridor Summary | 04/02/09 | 06/30/09 | 07/28/09 | 09/27/09 | 06/30/12 | |
| 43 | 02 | Sha | 5 | \$ 20,802 | \$ 20,802 | Cottonwood Hills Truck Climbing Lane | ★ | 12/01/09 | 06/01/09 | 03/03/10 | 03/01/11 | |
| 45 | 05 | SLO | 46 | \$ 80,000 | \$ 67,742 | Route 46 Corridor Improvements (Whitley 1) | | 02/02/10 | 09/24/09 | 06/10/10 | 07/08/13 | |
| 44 | 10 | SJ | 205 | \$ 40,653 | \$ 25,000 | I-205 Auxiliary Lanes | ★ | 12/07/09 | 10/02/09 | 06/14/10 | 01/20/12 | |
| 46 | 04 | SM | 101 | \$ 81,731 | \$ 49,473 | Widen US 101 & add Aux Lns fr Marsh Rd to Embarcadero Rd. | | 12/01/10 | 11/01/10 | 04/01/11 | 11/01/13 | |
| HOV lanes, Fairfield (Rt 80/680/12 to Putah Creek) - Corridor Project | | | | | | | | | | | | |
| 47 | 04 | Sol | 80 | \$ 53,210 | \$ 37,833 | Corridor Project #1 (EA 0A531) | | | | | 12/01/09 | |
| | | | | \$ 3,400 | \$ 3,400 | Corridor Project #2 (EA 4C15U) | | | ★ | 04/24/09 | 12/01/09 | |
| | | | | \$ 6,907 | \$ 6,907 | Corridor Project #3 (EA 0A532) | | 01/15/10 | 01/10/10 | 06/01/10 | 12/01/10 | |
| | | | | \$ 63,517 | \$ 48,140 | Corridor Summary | | 01/15/10 | 01/10/10 | | 12/01/10 | |
| 48 | 04 | Son | 101 | \$ 63,270 | \$ 41,700 | US 101 HOV Lanes - Wilfred Ave to Santa Rosa Ave | | | | | 12/01/11 | |
| 49 | 04 | Son | 101 | \$ 83,800 | \$ 38,548 | Central Phase A - US 101 HOV Lns from Railroad Ave to Rohnert Park Expressway | ★ | | ★ | 12/01/09 | 12/01/11 | |
| 50 | 04 | Son | 101 | \$ 91,200 | \$ 61,360 | US 101 HOV lanes - North Phase A (from Steele Lane to Windsor River Road) | | | | ★ | 01/01/11 | |
| 51 | 10 | Sta | 219 | \$ 26,000 | \$ 18,813 | SR-219 Expressway, Phase 2 (Morrow Road to Route 108) | | 11/26/09 | 07/28/10 | 10/14/10 | 01/07/13 | |
| 52 | 10 | Sta | 219 | \$ 12,760 | \$ 12,760 | SR-219 Expressway, Phase 1 (SR-99 to Morrow Road) | | | | | 02/28/10 | |
| 53 | 10 | Tuo | 108 | \$ 33,800 | \$ 13,858 | E. Sonora Bypass Stage II | | 04/01/10 | 04/01/10 | 10/13/10 | 10/27/12 | |
| 54 | 07 | Ven SB | 101 | \$ 116,300 | \$ 116,300 | HOV Lanes, Mussel Shoals to Casitas Pass Road | | 05/27/10 | 04/30/10 | 01/24/11 | 09/18/15 | |

CMIA Program Project Action Plan Report

Third Quarter FY 2008-09

Each project in the program is being monitored at the component level for potential scope, cost and schedule to ensure timely delivery of the full scope as approved and adopted. Listed below are project action plans that have been identified to address identified scope, cost or schedule issues on projects.

Index of Project Action Plans by Category

(1) Potential Projects to Watch

| ID | D | Co | Rte | Project Title | Bond's \$ (1,000's) | Total \$ (1,000's) | Proposed Adjustments |
|----|---|-----|-----|--|---------------------|--------------------|--------------------------------|
| 8 | 4 | CC | 80 | I-80 Integrated Corridor Mobility Project | \$55,300 | \$63,400 | CMIA Amendment |
| 25 | 3 | Pla | 65 | Lincoln Bypass | \$73,715 | \$324,000 | Transfer project savings |
| 35 | 8 | SBd | 215 | I-215 North Segments 1&2, HOV & Mixed Flow | \$49,120 | \$424,085 | Monitor bid results |
| 40 | 5 | SCR | 1 | Route 1 Soquel to Morissey Auxiliary Lanes | \$16,190 | \$22,058 | Define Scope in Project Report |

(2) Program amendments that were approved by the CTC during the past quarter.

| ID | D | Co | Rte | Project Title | Bond's \$ (1,000's) | Total \$ (1,000's) | Proposed Adjustments |
|----|---|-----|-----|--------------------------------------|---------------------|--------------------|-------------------------------|
| 16 | 4 | Mrm | 101 | Hwy 101 Marin-Sonoma Narrows Project | \$82,400 | \$202,799 | Amend CMIA for TCRP changes |
| 49 | 4 | Son | 101 | Central Phase A US 101 HOV Lns | \$ 42,848 | \$ 118,250 | Transfer local funded savings |

(no narrative is included for either of these projects. The changes involved transfer of funds between different funding programs. No changes were made to component costs)

(3) Project changes that will require Commission action, plan has been submitted for preparing an amendment.

| ID | D | Co | Rte | Project Title | Bond's \$ (1,000's) | Total \$ (1,000's) | Proposed Adjustments |
|----|---|-----|-----|---|---------------------|--------------------|--------------------------|
| 1 | 4 | Ala | 24 | Route 24 / Caldecott Tunnel – Fourth Bore | \$175,000 | \$420,000 | STIP, CMIA Amendment |
| 11 | 6 | Kin | 198 | Route 198 Expressway | \$71,600 | \$124,507 | Transfer project savings |
| 19 | 3 | Nev | 49 | La Barr Meadows Widening | \$ 18,568 | \$ 40,500 | Update schedule |
| 31 | 3 | Sac | 50 | Hwy 50 Bus/Carpool & Aux Lns & Community | \$ 80,000 | \$165,000 | Update schedule |
| 34 | 8 | SBd | 210 | State Route 210/215 Connectors | \$22,000 | \$96,204 | CMIA Amendment |
| 36 | 8 | SBd | 215 | I-215 North Segment 5 | \$59,000 | \$66,676 | CMIA Amendment |

(4) Project changes that will require Commission action, preparation of a plan has just started.

| ID | D | Co | Rte | Project Title | Bond's \$ (1,000's) | Total \$ (1,000's) | Proposed Adjustments |
|----|----|-----|-----|---|---------------------|--------------------|------------------------|
| 14 | 7 | LA | 5 | I-5 Carpool Ln fr Rte 134 to Rte 170 - Corridor | \$73,000 | \$609,539 | STIP Program Amendment |
| 29 | 8 | Riv | 91 | HOV Lane Gap Closure | \$157,198 | \$240,277 | TCRP amendment |
| 44 | 10 | SJ | 205 | I-205 Auxiliary Lanes | \$25,500 | \$51,600 | CMIA Program Amendment |
| 51 | 10 | Sta | 219 | SR 219 Expwy, Phase 2 (Morrow Rd to Rte 108) | \$18,813 | \$50,500 | STIP Program Amendment |
| 53 | 10 | Tuo | 108 | East Sonora Bypass Stage II | \$17,233 | \$65,920 | STIP Program Amendment |
| 54 | 7 | Ven | 101 | HOV Lns, Mussel Shoals to Casitas Pass Rd | \$131,600 | \$151,470 | STIP Program Amendment |

(5) Project changes that were approved by the Project Team during the past quarter.

| ID | D | Co | Rte | Project Title | Bond's \$ (1,000's) | Total \$ (1,000's) | Proposed Adjustments |
|----|----|----|-----|--|---------------------|--------------------|-------------------------------------|
| 42 | 11 | SD | 5 | I-5 North Coast Corridor – Stage 1A – Project #2 | \$57,500 | \$102,000 | Transfer local fund project savings |

(6) Project changes identified and likely to be approved by Project Team with funding Partners.

| ID | D | Co | Rte | Project Title | Bond's \$ (1,000's) | Total \$ (1,000's) | Proposed Adjustments | |
|----|----|-----|-----|--|---------------------|--------------------|--------------------------------|--|
| 16 | 4 | Mrn | 101 | Hwy 101 Marin-Sonoma Narrows Project | \$82,400 | \$202,799 | Update schedule (pending PAED) | |
| 24 | 12 | Ora | 91 | Add one lane on EB SR91 from SR241 to SR71 | \$71,440 | \$81,408 | Supplement with local funds | |
| 38 | 4 | SCI | 101 | US 101 Aux Lns - SR85 to Embarcadero Rd | \$84,930 | \$102,258 | Supplement with local funds | |

(7) Project programmed STIP cost variances that exceed baseline agreement cost, but do not require a CTC action pursuant to STIP guidelines.

Estimated final costs are projected to be within 120% programmed STIP funded component at time of vote:

| ID | D | Co | Rte | Project Title | Programmed Component \$ (1,000's) | EAC \$ (1,000's) | Component | Variance |
|----|----|-----|-----|---|-----------------------------------|------------------|--------------|----------|
| 14 | 7 | LA | 5 | I-5 Carpool Ln fr Rte 134 to Rte 170 - Corridor | \$65,700 | \$68,928 | Right of Way | RWS, RWC |
| 15 | 5 | Mon | 1 | Salinas Road Interchange | \$ 6,018 | \$ 6,610 | PJD | Des |
| | | | | | \$ 5,437 | \$ 5,810 | Right of Way | RWC |
| 31 | 03 | Sac | 50 | Hwy 50 Bus/Carpool & Aux Lns & Community | \$80,000 | 165,000 | Right of Way | RWS |
| 45 | 5 | SLO | 46 | Route 46 Corridor Imp (Whitley 1) | \$11,600 | \$11,609 | Right of Way | RWS |
| 48 | 4 | Son | 101 | US 101 HOV Lns - Wilfred | \$11,775 | \$11,851 | PJD | Des |
| 54 | 7 | Ven | 101 | HOV Lns, Mussel Shoals to Casitas Pass Rd | \$19,200 | \$16,416 | PJD | Des |

Costs reflect post vote costs, and no further CTC action is required:

| ID | D | Co | Rte | Project Title | Programmed Component \$ (1,000's) | EAC \$ (1,000's) | Component | Variance |
|----|----|-----|-----|---|-----------------------------------|------------------|--------------|------------|
| 6 | 10 | Cal | 4 | Angels Camp Bypass | \$ 5,052 | \$ 6,012 | PJD | PAED & Des |
| | | | | | \$ 20,935 | \$ 21,761 | Right of Way | RWS & RWC |
| | | | | | \$ 35,565 | \$ 31,140 | Construction | Cons |
| 25 | 03 | Pla | 65 | Lincoln Bypass | \$ 19,000 | \$ 18,792 | PJD | Des |
| | | | | (amendment in process to transfer savings, finalize right of way costs) | \$ 73,000 | \$ 73,207 | Right of Way | RWS |
| 52 | 10 | Sta | 219 | Route 219 Expwy Phase 1 (SR99 to Morrow Rd) | \$ 4,476 | \$ 4,512 | PJD | Des |
| | | | | | \$ 31,260 | \$ 21,813 | Right of Way | RWS |

(8) Delivered projects that award dates have been impacted by temporary lack of bond funds

| ID | D | Co | Rte | Project Title | Bond's \$ (1,000's) | Total \$ (1,000's) | Apvd Award | Curr Award |
|----|---|-----|-----|---|---------------------|--------------------|------------|------------|
| 4 | 4 | Ala | 580 | Isabel IC | \$ 68,000 | \$153,000 | 2/1/09 | 5/19/09 |
| 11 | 6 | Kin | 198 | Route 198 Expressway | \$71,600 | \$124,507 | 7/1/09 | 9/15/09 |
| 17 | 4 | Mrn | 580 | WB I-580 to NB US 101 Conn Improvements | \$ 20,000 | \$ 20,000 | 3/1/09 | 8/14/09 |
| 49 | 4 | Son | 101 | Central Phase A US 101 HOV Lns | \$ 42,848 | \$ 118,250 | 7/1/09 | 12/1/09 |

Project Action Plans – Narrative (in project ID order)

| ID | D | Co | Rte | Project Title | Bond's \$ (1,000's) | Total \$ (1,000's) | Variance |
|----|---|-----|-----|---|---------------------|--------------------|----------------------|
| 1 | 4 | Ala | 24 | Route 24 / Caldecott Tunnel – Fourth Bore | \$175,000 | \$420,000 | Des, RW Sup, Con Sup |

Project Action Plan:

The project action plan proposes to split the project into four contracts, within the cost and schedule of the approved bond project. The proposed split provides an opportunity for small businesses to bid on the smaller contracts and provides operational improvement before and during construction of the tunnel. The fourth contract for landscaping, is funded with local funds; and will be removed from the baseline schedule reporting. There are also support variances of \$2.35M in PS&E and \$100,000 in R/W Support that will be corrected by transferring funds from the construction contingency. The estimated construction support budget for four projects is \$43.6M (baseline is \$22.4M). The increase of \$21.2M will be funded from Construction contingency. It should be noted that the challenge to the environmental document has been resolved out of court.

The project is to receive State (loan) and Regional Recovery Act funds totaling \$197.7M. Approval of a CMIA Program Amendment for these changes is on the agenda for the May meeting for action by the Commission.

| ID | D | Co | Rte | Project Title | Bond's \$ (1,000's) | Total \$ (1,000's) | Variance |
|----|----|----|-----|---|---------------------|--------------------|-----------------------|
| 8 | 40 | CC | 80 | I-80 Integrated Corridor Mobility Project | \$55,300 | \$63,400 | Schedule (all), Scope |

Project Action Plan:

This is an Intelligent Transportation Systems (ITS) project to incorporate corridor management along the I-80 corridor. The scope of work includes completion of a vehicle detection system network, purchase of ITS hardware and software, and installation of an active traffic management system. Staff met with CTC staff in January 2009 and will submit a revised project action plan in the May 2009 to combine this project with the Traffic Light Synchronization Program (TLSP bond program) funded project on San Pablo Ave, a parallel arterial to I-80 to coordinate ITS on both routes. The combined project will then be split for delivery purposes into six contracts, comprised of two procurement contracts and four construction contracts. The project action plan also addresses the schedule variances for the project in PAED, End Design, and End ROW. In addition, the Start Construction (award) milestone will be revised from July 2009 to October 2009 based on the first contract, and the End Construction milestone will be revised from October 2011 to October 2012 based on the last contract. The schedule variance is due to delays in starting the project, as well as a better assessment of how to effectively deliver the project.

| ID | D | Co | Rte | Project Title | Bond's \$ (1,000's) | Total \$ (1,000's) | Variance |
|----|---|-----|-----|----------------------|---------------------|--------------------|---------------------|
| 11 | 6 | Kin | 198 | Route 198 Expressway | \$71,600 | \$124,507 | PAED, Des, RWS, RWC |

Project Action Plan:

Project action plan was prepared and submitted to transfer STIP and TCRP savings from some components to cover overruns in other components, and proposes to split out a follow up landscape mitigation project. STIP and TCRP components are within their available funds. There is a proposed construction capital savings of approximately \$7 million in CMIA funds proposed to be put in reserve. There are no scope or schedule changes. Project action plan requires a CMIA, TCRP and STIP amendment.

The STIP amendment was on the agenda for action at the May 2009 Commission meeting.

| ID | D | Co | Rte | Project Title | Bond's \$ (1,000's) | Total \$ (1,000's) | Variance |
|----|---|----|-----|---|---------------------|--------------------|--------------------|
| 14 | 7 | LA | 5 | I-5 Carpool Ln fr Rte 134 to Rte 170 - Corridor | \$73,000 | \$609,539 | PAED, Des, End Des |

Project Action Plan:

PAED and Design support expenditures have exceeded the available budget. The support overage is expected to be approximately \$14 million. A plan is being developed which identifies savings on some project component and additional savings from a separate project along the same corridor. The plan proposes to balance funding between a total of five projects along the corridor to balance overall funds and keep the project budgets within available funds. The plan will be finalized and submitted in the fourth quarter FY 2008-09.

| ID | D | Co | Rte | Project Title | Bond's \$ (1,000's) | Total \$ (1,000's) | Variance |
|----|---|-----|-----|--------------------------------------|---------------------|--------------------|-----------|
| 16 | 4 | Mrn | 101 | Hwy 101 Marin-Sonoma Narrows Project | \$82,400 | \$202,799 | PAED Date |

Project Action Plan:

PAED milestone has been delayed 8 months, from October 2008 to June 2009. Biological Opinion from USFWS was received on April 1, 2009 completing the environmental document. As long as PAED is completed by June 2009, it is anticipated that the project will meet its approved RTL and Start Construction dates.

| ID | D | Co | Rte | Project Title | Bond's \$ (1,000's) | Total \$ (1,000's) | Variance |
|----|----|-----|-----|--------------------------|---------------------|--------------------|----------------|
| 19 | 03 | Nev | 49 | La Barr Meadows Widening | \$18,568 | \$ 40,500 | End Des, Award |

Project Action Plan:

The addition of several more right of way parcels, the time needed to deal with unique features and allow independent appraisals allowed by recent legislation has led to delays in the design schedule and impacts the project award date. Because the schedule changes require a CMIA program baseline amendment, the cost adjustments to STIP funded right of way components are also being adjusted to reflect actual costs.

A CMIA baseline amendment reflecting schedule and right of way adjustments is on the agenda for Commission action at the May meeting.

| ID | D | Co | Rte | Project Title | Bond's \$ (1,000's) | Total \$ (1,000's) | Variance |
|----|----|-----|-----|--|---------------------|--------------------|----------|
| 24 | 12 | Ora | 91 | Add one lane on EB SR91 from SR241 to SR71 | \$71,440 | \$81,408 | Des, RWS |

Project Action Plan:

An action plan will be developed and submitted shortly to detail additional costs needed for Design and Right of Way support to deal with unanticipated design and right of way requirements related to railroad, geotechnical considerations, environmental mitigation measures, changes triggered by impacted property owners resulting in easements, coordination with a future overlapping District 8/RCTC project, and federalizing the project to enable use of potential federal funds. Discussions are underway with commission staff about funding scenarios regarding backfilling bond funds with potential economic stimulus funds and local funds. An effort is underway to finalize the right of way process through a Resolution of Necessity at the May 2009 CTC meeting for one parcel. Once approved, the project can achieve R/W certification and RTL, with a current target date of 5/18/2009, and an E-76 obligation of Recovery Act funding immediately afterwards. Extensive right of way activities resulted in support cost overrun that would be addressed in the same action plan.

| ID | D | Co | Rte | Project Title | Bond's \$ (1,000's) | Total \$ (1,000's) | Variance |
|----|---|-----|-----|----------------|---------------------|--------------------|----------|
| 25 | 3 | Pla | 65 | Lincoln Bypass | \$73,715 | \$324,000 | RWC |

Project Action Plan:

There are significant project savings as a result of the bids received and the amount committed when the project was awarded. Project action plan proposes to transfer savings to cover final estimate for right of way capital funds that are higher than approved in the baseline agreement, and transfer remaining savings into reserve for future use in the corridor.

A CMIA baseline amendment reflecting right of way capital adjustment is slated for notice in June.

| ID | D | Co | Rte | Project Title | Bond's \$ (1,000's) | Total \$ (1,000's) | Variance |
|----|---|-----|-----|----------------------|---------------------|--------------------|----------|
| 29 | 8 | Riv | 91 | HOV Lane Gap Closure | \$157,198 | \$240,277 | RWS, RWC |

Project Action Plan:

The most current R/W cost estimate identified Utility Cost increase of \$15,091 million, and R/W Acquisition cost increase of \$14,484 million. R/W Cost estimate will be revised from \$31,682 to \$61,257 Million. RCTC is proposing to fund R/W cost increase with CMAQ, TCRP, and local funds. RCTC and Caltrans is finalizing the project action plans and targeting first quarter FY 2009-10 for approval.

| ID | D | Co | Rte | Project Title | Bond's \$ (1,000's) | Total \$ (1,000's) | Variance |
|----|---|-----|-----|--|---------------------|--------------------|----------|
| 31 | 3 | Sac | 50 | Hwy 50 Bus/Carpool & Aux Lns & Community | \$80,000 | \$165,000 | RWS, RWC |

Project Action Plan:

A project action plan will be developed and submitted in the fourth quarter to detail right of way support expenditures and mitigation costs. The right of way support costs were higher due to the effort to reduce and minimize right of way impacts to property owners along the corridor. As a result, the right of way capital expenditures were reduced significantly and will be used to offset the overrun. In addition, settlement was reached recently on a lawsuit challenging the project, which is now added to the right of way capital cost. The cost to mitigate the lawsuit and supplement the right of way support budget is available from the projects overall budget (using local funds) and the project remains within the total project budget.

| ID | D | Co | Rte | Project Title | Bond's \$ (1,000's) | Total \$ (1,000's) | Variance |
|----|---|-----|-----|--------------------------------|---------------------|--------------------|--------------|
| 34 | 8 | SBd | 210 | State Route 210/215 Connectors | \$22,000 | \$96,204 | Des, End Des |
| 36 | 8 | SBd | 215 | I-215 North Segment 5 | \$59,000 | \$66,676 | Des, End Des |

Project Action Plan:

Project action plan has been submitted to fund Design, Construction support, and Construction capital cost variances, and to amend the Construction schedule of the SR210/ I-215 project to match I-215 Segment 5. With the two projects being combined for construction, the two schedules need to be consistent. It is also proposed to change the implementing agency for construction from SANBAG to Caltrans. To be in compliance with policy when Caltrans is the construction-implementing agency, it is recommended the construction support budget be segregated from the construction capital budget. As a combined project, it is recommended that \$10M of CMIA funds be transferred from I-215 North Segment 5 to SR-210/I-215 Connector project. The transfer of funds and the associated construction quantities, will simply track the separate project costs in construction, while not impacting the overall construction cost. Furthermore, an additional \$550,000 of local funds (Measure I) will be programmed under construction in order for SANBAG to pay for design consultant support during construction. There is a Design cost variance of \$524,000 and \$866,000 for I-215 and State Route 210/215 connector respectively. These cost variances will be funded using local funds (Measure I Funds). The combined project was RTL on 4/10/09.

A CMIA Program Amendment was approved for the cost, schedule, and implementing agency changes and was on the agenda for action at the April 2009 CTC Meeting.

| ID | D | Co | Rte | Project Title | Bond's \$ (1,000's) | Total \$ (1,000's) | Variance |
|----|---|-----|-----|--|---------------------|--------------------|------------------------------|
| 35 | 8 | SBd | 215 | I-215 North Segments 1&2, HOV & Mixed Flow | \$49,120 | \$424,085 | Monitor bid results for ConC |

Project Action Plan:

A CMIA Program Amendment was approved by the Commission on June 26, 2008 which shifted funds from construction to right of way (Transfer of \$25 million). The amendment was based on updated right of way data sheets indicating increased right of way capital costs in April 2008. In addition, an evaluation of the engineer's construction cost estimate at that time supported a lower construction capital cost. While recent bid prices may support such a reduction, this project is to be monitored to ensure that when the project is delivered sufficient funds need to be available to fund the estimated cost at time of planned allocation. The capital costs for both right of way and construction are being monitored frequently. At the end of July, an independent FHWA Cost Estimate Review was performed on the I-215 corridor. This review supported the revised lower construction capital cost. PS&E approval by Caltrans and FHWA has been issued. The project is RTL and will be AAA'd by SANBAG. Advertising is expected by 5/18/09. Currently SANBAG and Caltrans are working together to confirm all expenditures to date and to review current estimates to complete. If it is shown there needs to be funding adjustments either from updates on the construction capital cost estimates or the right of way capital cost estimates, a new project action plan would be submitted.

Potential sources of additional funding could come from previously allocated TCRP funding and/or Projects of National Regional Significance (PNRS - a federal earmark program) funding already allocated to the I-215 corridor.

Due to the unavailability of Prop 1B funding, SANBAG has applied for and received an allocation of Recovery Act funds. The funds were recently approved in the FTIP in April. Project advertising was accelerated early to May 2009. R/W certification is proposed for upgrading to 3W status by July 7, 2009.

| ID | D | Co | Rte | Project Title | Bond's \$ (1,000's) | Total \$ (1,000's) | Variance |
|----|---|-----|-----|---|---------------------|--------------------|-------------|
| 38 | 4 | SCI | 101 | US 101 Aux Lns – SR85 to Embarcadero Rd | \$84,930 | \$102,258 | PAED, Scope |

Project Action Plan:

The reported variance of about \$400k in expected over-expenditures during PAED will be addressed by transferring local measure funds from R/W, which is expected to under-run. Final accounting will be completed when PAED, currently targeted for July 2009 is complete. At the completion of the environmental process, the scope of this project is proposed to extend the existing dual HOV lanes in addition to the original auxiliary lanes base scope. The proposed scope modification was included in the submittal of the DED and cover memorandum to the CTC, per CTC's request from the briefing on December 10, 2008. The construction cost is still estimated to meet the CMIA baseline budget. A plan will be submitted to adjust the project budget this summer after work on the PAED is finalized and a better estimate of final PAED costs can be determined.

| ID | D | Co | Rte | Project Title | Bond's \$ (1,000's) | Total \$ (1,000's) | Variance |
|----|---|-----|-----|--|---------------------|--------------------|----------|
| 40 | 5 | SCR | 1 | Route 1 Sequel to Morissey Auxiliary Lanes | \$16,190 | \$22,058 | Scope |

Project Action Plan:

Action Plan and Narrative was submitted May/June 2008. It was determined that the Commission would not act on the scope change until after the environmental process was completed. The project now proposes to add a bicycle lane and

pedestrian improvements to the La Fonda Overcrossing, and to defer improvements at the Morrissey IC. Cost savings from Morrissey IC will be applied to the additional improvements at the La Fonda Overcrossing and sidewalks improvements on the north side of the Morrissey IC. The Draft Environmental Document and Draft Project Report were circulated to the CTC in December 2008. PA&ED is on schedule for June 2009.

| ID | D | Co | Rte | Project Title | Bond's \$ (1,000's) | Total \$ (1,000's) | Variance |
|----|----|----|-----|-----------------------|---------------------|--------------------|----------|
| 44 | 10 | SJ | 205 | I-205 Auxiliary Lanes | \$25,500 | \$51,600 | Con Sup |

Project Action Plan:

Upon completion of PA&ED, estimates were updated in the Project Report. Based on the updated cost estimates, the project is projecting an overall savings. The project development team determined that there is a funding shortfall of \$342,000 in construction support. The team will re-evaluate the resource estimates once the 65% design package is submitted for review. There are currently projected savings in Design, Right of Way and Construction Capital. It is proposed to use construction capital savings to fund the additional construction support needed. A program amendment is also proposed to transfer local funds to construction capital and fund support with State funds (CMIA) in lieu of a reimbursed rate if performed with local funds.

SJCOG has taken the necessary steps to transfer Measure K funds between components. A Board Resolution (No. R-24-09) was prepared in January to document this action.

| ID | D | Co | Rte | Project Title | Bond's \$ (1,000's) | Total \$ (1,000's) | Variance |
|----|----|-----|-----|--|---------------------|--------------------|-------------------------------|
| 51 | 10 | Sta | 219 | SR 219 Expwy, Phase 2 (Morrow Rd to Rte 108) | \$18,813 | \$50,500 | Des, RWS, RWC, Schedule (all) |

Project Action Plan:

A detailed traffic analysis has identified a need for additional improvements in order to meet the committed benefits of the project. Furthermore, at 95% design, it was determined that an additional 120 construction working days was needed to construct the project. Due to these changes, the current estimates show an additional funding need of \$3.54M for the support components--\$1.37M for Design, \$1.32M for RW Support, and \$848,000 for Construction Support. All support components are currently programmed with RIP funds. The team proposes to transfer \$3.54M in CMIA savings from Phase 1 project Construction Capital to Phase 2 project Construction Capital. The existing programmed RIP funds of \$3.54M in Phase 2 Construction Capital will be transferred to fund shortfalls in the support components. The latest RW Data Sheet (September 2008) shows an increase in R/W Capital to \$19.5 million. The Project Development Team will monitor expenditures closely. Construction Capital components remain fully funded. The 95% PS&E estimated cost for construction is \$23 million, with \$26 million programmed.

A project action plan was submitted in the third quarter of FY 2008-09 to propose the transfer of funds between Phase 1 and Phase 2 and prepare for the STIP and CMIA amendment for corridor adjustments. The action plan has been discussed with both our local partners and headquarters management. A Project Change Request and Executive Summary for the transfer of CMIA funds between Phase 1 and Phase 2 and to adjust the schedule have been developed and are in review with Programming and Prop 1B Bond personnel.

| ID | D | Co | Rte | Project Title | Bond's \$ (1,000's) | Total \$ (1,000's) | Variance |
|----|----|-----|-----|-----------------------------|---------------------|--------------------|--|
| 53 | 10 | Tuo | 108 | East Sonora Bypass Stage II | \$17,233 | \$65,920 | Des, ConS, ConC, Scope, Schedule (all) |

Project Action Plan:

Discussions have been ongoing with the Tuolumne County Transportation Council (TCTC) regarding project costs and options to address the forecasted funding shortfalls. A project action plan is being developed and will be submitted in the fourth quarter of FY 2008-09 to detail the final plan of addressing the funding needed for Design and Construction. The proposal is to revise the project scope, schedule, and budget for support and capital cost and amend the project baseline agreement. These changes are based on the Action Plan approved by TCTC at their December 2008 board meeting and is summarized below.

In June 2008, extensive analysis projected that the project cost would exceed the baseline budget by \$9.4 million (support and capital). An Action Plan (AP) Committee was formed and has developed and evaluated various corrective measures to mitigate the projected cost over-runs. The AP committee was able to down-scope the project and suggested a potential savings of \$8.2 million by removing the westbound on-ramp, the eastbound off-ramp, and purchasing R/W for a two-lane expressway instead of a four-lane expressway, while still achieving the agreed upon project benefits. After adjusting all of the components, the project is still under-funded by \$1.2 million. TCTC has agreed by resolution to fund this remaining portion by any means possible if full funding cannot be restored. The funding is proposed to come from STIP funds currently programmed for the State Route 108 Relinquishment and Local Improvement project in FY 2012-13 FY (PPNO 0235).

A draft Program Change Request (PCR) to address the above issues was prepared in the third quarter of FY 2008-09 and is currently in circulation for review. The PCR, along with an Executive Summary, will be finalized and submitted to headquarters in the fourth quarter.

| ID | D | Co | Rte | Project Title | Bond's \$ (1,000's) | Total \$ (1,000's) | Variance |
|----|---|-----|-----|---|---------------------|--------------------|-------------------|
| 54 | 7 | Ven | 101 | HOV Lns, Mussel Shoals to Casitas Pass Rd | \$131,600 | \$151,470 | RWS, RWC, Con Sup |

Project Action Plan:

A need for additional costs have been identified due to a number of issues, including inadequate clearance under existing railroad bridge (potential need to replace railroad bridge) and utilities. Utility identification is ongoing. Right of way impacts are being evaluated which will lead to the development of a project action plan to be submitted in the first quarter FY 2009-10 to detail additional costs needed for Right of Way and possibly Construction support.

CMIA Bond Program Project Expenditures

Third Quarter FY 2008-09

| | | |
|--|---|---|
| Within budget conditions (green) - Estimated cost < or = budget G No CTC action required (blue) Within 120% at vote 120 Post vote VS overall budget under | Potential cost overrun conditions (yellow) - Estimated cost STIP funded component between 100-120% budget YS Estimated cost Bond funded component > 100% budget YB Estimated cost other funded component > 100% budget YO | Cost overrun conditions (red) - Estimated or actual cost STIP funded component > 120% budget RS Actual cost Bond funded component > 100% budget RB Actual cost other funded component > 100% budget RO Actual Stip funded cost after vote > 120% budget RVS |
|--|---|---|

Cost Management Action Plan notes:
 (<120%) indicates cost is STIP funded and within 120%, no adjustment required
 (Proj) overall project costs within budget, amendment to transfer savings to overruns.
 (Funds) indicates project needs to supplement budget, amendment to Commission for approval.
 (Voted) indicates cost is STIP funded and adjustments if necessary were made at vote.
 (Loc) indicates component is local funded, and local funds will supplement budget.

| Project | | | | | Environmental (PAED) Support (1,000's) | | | Design Support (1,000's) | | | Right of Way (1,000's) | | | | Construction (1,000's) | | | | | |
|--|----|-----------|-----|---|--|-----------|-----------|--|-----------|-----------|--|--------|--|--------|--|----------|--|----------|--|-----------|
| | | | | | Support | | | Capital | | Support | | | Capital | | | | | | | |
| # | D | CO | RTE | PROJECT DESCRIPTION | Agency | Appd | Exp | Agency | Appd | Exp | Agency | Appd | Exp | Appd | Exp | Agency | Appd | Exp | Appd | Exp |
| 1 | 04 | Ala CC | 24 | State Route 24 Caldecott Tunnel Fourth Bore | Caltrans | \$ 20,500 | \$ 19,606 | Caltrans | \$ 31,100 | \$ 31,115 | Caltrans | \$ 200 | \$ 289 | \$ 800 | \$ 607 | Caltrans | \$ 22,400 | \$ - | \$ 345,000 | \$ - |
| | | | | | G | | | (Proj) YO | | | (Proj) YO | | G | | (Proj) YO | | G | | | |
| <i>I-580 Eastbound HOV Lane - Greenville to Hacedinda - Corridor Project</i> | | | | | | | | | | | | | | | | | | | | |
| 2 | 04 | Ala | 580 | Corridor Project #1 (EA 29084) | ACCMA | \$ 5,700 | \$ 5,700 | ACCMA | \$ 470 | \$ 470 | ACCMA | \$ - | \$ - | \$ - | \$ - | Caltrans | \$ 5,700 | \$ 2,182 | \$ 47,410 | \$ 18,790 |
| | | | | | G | | | G | | | G | | G | | G | | G | | G | |
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| Project | | | | | Environmental (PAED) Support (1,000's) | | | Design Support (1,000's) | | | Right of Way (1,000's) | | | | | Construction (1,000's) | | | | |
|--|----|---------|-----|---|--|-----------|-----------|--------------------------|-----------|-----------|------------------------|-----------|----------|------------|-----------|------------------------|-----------|----------|------------|-----------|
| | | | | | Agency | Appd | Exp | Agency | Appd | Exp | Support | | | Capital | | Support | | | Capital | |
| # | D | CO | RTE | PROJECT DESCRIPTION | Agency | Appd | Exp | Agency | Appd | Exp | Agency | Appd | Exp | Appd | Exp | Agency | Appd | Exp | Appd | Exp |
| 12 | 07 | LA | 405 | I-405 Carpool Lane I-10 To US 101 (Northbound) | Caltrans | \$ 22,000 | \$ 21,293 | Caltrans | \$ 39,000 | \$ 8,236 | Caltrans | \$ 15,000 | \$ 241 | \$ 82,000 | \$ 21 | Metro | \$ - | \$ - | \$ 792,000 | \$ - |
| | | | | | | | G | | | G | | G | | | G | | G | | | G |
| 13 | 07 | LA | 5 | I-5 Carpool Lane from Orange County Line to I-605 | Caltrans | \$ 19,930 | \$ 19,354 | Caltrans | \$ 42,391 | \$ 5,756 | Caltrans | \$ 15,523 | \$ 1 | \$ 507,073 | \$ 16 | Caltrans | \$ 80,064 | \$ - | \$ 575,543 | \$ - |
| | | | | | | | G | | | G | | G | | | G | | G | | | G |
| Interstate 5 Carpool Lane from Route 134 to Route 170 - Corridor Project | | | | | | | | | | | | | | | | | | | | |
| 14 | 07 | LA | 5 | Corridor Project #1 (EA 12181) | Caltrans | \$ 780 | \$ 796 | Caltrans | \$ 8,300 | \$ 11,130 | Caltrans | \$ 850 | \$ 1,179 | \$ 7,000 | \$ 2,943 | Caltrans | \$ 12,000 | \$ - | \$ 92,001 | \$ - |
| | | | | Corridor Project #2 (EA 12184) | Caltrans | \$ 1,300 | \$ 1,299 | Caltrans | \$ 12,320 | \$ 14,369 | Caltrans | \$ 1,800 | \$ 545 | \$ 11,000 | \$ 151 | Caltrans | \$ 12,718 | \$ - | \$ 150,000 | \$ - |
| | | | | Corridor Project #3 (EA 12183) | Caltrans | \$ 350 | \$ 335 | Caltrans | \$ 4,700 | \$ 3,920 | Caltrans | \$ 570 | \$ 19 | \$ 6,000 | \$ 17 | Caltrans | \$ 5,024 | \$ - | \$ 34,200 | \$ - |
| | | | | Corridor Project #4 (EA 12182) | Caltrans | \$ 1,700 | \$ 1,760 | Caltrans | \$ 16,000 | \$ 19,508 | Caltrans | \$ 1,980 | \$ 203 | \$ 36,500 | \$ 34 | Caltrans | \$ 11,500 | \$ - | \$ 180,947 | \$ - |
| | | | | Corridor Summary | | \$ 4,130 | \$ 4,190 | | \$ 41,320 | \$ 48,927 | | \$ 5,200 | \$ 1,946 | \$ 60,500 | \$ 3,145 | | \$ 41,242 | \$ - | \$ 457,148 | \$ - |
| | | | | | | (Funds) | RS | | (Funds) | RS | | (<120%) | 120 | | (<120%) | 120 | | G | | G |
| 15 | 05 | Mon | 1 | Salinas Road Interchange | Caltrans | \$ 3,068 | \$ 2,899 | Caltrans | \$ 2,950 | \$ 3,506 | Caltrans | \$ 757 | \$ 538 | \$ 4,680 | \$ 648 | Caltrans | \$ 4,428 | \$ - | \$ 32,633 | \$ - |
| | | | | | | | G | | (<120%) | 120 | | G | | (<120%) | 120 | | G | | | G |
| Highway 101 Marin-Sonoma Narrows - Corridor Project | | | | | | | | | | | | | | | | | | | | |
| 16 | 04 | Mrn | 101 | Corridor Project #1 (EA 26407) | Caltrans | \$ 8,200 | \$ 7,600 | Caltrans | \$ 3,160 | \$ 500 | Caltrans | \$ 2,210 | \$ 5 | \$ 22,080 | \$ - | Caltrans | \$ 4,150 | \$ - | \$ 27,640 | \$ - |
| | | | | Corridor Project #2 (EA 26408) | Caltrans | \$ 7,600 | \$ 6,061 | Caltrans | \$ 4,380 | \$ 475 | Caltrans | \$ 919 | \$ - | \$ 9,190 | \$ - | Caltrans | \$ 4,690 | \$ - | \$ 31,270 | \$ - |
| | | | | Corridor Project #3 (EA 26406) | Caltrans | \$ 8,600 | \$ 7,800 | Caltrans | \$ 4,920 | \$ 1,311 | Caltrans | \$ 110 | \$ 6 | \$ 1,100 | \$ 4 | Caltrans | \$ 8,160 | \$ - | \$ 54,420 | \$ - |
| | | | | Corridor Summary | | \$ 24,400 | \$ 21,461 | | \$ 12,460 | \$ 2,286 | | \$ 3,239 | \$ 11 | \$ 32,370 | \$ 4 | | \$ 17,000 | \$ - | \$ 113,300 | \$ - |
| | | | | | | | G | | | G | | G | | | G | | G | | | G |
| 17 | 04 | Mrn | 580 | Westbound I-580 to Northbound US 101 Connector Improvements | TAM | \$ 1,300 | \$ 1,268 | TAM | \$ 2,900 | \$ 2,100 | TAM | \$ - | \$ - | \$ 500 | \$ - | Caltrans | \$ 2,100 | \$ - | \$ 13,200 | \$ - |
| | | | | | | | G | | | G | | G | | | G | | G | | | G |
| 18 | 04 | Nap Sol | 12 | SR 12 Jameson Canyon Widening - Phase 1 | Caltrans | \$ 7,300 | \$ 7,299 | STA | \$ 7,550 | \$ 1,950 | Caltrans | \$ 2,350 | \$ 97 | \$ 16,600 | \$ 67 | Caltrans | \$ 10,000 | \$ - | \$ 95,700 | \$ - |
| | | | | | | | G | | | G | | G | | | G | | G | | | G |
| 19 | 03 | Nev | 49 | Route 49 La Barr Meadows Widening | Caltrans | \$ 2,900 | \$ 2,853 | Caltrans | \$ 2,600 | \$ 2,492 | Caltrans | \$ 1,500 | \$ 1,295 | \$ 9,000 | \$ 2,136 | Caltrans | \$ 3,500 | \$ - | \$ 21,000 | \$ - |
| | | | | | | | G | | | G | | (<120%) | 120 | | G | | G | | | G |
| 20 | 12 | Ora | 22 | SR-22 / I-405 / I-605 HOV Connector with ITS Elements | OCTA | \$ - | \$ - | OCTA | \$ 26,000 | \$ 20,816 | OCTA | \$ - | \$ - | \$ 28,500 | \$ 6,146 | Caltrans | \$ 54,500 | \$ - | \$ 291,000 | \$ - |
| | | | | | | | G | | | G | | G | | | G | | G | | | G |
| 21 | 12 | Ora | 57 | Widen NB from 0.4 m N of SR-91 to 0.1 m N of Lambert Road | OCTA | \$ 1,662 | \$ 1,168 | OCTA | \$ 12,240 | \$ 9,751 | Caltrans | \$ 200 | \$ 87 | \$ 1,350 | \$ 2 | Caltrans | \$ 18,360 | \$ - | \$ 106,180 | \$ - |
| | | | | | | | G | | | G | | G | | | G | | G | | | G |
| 22 | 12 | Ora | 57 | Widen NB fr 0.3 m S of Katella Ave to 0.3 m N of Lincoln Ave | OCTA | \$ 1,176 | \$ 1,071 | OCTA | \$ 3,528 | \$ 454 | Caltrans | \$ 150 | \$ - | \$ 1,540 | \$ - | Caltrans | \$ 5,292 | \$ - | \$ 29,400 | \$ - |
| | | | | | | | G | | | G | | G | | | G | | G | | | G |
| 23 | 12 | Ora | 91 | Widen EB&WB SR-91 fr E of SR-55 Conn to E of Weir Canyon Road | Caltrans | \$ 4,763 | \$ 4,078 | Caltrans | \$ 9,050 | \$ 62 | Caltrans | \$ 423 | \$ - | \$ 3,087 | \$ - | Caltrans | \$ 8,877 | \$ - | \$ 69,800 | \$ - |
| | | | | | | | G | | | G | | G | | | G | | G | | | G |
| 24 | 12 | Ora | 91 | Add one lane on EB SR-91 from SR-241/SR-91 to SR-71/SR-91 | OCTA | \$ 1,944 | \$ 1,944 | Caltrans | \$ 6,700 | \$ 7,512 | Caltrans | \$ 400 | \$ 573 | \$ 924 | \$ 55 | Caltrans | \$ 6,440 | \$ - | \$ 65,000 | \$ - |
| | | | | | | | G | | (Loc) | RO | | (Loc) | RO | | G | | G | | | G |
| 25 | 03 | Pla | 65 | Lincoln Bypass | Caltrans | \$ 6,000 | \$ 4,422 | Caltrans | \$ 13,000 | \$ 14,370 | Caltrans | \$ 3,000 | \$ 3,207 | \$ 70,000 | \$ 55,844 | Caltrans | \$ 22,000 | \$ 2,581 | \$ 210,000 | \$ 24,198 |
| | | | | | | | G | | (<120%) | 120 | | (<120%) | 120 | | (Proj) | RS | | G | | G |

| Project | | | | | Environmental (PAED) Support (1,000's) | | | Design Support (1,000's) | | | Right of Way (1,000's) | | | | | Construction (1,000's) | | | | |
|--|----|-----|-----|--|--|----------|----------|--------------------------|-----------|-----------|------------------------|-----------|----------|-----------|-----------|------------------------|-----------|-----------|------------|-----------|
| | | | | | Agency | Appd | Exp | Agency | Appd | Exp | Support | | | Capital | | Support | | | Capital | |
| # | D | CO | RTE | PROJECT DESCRIPTION | Agency | Appd | Exp | Agency | Appd | Exp | Agency | Appd | Exp | Appd | Exp | Agency | Appd | Exp | Appd | Exp |
| 26 | 03 | Pla | 80 | Pla-80 HOV Phase 2 | Caltrans | \$ 2,136 | \$ 2,067 | Caltrans | \$ 6,498 | \$ 6,366 | Caltrans | \$ 400 | \$ 325 | \$ 200 | \$ 86 | Caltrans | \$ 7,143 | \$ 954 | \$ 31,200 | \$ 5,222 |
| | | | | | | | G | | | G | | | G | | G | | | G | | G |
| 27 | 03 | Pla | 80 | Pla-80 HOV Phase 3A | Caltrans | \$ - | \$ - | Caltrans | \$ 3,500 | \$ 2,653 | Caltrans | \$ 200 | \$ 39 | \$ 400 | \$ 12 | Caltrans | \$ 5,300 | \$ - | \$ 57,505 | \$ - |
| | | | | | | | G | | | G | | | G | | G | | | G | | G |
| 28 | 08 | Riv | 215 | Widening, Add One Mixed Flow Lane in Each Direction | RCTC | \$ 3,623 | \$ 3,134 | RCTC | \$ 3,548 | \$ 200 | RCTC | \$ - | \$ - | \$ 50 | \$ - | RCTC | \$ - | \$ - | \$ 55,100 | \$ - |
| | | | | | | | G | | | G | | | G | | G | | | G | | G |
| 29 | 08 | Riv | 91 | HOV Lane Gap Closure | RCTC | \$ 2,681 | \$ 785 | Caltrans | \$ 13,070 | \$ 7,902 | RCTC | \$ 1,100 | \$ 1,190 | \$ 31,682 | \$ 3,408 | Caltrans | \$ 14,598 | \$ - | \$ 177,146 | \$ - |
| | | | | | | | G | | | G | | (Loc) | RO | (Loc) | RO | | | G | | G |
| 30 | 03 | Sac | Loc | White Rock Road from Grant Line to Prairie City | Sac Co DOT | \$ 1,500 | \$ 693 | Sac Co DOT | \$ 2,000 | \$ - | Sac Co DOT | \$ - | \$ - | \$ 4,000 | \$ - | Sac Co DOT | \$ - | \$ - | \$ 19,100 | \$ - |
| | | | | | | | G | | | G | | | G | | G | | | G | | G |
| 31 | 03 | Sac | 50 | Hwy 50 Bus/Carpool & Aux Lns & Community Enhancements | Caltrans | \$ 5,000 | \$ 4,648 | Caltrans | \$ 10,000 | \$ 5,404 | Caltrans | \$ 500 | \$ 1,056 | \$ 2,375 | \$ 272 | Caltrans | \$ 14,000 | \$ - | \$ 133,125 | \$ - |
| | | | | | | | G | | | G | | (Proj) | YO | (Proj) | YO | | | G | | G |
| 32 | 08 | SBd | 10 | Westbound Mixed Flow Lane Addition | SANBAG | \$ - | \$ - | SANBAG | \$ 5,000 | \$ 1,554 | SANBAG | \$ 20 | \$ - | \$ 291 | \$ - | SANBAG | \$ - | \$ - | \$ 37,875 | \$ - |
| | | | | | | | G | | | G | | | G | | G | | | G | | G |
| 33 | 08 | SBd | 10 | Widen Exit Ramps&Add Aux Ln @Cherry, Citrus&Cedar Ave IC's | Caltrans | \$ 1,200 | \$ 647 | Caltrans | \$ 1,900 | \$ 861 | Caltrans | \$ 440 | \$ 1 | \$ 130 | \$ - | SANBAG | \$ 2,500 | \$ - | \$ 26,523 | \$ - |
| | | | | | | | G | | | G | | | G | | G | | | G | | G |
| 34 | 08 | SBd | 210 | SR - 210/215 Connectors | SANBAG | \$ 1,800 | \$ 1,800 | SANBAG | \$ 4,000 | \$ 4,640 | Caltrans | \$ 2,000 | \$ 648 | \$ 8,437 | \$ 5,031 | SANBAG | \$ - | \$ - | \$ 79,967 | \$ - |
| | | | | | | | G | | (Loc) | RO | | | G | | G | | | G | (Funds) | YB |
| 35 | 08 | SBd | 215 | I-215 North Segments 1 & 2 - HOV & Mixed Flow Ln Addition | Caltrans | \$ 816 | \$ 607 | SANBAG | \$ 26,792 | \$ 26,301 | Caltrans | \$ 10,090 | \$ 8,192 | \$ 96,905 | \$ 36,089 | SANBAG | \$ - | \$ - | \$ 289,482 | \$ - |
| | | | | | | | G | | | G | | | G | | G | | | G | | G |
| 36 | 08 | SBd | 215 | I-215 North Segment 5 - HOV and Mixed Flow Lane Addition | Caltrans | \$ - | \$ - | SANBAG | \$ 4,541 | \$ 4,879 | Caltrans | \$ 585 | \$ 199 | \$ 2,550 | \$ 850 | SANBAG | \$ - | \$ - | \$ 59,000 | \$ - |
| | | | | | | | G | | (Loc) | RO | | | G | | G | | | G | | G |
| 37 | 04 | SCI | 101 | US 101 Improvements (I-280 to Yerba Buena Rd) | SCVTA | \$ 3,320 | \$ 3,320 | SCVTA | \$ 6,550 | \$ 5,528 | SCVTA | \$ - | \$ - | \$ 1,850 | \$ - | Caltrans | \$ 6,690 | \$ - | \$ 44,565 | \$ - |
| | | | | | | | G | | | G | | | G | | G | | | G | | G |
| 38 | 04 | SCI | 101 | US 101 Aux Lanes - State Route 85 to Embarcadero Rd | SCVTA | \$ 3,534 | \$ 3,325 | SCVTA | \$ 7,182 | \$ 17 | SCVTA | \$ - | \$ - | \$ 6,612 | \$ 21 | Caltrans | \$ 11,080 | \$ - | \$ 73,850 | \$ - |
| | | | | | | (Proj) | YO | | | G | | | G | | G | | | G | | G |
| 39 | 04 | SCI | 880 | I-880 Widening (SR 237 to US 101) | SCVTA | \$ 5,500 | \$ 2,831 | SCVTA | \$ 6,200 | \$ 1,809 | SCVTA | \$ - | \$ - | \$ 8,100 | \$ - | Caltrans | \$ 9,810 | \$ - | \$ 65,390 | \$ - |
| | | | | | | | G | | | G | | | G | | G | | | G | | G |
| 40 | 05 | SCR | 1 | Highway 1 Soquel to Morrissey Auxiliary Lanes | SCCRTC | \$ 1,900 | \$ 1,481 | SCCRTC | \$ 1,261 | \$ - | Caltrans | \$ 205 | \$ - | \$ 352 | \$ - | Caltrans | \$ 2,700 | \$ - | \$ 15,640 | \$ - |
| | | | | | | | G | | | G | | | G | | G | | | G | | G |
| Managed Lanes South Segment - Corridor Project | | | | | | | | | | | | | | | | | | | | |
| 41 | 11 | SD | 15 | Corridor Project #1 (EA 2T093) | Caltrans | \$ - | \$ - | Caltrans | \$ 15,760 | \$ 9,315 | Caltrans | \$ 685 | \$ 272 | \$ 1,022 | \$ 111 | Caltrans | \$ 14,739 | \$ 5,013 | \$ 90,000 | \$ 29,681 |
| | | | | Corridor Project #2 (EA 2T091) | Caltrans | \$ - | \$ - | Caltrans | \$ 19,606 | \$ 8,518 | Caltrans | \$ 100 | \$ 47 | \$ 25 | \$ 3 | Caltrans | \$ 14,025 | \$ 4,514 | \$ 85,000 | \$ 17,122 |
| | | | | Corridor Project #3 (EA 2T092) | Caltrans | \$ - | \$ - | Caltrans | \$ 15,523 | \$ 4,351 | Caltrans | \$ 1,000 | \$ 327 | \$ 3,448 | \$ 56 | Caltrans | \$ 21,236 | \$ 3,034 | \$ 125,000 | \$ 27,227 |
| | | | | Corridor Project #4 (EA 2T095) | Caltrans | \$ 2,970 | \$ 2,970 | Caltrans | \$ 5,740 | \$ - | Caltrans | \$ 1,929 | \$ 76 | \$ 11,100 | \$ 3 | Caltrans | \$ 6,200 | \$ - | \$ 28,859 | \$ - |
| | | | | Corridor Summary | | \$ 2,970 | \$ 2,970 | | \$ 56,629 | \$ 22,184 | | \$ 3,714 | \$ 722 | \$ 15,595 | \$ 173 | | \$ 56,200 | \$ 12,561 | \$ 328,859 | \$ 74,030 |
| | | | | | | | G | | | G | | | G | | G | | | G | | G |

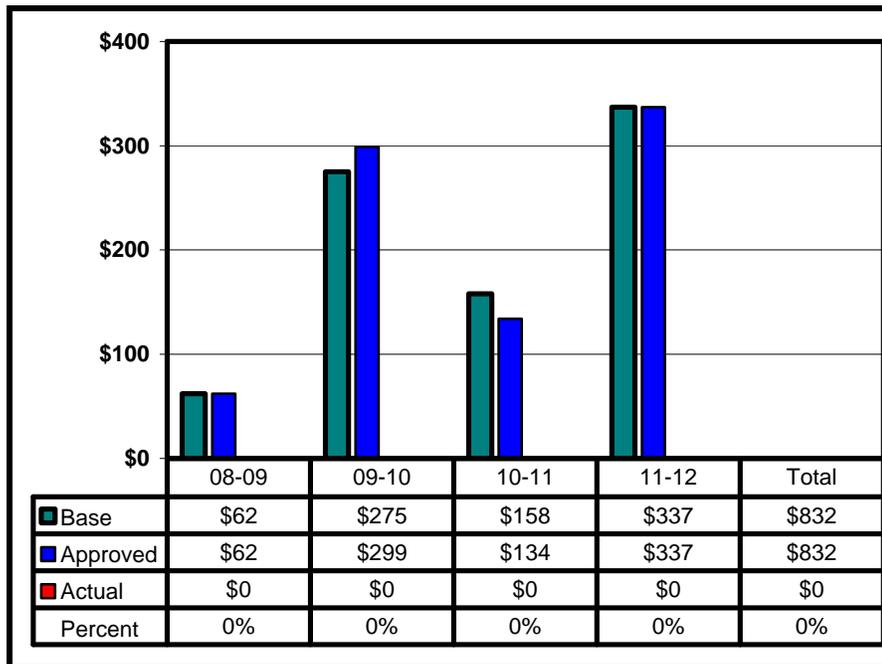
| Project | | | | | Environmental (PAED) Support (1,000's) | | | Design Support (1,000's) | | | Right of Way (1,000's) | | | | | Construction (1,000's) | | | | | |
|--|----|-----|-----|---|--|-----------|------------|--------------------------|-----------|-----------|------------------------|-----------|------------|-----------|-----------|------------------------|-----------|-----------|------------|-----------|-----------|
| | | | | | Agency | Appd | Exp | Agency | Appd | Exp | Support | | | Capital | | Support | | | Capital | | |
| # | D | CO | RTE | PROJECT DESCRIPTION | Agency | Appd | Exp | Agency | Appd | Exp | Agency | Appd | Exp | Appd | Exp | Agency | Appd | Exp | Appd | Exp | |
| <i>I-5 North Coast Corridor - Stage 1A - Corridor Project</i> | | | | | | | | | | | | | | | | | | | | | |
| 42 | 11 | SD | 5 | Corridor Project #1 (EA 2358U) | Caltrans | \$ 3,626 | \$ - | Caltrans | \$ - | \$ - | Caltrans | \$ - | \$ - | \$ 75 | \$ - | Caltrans | \$ 6,000 | \$ 5,388 | \$ 43,038 | \$ 33,725 | |
| | | | | Corridor Project #2 (EA 2T040) | Caltrans | \$ 3,500 | \$ 1,754 | Caltrans | \$ 9,900 | \$ 7,804 | Caltrans | \$ 900 | \$ 357 | \$ 500 | \$ 7 | Caltrans | \$ 11,820 | \$ - | \$ 75,380 | \$ - | |
| | | | | Corridor Summary | | \$ 7,126 | \$ 1,754 | | \$ 9,900 | \$ 7,804 | | \$ 900 | \$ 432 | \$ 8,000 | \$ 7 | | \$ 16,300 | \$ 5,388 | \$ 120,038 | \$ 33,725 | |
| | | | | | | | G | | | G | | | G | | G | | | G | | G | |
| 43 | 02 | Sha | 5 | Cottonwood Hills Truck Climbing Lane | Caltrans | \$ 1,470 | \$ 305 | Caltrans | \$ 1,920 | \$ 807 | Caltrans | \$ 966 | \$ 3 | \$ 185 | \$ - | Caltrans | \$ 2,100 | \$ - | \$ 20,802 | \$ - | |
| | | | | | | | G | | | G | | | G | | G | | | G | | G | |
| 44 | 10 | SJ | 205 | I-205 Auxiliary Lanes | SJCOG | \$ 1,169 | \$ 1,145 | SJCOG | \$ 4,830 | \$ 1,501 | SJCOG | \$ 100 | \$ - | \$ 1,150 | \$ - | Caltrans | \$ 3,758 | \$ - | \$ 40,653 | \$ - | |
| | | | | | | | G | | | G | | | G | | G | | (Proj) | YO | | G | |
| 45 | 05 | SLO | 46 | Route 46 Corridor Improvements (Whitley 1) | Caltrans | \$ - | \$ - | Caltrans | \$ 6,400 | \$ 3,656 | Caltrans | \$ 1,200 | \$ 783 | \$ 10,400 | \$ 839 | Caltrans | \$ 7,000 | \$ - | \$ 80,000 | \$ - | |
| | | | | | | | G | | | G | | (<120%) | 120 | | G | | | G | | G | |
| 46 | 04 | SM | 101 | Widen US 101 & add Aux Lns Marsh Rd to Embarcadero Rd | Caltrans | \$ 5,200 | \$ 4,071 | Caltrans | \$ 8,525 | \$ 275 | Caltrans | \$ 496 | \$ 72 | \$ 4,910 | \$ - | Caltrans | \$ 10,527 | \$ - | \$ 81,731 | \$ - | |
| | | | | | | | G | | | G | | | G | | G | | | G | | G | |
| <i>HOV lanes, Fairfield (Rt 80/680/12 to Putah Creek) - Corridor Project</i> | | | | | | | | | | | | | | | | | | | | | |
| 47 | 04 | Sol | 80 | Corridor Project #1 (EA 0A531) | STA | \$ 4,475 | \$ 4,475 | STA | \$ 2,725 | \$ 1,786 | STA | \$ - | \$ - | \$ - | \$ - | Caltrans | \$ 6,351 | \$ 2,568 | \$ 53,210 | \$ 20,123 | |
| | | | | Corridor Project #2 (EA 4C15U) | STA | \$ - | \$ - | STA | \$ - | \$ - | STA | \$ - | \$ - | \$ - | \$ - | Caltrans | \$ 400 | \$ 8 | \$ 3,400 | \$ - | |
| | | | | Corridor Project #3 (EA 0A532) | STA | \$ 300 | \$ 300 | STA | \$ 1,500 | \$ 445 | STA | \$ - | \$ - | \$ - | \$ - | Caltrans | \$ 1,319 | \$ - | \$ 6,907 | \$ - | |
| | | | | Corridor Summary | | \$ 4,775 | \$ 4,775 | | \$ 4,225 | \$ 2,231 | | \$ - | \$ - | \$ - | \$ - | | \$ 8,070 | \$ 2,576 | \$ 63,517 | \$ 20,123 | |
| | | | | | | | G | | | G | | | G | | G | | | G | | G | |
| 48 | 04 | Son | 101 | US 101 HOV Lanes - Wilfred Ave to Santa Rosa Ave | Caltrans | \$ 5,018 | \$ 4,993 | Caltrans | \$ 6,757 | \$ 6,808 | Caltrans | \$ 840 | \$ 801 | \$ 7,230 | \$ 2,597 | Caltrans | \$ 6,600 | \$ 199 | \$ 63,270 | \$ 4 | |
| | | | | | | | G | | (Voted) | VS | | | G | | G | | | G | | G | |
| 49 | 04 | Son | 101 | Central Phase A - US 101 HOV Lns from Railroad Ave to Rohnert Park Expressway | SCTA | \$ 3,500 | \$ 3,475 | SCTA | \$ 10,000 | \$ 7,419 | Caltrans | \$ 750 | \$ 433 | \$ 9,700 | \$ 192 | Caltrans | \$ 10,500 | \$ - | \$ 83,800 | \$ - | |
| | | | | | | | G | | | G | | | G | | G | | | G | | G | |
| 50 | 04 | Son | 101 | US 101 HOV lanes - North Phase A (from Steele Lane to Windsor River Road) | SCTA | \$ 3,500 | \$ 3,322 | Caltrans | \$ 6,000 | \$ 3,135 | Caltrans | \$ 500 | \$ 203 | \$ 7,060 | \$ 15 | Caltrans | \$ 12,000 | \$ 1,203 | \$ 91,200 | \$ 1,722 | |
| | | | | | | | G | | | G | | | G | | G | | | G | | G | |
| 51 | 10 | Sta | 219 | SR-219 Expressway, Phase 2 (Morrow Road to Route 108) | Caltrans | \$ - | \$ - | Caltrans | \$ 2,000 | \$ 2,158 | Caltrans | \$ 2,000 | \$ 1,132 | \$ 17,000 | \$ 464 | Caltrans | \$ 3,500 | \$ - | \$ 26,000 | \$ - | |
| | | | | | | | G | | (Funds) | RS | | | (Funds) | RS | (Funds) | RS | | (<120%) | 120 | | G |
| 52 | 10 | Sta | 219 | SR-219 Expressway, Phase 1 (SR-99 to Morrow Road) | Caltrans | \$ 1,648 | \$ 1,621 | Caltrans | \$ 2,828 | \$ 2,891 | Caltrans | \$ 3,260 | \$ 3,401 | \$ 28,000 | \$ 15,368 | Caltrans | \$ 2,000 | \$ 594 | \$ 12,760 | \$ 1,650 | |
| | | | | | | | G | | (Voted) | VS | | | (Voted) | VS | | | | G | | G | |
| 53 | 10 | Tuo | 108 | E. Sonora Bypass Stage II | Caltrans | \$ 120 | \$ 111 | Caltrans | \$ 3,800 | \$ 4,163 | Caltrans | \$ 4,000 | \$ 2,085 | \$ 19,200 | \$ 5,525 | Caltrans | \$ 5,000 | \$ - | \$ 33,800 | \$ - | |
| | | | | | | | G | | (Funds) | RS | | | G | | G | | | (<120%) | 120 | (Funds) | RS |
| 54 | 07 | Ven | 101 | HOV Lanes, Mussel Shoals to Casitas Pass Road | Caltrans | \$ 4,400 | \$ 4,723 | Caltrans | \$ 14,800 | \$ 422 | Caltrans | \$ 441 | \$ - | \$ 229 | \$ 28 | Caltrans | \$ 15,300 | \$ - | \$ 116,300 | \$ - | |
| | | | | | | (<120%) | 120 | | | G | | | (Funds) | RS | (Funds) | RS | | (Funds) | YB | | G |

State Route 99 Corridor Program Status

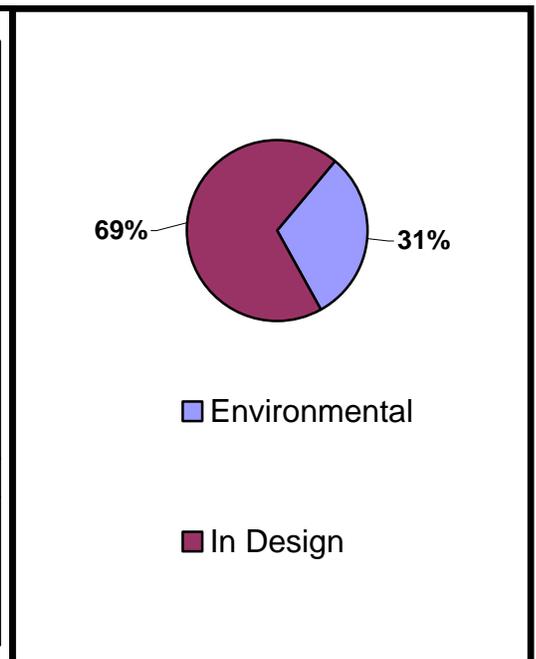
Third Quarter FY 2008-09

In the State Route 99 Corridor bond program budget, \$832 million is to be allocated for construction. There is also \$20 million set aside for bond administrative costs. The balance of \$148 million is for non-construction funded project components including right of way capital and engineering support costs. To date, \$17 million has been allocated for support and right of way. The total of \$17 million committed to date utilizes two percent of the available program funds.

SR99 Bond Construction Allocations (millions)



Projects by Phase



SR99 Bond Funds Committed (millions)

| Component | Available | Allocated | Percent |
|-------------------------|-----------|-----------|---------|
| Construction | \$ 832 | \$ 0 | 0% |
| Non-Construction | | | |
| RW Capital | \$ 54 | \$ 7 | 13% |
| Support | \$ 94 | \$ 10 | 11% |
| Subtotal | \$ 148 | \$ 17 | 7% |
| Bond Administration | \$ 20 | | |
| Program Total | \$ 1,000 | \$ 17 | 2% |

Completed Phases

| Phase | Projects | Percent |
|---------------|----------|---------|
| Environmental | 9 | 69% |
| Design | 0 | 0% |
| Bid Phase | 0 | 0% |
| Construction | 0 | 0% |

SR99 Program Progress Report

Third Quarter FY 2008-09

This report reflects the program delivery status of State Route 99 Corridor bond funds for the 13 projects adopted on March 15, 2007 by the California Transportation Commission. The projects adopted into the program have a current approved overall value of \$1.333 billion including SR99 bond funds for \$980 million.

Overall Program Status

To date, nine projects have completed the preliminary engineering and environmental evaluation phase, and are currently being designed to prepare plans for construction. It is anticipated that the first SR99 Corridor project will go to construction in August, 2009.

| # | Co | Rte | Project | Scope | Budget | Schedule | Phase | % |
|----|-----|-----|--|-------|--------|----------|---------------|----|
| 1 | But | 99 | Butte SR99 Chico Auxiliary Lanes | ● | ● | ■ | Design | 30 |
| 2 | Fre | 99 | Island Park 6-Lane | ● | ■ | ● | Environmental | 70 |
| 3 | Mad | 99 | Reconstruct Interchange at Ave 12 | ● | ● | ● | Environmental | 70 |
| 4 | Mer | 99 | Freeway Upgrade & Plainsburg Road IC | ● | ● | ● | Design | 75 |
| 5 | Mer | 99 | Arboleda Road Freeway | ● | ● | ● | Design | 95 |
| 6 | Sac | 99 | SR 99 / Elverta Road Interchange | ● | ● | ● | Environmental | 80 |
| 7 | Sac | 99 | Add Aux Ln Calvine to N Mack Rd on 99 | ● | ■ | ● | Design | 10 |
| 8 | SJ | 99 | SR 99 (South Stockton) Widening | ● | ■ | ● | Design | 15 |
| 9 | SJ | 99 | SR99 Widening in Manteca & San Joaquin | ● | ● | ● | Environmental | 85 |
| 10 | Sut | 99 | SR 99 / Riego Road Interchange | ● | ● | ● | Design | 20 |
| 11 | Sut | 99 | Sutter 99 Segment 2 | ● | ● | ● | Design | 90 |
| 12 | The | 99 | Los Molinos | ● | ■ | ● | Design | 50 |
| 13 | Tul | 99 | Goshen to Kingsburg 6-Lane | ● | ● | ● | Design | 85 |

Legend

- No known scope, budget or schedule issues.
- Potential scope, budget or schedule issues.
- Known scope, budget or schedule issues.

FY 2008-09 Accomplishments

Progress continues to be made to deliver and implement the adopted SR99 Corridor program. To date, in FY 2008-09 three projects have completed the preliminary engineering and environmental phase.

Third Quarter FY 2008-09 Milestones Met

The following projects completed a major project delivery milestone in the last quarter:

| Cty | Rte | Project | Milestone |
|-----|-----|-------------|---------------|
| Teh | 99 | Los Molinos | Environmental |

Program Management

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. Attached is a corrective actions report that identifies actions being taken to manage project change.

The California Department of Transportation

Third Quarter FY 2008-09

SR99 Program Delivery Report 13 Planned Deliveries

| PROJECT NUMBER | PROJECT | DISTRICT | COUNTY | ROUTE | ESTIMATED CONSTRUCTION CAPITAL VALUE (\$1,000's) | BOND CAPITAL VALUE (\$1,000's) | PROJECT DESCRIPTION | END ENVIRONMENTAL | END DESIGN | END RIGHT OF WAY | AWARD | CCA |
|---|---------|----------|------------|-------|--|--------------------------------|--|-------------------|------------|------------------|----------|----------|
| LEGEND Milestone Completed Milestone Completed ahead of Schedule Milestone Behind Schedule Awarded Awarded ahead of Schedule Award Behind Schedule | | | | | | | | | | | | |
| 1 | 3A042 | 03 | But | 99 | \$ 33,352 | \$ 23,520 | Butte SR 99 Chico Auxilliary Lanes - Phase II | | 01/02/10 | 03/15/10 | 04/15/10 | 09/01/12 |
| 2 | 44260 | 06 | Fre Mad | 99 | \$ 75,000 | \$ 75,000 | Island Park 6-Lane | 04/01/10 | 03/01/12 | 05/01/12 | 09/01/12 | 07/01/16 |
| 3 | 47100 | 06 | Mad | 99 | \$ 50,000 | \$ 43,600 | Reconstruct Interchange at Avenue 12 | 09/01/09 | 05/01/12 | 07/01/12 | 10/01/12 | 11/01/15 |
| 4 | 41580 | 10 | Mer | 99 | \$ 94,700 | \$ 94,700 | Freeway Upgrade & Plainsburg Road I/C | | 09/01/10 | 09/01/10 | 01/18/11 | 02/01/14 |
| 5 | 41570 | 10 | Mer | 99 | \$ 127,000 | \$ 127,000 | Arboleda Road Freeway | | 01/02/10 | 01/02/10 | 05/18/10 | 06/01/13 |
| 6 | 37150 | 03 | Sac | 99 | \$ 24,400 | \$ 19,110 | SR 99/Elverta Rd. Interchange | 07/01/09 | 12/01/10 | 12/01/10 | 05/01/11 | 01/01/13 |
| 7 | 3E390 | 03 | Sac | 99 | \$ 6,000 | \$ 6,000 | Add Aux Lane Calvine to North of Mack Rd on 99 | | 10/01/09 | 10/15/09 | 12/15/09 | 07/15/11 |
| 8 | 3A100 | 10 | SJ | 99 | \$ 159,000 | \$ 106,100 | SR 99 (South Stockton) Widening | ★ | 02/01/12 | 01/15/12 | 05/15/12 | 06/01/15 |
| 9 | 0E610 | 10 | SJ | 99 | \$ 212,800 | \$ 111,900 | SR 99 Widening in Manteca and San Joaquin | 10/04/09 | 10/01/11 | 09/01/11 | 03/01/12 | 07/01/15 |
| 10 | 40660 | 03 | Sut | 99 | \$ 21,300 | \$ 16,110 | SR 99 / Riego Road Interchange | ★ | 01/01/11 | 03/15/11 | 05/01/11 | 01/01/13 |
| 11 | 1A432 | 03 | Sut | 99 | \$ 73,126 | \$ 62,000 | Sutter 99 Segment 2 | | 04/01/09 | 06/01/09 | 08/01/09 | 05/01/12 |
| 12 | 4C580 | 02 | Teh | 99 | \$ 4,800 | \$ 4,800 | Los Molinos | ★ | 10/06/09 | 03/01/11 | 03/01/11 | 08/01/11 |
| 13 | 32450 | 06 | Tul | 99 | \$ 150,000 | \$ 141,966 | Goshen to Kingsburg 6-Lane | | 02/01/10 | 03/01/10 | 07/01/10 | 08/01/13 |

SR99 Project Action Plan Report

Third Quarter FY 2008-09

Each project in the program is being monitored at the component level for potential scope, cost and schedule to ensure timely delivery of the full scope as approved and adopted. Listed below are project action plans that have been identified to address identified scope, cost or schedule issues on projects.

Index of Project Action Plans by Category

(1) Potential Projects to Watch

| ID | D | Co | Rte | Project Title | Bond's \$ (1,000's) | Total \$ (1,000's) | Proposed Adjustments |
|----|----|----|-----|------------------------------|---------------------|--------------------|--------------------------|
| 8 | 10 | SJ | 99 | SR99 South Stockton Widening | \$ 153,900 | \$ 250,000 | Transfer project savings |

(2) Program amendments that were approved by the CTC during the past quarter

(3) Project changes that will require Commission action, plan has been submitted for preparing an amendment.

| ID | D | Co | Rte | Project Title | Bond's \$ (1,000's) | Total \$ (1,000's) | Proposed Adjustments |
|----|----|-----|-----|---------------------------------------|---------------------|--------------------|--------------------------|
| 2 | 6 | Fre | 99 | Island Park 6-Lane | \$ 93,000 | \$ 93,000 | Transfer project savings |
| 7 | 03 | Sac | 99 | Add Aux Ln Calvine to Mack Rd on SR99 | \$ 6,860 | \$ 8,500 | Transfer project savings |

(4) Project changes that will require Commission action, preparation of a plan has just started.

| ID | D | Co | Rte | Project Title | Bond's \$ (1,000's) | Total \$ (1,000's) | Proposed Adjustments |
|----|----|-----|-----|----------------------------------|---------------------|--------------------|--------------------------|
| 1 | 03 | But | 99 | Butte SR99 Chico Auxiliary Lanes | \$ 23,520 | \$ 39,520 | Update schedule |
| 12 | 2 | Teh | 99 | Los Molinos | \$ 4,900 | \$ 6,400 | Transfer project savings |

(5) Project changes that were approved by the Project Team during the past quarter.

(6) Project changes identified and likely to be approved by Project Team with funding Partners.

(7) Project programmed STIP cost variances that exceed baseline agreement cost, but do not require a CTC action pursuant to STIP guidelines.

Estimated final costs are projected to be within 120% programmed STIP funded component at time of vote:

| ID | D | Co | Rte | Project Title | Programmed Component \$ (1,000's) | EAC \$ (1,000's) | Component | Variance |
|----|---|-----|-----|-------------------------------------|-----------------------------------|------------------|-----------|----------|
| 3 | 6 | Mad | 99 | Reconstruct Interchange @ Avenue 12 | \$ 6,000 | \$ 5,722 | PJD | PAED |

(8) Delivered project award dates that have been impacted by temporary lack of bond funds

Project Action Plans – Narrative (in project ID order)

| ID | D | Co | Rte | Project Title | Bond's \$ (1,000's) | Total \$ (1,000's) | Variance |
|----|----|-----|-----|----------------------------------|---------------------|--------------------|----------|
| 1 | 03 | But | 99 | Butte SR99 Chico Auxiliary Lanes | \$ 23,520 | \$ 39,520 | End RW |

Project Action Plan:

A right of way allocation of STIP funds is needed in order for BCAG to initiate acquisition of right of way parcels and keep the project on schedule. Without an allocation, the project schedule will slip and continue to be delayed.

| ID | D | Co | Rte | Project Title | Bond's \$ (1,000's) | Total \$ (1,000's) | Variance |
|----|---|-----|-----|--------------------|---------------------|--------------------|----------|
| 2 | 6 | Fre | 99 | Island Park 6-Lane | \$ 93,000 | \$ 93,000 | PAED Sup |

Project Action Plan:

A project action plan has been developed and submitted that transfers Design (SR99) savings to cover the PAED (SR99) cost overrun. The reason for the cost change is some of the design work was done earlier than planned while the environmental document was finalized. The project action plan also proposes to stage construction of the project by splitting a portion of work (non river impacting work) to be delivered earlier; and delivers the remaining portion of work on the same schedule as approved in the baseline agreement.

| ID | D | Co | Rte | Project Title | Bond's \$ (1,000's) | Total \$ (1,000's) | Variance |
|----|---|-----|-----|---|---------------------|--------------------|----------|
| 7 | 3 | Sac | 99 | Add Aux Ln Calvine to N Mack Rd on SR99 | \$ 6,860 | \$ 8,500 | Con Cap |

Project Action Plan:

A project action plan is being prepared to increase the Construction Capital budget by using savings on other project components, particularly PAED and Right of Way Capital components. The overall project remains within the planned project budget. The increase in Construction Capital is to do additional ramp widening work that is needed to accommodate forecasted traffic volumes.

| ID | D | Co | Rte | Project Title | Bond's \$ (1,000's) | Total \$ (1,000's) | Variance |
|----|----|----|-----|------------------------------|---------------------|--------------------|----------------|
| 8 | 10 | SJ | 99 | SR99 South Stockton Widening | \$ 153,900 | \$ 250,000 | PAED, Des, RWS |

Project Action Plan:

PA&ED was achieved in October 2008; two months ahead of schedule. Additional resources were spent during PA&ED for public outreach and to refine project alternatives. This led to quick consensus on the preferred alternative with broad local agency and public support by narrowing the footprint and lessening the Right-of-Way (R/W) impacts. The team developed a project action plan to address the \$2.9 million overage in PA&ED cost in August 2008 using R/W Capital savings. The Department determined it was appropriate to wait until PA&ED closed (November 2008) to capture all costs associated with PA&ED before continuing to process the project action plan. At submission of the Project Report, support resources were updated and identified additional funding needs for PS&E and R/W Support. This need was based on a combination of factors, which include the Department salary increases, modified design features for the preferred alternative, and improved estimates to complete using Task Management. The action plan proposed to transfer \$12.03 million from R/W Capital to cover the over-expenditures in PA&ED and the projected funding needs in PS&E and R/W support. The total R/W Capital savings is \$15.3 million, allowing the action to be achieved within the overall approved baseline budget. The project remains on schedule.

The District and SJCOG agreed that this funding adjustment is the most cost effective way to deliver the project. SJCOG has already taken the necessary steps to authorize the funding changes described in this document by approving Board Minute Resolution No. 08-06 during the February 26, 2009 Board Meeting.

The District, with the assistance of SJCOG, has been working closely with headquarters management during the third quarter to finalize the Program Change Request and Executive Summary to address these funding issues, and the final submittals will be in the fourth quarter, FY 2008-09. A STIP amendment is being proposed for CTC action in the fourth quarter of FY 2008-09, which will be needed in conjunction with the project action plan.

| ID | D | Co | Rte | Project Title | Bond's \$ (1,000's) | Total \$ (1,000's) | Variance |
|----|---|-----|-----|---------------|---------------------|--------------------|-------------|
| 12 | 2 | Teh | 99 | Los Molinos | \$ 4,900 | \$ 6,400 | RWC, End RW |

Project Action Plan:

There is a need to address the Right of Way Capital (SR99) shortfall with the following "Reason for Change": At programming, the details regarding the quantity of parcels, business sign relocations and utility hook ups was not adequately known, thus the Right of Way capital needs were under estimated by \$195,000. Also, due to the states temporary inability to sell bonds, \$100,000 of SR 99 Bond (Prop 1B) programmed Right of Way capital was not available to use. With STIP/RIP programming being the only funding available, the action plan also proposes to move \$295,000 from Construction Support to Right of Way Capital. Once bond funding for this project is again available, the \$100,000 of SR 99 Bond (Prop 1B) programmed Right of Way Capital and any actual savings in Right of Way acquisitions and utility hook ups will be transferred back to Construction Support. The remaining Construction Support funding will be adequate to cover the planned work.

SR99 Bond Program Project Expenditures

Third Quarter FY 2008-09

| | | |
|--|---|--|
| Within budget conditions (green) - Estimated cost < or = budget G No CTC action required (blue) Within 120% at vote 120 Post vote VS overall costs under budget | Potential cost overrun conditions (yellow) - Estimated cost STIP funded component between 100-120% budget YS Estimated cost Bond funded component > 100% budget YB Estimated cost other funded component > 100% budget YO | Cost overrun conditions (red) - Estimated or actual cost STIP funded component > 120% budget RS Actual cost Bond funded component > 100% budget RB Actual cost other funded component > 100% budget RO Actual Stip funded cost after vote > 120% budget RV |
|--|---|--|

Cost Management Action Plan notes:

(<120%) indicates cost is STIP funded and within 120%, no adjustment required
 (Proj) overall project costs within budget, amendment to transfer savings to overruns.
 (Funds) indicates project needs to supplement budget, amendment to Commission for approval.

(Voted) indicates cost is STIP funded and adjustments if necessary were made at vote.
 (Loc) indicates component is local funded, and local funds will supplement budget.

| Project | | | | | Environmental (PAED) Support (1,000's) | | | Design Support (1,000's) | | | Right of Way (1,000's) | | | | Construction (1,000's) | | | | | |
|---------|----|-----|-----|--|--|----------|---|--------------------------|----------|--|------------------------|----------|---|-----------|---|----------|-----------|--------------------------------------|------------|--|
| | | | | | Support | | | Support | | | Support | | Capital | | Support | | | Capital | | |
| # | D | CO | RTE | PROJECT DESCRIPTION | Agency | Appd | Exp | Agency | Appd | Exp | Agency | Appd | Exp | Appd | Exp | Agency | Appd | Exp | Appd | Exp |
| 1 | 03 | But | 99 | Butte SR 99 Chico Auxilliary Lanes - Phase II | BCAG | \$ - | \$ - | BCAG | \$ 4,515 | \$ 2,016 | BCAG | \$ - | \$ - | \$ 1,653 | \$ - | BCAG | \$ - | \$ - | \$ 33,352 | \$ - |
| | | | | | | | G | | | G | | | G | | G | | | G | | G |
| 2 | 06 | Fre | 99 | Island Park 6-Lane | Caltrans | \$ 2,300 | \$ 2,761 | Caltrans | \$ 5,800 | \$ 586 | Caltrans | \$ 700 | \$ - | \$ 1,600 | \$ - | Caltrans | \$ 7,600 | \$ - | \$ 75,000 | \$ - |
| | | | | | (Proj) | | RB | | | G | | | G | | G | | | G | | G |
| 3 | 06 | Mad | 99 | Reconstruct Interchange at Avenue 12 | Caltrans | \$ 1,300 | \$ 1,376 | Caltrans | \$ 4,700 | \$ - | Caltrans | \$ 500 | \$ - | \$ 6,700 | \$ 2 | Caltrans | \$ 4,800 | \$ - | \$ 50,000 | \$ - |
| | | | | | (<120%) | | 120 | | | G | | | G | | G | | | G | | G |
| 4 | 10 | Mer | 99 | Freeway Upgrade & Plainsburg Road I/C | Caltrans | \$ 3,243 | \$ 2,579 | Caltrans | \$ 5,300 | \$ 2,929 | Caltrans | \$ 700 | \$ 173 | \$ 6,477 | \$ 12 | Caltrans | \$ 8,300 | \$ - | \$ 94,700 | \$ - |
| | | | | | | | G | | | G | | | G | | G | | | G | | G |
| 5 | 10 | Mer | 99 | Arboleda Road Freeway | Caltrans | \$ 4,917 | \$ 4,104 | Caltrans | \$ 6,400 | \$ 3,872 | Caltrans | \$ 1,570 | \$ 586 | \$ 24,900 | \$ 101 | Caltrans | \$ 12,000 | \$ - | \$ 127,000 | \$ - |
| | | | | | | | G | | | G | | | G | | G | | | G | | G |
| 6 | 03 | Sac | 99 | SR 99/Elverta Rd. Interchange | Sac Co | \$ 1,000 | \$ 853 | Sac Co | \$ 1,800 | \$ - | Sac Co | \$ - | \$ - | \$ 3,000 | \$ - | Sac Co | \$ - | \$ - | \$ 24,400 | \$ - |
| | | | | | | | G | | | G | | | G | | G | | | G | | G |
| 7 | 03 | SAC | 99 | Add Aux Lane Calvine to North of Mack Rd on 99 | Caltrans | \$ 500 | \$ 280 | Caltrans | \$ 800 | \$ 237 | Caltrans | \$ 100 | \$ - | \$ 350 | \$ - | Caltrans | \$ 750 | \$ - | \$ 6,000 | \$ - |
| | | | | | | | G | | | G | | | G | | G | | | G | | (Proj) YB |
| 8 | 10 | SJ | 99 | SR 99 (South Stockton) Widening | Caltrans | \$ 3,081 | \$ 5,917 | Caltrans | \$ 3,319 | \$ 792 | Caltrans | \$ 2,600 | \$ 503 | \$ 72,000 | \$ 115 | Caltrans | \$ 10,500 | \$ - | \$ 159,000 | \$ - |
| | | | | | (Proj) | | RS | | (Proj) | RO | | (Proj) | YO | | G | | | G | | G |
| 9 | 10 | SJ | 99 | SR 99 Widening in Manteca and San Joaquin | SJCOG | \$ 3,600 | \$ 3,208 | SJCOG | \$ 8,000 | \$ - | Caltrans | \$ 2,700 | \$ - | \$ 12,500 | \$ - | Caltrans | \$ 10,400 | \$ - | \$ 212,800 | \$ - |
| | | | | | | | G | | | G | | | G | | G | | | G | | G |
| 10 | 03 | Sut | 99 | SR 99 / Riego Road Interchange | Sut Co | \$ 520 | \$ 520 | Caltrans | \$ 2,500 | \$ 634 | Caltrans | \$ 500 | \$ 14 | \$ 3,200 | \$ 1 | Caltrans | \$ 3,000 | \$ - | \$ 21,300 | \$ - |
| | | | | | | | G | | | G | | | G | | G | | | G | | G |
| 11 | 03 | Sut | 99 | Sutter 99 Segment 2 | Caltrans | \$ - | \$ - | Caltrans | \$ 3,600 | \$ 2,017 | Caltrans | \$ 750 | \$ 378 | \$ 4,250 | \$ 16 | Caltrans | \$ 7,000 | \$ - | \$ 73,126 | \$ - |
| | | | | | | | G | | | G | | | G | | G | | | G | | G |
| 12 | 02 | Teh | 99 | Los Molinos | Caltrans | \$ 350 | \$ 271 | Caltrans | \$ 430 | \$ 25 | Caltrans | \$ 35 | \$ 18 | \$ 100 | \$ - | Caltrans | \$ 685 | \$ - | \$ 4,800 | \$ - |
| | | | | | | | G | | | G | | | G | | (Proj) RS | | | G | | G |
| 13 | 06 | Tul | 99 | Goshen to Kingsburg 6-Lane | Caltrans | \$ 2,390 | \$ 2,678 | Caltrans | \$ 8,000 | \$ 2,819 | Caltrans | \$ 600 | \$ 183 | \$ 1,834 | \$ 46 | Caltrans | \$ 10,000 | \$ - | \$ 150,000 | \$ - |
| | | | | | | | G | | | G | | | G | | G | | | G | | G |

Appendix

State of California

Business, Transportation and Housing Agency

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: June, 2009

Reference No: Information Item

From: **RICHARD D. LAND**
Chief Engineer

Prepared by: Karla Sutliff
Division Chief
Project Management

Subject: Proposition 1B Programmatic Program Amendments to the Proposition 1B Project Baseline Agreements

SUMMARY:

During the past quarter, project teams delivering Proposition 1B Bond projects made minor project delivery changes on projects as shown in the spreadsheet attached.

BACKGROUND:

Project Baseline Agreements have been developed and submitted to the California Transportation Commission defining and committing project delivery in terms of project schedules, project description (scope), and funding for each cost component. These agreements serve to provide the project delivery parameters to evaluate the progress of delivery for each project.

Program Amendments: Program oversight by Bond Program Managers is primarily focused on ensuring timely contract awards (within quarter of approved award date), the full scope of the project, and that projects are within available funds for each project. When project changes occur that requires a change of more than three months in the contract award date, change in project scope (evaluated case by case), or change to State programmed funds, these changes will be presented to the commission for approval in a formal program amendment.

Programmatic Program Amendments: When project schedule changes occur that does not impact the construction award date by more than three months, or a cost change is made to non-State programmed funds, or a project split/combine that does not change the overall project scope, these changes will be documented as a programmatic change. Programmatic changes will be furnished to the commission and commission staff as an information item for use in program oversight.

The following programmatic project delivery revisions to Proposition 1B Project Baseline Agreements do not require a formal amendment and have been adjusted in project management data used to report on project delivery. This document formalizes team-approved changes as shown in this quarter Bond Project Delivery Report. This amends the Proposition 1B Program Project Baseline Agreement by incorporating project cost, scope, schedule and technical changes as shown in the Attachment.

**Proposition 1B Programmatic Program Amendment - Third Quarter FY 2008-09 Bond Project Delivery Report
Cost, Scope, Schedule and Technical Changes (\$ Thousands)**

| D/Cty Rte PM | Description | EA PPNO Funds | Con Cap \$ FY Pgm RW Cap \$ | Support \$ | Schedule | | Imp Ag | Comments |
|--------------------|-------------|---------------------|-----------------------------------|------------|----------|-----|-----------|----------|
| | | | | | Beg | End | | |

These changes were made in conjunction with the First Quarter FY 2008-09 Bond Project Delivery Report. Shown here for documentation.

| | | | | | | | | | | | | |
|-------------------------|---|--|---|---------------------------------|---|----------------------|--|--------------|--|--------------|--------------------------|---|
| 12 Ora 91 15.9 | SR 91 Eastbound Lane - Route 241 to Route 71 | 0G040 4678 CMIA TCRP Loc | \$ 65,000 08/09 FY \$ 600 \$ 924 | PAED PSE RW Con Cls | \$ 1,700 \$ 6,700 \$ 60 \$ 6,440 | \$ 1,944 \$ 400 | 05/01/04 07/01/07 07/01/07 08/01/09 09/01/11 | No Change | 12/01/07 03/01/09 03/01/09 09/01/11 09/01/15 | No Change | Loc CT CT CT | OCTA will fund with measure funds updated RW capital, RW support, and final PAED costs. RW costs increased due to subterranean easements for retaining wall tiebacks. |
| 05 SLO 46 36.6 | Rte 46 Corr Impvmt (Whitley 1) | 33072 0226C CMIA STIP Demo | \$ 80,000 09/10 FY \$ 10,400 | PAED PSE RW Con Cls | \$ - \$ 7,000 \$ 600 \$ 7,000 | \$ 6,400 \$ 1,200 | 01/01/98 09/01/06 03/01/07 07/01/10 06/01/13 | No Change | 05/01/06 02/01/10 10/01/09 07/01/13 05/01/14 | No Change | CT CT CT CT | Adjust support to reflect actual expenditures by transferring Demo funds from PSE (under) to RW Support (over). |
| 03 Sac 99 35.0 | Elverta Rd IC | 37150 0259D SR99 Loc | \$ 24,400 10/11 FY \$ 3,000 | PAED PSE RW Con Cls | \$ 400 \$ 1,800 \$ - \$ - | \$ 1,000 | 07/01/07 07/01/09 07/01/09 05/01/11 03/01/13 | No Change | 07/01/09 12/01/10 12/01/10 01/01/13 06/01/13 | No Change | Loc Loc Loc Loc | Increase of local funds for PAED to reflect actual expenditures incurred by local agency in preparation of environmental document. |
| 03 Sut 99 0.0 | SR99 Riego Rd IC | 40660 3L44 SR99 Loc | \$ 21,300 10/11 FY \$ 3,200 | PAED PSE RW Con Cls | \$ 340 \$ 2,500 \$ 500 \$ 3,000 | \$ 520 | 01/01/00 12/01/07 04/01/09 05/01/11 01/01/14 | No Change | 12/01/07 01/01/11 09/01/11 01/01/13 01/01/15 | No Change | Loc CT CT CT | Increase of local funds for PAED to reflect actual expenditures incurred by local agency in preparation of environmental document. |

These changes are new changes as shown in the Third Quarter FY 2008-09 Bond Project Delivery Report.

| | | | | | | | | | | | | |
|-------------------------|---|--|---|---------------------------------|---|-----------------------------------|--|--------------|--|--------------|----------------------|--|
| 11 SD | I-5 North Coast Corridor - Stage 1A - Project # 2 PM Change I-805 26.5 28.9/ 42.6 46.5 I-5 34.0 32.1/ R40.0 R51.7 | 2T040 0716 CMIA Loc ARRA | \$ 77,000 \$ 75,380 \$ 8,000 \$ 500 | PAED PSE RW Con Cls | \$ 1,000 \$ 4,800 \$ 900 \$ 10,300 | \$ 3,500 \$ 9,900 \$ 11,820 | 03/30/07 04/01/07 04/01/07 03/30/10 09/30/12 | No Change | 07/30/09 10/01/09 10/01/09 06/30/12 01/30/13 | No Change | CT CT CT CT | Increase of local funds to cover support components, amendment also adds local Recovery Act funds to project. Postmile limit changes is to allow two miles of striping and construction signing to tie into existing HOV lane. |
| 05 SLO 46 36.6 | Rte 46 Corr Impvmt (Whitley 1) Added TE Scope: landform grading to minimize visual impacts and retaining walls to protect oak woodlands. | 33072 0226C CMIA STIP Demo | \$ 80,000 \$ 84,500 9/10 FY \$ 10,400 | PAED PSE RW Con Cls | \$ - \$ 6,400 \$ 1,200 \$ 7,000 | | 01/01/98 09/01/06 03/01/07 07/01/10 06/01/13 | No Change | 05/01/06 02/01/10 10/01/09 07/01/13 05/01/14 | No Change | CT CT CT CT | Adds IIP TE funds (PPNO A226C) to construction capital costs of CMA project (PPNO 0226C) pursuant to CTC Resolution G-08-08 on May 29, 2008. |



Second Quarter FFY 2008-09 Local Bridge Seismic Retrofit Program Project Delivery Report

**Quarterly Report to the
California Transportation
Commission**



Local Bridge Seismic Retrofit Program Status

Second Quarter Federal Fiscal Year 2008-09

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.

The 479 bridges adopted by the Commission were identified to receive bond funds to match federal Highway Bridge Program (HBP) funds for right of way and construction phases. Additional investigation by the Department revealed that 11 bridges were either not owned by local agencies, had already been retrofitted, had been demolished and/or removed, or the agency had declined the Proposition 1B bond match. In addition, 42 bridges in this program owned by the Bay Area Rapid Transit (BART) will be de-federalized, as requested by BART, will be a new project undertaken by BART alone. No federal or state funds administered by the Department's Division of Local Assistance will be needed for that work. Therefore, the LBSRP report will report on the program delivery of the remaining 426 bond bridges.

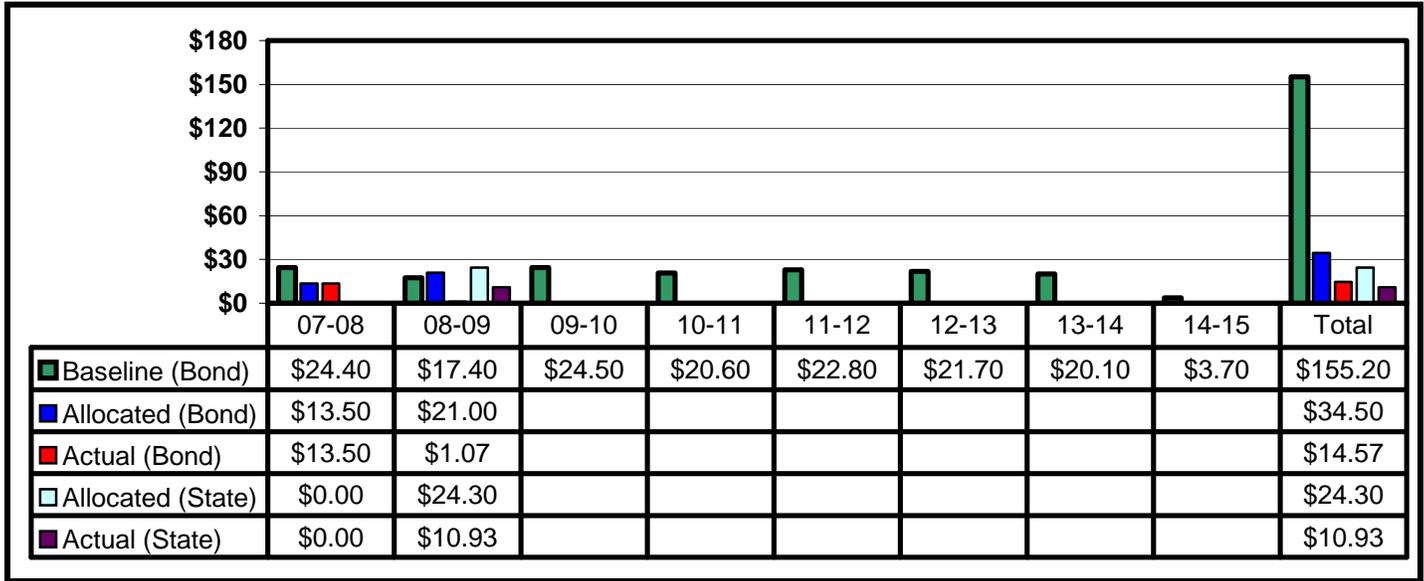
The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006 provides \$125 million of State matching funds to complete LBSRP projects. The bond

program budget of \$125 million is to be allocated to provide the 11.47 percent required local match for right of way and construction phases of 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 state match through an annual exchange of a portion of local share of funds received from federal Highway Bridge Program (HBP) funds is also available to accommodate the remaining required local match needs.

The Commission has allocated \$13.5 million bond funds for Fiscal Year (FY) 2007-08 and \$21 million bond funds for FY 2008-09. Consistent with the Local Bridge Seismic Retrofit Guidelines, the Department has exchanged \$24.3 million of local share of funds received through the federal HBP for state funds to accommodate local match needs for BART bridges. To date, \$14.7 million of seismic bond funds have been sub-allocated to local agencies.

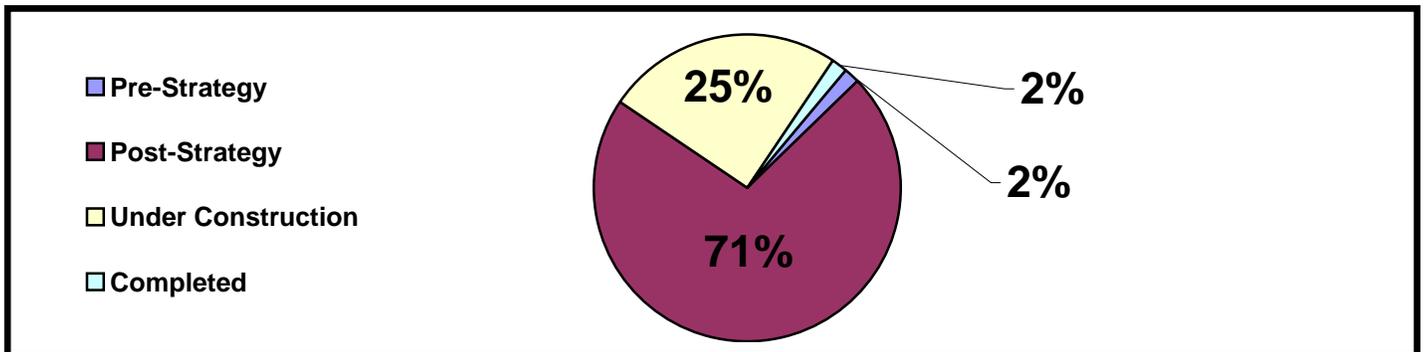
This report satisfies the Commission's reporting requirement for the Proposition 1B Quarterly Report on the LBSRP.

LBSRP Bond and State Capital Allocations (millions)



Funds are being tracked based on Federal Fiscal Year

Number of Bond Funded Bridges by Phase



Bond Funds Committed and Expenditure (millions)

| Component | Available | Allocated | Expended |
|------------------------|-----------|-----------|----------|
| LBSRP Bond RW & Const. | \$122.5 | \$34.5 | \$14.6 |
| State RW & Const. | \$32.9 | \$24.3 | \$10.9 |
| LBSRP Bond Support | \$2.5 | | |
| Total | \$157.9 | \$58.8 | \$25.5 |

Local Bridge Seismic Retrofit Program Progress Report

Overall Bond Program Status

The Department and Federal Highway Administration have approved BART's request to down-scope a portion of its program such that the Concord Aerial Guideway, all stations along the Concord Line, and a portion of the Richmond Aerial Guideway will be removed and de-federalized. Portions being de-federalized include 42 bridges in this program that will be a new project undertaken by BART alone. No federal or state funds administered by the Department's Division of Local Assistance will be needed for that work. Therefore, this report will reflect the program delivery of 426 bridges from here on.

To date, pre-strategy work has been completed on 419 bridges, design has been completed for 112 bridges, construction is underway on 106 bridges, and retrofit is complete on six bridges.

Progress of LBSRP is tracked based on the federal fiscal year (FFY).

FFY 2009 Bond Program Accomplishments

Progress continues. To date, in FFY 2009, construction contracts were awarded for 7 bridges, the pre-strategy phase was completed for 30 bridges, and final design was completed on five bridges, with the authorization to proceed with construction phase requested.

Second Quarter FFY 2009 Milestones Met

The followings bridges completed major project delivery milestones in the last quarter:

| Local Agency | Br. No. | Project | Milestone |
|---------------------|----------------|--|--|
| BART | Various | Various | 42 BART bridges have been removed from the program |
| BART | Various | Various | 29 BART bridges have advanced to design phase |
| BART | Various | Various | Two bridges do not need retrofit |
| Alameda County | 33C0027 | Park Street over Oakland Estuary. | Project Advanced to Construction |
| LA County | 53C0458 | Union Pacific Rail Road over Santa Fe Avenue. | Project Advanced to Construction |
| King City | 44C0059 | First Street over San Lorenzo | Project Advanced to Construction |
| LA County | 53C931 | 10 th Street over Long Beach Freeway. | Project Awarded |

Program Management

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. A corrective action report will be added to this report to identify actions that are being taken to manage project changes. Due to the size and flexibility available for this program, implementation of the corrective action plan requires updating the Local Assistance Online Data Input system (LA-ODIS) and training the local agencies on the new procedures. The Department will provide the corrective actions plans when LA-ODIS updates are implemented.

The following table breaks down the program delivery by each agency group. Bridges listed are eligible for bond match for the right of way and construction phases only.

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 | 26 | 37 | 0 | 63 |
| Department of Water Resources | 1 | 0 | 24 | 0 | 0 | 24 |
| BART | 1 | 0 | 131 | 52 | 2 | 185 |
| All Other Agencies | 59 | 7 | 126 | 17 | 4 | 154 |
| | | | | | | |
| | | | | | | |
| Total | 63 | 7 | 307 | 106 | 6 | 426* |
| | | | | | | |
| Status per March 2009 Report | 63 | 38 | 323 | 103 | 4 | 468 |

*42 BART bridges were removed from the retrofit list in 2009.

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 | |
|----------|------------------|------------|---------------------------|-----------------------------------|-----------------------------------|--------------|------------|------------------|------------------|----------------------------|--------------|--------|----------|---|
| 01 | Humboldt County | 04C0007 | Bald Hills Road | \$57 | \$1,032,000 | | 4/24/09 | 4/24/09 | 4/30/10 | 70% Design 50% ROW | ☑ | ☑ | ◆ | |
| 01 | Humboldt County | 04C0104 | Waddington Road | \$1,147 | \$114,700 | | 9/30/11 | 9/30/10 | 4/30/12 | 20% Design | ☑ | ☑ | ☑ | |
| 01 | Humboldt County | 04C0207 | Williams Creek Road | \$0 | \$114,700 | | 9/30/10 | 9/30/09 | 4/30/11 | 40% Design | ☑ | ☑ | ☑ | |
| 01 | Humboldt County | 04C0055 | Mattole Road (Honeydew) | \$3,441 | \$688,200 | | 9/30/11 | 9/30/10 | 4/30/12 | Design Phase Started | ☑ | ☑ | ☑ | |
| 01 | Mendocino County | 10C0084 | School Way | \$16,060 | \$378,510 | | 6/30/09 | 11/30/09 | 6/30/11 | 11% Design | ☑ | ☑ | ◆ | |
| 01 | Mendocino County | 10C0048 | Moore Street | \$11,470 | \$183,520 | | 12/1/09 | 5/2/11 | 9/30/12 | 3% Design | ☑ | ☑ | ☑ | |
| 01 | Mendocino County | 10C0034 | Eureka Hill Road | \$17,200 | \$321,160 | | 12/1/09 | 5/2/11 | 3/1/13 | 4% Design | ☑ | ☑ | ☑ | |
| 02 | Lassen County | 07C0088 | County Road 417 | \$0 | \$227,106 | | 7/1/12 | 7/1/12 | 6/1/14 | Design Phase Started | ☑ | ☑ | ⊗ | |
| 02 | Lassen County | 07C0070 | Road306/Cappezolli | \$0 | \$137,640 | ▲ | 7/1/12 | 7/1/12 | 12/30/13 | Design Phase Started | ☑ | ☑ | ⊗ | |
| 02 | Redding | 06C0108R | Cypress Avenue East Bound | \$0 | \$114,700 | | | | 12/31/10 | 47% Construction | ☑ | ☑ | ⊗ | |
| 02 | Redding | 06C0108L | Cypress Avenue West Bound | \$0 | \$114,700 | | | | 12/31/10 | 47% Construction | ☑ | ☑ | ⊗ | |
| 02 | Tehama County | 08C0009 | Bowman Road | \$9,000 | \$802,900 | | | 12/30/09 | 4/30/11 | 90% Design 15% ROW | ☑ | ☑ | ⊗ | |
| 02 | Tehama County | 08C0008 | Evergreen Road | \$12,000 | \$688,200 | | 6/30/10 | 12/30/10 | 4/30/13 | 25% Design | ☑ | ☑ | ☑ | |
| 02 | Tehama County | 08C0043 | Jellys Ferry Road | \$11,000 | \$974,950 | | 12/30/09 | 12/30/10 | 4/30/13 | 55% Design | ☑ | ☑ | ⊗ | |
| 03 | Butte County | 12C0120 | Ord Ferry Road | \$3,000 | \$1,502,000 | | 4/30/09 | 6/1/10 | 2/1/10 | 6/30/14 | 50% Strategy | ☑ | ☑ | ⊗ |

- ☑ No known scope, budget, or schedule impacts ⊗ Known scope, budget, or schedule impact (beyond the Federal Fiscal Year)
- ◆ Potential schedule impact (late, but within the same Federal Fiscal Year)
- Phase Complete ▲ Completed ahead of schedule Behind schedule

Estimated costs and schedules reflect local agencies input into the Local Assistance On-Line Data Input System and are compared with the Baseline Agreement Data.

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 |
|----------|----------------|------------|------------------------|-----------------------------------|-----------------------------------|--------------|------------|------------------|------------------|----------------------------|-------|--------|----------|
| 03 | Nevada County | 17C0046 | Hirschdale Road | \$6,310 | \$277,640 | | 12/30/09 | 11/30/09 | 5/30/12 | 50% Design 10% ROW | ✓ | ✓ | ✓ |
| 03 | Nevada County | 17C0045 | Hirschdale Road | \$7,000 | \$308,000 | | 5/30/11 | 6/30/10 | 10/30/12 | 60% Design 10% ROW | ✓ | ✓ | ✗ |
| 03 | Placer County | 19C0060 | Auburn-Foresthill Road | \$5,735 | \$5,980,000 | | 5/15/09 | 6/15/09 | 3/30/11 | 80% Design | ✓ | ✗ | ✓ |
| 03 | Yolo County | 22C0074 | County Road 57 | \$0 | \$231,120 | ▲ | ▲ | No R/W | 6/30/11 | 95% Design | ✓ | ✓ | ✓ |
| 04 | Alameda | 33C0230 | Ballena Boulevard | \$0 | \$62,309 | | | | ▲ | Project Complete | ✓ | ✓ | ✓ |
| 04 | Alameda County | 33C0026 | High Street | \$0 | \$155,939 | | ▲ | 6/30/09 | 12/31/09 | Waiting Award | ✓ | ✓ | ✓ |
| 04 | Alameda County | 33C0027 | Park Street | \$0 | \$94,818 | | ▲ | ▲ | 12/31/09 | Waiting Award | ✓ | ✓ | ✓ |
| 04 | Alameda County | 33C0237 | Elgin Street | \$0 | \$15,198 | | 5/30/11 | 5/30/11 | 12/30/11 | 70% Design | ✓ | ✗ | ✓ |
| 04 | Alameda County | 33C0147 | Fruitvale Avenue | \$0 | \$64,519 | | 5/30/10 | 5/10/10 | 4/30/11 | 70% Design | ✓ | ✓ | ✓ |
| 04 | Antioch | 28C0054 | Wilbur Avenue | \$0 | \$917,600 | | 1/26/10 | 12/7/09 | 1/25/12 | 95% Design 10% ROW | ✓ | ✓ | ✗ |
| 04 | Concord | 28C0442 | Marsh Drive | \$0 | \$506,928 | | 10/30/09 | 12/31/09 | 12/31/10 | 72% Design | ✓ | ✓ | ✗ |
| 04 | Fairfax | 27C0144 | Creek Road | \$0 | \$22,366 | 5/1/09 | 3/1/10 | No R/W | 12/1/11 | 10% Strategy | ✓ | ✓ | ✗ |
| 04 | Fremont | 33C0128 | Niles Boulevard | \$0 | \$1,247,936 | | 7/30/09 | 6/1/09 | 6/30/10 | 65% Design | ✓ | ✓ | ✗ |
| 04 | Healdsburg | 20C0065 | Healdsburg Avenue | \$5,735 | \$244,311 | | 6/30/11 | 6/30/11 | 6/30/14 | Design Phase Started | ✓ | ✓ | ✓ |
| 04 | Larkspur | 27C0150 | Alexander Avenue | \$0 | \$352,393 | | 2/6/10 | 9/30/10 | 9/30/12 | 75% Strategy | ✓ | ✓ | ✗ |

- ✓ No known scope, budget, or schedule impacts
 ✗ Known scope, budget, or schedule impact (beyond the Federal Fiscal Year)
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- Phase Complete
 ▲ Completed ahead of schedule
 Behind schedule

Estimated costs and schedules reflect local agencies input into the Local Assistance On-Line Data Input System and are compared with the Baseline Agreement Data.

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 |
|----------|------------------------------|------------|---------------------|-----------------------------------|-----------------------------------|--------------|------------|------------------|------------------|----------------------------|-------|--------|----------|
| 04 | Oakland | 33C0148 | 23rd Avenue | \$4,588 | \$705,515 | | 9/30/09 | 11/30/09 | 6/30/11 | 90% Design | ☑ | ⊗ | ⊗ |
| 04 | Oakland | 33C0238 | Campus Drive | \$0 | \$345,533 | | 4/30/09 | 6/30/09 | 12/31/10 | 90% Design | ☑ | ☑ | ⊗ |
| 04 | Oakland | 33C0253 | Coliseum Way | \$4,588 | \$440,816 | | 4/30/09 | 6/30/09 | 12/31/10 | 90% Design | ☑ | ⊗ | ⊗ |
| 04 | Oakland | 33C0178 | Park Boulevard | \$0 | \$147,593 | | 4/30/09 | No R/W | 12/31/10 | 90% Design | ☑ | ⊗ | ⊗ |
| 04 | Oakland | 33C0179 | Park Boulevard | \$0 | \$77,682 | | 4/30/09 | 6/30/09 | 12/30/10 | 90% Design | ☑ | ☑ | ⊗ |
| 04 | Oakland | 33C0180 | Park Boulevard | \$0 | \$78,548 | | 4/30/09 | 6/30/09 | 12/31/10 | 90% Design | ☑ | ☑ | ⊗ |
| 04 | Oakland | 33C0182 | East 12th Street | \$0 | \$1,219,261 | | | No R/W | 9/30/12 | Waiting Award | ☑ | ☑ | ☑ |
| 04 | Oakland | 33C0181 | East 14th Street | \$0 | \$484,034 | | | No R/W | 9/30/12 | Waiting Award | ☑ | ☑ | ☑ |
| 04 | Oakland | 33C0202 | Hegenberger Road | \$4,588 | \$1,436,242 | | 9/30/09 | 11/30/09 | 6/30/11 | 90% Design | ☑ | ⊗ | ⊗ |
| 04 | Oakland | 33C0215 | Leimert Boulevard | \$0 | \$557,968 | | 9/30/09 | 11/30/09 | 6/30/11 | 90% Design | ☑ | ⊗ | ⊗ |
| 04 | Oakland | 33C0030 | Embarcadero Street | \$2,868 | \$1,799,668 | | 6/30/10 | 12/31/10 | 12/31/12 | 65% Design | ☑ | ⊗ | ☑ |
| 04 | Orinda | 28C0330 | Miner Road | \$15,000 | \$58,497 | | 12/31/09 | 12/31/09 | 9/30/13 | 80% Design | ☑ | ⊗ | ⊗ |
| 04 | Orinda | 28C0331 | Bear Creek Road | \$0 | \$11,929 | | 6/30/10 | 9/30/10 | 9/30/13 | 50% Design | ☑ | ⊗ | ⊗ |
| 04 | Peninsula Joint Powers Board | 34C0051 | Quint Street | \$0 | \$247,808 | | 3/1/10 | No R/W | 2/28/12 | 35% Design | ☑ | ☑ | ⊗ |
| 04 | Peninsula Joint Powers Board | 35C0087 | Tilton Avenue | \$0 | \$205,151 | | | No R/W | 2/28/11 | Waiting Award | ☑ | ⊗ | ☑ |

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- ◆ Potential schedule impact (late, but within the same Federal Fiscal Year)
- Phase Complete ▲ Completed ahead of schedule ◻ Behind schedule

Estimated costs and schedules reflect local agencies input into the Local Assistance On-Line Data Input System and are compared with the Baseline Agreement Data.

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 |
|----------|---|------------|---|-----------------------------------|-----------------------------------|--------------|------------|------------------|------------------|---------------------------------------|-------|--------|----------|
| 04 | Peninsula Joint Powers Board | 34C0052 | Jerrold Avenue | \$0 | \$51,614 | | 3/1/10 | No R/W | 2/28/12 | 35% Design | ☑ | ☑ | ⊗ |
| 04 | Peninsula Joint Powers Board | 35C0090 | Santa Inez Avenue | \$0 | \$280,094 | | | No R/W | 2/28/11 | 100% Design | ☑ | ⊗ | ☑ |
| 04 | Peninsula Joint Powers Board | 35C0091 | East Poplar Avenue | \$0 | \$313,060 | | | No R/W | 2/28/11 | 100% Design | ☑ | ⊗ | ☑ |
| 04 | Peninsula Joint Powers Board | 35C0161 | Southern Pacific Transportation Company | \$0 | \$247,133 | | | No R/W | 2/28/11 | 100% Design | ☑ | ⊗ | ☑ |
| 04 | Pittsburg | 28C0165 | North Parkside Drive | \$0 | \$57,400 | 4/30/09 | 8/10/09 | No R/W | 11/30/09 | 21% Strategy | ☑ | ☑ | ⊗ |
| 04 | San Francisco Bay Area Rapid Transit District | BART | 71 Bridges | \$606,832 | \$12,043,041 | | 11/30/09 | 7/30/09 | 8/30/11 | 95% Design 85% ROW 5% Construction | ☑ | ☑ | ☑ |
| 04 | San Francisco Bay Area Rapid Transit District | BART | 156 Bridges | \$1,064,877 | \$13,414,739 | | 1/30/10 | 7/30/09 | 9/30/13 | 55% Design 55% ROW | ☑ | ⊗ | ☑ |
| 04 | San Francisco County Transportation Authority | 34U0003 | San Francisco & Approach Structures | \$0 | \$18,000,000 | 4/30/10 | 2/1/12 | 2/1/12 | 9/30/14 | Request Re-Strategy | ☑ | ☑ | ⊗ |
| 04 | San Francisco International Airport | 35C0133 | Departing Flight Traffic | \$10,000 | \$2,721,335 | | | | 6/30/12 | Waiting Award | ☑ | ☑ | ☑ |
| 04 | San Jose | 37C0732 | East William St | \$0 | \$24,830 | | | | ▲ | Project Complete | ☑ | ☑ | ☑ |
| 04 | San Jose | 37C0701 | East Julian Street | \$0 | \$46,475 | | | | ▲ | Project Complete | ☑ | ☑ | ☑ |
| 04 | San Jose | 37C0052L | Southwest Expressway | \$0 | \$58,699 | | | | | Project Complete | ☑ | ☑ | ☑ |
| 04 | San Jose | 37C0299 | Belt (Auzerias Street) | \$0 | \$0 | | | | | Bridge Removed | | | |

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Local Bridge Seismic Retrofit Program Delivery Report

| DISTRICT | AGENCY | BRIDGE NO. | PROJECT DESCRIPTION | ESTIMATED BOND RIGHT OF WAY VALUE | ESTIMATED BOND CONSTRUCTION VALUE | END STRATEGY | END DESIGN | END RIGHT OF WAY | END CONSTRUCTION | CURRENT PHASE (% COMPLETE) | SCOPE | BUDGET | SCHEDULE |
|----------|--------------------|------------|---------------------------------|-----------------------------------|-----------------------------------|--------------|------------|------------------|------------------|----------------------------|-------|--------|----------|
| 04 | San Jose | 37C0300 | Belt/Pipe(Auzerias & Del Monte) | \$0 | \$0 | | | | | Bridge Removed | | | |
| 04 | Santa Clara County | 37C0159 | Alamitos Road | \$0 | \$930,000 | | 12/30/11 | 12/30/10 | 6/15/13 | 1% Design | ✓ | ✗ | ✗ |
| 04 | Santa Clara County | 37C0121 | Shoreline Boulevard | \$0 | \$54,070 | | | No R/W | ▲ | Project Complete | ✓ | ✓ | ✓ |
| 04 | Santa Clara County | 37C0173 | Aldercroft Heights Road | \$0 | \$93,771 | | | No R/W | ▲ | Project Complete | ✓ | ✓ | ✓ |
| 04 | Santa Clara County | 37C0183 | Central & Lawrence Expressway | \$0 | \$82,512 | | | No R/W | ▲ | Project Complete | ✓ | ✓ | ✓ |
| 04 | Sonoma County | 20C0155 | Wohler Road | \$4,548 | \$465,115 | | 8/1/10 | 10/1/11 | 10/1/12 | 15% Design | ✓ | ✓ | ✗ |
| 04 | Sonoma County | 20C0139 | Wohler Road | \$22,740 | \$562,639 | | 12/1/10 | 6/1/11 | 11/1/12 | 50% Design | ✓ | ✓ | ✗ |
| 04 | Sonoma County | 20C0005 | Geysers Road | \$11,370 | \$572,016 | | 6/1/11 | 1/1/12 | 11/1/12 | 10% Design | ✓ | ✓ | ✗ |
| 04 | Sonoma County | 20C0017 | Watmaugh Road | \$22,740 | \$562,639 | | 6/1/11 | 12/1/11 | 5/1/13 | 10% Design | ✓ | ✓ | ✗ |
| 04 | Sonoma County | 20C0141 | Annapolis Road | \$0 | \$165,510 | | | | 11/1/10 | Waiting Award | ✓ | ✓ | ✗ |
| 04 | Sonoma County | 20C0262 | Boyes Boulevard | \$56,850 | \$581,394 | | 6/1/10 | 3/1/11 | 7/1/11 | 50% Design | ✓ | ✓ | ✗ |
| 04 | Sonoma County | 20C0242 | Chalk Hill Road | \$11,370 | \$574,705 | 6/1/10 | 6/1/11 | 1/1/12 | 11/1/13 | Request Re-Strategy | ✓ | ✓ | ✗ |
| 04 | Sonoma County | 20C0018 | Bohemian Highway | \$57,028 | \$2,992,454 | | 1/1/11 | 5/1/11 | 10/15/12 | 5% Design | ✓ | ✓ | ✗ |
| 04 | Sonoma County | 20C0248 | Lambert Bridge Road | \$11,370 | \$572,016 | 9/30/09 | 9/30/10 | 3/30/11 | 10/1/12 | Request Re-Strategy | ✓ | ✓ | ✗ |

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|----------|------------------------|------------|---------------------------------|-----------------------------------|-----------------------------------|--------------|------------|------------------|------------------|----------------------------|-------|--------|----------|
| 04 | Sonoma County | 20C0407 | West Dry Creek Road | \$11,370 | \$572,016 | | 12/1/10 | 5/1/11 | 10/1/11 | Design Phase Started | ☑ | ☑ | ⊗ |
| 04 | Union City | 33C0111 | Decoto Road | \$0 | \$626,147 | | 11/30/09 | 5/29/09 | 3/30/11 | 55% Design 90% ROW | ☑ | ☑ | ⊗ |
| 04 | Union City | 33C0223 | Whipple Road | \$0 | \$74,899 | | 4/24/09 | 5/29/09 | 6/30/10 | 90% Design | ☑ | ☑ | ☑ |
| 04 | Vallejo | 23C0152 | Sacramento Street | \$0 | \$12,387 | 4/1/10 | 10/1/11 | No R/W | 10/1/14 | Request Re-Strategy | ☑ | ☑ | ⊗ |
| 05 | King City | 44C0059 | First Street | \$0 | \$39,342 | | | | 7/1/09 | 75% Construction | ☑ | ☑ | ⊗ |
| 05 | Monterey County | 44C0158 | Lonoak Road | \$0 | \$413,493 | | 7/1/10 | 7/1/10 | 12/31/11 | 85% Design 85% ROW | ☑ | ⊗ | ⊗ |
| 05 | Monterey County | 44C0099 | Boronda Road | \$24,087 | \$508,121 | | 1/1/13 | 1/1/13 | 4/1/15 | 30% Design | ☑ | ⊗ | ⊗ |
| 05 | Monterey County | 44C0115 | Schulte Road | \$0 | \$508,121 | | | 7/1/09 | 11/15/11 | 90% Design 80% ROW | ☑ | ⊗ | ⊗ |
| 05 | Monterey County | 44C0151 | Peach Tree Road | \$5,735 | \$215,063 | | 7/1/10 | 7/1/10 | 12/31/11 | 40% Design | ☑ | ⊗ | ⊗ |
| 05 | Monterey County | 44C0009 | Nacimiento Lake Drive | \$14,510 | \$402,597 | | 7/1/10 | 7/1/10 | 8/1/12 | 40% Design | ☑ | ⊗ | ⊗ |
| 05 | Monterey County | 44C0042 | Union Pacific Railroad & Amtrak | \$0 | \$0 | | | | | Bridge Removed | | | |
| 05 | San Benito County | 43C0027 | Panoche Road | \$0 | \$7,433 | 4/1/09 | 1/30/10 | 1/30/11 | 6/30/12 | Design Phase Started | ☑ | ⊗ | ☑ |
| 05 | San Benito County | 43C0043 | Lone Tree Road | \$0 | \$194,891 | | | | ▲ | Project Complete | ☑ | ☑ | ☑ |
| 05 | San Luis Obispo County | 49C0338 | Moonstone Beach | \$0 | \$68,820 | | | | 6/30/09 | 58% Construction | ☑ | ☑ | ☑ |
| 05 | Santa Barbara | 51C0250 | Chapala Street | \$37,760 | \$137,640 | 4/30/10 | 3/31/11 | 12/31/11 | 9/30/13 | Request Re-Strategy | ☑ | ⊗ | ⊗ |

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| 05 | Santa Barbara | 51C0146 | Union Pacific Railroad & Amtrak | \$0 | \$0 | | | | | Bridge Removed | | | |
| 05 | Santa Barbara | 51C0150 | Union Pacific Railroad & Amtrak | \$0 | \$0 | | | | | Bridge Removed | | | |
| 05 | Santa Barbara | 51C0144 | Southern Pacific Transportation Company | \$0 | \$0 | | | | | Bridge Removed | | | |
| 05 | Santa Barbara County | 51C0017 | Jalama R0ad | \$0 | \$128,138 | | 4/30/10 | 12/30/09 | 11/30/10 | 30% Design | ☑ | ☑ | ⊗ |
| 05 | Santa Barbara County | 51C0014 | Jalama Road | \$0 | \$82,924 | | 6/30/09 | No R/W | 12/30/09 | 90% Design | ☑ | ☑ | ⊗ |
| 05 | Santa Barbara County | 51C0016 | Jalama Road | \$0 | \$112,142 | | 6/30/09 | No R/W | 12/30/09 | 90% Design | ☑ | ⊗ | ☑ |
| 05 | Santa Barbara County | 51C0002 | San Marcos Road | \$0 | \$104,011 | | 7/30/09 | No R/W | 11/30/09 | 35% Design | ☑ | ⊗ | ⊗ |
| 05 | Santa Barbara County | 51C0173 | Santa Rosa Road | \$2,179 | \$76,603 | | 10/30/09 | 10/30/09 | 6/30/10 | 45% Design | ☑ | ☑ | ⊗ |
| 05 | Santa Barbara County | 51C0006 | Floradale Avenue | \$29,822 | \$1,243,578 | | 6/30/09 | 6/30/10 | 1/30/12 | 55% Design | ☑ | ☑ | ☑ |
| 05 | Santa Barbara County | 51C0039 | Rincon Hill Road | \$5,735 | \$79,946 | | 8/30/10 | 2/28/11 | 1/30/12 | Design Phase Started | ☑ | ☑ | ☑ |
| 05 | Santa Barbara County | 51C0001 | Cathedral Oaks Road | \$0 | \$216,392 | | 7/30/10 | No R/W | 6/30/11 | 5% Design | ☑ | ☑ | ☑ |
| 05 | Santa Barbara County | 51C0018 | Union Pacific Railroad & Amtrak | \$0 | \$130,086 | | 7/30/10 | No R/W | 4/30/11 | 15% Design | ☑ | ☑ | ☑ |
| 05 | Santa Cruz | 36C0103 | Soquel Drive | \$0 | \$11,470 | NoData | NoData | No R/W | No Data | Not Reporting | ☑ | ☑ | |
| 05 | Santa Cruz | 36C0108 | Murray Avenue | \$38,540 | \$1,065,678 | | 12/1/09 | 4/1/10 | 1/30/12 | 70% Design | ☑ | ⊗ | ⊗ |

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|----------|-------------------------------|------------|--------------------------|-----------------------------------|-----------------------------------|--------------|------------|------------------|------------------|----------------------------|-------|--------|----------|
| 05 | Solvang | 51C0008 | Alisal Road | \$0 | \$46,701 | | 9/30/09 | No R/W | 12/31/11 | Design Phase Started | ✓ | ✓ | ⊗ |
| 06 | Bakersfield | 50C0021R | Manor Street North Bound | \$0 | \$298,220 | | 6/30/10 | No R/W | 7/1/11 | 80% Design | ✓ | ✓ | ✓ |
| 06 | Bakersfield | 50C0021L | Manor Street South Bound | \$0 | \$298,220 | | 6/30/10 | No R/W | 7/1/11 | 80% Design | ✓ | ✓ | ✓ |
| 06 | Department of water Resources | 45C0124 | 30th Avenue | \$0 | \$18,352 | | 4/1/10 | 3/30/10 | 10/1/11 | Design Phase Started | ✓ | ✓ | ⊗ |
| 06 | Department of water Resources | 45C0125 | Quail Avenue | \$0 | \$18,352 | | 4/1/10 | 3/30/10 | 10/1/11 | Design Phase Started | ✓ | ✓ | ⊗ |
| 06 | Department of water Resources | 45C0071 | Avenal Cutoff | \$0 | \$18,352 | | 4/1/10 | 3/30/10 | 10/1/11 | Design Phase Started | ✓ | ✓ | ⊗ |
| 06 | Department of water Resources | 50C0113 | Elk Hills Road | \$0 | \$0 | | | | | Bridge Removed | | | |
| 06 | Department of water Resources | 50C0123 | Old River Road | \$0 | \$17,205 | | 11/1/09 | 10/31/09 | 3/30/11 | Design Phase Started | ✓ | ✓ | ⊗ |
| 06 | Department of water Resources | 45C0123 | Plymouth Avenue | \$0 | \$18,352 | | 4/1/10 | 3/30/10 | 10/1/11 | Design Phase Started | ✓ | ✓ | ⊗ |
| 06 | Department of water Resources | 42C0425 | West Gale Avenue | \$0 | \$18,352 | | 4/1/10 | 3/30/10 | 10/1/11 | Design Phase Started | ✓ | ✓ | ⊗ |
| 06 | Department of water Resources | 42C0143 | West Nees Avenue | \$0 | \$22,940 | | 4/1/10 | 3/30/10 | 10/1/11 | Design Phase Started | ✓ | ✓ | ⊗ |
| 06 | Department of water Resources | 42C0156 | West Jayne Avenue | \$0 | \$18,352 | | 4/1/10 | 3/30/10 | 10/1/11 | Design Phase Started | ✓ | ✓ | ⊗ |
| 06 | Department of water Resources | 42C0245 | West Panoche Road | \$0 | \$18,352 | | 4/1/10 | 3/30/10 | 10/1/11 | Design Phase Started | ✓ | ✓ | ⊗ |
| 06 | Department of water Resources | 42C0173 | West Manning Avenue | \$0 | \$18,352 | | 4/1/10 | 3/30/10 | 10/1/11 | Design Phase Started | ✓ | ✓ | ⊗ |
| 06 | Department of water Resources | 42C0140 | West Shields Avenue | \$0 | \$22,940 | | 4/1/10 | 3/30/10 | 10/1/11 | Design Phase Started | ✓ | ✓ | ⊗ |

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| 06 | Department of water Resources | 42C0141 | North Russell Avenue | \$0 | \$22,940 | | 4/1/10 | 3/30/10 | 4/1/11 | Design Phase Started | ☑ | ☑ | ⊗ |
| 06 | Department of water Resources | 42C0370 | West Clarkson Avenue | \$0 | \$22,940 | | 4/1/10 | 3/30/10 | 10/1/11 | Design Phase Started | ☑ | ☑ | ⊗ |
| 06 | Department of water Resources | 42C0371 | South El Dorado Avenue | \$0 | \$22,940 | | 4/1/10 | 3/30/10 | 10/1/11 | Design Phase Started | ☑ | ☑ | ⊗ |
| 06 | Department of water Resources | 42C0159 | West Mount Whitney Avenue | \$0 | \$18,352 | | 4/1/10 | 3/30/10 | 10/1/11 | Design Phase Started | ☑ | ☑ | ⊗ |
| 06 | Fresno County | 42C0280 | West Althea Avenue | \$0 | \$57,350 | 10/1/09 | 9/28/10 | No R/W | 1/30/12 | Started Strategy Phase | ☑ | ⊗ | ⊗ |
| 06 | Fresno County | 42C0281 | West Sierra Avenue | \$0 | \$57,350 | 10/1/09 | 9/28/10 | No R/W | 1/30/12 | Started Strategy Phase | ☑ | ⊗ | ⊗ |
| 06 | Fresno County | 42C0098 | South Calaveras Avenue | \$0 | \$45,880 | | 9/30/10 | No R/W | 9/30/12 | 60% Design | ☑ | ☑ | ◆ |
| 06 | Tulare County | 46C0027 | Avenue 416 | \$0 | \$521,885 | | 5/30/11 | 5/30/11 | 5/30/13 | Design Phase Started | ☑ | ☑ | ☑ |
| 07 | Los Angeles | 53C1875 | Avenue 26 | \$0 | \$229,400 | | 7/30/10 | No R/W | 5/3/12 | 20% Design | ☑ | ☑ | ☑ |
| 07 | Los Angeles | 53C1184 | 4th Street | \$0 | \$290,191 | | | No R/W | 6/6/11 | Waiting Award | ☑ | ☑ | ☑ |
| 07 | Los Angeles | 53C1880 | Sixth Street | \$9,386,245 | \$27,299,678 | | 7/2/10 | 8/5/11 | 9/15/14 | 50% Design | ☑ | ⊗ | ☑ |
| 07 | Los Angeles | 53C1335 | Tampa Avenue | \$0 | \$59,644 | | | | 8/1/11 | Waiting Award | ☑ | ☑ | ⊗ |
| 07 | Los Angeles | 53C1388 | Winnetka Ave | \$0 | \$45,306 | | | | 12/30/11 | Waiting Award | ☑ | ☑ | ⊗ |
| 07 | Los Angeles | 53C0096 | Fletcher Drive | \$0 | \$848,780 | | ▲ | No R/W | 9/30/11 | Waiting Award | ☑ | ☑ | ☑ |
| 07 | Los Angeles | 53C1362 | Vanowen Street | \$0 | \$208,754 | | | | 12/30/11 | Waiting Award | ☑ | ☑ | ⊗ |

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| 07 | Los Angeles | 53C1882 | Hyperion Avenue | \$0 | \$290,191 | | 10/9/09 | No R/W | 1/2/13 | 90% Design | ✓ | ✓ | ✓ |
| 07 | Los Angeles | 53C1881 | Hyperion Avenue | \$0 | \$418,161 | | 10/9/09 | 3/31/10 | 1/2/13 | 90% Design | ✓ | ✓ | ✓ |
| 07 | Los Angeles | 53C1010 | North Main Street | \$0 | \$723,595 | | | No R/W | 9/28/12 | Waiting Award | ✓ | ✓ | ✗ |
| 07 | Los Angeles | 53C1883 | Glendale Boulevard | \$0 | \$114,700 | | 10/9/09 | 3/31/10 | 1/2/13 | 90% Design | ✓ | ✓ | ✓ |
| 07 | Los Angeles | 53C1884 | Glendale Boulevard | \$0 | \$114,700 | | 10/9/09 | 3/31/10 | 1/2/13 | 90% Design | ✓ | ✓ | ✓ |
| 07 | Los Angeles | 53C0859 | North Spring Street | \$0 | \$229,400 | | 12/31/09 | 6/30/10 | 6/28/13 | 75% Design | ✓ | ✓ | ✗ |
| 07 | Los Angeles | 53C0045 | Beverly-First Street | \$0 | \$848,780 | | 11/9/09 | No R/W | 7/2/12 | 51% Design | ✓ | ✓ | ✓ |
| 07 | Los Angeles County | 53C0784 | Atchinson, Topeka, & Santa Fe Railroad | \$0 | \$0 | | | | | Bridge Removed | | | |
| 07 | Los Angeles County | 53C0807 | Avenue T | \$0 | \$259,790 | | | ▲ | 3/30/11 | 25% Construction | ✓ | ✓ | ✓ |
| 07 | Los Angeles County | 53C1915 | 4th Street | \$0 | \$48,133 | | ▲ | ▲ | 2/28/10 | 25% Construction | ✓ | ✓ | ✓ |
| 07 | Los Angeles County | 53C0930 | 9th Street | \$0 | \$259,726 | | ▲ | | 12/30/09 | 30% Construction | ✓ | ✗ | ✓ |
| 07 | Los Angeles County | 53C1909 | At & Sf Rr | \$0 | \$29,556 | | | | 1/31/11 | Waiting Award | ✓ | ✗ | ✗ |
| 07 | Los Angeles County | 53C0867 | Soto Street | \$0 | \$380,032 | | | | 5/30/11 | 10% Construction | ✓ | ✓ | ✓ |
| 07 | Los Angeles County | 53C0289 | Azusa Avenue | \$0 | \$465,526 | | | | 5/30/11 | 5% Construction | ✓ | ✓ | ✓ |

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| 07 | Los Angeles County | 53C0918 | First Street | \$0 | \$19,260 | | | | 3/31/10 | 75% Construction | ☑ | ⊗ | ⊗ |
| 07 | Los Angeles County | 53C0916 | First Street | \$0 | \$18,902 | | | | 12/31/09 | 80% Construction | ☑ | ⊗ | ⊗ |
| 07 | Los Angeles County | 53C0951 | Garey Avenue | \$0 | \$24,093 | | ▲ | | 8/30/09 | 70% Construction | ☑ | ☑ | ☑ |
| 07 | Los Angeles County | 53C0329 | Garey Avenue | \$0 | \$31,207 | | | | 12/31/09 | 80% Construction | ☑ | ☑ | ⊗ |
| 07 | Los Angeles County | 53C0897 | Southern Pacific Transportation Company | \$0 | \$11,893 | | | 7/31/09 | 3/31/11 | 25% ROW | ☑ | ☑ | ⊗ |
| 07 | Los Angeles County | 53C1403 | The Old Road | \$0 | \$1,050,200 | ▲ | 9/30/10 | 4/30/11 | 7/31/14 | Design Phase Started | ☑ | ☑ | ⊗ |
| 07 | Los Angeles County | 53C0592 | Cherry Avenue | \$0 | \$10,204 | | ▲ | | 4/30/10 | 20% Construction | ☑ | ⊗ | ⊗ |
| 07 | Los Angeles County | 53C0266 | Willow Street | \$0 | \$32,852 | | ▲ | | 5/30/09 | 95% Construction | ☑ | ☑ | ◆ |
| 07 | Los Angeles County | 53C0599 | Alameda Street | \$0 | \$409,476 | ▲ | 9/30/10 | 4/30/11 | 7/30/14 | Design Phase Started | ☑ | ⊗ | ⊗ |
| 07 | Los Angeles County | 53C0007 | East Fork Road | \$0 | \$177,485 | | 10/29/09 | 9/30/10 | 4/30/12 | 75% ROW | ☑ | ⊗ | ⊗ |
| 07 | Los Angeles County | 53C0445 | Slauson Avenue | \$0 | \$267,255 | | ▲ | | 9/30/10 | 20% Construction | ☑ | ☑ | ☑ |
| 07 | Los Angeles County | 53C0084 | Slauson Avenue | \$0 | \$128,805 | | | 3/31/10 | 7/30/12 | 25% ROW | ☑ | ☑ | ⊗ |
| 07 | Los Angeles County | 53C0085 | Florence Avenue | \$0 | \$50,057 | | | | 10/31/10 | 5% Construction | ☑ | ☑ | ⊗ |
| 07 | Los Angeles County | 53C1829 | Oak Grove Drive | \$0 | \$245,534 | | ▲ | | 4/30/10 | 50% Construction | ☑ | ☑ | ☑ |
| 07 | Los Angeles County | 53C1851 | Oak Grove Drive | \$0 | \$254,457 | | ▲ | | 4/30/10 | 60% Construction | ☑ | ☑ | ☑ |

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| 07 | Los Angeles County | 53C0884 | Ocean Boulevard | \$0 | \$0 | | | | | Bridge Removed | | | |
| 07 | Los Angeles County | 53C1577 | Oleander Avenue | \$0 | \$16,907 | | | | ▲ | Project Complete | ☑ | ☑ | ☑ |
| 07 | Los Angeles County | 53C0261 | Avalon Boulevard | \$0 | \$23,581 | | | ▲ | 5/30/10 | 25% Construction | ☑ | ☑ | ☑ |
| 07 | Los Angeles County | 53C1710 | Fruitland Avenue | \$0 | \$0 | | | | | Bridge Removed | | | |
| 07 | Los Angeles County | 53C0106 | Imperial Highway | \$0 | \$120,043 | | ▲ | ▲ | 9/30/09 | 90% Construction | ☑ | ☑ | ☑ |
| 07 | Los Angeles County | 53C0495 | Irwindale Avenue | \$0 | \$11,682 | | | | 11/30/09 | 95% Construction | ☑ | ☑ | ☑ |
| 07 | Los Angeles County | 53C0178 | Valley Boulevard | \$0 | \$314,456 | ▲ | | 4/30/09 | 3/31/10 | 70% ROW | ☑ | ⊗ | ⊗ |
| 07 | Los Angeles County | 53C0031 | Alondra Boulevard | \$0 | \$35,022 | | | ▲ | ▲ | Project Complete | ☑ | ☑ | ☑ |
| 07 | Los Angeles County | 53C0575 | Artesia Boulevard | \$0 | \$99,157 | | | | 5/30/10 | 25% Construction | ☑ | ☑ | ☑ |
| 07 | Los Angeles County | 53C0671 | Azusa Canyon Road | \$0 | \$12,058 | | ▲ | | ▲ | Project Complete | ☑ | ☑ | ☑ |
| 07 | Los Angeles County | 53C0036 | Beverly Boulevard | \$0 | \$121,536 | ▲ | 9/30/10 | 4/30/11 | 7/31/14 | Design Phase Started | ☑ | ☑ | ⊗ |
| 07 | Los Angeles County | 53C0933 | 7th Street On Ramp | \$0 | \$65,011 | | | | 3/31/10 | 25% Construction | ☑ | ☑ | ☑ |
| 07 | Los Angeles County | 53C0139 | College Park Drive | \$0 | \$15,013 | | | | 10/30/10 | 20% Construction | ☑ | ☑ | ☑ |
| 07 | Los Angeles County | 53C0375 | Foothill Boulevard | \$0 | \$288,959 | | 8/31/09 | 9/30/10 | 4/30/12 | 80% Design | ☑ | ⊗ | ⊗ |
| 07 | Los Angeles County | 53C0377 | Foothill Boulevard | \$0 | \$71,923 | | | | 1/31/11 | Waiting Award | ☑ | ☑ | ☑ |

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|----------|--------------------|------------|----------------------------------|-----------------------------------|-----------------------------------|--------------|------------|------------------|------------------|----------------------------|-------|--------|----------|
| 07 | Los Angeles County | 53C0885 | Long Beach Freeway | \$0 | \$33,263 | | | | 10/30/10 | 5% Construction | ✓ | ✓ | ✓ |
| 07 | Los Angeles County | 53C0934 | 6th Street Off Ramp | \$0 | \$440,951 | | | | 5/31/10 | 25% Construction | ✓ | ✓ | ✓ |
| 07 | Los Angeles County | 53C0931 | 10th Street Off Ramp | \$0 | \$761,189 | | | | 9/30/11 | 20% Construction | ✓ | ✓ | ✓ |
| 07 | Los Angeles County | 53C0594 | Long Beach Boulevard | \$0 | \$17,231 | | ▲ | 4/30/09 | 3/30/11 | 80% ROW | ✓ | ✗ | ✗ |
| 07 | Los Angeles County | 53C0471 | Washington Boulevard | \$0 | \$94,722 | | | | 12/30/09 | 50% Construction | ✓ | ✓ | ✓ |
| 07 | Los Angeles County | 53C0082 | Washington Boulevard | \$0 | \$17,308 | | | ▲ | 4/30/10 | 5% Construction | ✓ | ✓ | ✓ |
| 07 | Los Angeles County | 53C0459 | Wilmington Avenue 223 | \$0 | \$186,296 | | | | 9/30/11 | Waiting Award | ✓ | ✓ | ✓ |
| 07 | Los Angeles County | 53C0892R | Queens Way North Bound | \$0 | \$279,275 | | ▲ | | 8/30/10 | 45% Construction | ✓ | ✓ | ✓ |
| 07 | Los Angeles County | 53C0892L | Queens Way South Bound | \$0 | \$279,275 | | | | 8/30/10 | 45% Construction | ✓ | ✓ | ✓ |
| 07 | Los Angeles County | 53C0890L | Queens Way-South Bound | \$0 | \$236,625 | | | | 5/30/11 | 20% Construction | ✓ | ✓ | ✓ |
| 07 | Los Angeles County | 53C0890R | Queens Way-South Bound | \$0 | \$236,625 | | ▲ | | 5/30/11 | 20% Construction | ✓ | ✓ | ✓ |
| 07 | Los Angeles County | 53C0458 | Union Pacific Railroad | \$0 | \$27,526 | | | | 12/30/09 | 70% Construction | ✓ | ✓ | ◆ |
| 07 | Los Angeles County | 53C0138 | Union Pacific Railroad | \$0 | \$5,843 | | | 5/30/09 | 3/30/11 | 65% ROW | ✓ | ✓ | ✗ |
| 07 | Los Angeles County | 53C0590 | Union Pacific Railroad | \$0 | \$9,982 | | | 6/30/09 | 3/31/11 | 25% ROW | ✓ | ✓ | ✗ |
| 07 | Los Angeles County | 53C0864 | Martin Luther King Junior Avenue | \$0 | \$52,795 | | ▲ | | 3/31/10 | 40% Construction | ✓ | ✓ | ✗ |

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Local Bridge Seismic Retrofit Program Delivery Report

| DISTRICT | AGENCY | BRIDGE NO. | PROJECT DESCRIPTION | ESTIMATED BOND RIGHT OF WAY VALUE | ESTIMATED BOND CONSTRUCTION VALUE | END STRATEGY | END DESIGN | END RIGHT OF WAY | END CONSTRUCTION | CURRENT PHASE (% COMPLETE) | SCOPE | BUDGET | SCHEDULE |
|----------|--------------------|------------|--|-----------------------------------|-----------------------------------|--------------|------------|------------------|------------------|----------------------------|-------|--------|----------|
| 07 | Los Angeles County | 53C0596 | Atchinson, Topeka, & Santa Fe Railroad | \$0 | \$22,929 | | | 8/31/09 | 3/31/11 | 60% ROW | ☑ | ☑ | ⊗ |
| 07 | Los Angeles County | 53C0531 | Atchinson, Topeka, & Sante Fe | \$0 | \$80,290 | | | 6/30/09 | 9/30/11 | 25% ROW | ☑ | ⊗ | ⊗ |
| 07 | Los Angeles County | 53C0810 | Southern Pacific Transportation Company Railroad | \$0 | \$31,360 | | | 6/30/09 | 3/31/11 | 50% ROW | ☑ | ⊗ | ⊗ |
| 08 | Barstow | 54C0583 | Yucca Street | \$0 | \$50,000 | | 12/31/10 | No R/W | 3/30/13 | Design Phase Started | ☑ | ⊗ | ⊗ |
| 08 | Barstow | 54C0088 | North 1st Avenue | \$0 | \$350,000 | | 12/31/10 | No R/W | 3/30/13 | Design Phase Started | ☑ | ⊗ | ⊗ |
| 08 | Barstow | 54C0089 | North 1st Avenue | \$0 | \$82,010 | | 12/31/10 | No R/W | 3/30/13 | Design Phase Started | ☑ | ☑ | ⊗ |
| 08 | Colton | 54C0384 | C Street | \$0 | \$22,366 | | 7/1/09 | No R/W | 6/30/10 | 90% Design | ☑ | ☑ | ☑ |
| 08 | Colton | 54C0599 | Rancho Avenue | \$0 | \$14,292 | | 7/1/09 | No R/W | 6/30/10 | 90% Design | ☑ | ⊗ | ☑ |
| 08 | Colton | 54C0375 | West C Street | \$0 | \$14,911 | | 7/1/09 | No R/W | 6/30/10 | 90% Design | ☑ | ☑ | ☑ |
| 08 | Colton | 54C0077 | La Cadena Drive | \$0 | \$134,199 | | 7/1/09 | No R/W | 6/30/10 | 90% Design | ☑ | ☑ | ☑ |
| 08 | Colton | 54C0078 | La Cadena Drive | \$0 | \$14,911 | | 7/1/09 | No R/W | 6/30/10 | 90% Design | ☑ | ☑ | ☑ |
| 08 | Colton | 54C0079 | La Cadena Drive | \$0 | \$14,911 | | 7/1/09 | No R/W | 6/30/10 | 90% Design | ☑ | ☑ | ☑ |
| 08 | Colton | 54C0100 | Mount Vernon Avenue | \$0 | \$71,285 | | 7/1/09 | No R/W | 6/30/10 | 90% Design | ☑ | ☑ | ☑ |
| 08 | Colton | 54C0101 | Mount Vernon Avenue | \$0 | \$19,384 | | 7/1/09 | No R/W | 6/30/10 | 90% Design | ☑ | ☑ | ☑ |

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Local Bridge Seismic Retrofit Program Delivery Report

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|----------|-------------------------------|------------|--------------------------------|-----------------------------------|-----------------------------------|--------------|------------|------------------|------------------|--------------------------------------|-------|--------|----------|
| 08 | Department of water Resources | 54C0496 | Duncan Road | \$0 | \$17,205 | | 11/1/09 | 10/31/09 | 3/30/11 | Design Phase Started | ☑ | ☑ | ⊗ |
| 08 | Department of water Resources | 54C0452 | Maple Avenue | \$0 | \$28,675 | | 11/1/09 | 10/31/09 | 3/30/11 | Design Phase Started | ☑ | ☑ | ⊗ |
| 08 | Department of water Resources | 54C0495 | Goodwin Drive | \$0 | \$17,205 | | 11/1/09 | 10/31/09 | 3/30/11 | Design Phase Started | ☑ | ☑ | ⊗ |
| 08 | Department of water Resources | 54C0451 | Mesquite Street | \$0 | \$17,205 | | 11/1/09 | 10/31/09 | 3/30/11 | Design Phase Started | ☑ | ☑ | ⊗ |
| 08 | Department of water Resources | 54C0449 | Ranchero Street | \$0 | \$28,675 | | 11/1/09 | 10/31/09 | 3/30/11 | Design Phase Started | ☑ | ☑ | ⊗ |
| 08 | Grand Terrace | 54C0379 | Barton Road | \$104,000 | \$52,188 | | 9/1/09 | 7/1/09 | 8/1/10 | 95% Design 50% ROW | ☑ | ☑ | ⊗ |
| 08 | Indio | 56C0084 | Jackson Street | \$2,294 | \$157,218 | | 6/30/09 | 12/31/09 | 4/30/10 | 95% Design | ☑ | ⊗ | ⊗ |
| 08 | Indio | 56C0291 | Jackson Street | \$2,294 | \$246,108 | | 6/30/09 | 12/31/09 | 4/30/10 | 99% Design | ☑ | ⊗ | ⊗ |
| 08 | Indio | 56C0283 | S/B Indio Blvd. | \$2,294 | \$95,040 | | 6/30/09 | 12/31/09 | 4/30/10 | 95% Design | ☑ | ☑ | ⊗ |
| 08 | Indio | 56C0292 | North Bound Indio Boulevard | \$2,294 | \$125,554 | | 6/30/09 | 12/31/09 | 4/30/10 | 95% Design | ☑ | ⊗ | ⊗ |
| 08 | Lake Elsinore | 56C0309 | Auto Center Drive | \$0 | \$49,206 | | 10/15/09 | No R/W | 9/21/10 | Design Phase Started | ☑ | ☑ | ⊗ |
| 08 | Loma Linda | 54C0130 | Anderson Street | \$0 | \$26,381 | | 12/31/09 | No R/W | 9/30/11 | 15% Design 50% ROW | ☑ | ☑ | ☑ |
| 08 | Riverside County | 56C0017 | River Road | \$0 | \$2,500,000 | 8/15/09 | | ▲ | 12/15/10 | Request Re-Strategy 16% Construction | ☑ | ⊗ | ⊗ |
| 08 | Riverside County | 56C0071 | Mission Boulevard//Buena Vista | \$57,350 | \$3,670,400 | | 4/30/14 | 4/30/14 | 7/15/17 | Design Phase Started | ☑ | ☑ | ☑ |

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Local Bridge Seismic Retrofit Program Delivery Report

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|----------|-------------------------------|------------|---------------------------------|-----------------------------------|-----------------------------------|--------------|------------|------------------|------------------|----------------------------|-------|--------|----------|
| 08 | Riverside County | 56C001R | North Bound Van Buren Boulevard | \$0 | \$1,884,845 | | | ▲ | 12/15/11 | Waiting Award | ✓ | ✓ | ⊗ |
| 08 | Riverside County | 56C001L | South Bound Van Buren Boulevard | \$0 | \$1,884,845 | | | ▲ | 12/15/11 | Waiting Award | ✓ | ✓ | ⊗ |
| 08 | San Bernardino | 54C0066 | Mount Vernon Avenue | \$0 | \$3,452,670 | 9/30/09 | 12/30/10 | 12/30/10 | 12/30/10 | 75% Strategy | ✓ | ✓ | ⊗ |
| 10 | Department of water Resources | 39C0252 | Butts Road | \$0 | \$28,675 | | 11/1/09 | 10/31/09 | 3/30/11 | Design Phase Started | ✓ | ✓ | ⊗ |
| 10 | Department of water Resources | 39C0250 | Mccabe Road | \$0 | \$17,205 | | 11/1/09 | 10/31/09 | 3/30/11 | Design Phase Started | ✓ | ✓ | ⊗ |
| 10 | Department of water Resources | 39C0314 | Mervel Avenue | \$0 | \$22,940 | | 4/1/10 | 3/1/10 | 10/1/11 | Design Phase Started | ✓ | ✓ | ⊗ |
| 10 | Merced County | 39C0339 | Canal School Road | \$0 | \$0 | | | | | Bridge Removed | | | |
| 10 | Modesto | 38C0050 | Carpenter Road | \$0 | \$1,591,233 | | 9/30/10 | 9/30/10 | 12/31/11 | 65% Design | ✓ | ✓ | ⊗ |
| 10 | San Joaquin County | 29C0187 | Airport Way | \$0 | \$420,730 | | | | ▲ | Project Complete | ✓ | ✓ | ✓ |
| 10 | San Joaquin County | 38C0032 | Mchenry Avenue | \$0 | \$238,576 | | 3/31/11 | 4/30/11 | 10/30/13 | 15% Design | ✓ | ✓ | ⊗ |
| 10 | Stanislaus County | 38C0048 | Geer Road | \$0 | \$141,655 | | | 4/30/09 | 5/13/10 | 1% Design | ✓ | ✓ | ✓ |
| 10 | Stanislaus County | 39C0001 | River Road | \$0 | \$670,995 | | 8/30/09 | 12/30/09 | 2/28/12 | 3% Design | ✓ | ✓ | ✓ |
| 10 | Stanislaus County | 38C0004 | Hickman Road | \$0 | \$820,105 | | 7/1/11 | 7/1/10 | 11/1/12 | 1% Design | ✓ | ✓ | ✓ |
| 10 | Stanislaus County | 38C0010 | Crows Landing | \$0 | \$745,550 | | 5/30/09 | 5/30/09 | 11/2/12 | 10% Design | ✓ | ✓ | ✓ |

- ✓ No known scope, budget, or schedule impacts
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- Phase Complete

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Local Bridge Seismic Retrofit Program Delivery Report

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|----------|-------------------|------------|-------------------------|-----------------------------------|-----------------------------------|--------------|------------|------------------|------------------|----------------------------|-------|--------|----------|
| 10 | Stanislaus County | 38C0003 | Santa Fe Avenue | \$0 | \$536,796 | | | | 8/11/11 | 16% Design | ✓ | ✓ | ✓ |
| 10 | Stanislaus County | 38C0202 | Pete Miller Road | \$0 | \$44,733 | | | No R/W | 3/15/11 | 1% Design | ✓ | ✓ | ✓ |
| 10 | Tracy | 29C0126 | Eleventh Street | \$0 | \$2,278,743 | | 3/30/11 | 4/1/11 | 12/30/14 | 1% Design | ✓ | ✗ | ◆ |
| 11 | Del Mar | 57C0207 | North Torrey Pines Road | \$6,882 | \$3,419,436 | | | | | 40% Design | ✓ | ✓ | ✓ |
| 11 | Imperial County | 58C0092 | Araz Road | \$0 | \$135,116 | 8/21/10 | 8/21/12 | No R/W | 4/21/13 | Request Re-Strategy | ✓ | ✓ | ✗ |
| 11 | Imperial County | 58C0014 | Forrester Road | \$28,675 | \$725,569 | 5/21/10 | 2/21/13 | 3/21/12 | 10/21/13 | Request Re-Strategy | ✓ | ✓ | ✗ |
| 11 | Imperial County | 58C0094 | Winterhaven Drive | \$0 | \$152,780 | 8/21/10 | 8/21/12 | No R/W | 4/21/13 | Request Re-Strategy | ✓ | ✓ | ✗ |
| 11 | Oceanside | 57C0322 | Hill Street | \$0 | \$930,956 | | 6/30/11 | 6/30/11 | 12/30/12 | 25% Design | ✓ | ✓ | ✗ |
| 11 | Oceanside | 57C0010 | Douglas Drive | \$0 | \$743,065 | | 6/30/10 | 6/30/10 | 12/30/11 | 50% Design | ✓ | ✗ | ✓ |
| 11 | San Diego | 57C0416 | First Avenue | \$0 | \$698,064 | | | No R/W | 2/2/10 | In Construction | ✓ | ✓ | ✗ |
| 11 | San Diego | 57C0418 | Georgia Street | \$0 | \$142,549 | 7/1/09 | 7/1/12 | 9/1/12 | 12/1/13 | Request Re-Strategy | ✓ | ✓ | ✓ |
| 11 | San Diego | 57C0015 | North Harbor Drive | \$0 | \$1,901,081 | | | No R/W | 6/30/09 | Waiting Award | ✓ | ✓ | ✓ |
| 11 | Santee | 57C0398 | Carlton Oaks Drive | \$0 | \$20,646 | 8/3/09 | 4/30/10 | No R/W | 12/31/10 | 10% Strategy | ✓ | ✓ | ✗ |
| 12 | Newport Beach | 55C0015 | Park Avenue | \$0 | \$146,242 | | 10/1/10 | No R/W | 3/3/12 | Design Phase Started | ✓ | ✓ | ✓ |
| 12 | Newport Beach | 55C0151 | Bayside Drive | \$0 | \$57,500 | | 5/1/09 | 5/5/09 | 7/6/10 | 98% Design | ✓ | ✗ | ✗ |

✓ No known scope, budget, or schedule impacts
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Phase Complete
 ▲ Completed ahead of schedule
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Local Bridge Seismic Retrofit Program Delivery Report

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|----------|---------------|------------|--------------------------------|-----------------------------------|-----------------------------------|--------------|------------|------------------|------------------|----------------------------|-------|--------|----------|
| 12 | Newport Beach | 55C0149R | North Bound Jamboree Road | \$0 | \$67,761 | | 5/1/09 | 5/5/09 | 7/6/10 | 98% Design | ✔ | ✘ | ✘ |
| 12 | Newport Beach | 55C0149L | South Bound Jamboree Road | \$0 | \$96,459 | | 5/1/09 | 5/5/09 | 7/6/10 | 98% Design | ✔ | ✘ | ✘ |
| 12 | Orange County | 55C0657 | Macarthur | \$0 | \$40,260 | | 6/1/09 | No R/W | 10/31/11 | 80% Design | ✔ | ✘ | ✘ |
| 12 | Orange County | 55C0658 | Departures Traffic | \$0 | \$186,961 | | 6/1/09 | No R/W | 10/31/11 | 80% Design | ✔ | ✔ | ✘ |
| 12 | Orange County | 55C0656 | Route 55 Departures | \$0 | \$109,539 | | 6/1/09 | No R/W | 10/31/11 | 80% Design | ✔ | ✘ | ✘ |
| 12 | Orange County | 55C0038 | Santiago Canyon Road | \$0 | \$55,379 | | | No R/W | 5/5/09 | 84% Construction | ✔ | ✔ | ✔ |
| 12 | Orange County | 55C0655 | John Wayne Airport - Macarthur | \$0 | \$468,894 | ▲ | 6/1/09 | No R/W | 10/31/11 | 80% Design | ✔ | ✔ | ✘ |

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**Third Quarter
FY 2008-09
Traffic Light
Synchronization Program
Project Delivery Report**

**Quarterly Report to the
California Transportation
Commission**



TRAFFIC LIGHT SYNCHRONIZATION PROGRAM PROGRESS REPORT

SUMMARY:

This Proposition 1B Traffic Light Synchronization Program (TLSP) reports is for the third quarter of the 2008-2009 fiscal year. There are 62 competitively selected projects and 21 projects for the City of Los Angeles (City) that have been approved for funding. This report includes the status of all 83 TLSP projects. As of the close of the third quarter of FY 2008-09, funds for 29 projects had been allocated. Three of these projects have completed construction, and ten are under construction. Sixteen were stalled due to the funding uncertainties surrounding Proposition 1B Bonds.

CURRENT STATUS:

City of Los Angeles:

The City of Los Angeles has 21 TLSP projects covered under one baseline agreement. Of these 21 projects, the Commission allocated funds for two projects totaling \$14,565,000, but the construction start dates were postponed due to uncertainties in bond funding. Two additional projects totaling \$13,269,000 were delivered, but allocations have been deferred, again, due to uncertainties in bond funding. The City is late in requesting an allocation for two projects totaling \$16,304,000; baseline agreement amendments are currently being processed. See Attachment A for the project list.

All other TLSP Projects:

As of the end of the third quarter, the following three TLSP projects were complete.

- Sacramento County – Madison Avenue (\$142,000 in TLSP funds)
- City of Vista – North Santa Fe Avenue (\$161,000 in TLSP funds)
- City of Vista – South Melrose Drive (\$267,000 in TLSP funds)

There are 62 TLSP projects for agencies other than the City of Los Angeles. Of these, the Commission has allocated funds for 27 projects. Of the 27 projects, eleven projects totaling \$32,737,720 in TLSP funding are under construction, but agencies for 13 projects totaling \$14,401,000 in TLSP funding had postponed their construction start due to uncertainties in Bond funding. Three projects totaling \$570,000 in TLSP funding have been completed, as mentioned above.

Of the 35 remaining, eight projects totaling \$18,675,000 in TLSP funding were delivered but allocations had been deferred due to uncertainties in Bond funding. There are seven projects totaling \$6,901,000 in TLSP funds that are late in requesting allocations and need their baseline agreements amended. (These amendments are currently being processed.) See Attachment B for the project list.

There were 3 projects completed (see table below).

| Projects With Construction Completed | | | | | | | | | | |
|---|------|-------------------|----------|--------------------|------------------|------------------|--------------------|---------|---------|--------|
| Dist | Cnty | Agency | Proj. ID | Project Name | TLSP Prog | Const Match | Total Const | Beg Con | End Con | % Comp |
| 3 | SAC | Sacramento County | 6797 | Madison Avenue | \$142,000 | \$485,000 | \$627,000 | Sep 08 | Feb 09 | 100 |
| 11 | SD | Vista | 6822 | N. Santa Fe Avenue | \$161,000 | \$40,000 | \$201,000 | Oct 08 | Feb 09 | 100 |
| 11 | SD | Vista | 6823 | S. Melrose Drive | \$267,000 | \$54,000 | \$321,000 | Oct 08 | Feb 09 | 100 |
| TOTAL | | | | | \$570,000 | \$579,000 | \$1,149,000 | | | |

There were 11 projects under construction (see table below).

| Projects Under Construction | | | | | | | | | | |
|------------------------------------|------|----------------|----------|-------------------------------------|---------------------|---------------------|---------------------|---------|---------|--------|
| Dist | Cnty | Agency | Proj. ID | Project Name | TLSP Prog | Const Match | Total Const | Beg Con | End Con | % Comp |
| 3 | Sac | Citrus Heights | 6743 | TLSP Phase II Greenback Lane | \$180,000 | \$38,000 | \$218,000 | Dec 08 | May 09 | 25 |
| 3 | Pla | Roseville | 6794 | East ITS Coordination | \$1,165,000 | \$129,446 | \$1,294,446 | Jan 09 | Dec 09 | 3 |
| 4 | SCI | San Jose | 6801 | TLSP | \$15,000,000 | \$5,000,000 | \$20,000,000 | Jan 09 | Jun 11 | 16 |
| 4 | Son | Santa Rosa | 6816 | Steele Lane/ Guerneville Road | \$1,100,000 | \$457,500 | \$1,557,500 | Dec 08 | Sep 09 | 10 |
| 11 | SD | San Marcos | 6804 | San Marcos Boulevard Smart Corridor | \$549,000 | \$97,000 | \$646,000 | Nov 08 | Aug 09 | 50 |
| 11 | SD | SANDAG | 6809 | At-Grade Crossing Traffic Synchro. | \$820,000 | \$200,000 | \$1,020,000 | Dec 08 | Sep 10 | 1 |
| 11 | SD | SANDAG | 6810 | East-West Metro Corridor | \$1,267,000 | \$150,000 | \$1,417,000 | Dec 08 | Dec 09 | 4 |
| 11 | SD | SANDAG | 6811 | I-15 Corridor | \$2,162,000 | \$250,000 | \$2,412,000 | Dec 08 | Feb 10 | 3 |
| 11 | SD | SANDAG | 6812 | I-805 Corridor | \$640,000 | \$150,000 | \$790,000 | Dec 08 | Aug 09 | 20 |
| 11 | SD | SANDAG | 6813 | Transit Signal Priority | \$951,000 | \$1,996,000 | \$2,947,000 | Dec 08 | Dec 09 | 1 |
| 12 | Ora | Garden Grove | 6753 | TMC Upgrade | \$8,858,720 | \$3,941,702 | \$5,800,422 | Feb 08 | Feb 10 | 40 |
| TOTAL | | | | | \$32,737,720 | \$12,409,648 | \$45,147,368 | | | |

There were 15 projects (see table below) for which bond funds had been allocated but had in effect been suspended pending state commitment to reimburse its share of the costs.

| Projects Allocated but not Awarded* | | | | | | | | | |
|--|-------------|-------------------|-----------------|--|---------------------|--------------------|---------------------|------------------|------------------|
| Dist | Cnty | Agency | Proj. ID | Project Name | TLSP Prog | Const Match | Total Const | Beg Const | End Const |
| 3 | Sac | Sacramento County | 6796 | Florin Road | \$401,000 | \$100,000 | \$501,000 | Jun 09 | Oct 09 |
| 4 | Mrn | Marin County | 6781 | Sir Frances Drake Boulevard | \$208,000 | \$52,000 | \$260,000 | May 09 | Jun 09 |
| 4 | SF | SFMTA | 6800 | Franklin, Gough, & Polk Streets | \$5,110,000 | \$5,110,000 | \$10,220,000 | Jan 09 | Dec 10 |
| 4 | Ala | San Leandro | 6802 | ATMS Expansion | \$350,000 | \$208,000 | \$558,000 | Apr 09 | Aug 09 |
| 4 | CC | Walnut Creek | 6824 | Ygnacio Valley Road Corridor | \$1,489,000 | \$261,000 | \$1,750,000 | May 09 | Dec 09 |
| 6 | Kin | Hanford | 6757 | 12 th Avenue | \$90,000 | \$70,000 | \$160,000 | May 09 | Jul 09 |
| 7 | LA | Los Angeles | 6762 | ATCS – Echo Park / Silver Lake | \$6,059,000 | \$0 | \$6,059,000 | Dec 10 | Jan 14 |
| 7 | LA | Los Angeles | 6775 | ATSAC – Reseda | \$8,506,000 | \$0 | \$8,506,000 | Aug 09 | Mar 12 |
| 7 | LA | Santa Clarita | 6815 | Advanced System Detection Expansion | \$500,000 | \$100,000 | \$600,000 | Apr 09 | Aug 09 |
| 8 | Riv | Corona | 6748 | TLSP ATMS Phase II | \$4,488,000 | \$1,023,000 | \$5,511,000 | Jun 09 | Jun 10 |
| 8 | Riv | Murrieta | 6782 | Murrieta Hot Springs Road | \$478,000 | \$119,000 | \$597,000 | Apr 09 | Jul 09 |
| 8 | SBd | Rancho Cucamonga | 6793 | Foothill Boulevard | \$225,000 | \$675,000 | \$900,000 | Pending | Oct 09 |
| 11 | SD | San Diego County | 6798 | Bonita Road, Sweetwater Road, Briarwood Road | \$718,000 | \$755,000 | \$1,473,000 | Sep 09 | Mar 10 |
| 11 | SD | San Diego County | 6799 | South Mission Road | \$78,000 | \$22,000 | \$100,000 | Sep 09 | Dec 09 |
| 11 | SD | San Marcos | 6803 | Rancho Santa Fe Road | \$266,000 | \$70,000 | \$336,000 | Jun 09 | Sep 09 |
| TOTAL | | | | | \$28,966,000 | \$8,565,000 | \$37,531,000 | | |
| | | | | | | | | | |

* Due to the availability of additional Bond funding these projects are moving forward as of May 2009.

There were 10 projects (see table below) that had been delivered by the local agency for allocation but were deferred due to funding. (These projects received a full or partial allocation at the May 2009 CTC meeting, however.)

| Projects Delivered Awaiting Allocation* | | | | | | | | | |
|--|-------------|----------------|-----------------|---------------------|---------------------|--------------------|---------------------|------------------|------------------|
| Dist | Cnty | Agency | Proj. ID | Project Name | TLSP Prog | Const Match | Total Const | Beg Const | End Const |
| 3 | SAC | Rancho Cordova | 6792 | Folsom Boulevard | \$180,000 | \$200,000 | \$380,000 | Jun 09 | Jun 09 |
| 4 | ALA | Alameda County | 6743 | Redwood Road | \$124,000 | \$10,000 | \$134,000 | Jul 09 | Sep 09 |
| 7 | LA | Los Angeles | 6774 | ATSAC – Platt Ranch | \$4,358,000 | \$0 | \$4,358,000 | Aug 09 | Apr 12 |
| 7 | LA | Los Angeles | 6777 | ATSAC – San Pedro | \$8,911,000 | \$0 | \$8,911,000 | Aug 09 | Apr 12 |
| 10 | SJ | Tracy | 6820 | Grant Line Road | \$300,000 | \$20,000 | \$320,000 | Apr 09 | Aug 09 |
| 10 | SJ | Tracy | 6821 | Tracy Boulevard | \$150,000 | \$30,000 | \$180,000 | Apr 09 | Aug 09 |
| 11 | SD | El Cajon | 6750 | Main Street | \$120,000 | \$0 | \$120,000 | May 09 | Aug 09 |
| 11 | SD | Santee | 6817 | Magnolia Avenue | \$116,000 | \$29,000 | \$145,000 | May 09 | Sep 09 |
| 11 | SD | Santee | 6818 | Mission Gorge Road | \$416,000 | \$104,000 | \$520,000 | May 09 | Sep 09 |
| 12 | ORA | OCTA | 6783 | Countywide TLSP | \$4,000,000 | \$4,000,000 | \$8,000,000 | May 09 | Jan 12 |
| TOTAL | | | | | \$18,675,000 | \$4,393,000 | \$23,068,000 | | |

* Due to the availability of additional Bond funding these projects are moving forward as of May 2009.

BACKGROUND:

Proposition 1B was passed by the California voters on November 7, 2006, which created the Traffic Light Synchronization Program (TLSP) with \$250 million in appropriations. The Department of Transportation (Department) is required to provide a quarterly report to the Commission 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. On May 28, 2008, the Commission approved 21 traffic light synchronization projects totaling \$147,000,000 for the City of Los Angeles and 62 additional traffic light synchronization projects totaling \$98,000,000 for agencies other than the City of Los Angeles.

The TLSP was a competitive program in which local and regional agencies could apply for funds in a similar manner as a grant. Applications were reviewed and scored. Scores were based on project effectiveness, construction start date, vehicle emissions, and percentage of financial contribution. Although a financial match was not required for the program, points were awarded in accordance with a match percentage. A ranked list was established and allocation was

recommended for projects starting at the top of the list and moving down until \$98 million of funding was exhausted. If a recommended project is dropped from the program those funds will be applied to the next ranked project. Each project has its own baseline agreement signed by the Department and the local or regional agency.

The City of Los Angeles is an exception to this process, as the City was awarded \$147 million of TLSP funds on a non-competitive basis. The City has a total of 21 projects that are covered by a single baseline agreement. Two percent of both the Los Angeles portion and the competitive portion were set aside for administrative fees.

Attachment A
City of Los Angeles TLSP Project List

| DISTRICT | COUNTY | AGENCY | PROJECT ID | PROJECT NAME | TLSP PROGRAM AMOUNT | CONST MATCH | TOTAL CONST COST | FORECAST BEG CONST | ADOPTED BEGIN CONST | CONST PERCENT COMPLETE | SCOPE | BUDGET | SCHEDULE |
|----------|--------|-------------|------------|--|---------------------|-------------|------------------|--------------------|---------------------|------------------------|-------|--------|----------|
| 7 | LA | Los Angeles | 6760 | ATCS - Central Business District | \$748,000 | \$7,361,000 | \$8,109,000 | Jan-11 | Jan-11 | 0 | ● | ● | ● |
| 7 | LA | Los Angeles | 6761 | ATCS - Central City East | \$0 | \$4,299,000 | \$4,299,000 | Apr-11 | Apr-11 | 0 | ● | ● | ● |
| 7 | LA | Los Angeles | 6762 | ATCS - Echo Park / Siver Lake | \$6,059,000 | \$0 | \$6,059,000 | Dec-10 | Dec-10 | 0 | ● | ● | ● |
| 7 | LA | Los Angeles | 6763 | ATCS - Los Angeles | \$26,748,000 | \$0 | \$26,748,000 | Oct-10 | Oct-10 | 0 | ● | ● | ● |
| 7 | LA | Los Angeles | 6764 | ATCS - Santa Monica Fwy Corridor Phase 1 | \$7,277,000 | \$0 | \$7,277,000 | Jan-11 | Jan-11 | 0 | ● | ● | ● |
| 7 | LA | Los Angeles | 6765 | ATCS - Santa Monica Fwy Corridor Phase 2 | \$7,321,000 | \$0 | \$7,321,000 | Aug-10 | Aug-10 | 0 | ● | ● | ● |
| 7 | LA | Los Angeles | 6766 | ATCS - West Adams | \$4,542,000 | \$0 | \$4,542,000 | Apr-11 | Apr-11 | 0 | ● | ● | ● |
| 7 | LA | Los Angeles | 6767 | ATCS - Westwood / West Los Angeles | \$3,850,000 | \$0 | \$3,850,000 | Jun-10 | Jun-10 | 0 | ● | ● | ● |
| 7 | LA | Los Angeles | 6768 | ATCS - Wilshire East | \$5,276,000 | \$0 | \$5,276,000 | Sep-10 | Sep-10 | 0 | ● | ● | ● |
| 7 | LA | Los Angeles | 6769 | ATSAC - Canoga Park | \$6,685,000 | \$0 | \$6,685,000 | Dec-09 | Dec-09 | 0 | ● | ● | ● |
| 7 | LA | Los Angeles | 6770 | ATSAC - Canoga Park Phase 2 | \$6,685,000 | \$0 | \$6,685,000 | Apr-10 | Jan-10 | 0 | ● | ● | ● |
| 7 | LA | Los Angeles | 6771 | ATSAC - Foothill | \$4,965,000 | \$0 | \$4,965,000 | Sep-10 | Sep-10 | 0 | ● | ● | ● |
| 7 | LA | Los Angeles | 6772 | ATSAC - Harbor - Gateway 2 | \$7,899,000 | \$0 | \$7,899,000 | Feb-10 | Sep-09 | 0 | ● | ● | ■ |
| 7 | LA | Los Angeles | 6773 | ATSAC - Pacific Palisades / Canyons | \$5,168,000 | \$0 | \$5,168,000 | Sep-09 | Sep-09 | 0 | ● | ● | ● |
| 7 | LA | Los Angeles | 6774 | ATSAC - Platt Ranch | \$4,358,000 | \$0 | \$4,358,000 | Aug-09 | Mar-09 | 0 | ● | ● | ◆ |
| 7 | LA | Los Angeles | 6775 | ATSAC - Reseda | \$8,506,000 | \$0 | \$8,506,000 | Aug-09 | Jan-08 | 0 | ● | ● | ◆ |
| 7 | LA | Los Angeles | 6776 | ATSAC - Reseda Phase 2 | \$7,191,000 | \$0 | \$7,191,000 | Jun-09 | Jun-09 | 0 | ● | ● | ● |
| 7 | LA | Los Angeles | 6777 | ATSAC - San Pedro | \$8,911,000 | \$0 | \$8,911,000 | Aug-09 | May-09 | 0 | ● | ● | ◆ |
| 7 | LA | Los Angeles | 6778 | ATSAC - Wilmington | \$8,405,000 | \$0 | \$8,405,000 | Sep-09 | Jan-09 | 0 | ● | ● | ■ |
| 7 | LA | Los Angeles | 6779 | ATSAC-Coliseum / Florence | \$8,203,000 | \$0 | \$8,203,000 | Feb-10 | Apr-10 | 0 | ● | ● | ● |
| 7 | LA | Los Angeles | 6780 | ATSAC-Coliseum / Florence Phase 2 | \$8,203,000 | \$0 | \$8,203,000 | May-10 | May-10 | 0 | ● | ● | ● |

| | |
|---|--|
| ● | Project is on time, on budget, on cost |
| ◆ | Constuction is delayed due to unavailability of TLSP funding |
| ■ | Allocation request is late or the construction start date has been delayed |

Attachment B
Competitively Bid TLSP Project List

| DISTRICT | COUNTY | AGENCY | PROJECT ID | PROJECT NAME | TLSP PROGRAM AMOUNT | CONST MATCH | TOTAL CONST COST | FORECAST BEG CONST | ADOPTED BEGIN CONST | CONST PERCENT COMPLETE | SCOPE | BUDGET | SCHEDULE |
|----------|------------|--------------------------|-------------|-------------------------------------|---------------------|----------------|------------------|--------------------|---------------------|------------------------|-------|--------|----------|
| 3 | PLA | Roseville | 6794 | East ITS Coordination | 1,165,000 | 129,446 | 1,294,446 | Jan-09 | Jun-09 | 3 | ● | ● | ● |
| 3 | SAC | Citrus Heights | 6745 | TLSP Phase II Greenback Lane | 180,000 | 38,000 | 218,000 | Dec-08 | Jul-08 | 25 | ● | ● | ● |
| 3 | SAC | Citrus Heights | 6746 | TLSP Phase III Antelope Road | 102,000 | 22,000 | 124,000 | Feb-10 | Jan-10 | 0 | ● | ● | ● |
| 3 | SAC | Rancho Cordova | 6792 | Folsom Boulevard | 180,000 | 200,000 | 380,000 | Jun-09 | Feb-09 | 0 | ● | ● | ◆ |
| 3 | SAC | Sacramento | 6795 | TLSP | 2,862,000 | 995,000 | 3,857,000 | Jun-09 | Jun-09 | 0 | ● | ● | ● |
| 3 | SAC | Sacramento County | 6796 | Florin Road | 401,000 | 100,000 | 501,000 | Jun-09 | Jan-09 | 0 | ● | ● | ● |
| 3 | SAC | Sacramento County | 6797 | Madison Avenue | 142,000 | 485,000 | 627,000 | Sep-08 | Sep-08 | 100 | ● | ● | ● |
| 4 | ALA | Alameda CMA | 6744 | San Pablo Corridor | 21,400,000 | 4,000,000 | 25,400,000 | Dec-09 | Dec-09 | 0 | ● | ● | ● |
| 4 | ALA | Alameda County | 6743 | Redwood Road | 124,000 | 10,000 | 134,000 | Jul-09 | Feb-09 | 0 | ● | ● | ◆ |
| 4 | ALA | San Leandro | 6802 | ATMS Expansion | 350,000 | 208,000 | 558,000 | May-09 | Jan-09 | 0 | ● | ● | ◆ |
| 4 | CC | San Ramon | 6806 | Bollinger Canyon | 475,000 | 234,450 | 709,450 | Sep-09 | May-09 | 0 | ● | ● | ■ |
| 4 | CC | San Ramon | 6807 | Crow Canyon | 310,000 | 94,700 | 404,700 | Sep-09 | May-09 | 0 | ● | ● | ■ |
| 4 | CC | Walnut Creek | 6824 | Ygnacio Valley Road Corridor | 1,489,000 | 261,000 | 1,750,000 | May-09 | May-09 | 0 | ● | ● | ● |
| 4 | MRN | Marin County | 6781 | Sir Frances Drake Boulevard | 208,000 | 52,000 | 260,000 | May-09 | Jan-09 | 0 | ● | ● | ◆ |
| 4 | SCL | San Jose | 6801 | TLSP | 15,000,000 | 5,000,000 | 20,000,000 | Jan-09 | Jan-09 | 16 | ● | ● | ● |
| 4 | SCL | Santa Clara County | 6814 | County Expressway TDCS for TLSP | 900,000 | 90,000 | 990,000 | Sep-09 | Sep-09 | 0 | ● | ● | ● |
| 4 | SF | SFMTA | 6800 | Franklin, Gough & Polk Streets | 5,110,000 | 5,110,000 | 10,220,000 | Jan-09 | Jan-09 | 0 | ● | ● | ● |
| 4 | SM | San Mateo C/CAG | 6805 | SMART CORRIDOR PROJECTS | 10,000,000 | 7,605,000 | 17,605,000 | Dec-09 | Dec-09 | 0 | ● | ● | ● |
| 4 | SON | Santa Rosa | 6816 | Steele Lane / Guerneville | 1,100,000 | 457,500 | 1,557,500 | Dec-08 | Aug-08 | 10 | ● | ● | ● |
| 5 | SCR | Watsonville | 6825 | Signal Corridor Upgrade | 120,000 | 12,000 | 132,000 | Jul-09 | Jul-09 | 0 | ● | ● | ● |
| 6 | FRE | Fresno | 6751 | Clovis Avenue | 2,100,000 | 987,400 | 3,087,400 | Oct-09 | Jun-09 | 0 | ● | ● | ■ |
| 6 | FRE | Fresno | 6752 | Shaw Avenue | 2,100,000 | 903,000 | 3,003,000 | Oct-09 | Jun-09 | 0 | ● | ● | ■ |
| 6 | KIN | Hanford | 6757 | 12th Avenue | 90,000 | 70,000 | 160,000 | May-09 | Oct-08 | 0 | ● | ● | ◆ |
| 7 | LA | Compton | 6747 | Rosecrans Avenue | 1,050,000 | 316,000 | 1,366,000 | May-09 | Jan-09 | 0 | ● | ● | ■ |
| 7 | LA | Culver City | 6749 | Citywide TLSP | 440,000 | 110,000 | 550,000 | Dec-09 | Dec-08 | 0 | ● | ● | ■ |
| 7 | LA | Glendale | 6754 | Brand Boulevard | 930,000 | 232,500 | 1,162,500 | Sep-09 | Jun-09 | 0 | ● | ● | ● |
| 7 | LA | Glendale | 6755 | Colorado Street San Fernando Road | 613,000 | 153,250 | 766,250 | Sep-09 | Jun-09 | 0 | ● | ● | ● |
| 7 | LA | Glendale | 6756 | Glendale Avenue/ Verdugo Road | 1,798,000 | 449,500 | 2,247,500 | Sep-09 | Jun-09 | 0 | ● | ● | ● |
| 7 | LA | Inglewood | 6758 | La Brea Avenue | 426,000 | 180,000 | 606,000 | Jul-09 | Dec-08 | 0 | ● | ● | ■ |
| 7 | LA | Long Beach | 6759 | Long Beach Area TLSP | 3,000,000 | 6,000,000 | 9,000,000 | Sep-09 | Feb-09 | 0 | ● | ● | ● |
| 7 | LA | Pasadena | 6784 | California Boulevard | 68,000 | 8,000 | 76,000 | Pending | Mar-09 | 0 | ● | ● | ■ |
| 7 | LA | Pasadena | 6785 | Del Mar Boulevard | 138,000 | 34,000 | 172,000 | Pending | Mar-09 | 0 | ● | ● | ■ |
| 7 | LA | Pasadena | 6786 | Fair Oaks Avenue | 70,000 | 17,000 | 87,000 | Pending | Mar-09 | 0 | ● | ● | ■ |
| 7 | LA | Pasadena | 6787 | Hill Avenue | 66,000 | 17,000 | 83,000 | Pending | Mar-09 | 0 | ● | ● | ■ |
| 7 | LA | Pasadena | 6788 | Los Robles Avenue | 107,000 | 27,000 | 134,000 | Pending | Mar-09 | 0 | ● | ● | ■ |
| 7 | LA | Pasadena | 6789 | Orange Grove Boulevard | 188,000 | 47,000 | 235,000 | Pending | Mar-09 | 0 | ● | ● | ■ |
| 7 | LA | Pasadena | 6790 | San Gabriel Boulevard | 42,000 | 10,000 | 52,000 | Pending | Mar-09 | 0 | ● | ● | ■ |
| 7 | LA | Pasadena | 6791 | Sierra Madre Boulevard | \$110,000 | \$28,000 | \$138,000 | Pending | Mar-09 | 0 | ● | ● | ■ |
| 7 | LA | Santa Clarita | 6815 | Advanced System Detection Expansion | \$500,000 | \$100,000 | \$600,000 | Oct-09 | Jan-09 | 0 | ● | ● | ● |
| 8 | RIV | Corona | 6748 | TLSP ATMS Phase II | 4,488,000 | 1,023,000 | 5,511,000 | Jun-09 | May-09 | 0 | ● | ● | ● |
| 8 | RIV | Murrieta | 6782 | Murrieta Hot Springs Road | \$478,000 | \$119,000 | \$597,000 | Apr-09 | Nov-08 | 0 | ● | ● | ◆ |

Attachment B
Competitively Bid TLSP Project List

| DISTRICT | COUNTY | AGENCY | PROJECT ID | PROJECT NAME | TLSP PROGRAM AMOUNT | CONST MATCH | TOTAL CONST COST | FORECAST BEG CONST | ADOPTED BEGIN CONST | CONST PERCENT COMPLETE | SCOPE | BUDGET | SCHEDULE |
|----------|--------|------------------|-------------|---|---------------------|-----------------|------------------|--------------------|---------------------|------------------------|-------|--------|----------|
| 8 | RIV | Temecula | 6819 | Citywide Traffic Signal Synchronization | \$515,000 | \$51,500 | \$566,500 | Jun-09 | May-09 | 0 | ● | ● | ● |
| 8 | SBD | SANBAG | 6808 | TLSP Tier 3 & 4 | \$2,000,000 | \$2,000,000 | \$4,000,000 | Apr-10 | Apr-10 | 0 | ● | ● | ● |
| 8 | SBD | Rancho Cucamonga | 6793 | Foothill Boulevard | \$225,000 | \$675,000 | \$900,000 | Pending | Sep-08 | 0 | ● | ● | ◆ |
| 10 | SJ | Tracy | 6820 | Grant Line Road | \$300,000 | \$20,000 | \$320,000 | Apr-09 | Mar-09 | 0 | ● | ● | ● |
| 10 | SJ | Tracy | 6821 | Tracy Boulevard | \$150,000 | \$30,000 | \$180,000 | Apr-09 | Mar-09 | 0 | ● | ● | ● |
| 11 | SD | El Cajon | 6750 | Main Street | \$120,000 | \$0 | \$120,000 | May-09 | Feb-09 | 0 | ● | ● | ● |
| 11 | SD | San Diego County | 6798 | Bonita Road, Sweetwater Road, Briarwood | \$718,000 | \$755,000 | \$1,473,000 | Sep-09 | Oct-08 | 0 | ● | ● | ◆ |
| 11 | SD | San Diego County | 6799 | South Mission Road | \$78,000 | \$22,000 | \$100,000 | Sep-09 | Oct-08 | 0 | ● | ● | ◆ |
| 11 | SD | San Marcos | 6803 | Rancho Santa Fe Road | \$266,000 | \$70,000 | \$336,000 | Jun-09 | Mar-09 | 0 | ● | ● | ● |
| 11 | SD | San Marcos | 6804 | San Marcos Boulevard Smart Corridor | \$549,000 | \$97,000 | \$646,000 | Nov-08 | Dec-08 | 50 | ● | ● | ● |
| 11 | SD | SANDAG | 6809 | At-grade Crossing Traffic Synchronization | \$820,000 | \$200,000 | \$1,020,000 | Dec-08 | Oct-08 | 1 | ● | ● | ● |
| 11 | SD | SANDAG | 6810 | East-West Metro Corridor | \$1,267,000 | \$150,000 | \$1,417,000 | Dec-08 | Oct-08 | 4 | ● | ● | ● |
| 11 | SD | SANDAG | 6811 | I-15 Corridor | \$2,162,000 | \$250,000 | \$2,412,000 | Dec-08 | Oct-08 | 3 | ● | ● | ● |
| 11 | SD | SANDAG | 6812 | I-805 Corridor | \$640,000 | \$150,000 | \$790,000 | Dec-08 | Oct-08 | 20 | ● | ● | ● |
| 11 | SD | SANDAG | 6813 | Transit Signal Priority | \$951,000 | \$1,996,000 | \$2,947,000 | Dec-08 | Nov-08 | 1 | ● | ● | ● |
| 11 | SD | Santee | 6817 | Magnolia Avenue | \$116,000 | \$29,000 | \$145,000 | May-09 | May-09 | 0 | ● | ● | ● |
| 11 | SD | Santee | 6818 | Mission Gorge Road | \$416,000 | \$104,000 | \$520,000 | May-09 | May-09 | 0 | ● | ● | ● |
| 11 | SD | Vista | 6822 | North Santa Fe Avenue | \$161,000 | \$40,000 | \$201,000 | Oct-08 | Oct-08 | 100 | ● | ● | ● |
| 11 | SD | Vista | 6823 | South Melrose Drive | \$267,000 | \$54,000 | \$321,000 | Oct-08 | Oct-08 | 100 | ● | ● | ● |
| 12 | ORA | Garden Grove | 6753 | TMC Upgrade | \$1,858,720 | \$3,941,702 | \$5,800,422 | Feb-08 | Jan-09 | 40 | ● | ● | ● |
| 12 | ORA | OCTA | 6783 | Countywide TLSP | \$4,000,000 | \$4,000,000 | \$8,000,000 | May-09 | Mar-09 | 0 | ● | ● | ● |

● Project is on time, on budget, on cost
 ◆ Construction is delayed due to unavailability of TLSP funding
 ■ Allocation request is late or the construction start date has been delayed
Italic indicates the project is currently under construction.
Bold indicates the project has completed construction.



Third Quarter FY 2008-09

Highway Railroad Crossing Safety Account

Quarterly Report to the
**California Transportation
Commission**



Highway Railroad Crossing Safety Account Progress Report

SUMMARY:

This is the initial quarterly report for the Highway Railroad Crossing Safety Account (HRCSA) and reports on the third quarter for Fiscal Year (FY) 2008-2009. This report includes the status of all 23 competitively selected HRCSA projects that have been programmed.

As of the close of the third quarter, 21 of the projects have had the baseline agreements approved by the California Transportation Commission (CTC). The Peninsula Corridor Joint Powers Board (PCJPB) has submitted the baseline agreement for the San Bruno Project and is requesting approval at the June CTC meeting. The City of Richmond's Marina Bay project received alternate funding, so the City is requesting that the project be deleted from the HRCSA program. Both actions are proposed under the concurrent HRCSA Program List Amendment

CURRENT STATUS:

Park Boulevard

Construction on the Park Boulevard project in San Diego is underway using local funds. Six million dollars of HRCSA funding for this project has been allocated, but the funding agreement was delayed because of uncertainties in bond funding.

7th Standard Road

Allocation for the 7th Standard Road project in Kern County has been delayed because of uncertainties in the bond funding. Kern County has submitted a request for allocation at the June 2009 CTC meeting, but will likely be deferred due to bond uncertainties. As a result, the construction start date will be delayed until September 2009. An amended baseline agreement will be submitted. This change in construction start date is included in the concurrent HRCSA Program List Amendment.

All other projects are on schedule. *See attachment for a detailed project list and status.*

BACKGROUND:

Proposition 1B (Prop 1B) was passed by the California voters on November 7, 2006. The Guidelines for the HRCSA were adopted on April 9, 2008. Prop 1B authorized \$250 million for HRCSA projects, in two parts: \$150 million for projects on the Public Utility Commission's priority list, and \$100 million for high-priority railroad crossing improvements, including grade separation projects. On August 28, 2008, the CTC approved 23 HRCSA projects totaling \$243,769,000.

HRCSA is a competitive program in which local and regional agencies applied for funds in a similar manner as a grant. Applications were reviewed and scored. Scores were based on the criteria set in the guidelines. A ranked project list was established and allocation was recommended starting at the top of the project list and moving down until \$150 million was exhausted for subprogram 1 and \$100 million was exhausted for subprogram 2. Each project has its own baseline agreement signed by the Department and the local or regional agency.

| HRCSA Program Project Expenditures | | | | | | | | | | | | | | | |
|--|------|---------------------|--|-------------------|-------------------|--------------|-----------|----------|----------|--------------|-------------------|-----------|-----------|--------------|---------------|
| Third Quarter FY 2008-09 | | | | | | | | | | | | | | | |
| Dst | Cnty | Applicant | Project Name | Total Project | HRCSA Prgrmd | Bslne Agrmnt | END PA&ED | END PS&E | END R/W | Allctn Rqstd | CTC Apprvd Allctn | Beg CONST | END CONST | HRCSA Expndd | Const % Cmplt |
| PART 1 | | | | | | | | | | | | | | | |
| 6 | KER | County of Kern | BNSF Grade Separation at 7th Standard Rd/Santa Fe Way | \$ 28,853 | \$ 9,926 | | | | | | | Sep-09 | | \$ - | 0 |
| 4 | SM | PCJPB | San Mateo Bridges Grade Separation | \$ 46,521 | \$ 5,000 | | 8/31/09 | 9/1/09 | NA | | | Dec-09 | | \$ - | 0 |
| 7 | LA | ACE | Nogales Street Grade Separation | \$ 84,049 | \$ 25,600 | | 1/30/09 | 9/30/09 | 11/30/09 | | | Mar-10 | | \$ - | 0 |
| 10 | MER | City of Merced | G Street Undercrossing | \$ 18,000 | \$ 9,000 | | | 10/31/09 | 10/31/09 | | | Mar-10 | | \$ - | 0 |
| 4 | ALA | City of Fremont | Warren Avenue Grade Separation | \$ 51,564 | \$ 9,600 | | | 7/3/02 | 12/9/09 | | | Apr-10 | | \$ - | 0 |
| 6 | KER | County of Kern | Hageman Road/BNSF Railroad | \$ 35,300 | \$ 17,650 | | | 8/15/08 | 3/30/10 | | | Jun-10 | | \$ - | 0 |
| 6 | TUL | City of Tulare | Bardsley Avenue Grade Separation | \$ 14,486 | \$ 7,156 | | | 4/1/10 | 4/1/10 | | | Jun-10 | | \$ - | 0 |
| 7 | LA | City of Los Angeles | North Spring Street Grade Separation Reconstruction | \$ 48,764 | \$ 5,001 | | | 3/30/09 | 4/30/09 | | | Jun-10 | | \$ - | 0 |
| 7 | LA | City of Los Angeles | Riverside Drive Grade Separation Replacement | \$ 57,965 | \$ 5,000 | | | 3/30/09 | 1/1/10 | | | Jun-10 | | \$ - | 0 |
| 4 | SF | PCJPB | Jerrold Avenue & Quint Street Bridges Grade Separation | \$ 41,619 | \$ 10,000 | | 9/30/09 | 3/30/10 | NA | | | Jul-10 | | \$ - | 0 |
| 10 | SJ | City of Stockton | Lower Sacramento Road at UPRR Grade Separation | \$ 34,000 | \$ 10,000 | | | 1/1/10 | 12/1/09 | | | Jul-10 | | \$ - | 0 |
| 4 | SM | PCJPB | San Bruno Grade Separation | \$ 165,000 | \$ 30,000 | ● | 12/31/08 | 12/1/09 | 6/30/10 | | | Dec-10 | | \$ - | 0 |
| Total Part 1 | | | | \$ 626,121 | \$ 143,933 | | | | | | | | | | |
| PART 2 | | | | | | | | | | | | | | | |
| 11 | SD | City of San Diego | Park Boulevard at Harbor Drive/Pedestrian Bridge | \$ 27,000 | \$ 6,000 | | | | | | | Dec-08 | Jun-08 | \$ - | 0 |
| 7 | LA | SCRRA | Broadway-Brazil Street Grade Crossing Improvements | \$ 6,500 | \$ 3,000 | | | 6/1/09 | NA | | | Sep-09 | | \$ - | 0 |
| 3 | SAC | City of Sacramento | 6th Street Overcrossing & 7th Street Undercrossing | \$ 35,814 | \$ 17,968 | | | 8/31/09 | 8/31/09 | | | Nov-09 | | \$ - | 0 |
| 4 | ALA | City of Fremont | Kato Road Grade Separation | \$ 40,239 | \$ 10,000 | | 4/1/09 | 12/1/09 | 12/1/09 | | | Apr-10 | | \$ - | 0 |
| 10 | SJ | Port of Stockton | Port of Stockton Expressway | \$ 11,500 | \$ 4,400 | | 11/1/09 | 3/1/10 | NA | | | Jun-10 | | \$ - | 0 |
| 6 | TUL | County of Tulare | Betty Drive Grade Separation | \$ 28,075 | \$ 12,175 | | 5/29/09 | 3/1/10 | 5/29/10 | | | Jun-10 | | \$ - | 0 |
| 6 | TUL | City of Tulare | Cartmill Avenue Grade Separation | \$ 22,760 | \$ 11,293 | | | 4/1/10 | 4/1/10 | | | Jun-10 | | \$ - | 0 |
| 10 | SJ | City of Stockton | Eight Mile Road/UPRR (East) Grade Separation | \$ 31,000 | \$ 8,500 | | | 1/1/10 | 12/1/09 | | | Jul-10 | | \$ - | 0 |
| 10 | SJ | City of Stockton | Eight Mile Road/UPRR (West) Grade Separation | \$ 25,000 | \$ 8,500 | | | 1/1/10 | 12/1/09 | | | Jul-10 | | \$ - | 0 |
| 12 | ORA | City of Irvine | Sand Canyon Grade Separation | \$ 54,604 | \$ 8,000 | | | 5/1/09 | 11/1/09 | | | Aug-10 | | \$ - | 0 |
| 4 | CC | City of Richmond | Marina Bay Grade Separation | \$ 37,500 | \$ 5,000 | ● | | | | | | Oct-13 | | \$ - | 0 |
| Total Part 2 | | | | \$ 319,992 | 94,836 | | | | | | | | | | |
| | | Complete | Admin Fees | | 5,000 | | | | | | | | | | |
| | | Pending | Total Program | \$ 946,113 | \$ 243,769 | | | | | | | | | | |
| Change in Construction Start Date | | | | | | | | | | | | | | | |



Third Quarter FY 2008-09

Trade Corridors Improvement Fund

Quarterly Report to the
**California Transportation
Commission**



| |
|--|
| <p style="text-align: center;">Trade Corridors Improvement Fund Progress Report</p> |
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SUMMARY:

This is the initial quarterly report for the Trade Corridors Improvement Fund (TCIF) program. It covers the third quarter of Fiscal Year (FY) 2008-09 and reflects the program delivery status of TCIF projects. As of the close of the third quarter, 73 projects have had baseline agreements approved by the California Transportation Commission (Commission). Some projects experienced schedule delays due to delays in bond sales.

During this reporting period, the Commission also approved the following amendments:

- Project 2 Martinez Subdivision. Revised the scope of work, split the project into two separate projects, and reduced funding from \$56.5 million to 1) Richmond Rail Connector Project for \$17 million, and Marina Bay Parkway Grade Separation Project for \$18.975 million.

- Project 8 Transferred \$30 million from the Donner Track and Tunnel Project to the Sperry Road Extension Project in San Joaquin County.

- Project 9 The scope of work for the Sacramento Intermodal Track Relocation Project was increased to include a pedestrian tunnel, and funding was also increased by an additional \$5.25 million.

The following projects have been withdrawn from the TCIF Program:

- Project 8 Track and Tunnel Improvements at Donner Summit (Placer County)
- Project 33 Ports Rail System (Pier 400 Second Lead) (Los Angeles County)
- Project 62 ACE Valley Grade Separations (San Bernardino County)

The following projects have been added to the TCIF Program:

- Project 80 South Archibald Avenue Grade Separation (San Bernardino County)
- Project 81 Sperry Road Extension (San Joaquin County)
- Project 82 Marina Bay Parkway Grade Separation (Contra Costa County)

Projects delays

- Project 21 Washington Boulevard Grade Separation (Los Angeles County), will be delayed by one year because of the need to go through the full environmental review process.

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 Trade Corridors Improvement Fund (TCIF). In its TCIF Guidelines, the Commission recognized that 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 (SHA) to fund state-level priorities that are critical to goods movement. The Commission programmed about 25 percent more than the \$2.0 billion authorized by Proposition 1B with the intent of fully funding these projects from federal funds, container fees, and other potential future funding sources. The Commission plans to review the programming and delivery status of all projects in 2010 on a schedule coordinated with development of the 2010 State Transportation Improvement Program (STIP).

On April 10, 2008, the Commission adopted 79 projects into the TCIF adopted program of projects. The projects, as amended, have a current recommended TCIF funding level of \$3.0 billion and overall project value of \$8.43 billion.

The Commission put forth an accountability implementation plan that incorporates provisions from Proposition 1B, the Governor's Executive Order, and Senate Bill 88. The accountability plan emphasizes transparency and accountability throughout the lifetime of a project. One of the most significant accountability actions taken by the Commission, in its program adoption actions, is the mandate that bond funding be limited to the cost of construction. As with other Proposition 1B programs, the Commission requires that project baseline agreements be developed and executed by the project sponsor(s), the California Department of Transportation (Department), and the Commission's executive director.

To date, 73 project baseline agreements have been executed and approved by the Commission. The chart below is a status of project baseline agreements:

| Corridor Region | Adopted Program | | Projects with Executed Agreements | |
|--|-----------------|------------------------|-----------------------------------|------------------------|
| | # of Projects | \$ Programmed | # of Projects | \$ Programmed |
| Northern California Trade Corridor Coalition | 15 | \$779,568,000 | 10 | \$439,620,000 |
| Southern California Consensus Group | 51 | \$1,648,284,000 | 51 | \$1,648,284,000 |
| San Diego Border Region | 10 | \$400,000,000 | 10 | \$400,000,000 |
| Other | 3 | \$175,179,000 | 2 | \$77,874,000 |
| Total | 79 | \$3,003,050,000 | 73 | \$2,176,578,000 |

The following projects do not yet have executed baseline agreements:

- Project 1 Seventh Street (Alameda County)
The Port of Oakland is conducting value engineering on this project, and so far, has reduced the TCIF need for funding from \$175 million to \$143 million.
- Project 2 Martinez Subdivision/Richmond Rail Connector (Contra Costa County)
Undergoing revised environmental and engineering. Anticipate signing a Baseline Agreement this summer.
- Project 3 Outer Harbor Intermodal Terminal (Alameda County)
Draft Project Baseline Agreement has been submitted to CTC. The Port of Oakland is evaluating options after disappointing results from an RFQ for a development partner and master lessee for the property. Baseline agreement cannot be executed until a development partner is selected.
- Project 7 Shafter Intermodal Rail (Kern County)
The City of Shafter is moving forward with project development. Consultants are working on finalizing a business plan that will provide economic information to be used to develop potential railroad operating agreements.
- Project 13 San Joaquin Valley Short Haul Rail (Stanislaus County)
Project delayed due to pending litigation.
- Project 79 Colton Crossing (San Bernardino County)
Environmental and design work continuous to move forward.

OVERALL PROGRAM STATUS:

To ensure transparency and accountability, a TCIF Bond Accountability Plan has been developed, and all 73 projects with executed baseline agreements have been put on the external TCIF Bond Accountability website. The remaining six projects are the most complicated projects that require agreements with the railroads and/or private developers prior to approval of the project baseline agreements.

FY 2008-09 Accomplishments

Progress continues to be made to deliver and implement the adopted TCIF program. At the close of the third quarter, preliminary engineering and environmental phase has been completed for 20 projects. It is anticipated that the first TCIF project will go to construction in August 2009.

To date, two project sponsors requested and received allocations for TCIF funding. The allocations included:

1. \$84.038 million for the Route 905 project in San Diego County on October 29, 2008.
2. \$6 million for the Columbia Avenue Grade Separation project in Riverside County on June 28, 2008.

Third Quarter FY 2008-09 Milestones Met

A major project delivery milestone was completed for the following projects:

Project 24 Port of Long Beach, Pier F Support Yard. Environmental work completed on March 1, 2009.

Project 25 Port of Long Beach, Track Realignment at Ocean Boulevard. Environmental work completed on March 1, 2009.

Program Management

Because of the diverse nature of these freight projects, oversight responsibility has been assigned to various divisions within the Department. For highway projects with Department involvement, oversight responsibility will be the Department's project delivery divisions with project reporting being coordinated by the Division of Project Management; for Grade separation, seaport, and local streets and highways projects, the Division of Local Assistance will provide oversight; and for Rail projects, the Division of Rail will provide oversight.

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 by the Commission.

Trade Corridors Improvement Fund Delivery Report Cost

| PROJECT NUMBER | DISTRICT | COUNTY | NOMINATED BY | ROUTE | PROJECT DESCRIPTION | TOTAL PROJECT COST (x1,000) | TCIF COST (x 1,000) | ENVIRONMENTAL COST | DESIGN COST | RIGHT OF WAY COST | CONSTRUCTION COST | COMMENTS |
|----------------|----------|--------|--|-------|--|-----------------------------|---------------------|-----------------------------|-------------|-------------------|-------------------|----------|
| 1 | 4 | ALA | Port of Oakland | | 7th Street Grade Separation | \$350,000 | \$175,000 | Awaiting Baseline Agreement | | | \$278,000 | |
| 2 | 4 | CC | Port Oakland | | Martinez / Richmond Rail Connector | \$35,000 | \$17,500 | Awaiting Baseline Agreement | | | | |
| 3 | 4 | ALA | Port Oakland | | Outer Harbor Intermodal Terminals | \$220,000 | \$110,000 | Awaiting Baseline Agreement | | | | |
| 4 | 4 | ALA | Metropolitan Transportation Commission | 880 | I-880 Reconstruction 29th Avenue and 23rd Avenue | \$96,787 | \$73,000 | \$4,200 | \$7,387 | \$5,200 | \$70,600 | |
| 5 | 4 | ALA | Metropolitan Transportation Commission | 580 | I-580 Eastbound Truck Climbing Lane | \$64,265 | \$64,265 | \$2,490 | \$5,140 | \$5 | \$51,000 | |
| 6 | 6 | KER | Caltrans | | Tehachapi Corridor Rail Improvement | \$112,700 | \$54,000 | \$3,700 | \$1,000 | \$0 | \$108,000 | |
| 7 | 6 | KER | City of Shafter | | Shafter Intermodal Rail Facility | \$30,000 | \$15,000 | Awaiting Baseline Agreement | | | | |
| 8 | 3 | PLA | Caltrans/UP | | Track and Tunnel at Donner Summit | Withdrawn by Sponsor | | | | | | |
| 9 | 3 | SAC | City of Sacramento | | Sacramento Track Relocate | \$56,844 | \$25,260 | \$2,000 | \$4,984 | \$0 | \$44,600 | |
| 10 | 10 | SJ | San Joaquin Council of Governments | 4 | State Route 4 West Crosstown Freeway Extension | \$193,640 | \$96,820 | \$4,000 | \$10,500 | \$41,600 | \$122,308 | |
| 11 | 10 | SJ | Port of Stockton / Contra Costa County | | San Francisco Bay to Stockton Channel Deepening | \$141,447 | \$17,500 | \$3,668 | \$1,000 | \$800 | \$135,979 | |
| 12 | 4 | SOL | Metropolitan Transportation Commission | 80 | I-80 Eastbound Cordelia Track Scales | \$100,900 | \$49,800 | \$5,800 | \$17,700 | \$2,600 | \$64,700 | |
| 13 | 10 | STA | Stanislaus County | | San Joaquin Valley Short Haul Rail | \$57,434 | \$22,467 | Awaiting Baseline Agreement | | | | |

Trade Corridors Improvement Fund Delivery Report Cost

| PROJECT NUMBER | DISTRICT | COUNTY | NOMINATED BY | ROUTE | PROJECT DESCRIPTION | TOTAL PROJECT COST (x1,000) | TCIF COST (x 1,000) | ENVIRONMENTAL COST | DESIGN COST | RIGHT OF WAY COST | CONSTRUCTION COST | COMMENTS |
|----------------|----------|--------|--|--------|--|-----------------------------|---------------------|--------------------|-------------|-------------------|-------------------|----------|
| 14 | 3 | YOL | Port of Sacramento | | Sacramento River Deep Water Channel | \$83,275 | \$10,000 | \$3,275 | \$0 | \$3,000 | \$50,000 | |
| 15 | 7 | LA | Alameda Corridor East Construction Authority | | San Gabriel Valley Grade Separation | \$723,566 | \$336,600 | \$0 | \$34,100 | \$21,770 | \$667,696 | |
| 16 | 7 | LA | Alameda Corridors Transportation Authority | 47 | Schuyler Heim Bridge | \$687,000 | \$158,000 | \$14,000 | \$34,000 | \$86,000 | \$553,000 | |
| 17 | 7 | LA | City of Santa Fe Springs | | Valley View Avenue Grade Separation | \$75,177 | \$25,570 | \$0 | \$0 | \$10,640 | \$64,537 | |
| 18 | 7 | LA | Southern California Regional Rail Authority | | New Siding on the Antelope Valley Line | \$14,700 | \$7,200 | \$0 | \$1,500 | \$0 | \$13,200 | |
| 19 | 7 | LA | Port of Los Angeles | 47/110 | I-110 Access Ramp Improvement | \$50,719 | \$14,700 | \$859 | \$4,168 | \$0 | \$42,892 | |
| 20 | 7 | LA | Port of Los Angeles | 110 | C Street Access Ramp Improvements | \$29,281 | \$8,300 | \$660 | \$2,550 | \$0 | \$23,980 | |
| 21 | 7 | LA | City of Commerce | | Washington Boulevard Widening | \$32,000 | \$5,800 | \$0 | \$2,083 | \$3,678 | \$26,239 | |
| 22 | 7 | LA | Port of Los Angeles | | South Wilmington Blvd. Grade Separation | \$73,060 | \$17,000 | \$0 | \$4,284 | \$0 | \$63,816 | |
| 23 | 7 | LA | Port of Long Beach | 710 | Gerald Desmond Bridge Replacement | \$1,125,200 | \$250,000 | \$29,300 | \$37,000 | \$110,800 | \$948,100 | |
| 24 | 7 | LA | Port of Long Beach | | Ports Rail - Pier F Support Yard | \$24,140 | \$10,000 | \$1,020 | \$2,670 | \$0 | \$20,450 | |
| 25 | 7 | LA | Port of Long Beach | | Ports Rail - Ocean Blvd. Track Realignment | \$65,840 | \$27,000 | \$1,020 | \$8,250 | \$0 | \$56,570 | |
| 26 | 7 | LA | Port of Long Beach | | Ports Rail - Pier B Street Realignment | \$30,260 | \$4,180 | \$3,150 | \$3,950 | \$0 | \$23,160 | |

Trade Corridors Improvement Fund Delivery Report Cost

| PROJECT NUMBER | DISTRICT | COUNTY | NOMINATED BY | ROUTE | PROJECT DESCRIPTION | TOTAL PROJECT COST (x1,000) | TCIF COST (x 1,000) | ENVIRONMENTAL COST | DESIGN COST | RIGHT OF WAY COST | CONSTRUCTION COST | COMMENTS |
|----------------|----------|--------|--|-------|---|-----------------------------|---------------------|--------------------|-------------|-------------------|-------------------|----------|
| 27 | 7 | LA | Port of Long Beach | | Ports Rail - Terminal Island | \$12,850 | \$3,790 | \$1,430 | \$1,830 | \$0 | \$9,590 | |
| 28 | 7 | LA | Port of Long Beach | | Ports Rail - Reconfigure Control Point | \$26,460 | \$10,000 | \$1,050 | \$5,010 | \$0 | \$20,400 | |
| 29 | 7 | LA | Port of Long Beach | | Ports Rail - Reeves Ave. Grade Separation | \$108,760 | \$24,570 | \$11,160 | \$19,310 | \$0 | \$78,290 | |
| 30 | 7 | LA | Port of Long Beach | | Ports Rail - Navy Mole Storage Yard | \$32,960 | \$6,000 | \$2,510 | \$4,280 | \$0 | \$26,170 | |
| 31 | 7 | LA | Port of Long Beach | | Ports Rail - New Cerritos Rail Bridge | \$155,600 | \$38,330 | \$9,500 | \$13,500 | \$18,900 | \$113,700 | |
| 32 | 7 | LA | Port of Long Beach | | Ports Rail - West Basin Road Rail | \$125,340 | \$51,230 | \$6 | \$5,141 | \$0 | \$120,193 | |
| 33 | 7 | LA | Port of Long Beach | | Ports Rail - Pier 400 Second Lead Track | Withdrawn by Sponsor | | | | | | |
| 34 | 12 | ORA | Orange County Transportation Authority | 91 | State Route 91 Connect Lanes Between State Route 57/I-5 | \$73,400 | \$34,950 | \$3,500 | \$5,387 | \$4,676 | \$52,400 | |
| 35 | 12 | ORA | Orange County Transportation Authority | | State College Blvd. Grade Separation | \$62,083 | \$30,731 | \$5,315 | \$5,315 | \$14,889 | \$36,564 | |
| 36 | 12 | ORA | Orange County Transportation Authority | | Placentia Avenue Undercrossing | \$39,369 | \$14,934 | \$2,000 | \$1,966 | \$10,269 | \$25,134 | |
| 37 | 12 | ORA | Orange County Transportation Authority | | Orangethorpe Avenue Grade Separation | \$83,957 | \$41,666 | \$4,557 | \$5,241 | \$21,749 | \$52,410 | |
| 38 | 12 | ORA | Orange County Transportation Authority | | Kraemer Boulevard Undercrossing | \$45,910 | \$22,642 | \$3,354 | \$3,354 | \$3,260 | \$35,942 | |

Trade Corridors Improvement Fund Delivery Report Cost

| PROJECT NUMBER | DISTRICT | COUNTY | NOMINATED BY | ROUTE | PROJECT DESCRIPTION | TOTAL PROJECT COST (x1,000) | TCIF COST (x 1,000) | ENVIRONMENTAL COST | DESIGN COST | RIGHT OF WAY COST | CONSTRUCTION COST | COMMENTS |
|----------------|----------|--------|--|-------|---|-----------------------------|---------------------|--------------------|-------------|-------------------|-------------------|---------------------------------|
| 39 | 12 | ORA | Orange County Transportation Authority | | Raymond Avenue Grade Separation | \$63,739 | \$12,757 | \$3,337 | \$3,337 | \$25,025 | \$32,040 | |
| 40 | 12 | ORA | Orange County Transportation Authority | | Lakeview Avenue Overcrossing | \$58,525 | \$28,685 | \$2,494 | \$2,868 | \$24,478 | \$28,685 | |
| 41 | 12 | ORA | Orange County Transportation Authority | | Tustin Avenue / Rose Drive Overcrossing | \$63,400 | \$31,700 | \$2,894 | \$3,328 | \$23,893 | \$33,285 | |
| 42 | 8 | RIV | City of Riverside | | Columbia Avenue Grade Separation | \$34,050 | \$6,000 | \$143 | \$1,657 | \$6,800 | \$25,450 | Allocation \$6,000,000, 6/28/08 |
| 43 | 8 | RIV | Riverside County Transportaion Commission/Corona | | Auto Center Drive Grade Separation | \$32,000 | \$16,000 | \$630 | \$1,370 | \$2,720 | \$27,280 | |
| 44 | 8 | RIV | City of Riverside | | Magnolia Avenue Grade Separation | \$52,960 | \$20,000 | \$160 | \$2,500 | \$23,500 | \$26,800 | |
| 45 | 8 | RIV | City of Riverside | | Iowa Avenue Grade Separation | \$32,000 | \$13,000 | \$500 | \$1,500 | \$5,500 | \$24,500 | |
| 46 | 8 | RIV | City of Banning | | Sunset Avenue Grade Separation | \$36,500 | \$10,000 | \$400 | \$4,100 | \$1,100 | \$30,900 | |
| 47 | 8 | RIV | City of Riverside | | Streeter Avenue Grade Separation | \$36,800 | \$15,500 | \$1,500 | \$1,000 | \$14,300 | \$20,000 | |
| 48 | 8 | RIV | Riverside County | | Avenue 56 Grade Separation | \$60,000 | \$10,000 | \$800 | \$2,800 | \$8,500 | \$47,900 | |
| 49 | 8 | RIV | Riverside County | | Avenue 66 Grade Separation | \$33,500 | \$10,000 | \$700 | \$2,300 | \$6,500 | \$24,000 | |
| 50 | 8 | RIV | Riverside County | | Clay Street Grade Separation | \$37,350 | \$12,500 | \$1,125 | \$4,325 | \$2,000 | \$29,900 | |
| 51 | 8 | RIV | City of Riverside | | Riverside Avenue Grade Separation | \$30,300 | \$8,500 | \$500 | \$2,000 | \$12,800 | \$15,000 | |
| 52 | 8 | RIV | City of Riverside | | 3rd Street Grade Separation | \$40,161 | \$17,500 | \$661 | \$1,500 | \$10,000 | \$28,000 | |

Trade Corridors Improvement Fund Delivery Report Cost

| PROJECT NUMBER | DISTRICT | COUNTY | NOMINATED BY | ROUTE | PROJECT DESCRIPTION | TOTAL PROJECT COST (x1,000) | TCIF COST (x 1,000) | ENVIRONMENTAL COST | DESIGN COST | RIGHT OF WAY COST | CONSTRUCTION COST | COMMENTS |
|----------------|----------|--------|--|------------|--|-----------------------------|---------------------|--------------------|-------------|-------------------|-------------------|---|
| 53 | 8 | RIV | Riverside County | | Magnolia Avenue Grade Separation | \$81,750 | \$13,700 | \$1,780 | \$4,220 | \$3,880 | \$71,870 | |
| 54 | 8 | RIV | City of Riverside | 215 | March Airport Access Improvement | \$97,550 | \$10,000 | \$3,550 | \$5,500 | \$7,000 | \$81,500 | |
| 55 | 8 | SBD | San Bernadino Association of Governments | 15/ 215 | I-5 Widening and Devore Interchange | \$368,553 | \$118,012 | \$7,075 | \$16,773 | \$42,810 | \$302,095 | |
| 56 | 8 | SBD | San Bernadino Association of Governments | 10 | I-10 Corridor Logistics Access at Cherry Avenue | \$77,806 | \$30,773 | \$935 | \$5,822 | \$9,503 | \$61,546 | |
| 57 | 8 | SBD | San Bernadino Association of Governments | 10 | I-10 Corridor Logistics Access at Citrus Avenue | \$54,457 | \$23,600 | \$0 | \$2,000 | \$5,257 | \$47,200 | |
| 58 | 8 | SBD | San Bernadino Association of Governments | 10 | I-10 Corridor Logistics Access at Riverside Avenue | \$34,000 | \$14,096 | \$0 | \$1,885 | \$2,470 | \$29,645 | |
| 59 | 8 | LA | San Bernadino Association of Governments | | Glen Helen Parkway Grade Separation | \$26,868 | \$7,172 | \$0 | \$2,650 | \$3,000 | \$21,218 | |
| 60 | 8 | LA | San Bernadino Association of Governments | | North Milliken Avenue Grade Separation | \$74,210 | \$6,490 | \$557 | \$3,000 | \$4,750 | \$65,903 | |
| 61 | 8 | LA | San Bernadino Association of Governments | | South Milliken Avenue Grade Separation | \$76,115 | \$8,031 | \$750 | \$2,000 | \$3,736 | \$69,629 | |
| 62 | 8 | LA | San Bernadino Association of Governments | | Valley Boulevard Grade Separation | Withdrawn by Sponsor | | | | | | |
| 63 | 8 | LA | San Bernadino Association of Governments | | Palm Avenue Grade Separation | \$35,176 | \$9,390 | \$750 | \$2,000 | \$1,126 | \$31,300 | Replaces Project #62 (Valley Grade Sep) |

Trade Corridors Improvement Fund Delivery Report Cost

| PROJECT NUMBER | DISTRICT | COUNTY | NOMINATED BY | ROUTE | PROJECT DESCRIPTION | TOTAL PROJECT COST (x1,000) | TCIF COST (x 1,000) | ENVIRONMENTAL COST | DESIGN COST | RIGHT OF WAY COST | CONSTRUCTION COST | COMMENTS |
|----------------|----------|--------|--|-------|--|-----------------------------|---------------------|--------------------|-------------|-------------------|-------------------|-----------------------------------|
| 64 | 8 | LA | San Bernadino Association of Governments | | Lenwood Road Grade Separation | \$25,075 | \$6,694 | \$0 | \$2,760 | \$743 | \$21,572 | |
| 65 | 8 | LA | San Bernadino Association of Governments | | Vineyard Avenue Grade Separation | \$44,517 | \$6,884 | \$750 | \$2,000 | \$8,402 | \$33,365 | |
| 66 | 7 | VEN | City of Oxnard | 101 | US 101 Rice Avenue Interchange | \$86,899 | \$30,449 | \$1,226 | \$3,253 | \$21,522 | \$60,898 | |
| 67 | 11 | SD | San Diego Association of Governments | 905 | State Route 905 | \$104,700 | \$91,605 | \$0 | \$500 | \$0 | \$95,100 | Allocation \$84,038,000, 10/29/08 |
| 68 | 11 | SD | San Diego Association of Governments | 11 | State Route 11/Otay Mesa East Port of Entry | \$708,820 | \$75,000 | \$7,400 | \$42,690 | \$72,000 | \$53,800 | |
| 69 | 11 | SD | Port of San Diego | 5 | Bay Marina Drive Grade Separation | \$2,380 | \$910 | \$80 | \$130 | \$330 | \$1,570 | |
| 70 | 11 | SD | Port of San Diego | 5/15 | 10th Ave Grade Separation | \$67,200 | \$30,910 | \$2,150 | \$3,760 | \$8,990 | \$45,300 | |
| 71 | 11 | SD | Port of San Diego | 5 | 32nd Street at Harbor Drive Grade Separation | \$118,460 | \$50,665 | \$4,400 | \$7,750 | \$12,000 | \$78,800 | |
| 72 | 11 | SD | Port of San Diego | 5 | Civic Center Drive at Harbor and I-15 | \$3,260 | \$1,150 | \$100 | \$180 | \$650 | \$2,130 | |
| 73 | 11 | LA | Port of San Diego | | National City Terminal Improvement | \$34,300 | \$15,000 | \$1,050 | \$3,250 | \$0 | \$30,000 | |
| 74 | 11 | SD | San Diego Association of Governments | | Southline Rail Improvements Yard | \$40,460 | \$25,900 | \$540 | \$1,810 | \$12,210 | \$25,900 | |
| 75 | 11 | SD | San Diego Association of Governments | | Southline Rail Improvements Mainline | \$107,030 | \$98,060 | \$220 | \$8,750 | \$0 | \$98,060 | |

Trade Corridors Improvement Fund Delivery Report Cost

| PROJECT NUMBER | DISTRICT | COUNTY | NOMINATED BY | ROUTE | PROJECT DESCRIPTION | TOTAL PROJECT COST (x1,000) | TCIF COST (x 1,000) | ENVIRONMENTAL COST | DESIGN COST | RIGHT OF WAY COST | CONSTRUCTION COST | COMMENTS |
|----------------|----------|--------|---|-------|------------------------------------|-----------------------------|---------------------|-----------------------------|-------------|-------------------|-------------------|---|
| 76 | 11 | SD | San Diego Association of Governments | | LOSSAN N Rail Corridor at Sorrento | \$23,700 | \$10,800 | \$1,600 | \$500 | \$600 | \$21,000 | |
| 77 | 11 | IMP | Imperial Valley Association of | 78 | Brawley Bypass State Route 78/111 | \$76,564 | \$49,549 | \$1,206 | \$6,500 | \$15,400 | \$44,998 | |
| 78 | 5 | MON | Monterey County | 101 | San Juan Road Interchange | \$90,600 | \$28,325 | \$4,700 | \$5,000 | \$27,600 | \$46,200 | |
| 79 | 8 | SBD | Caltrans | | Colton Crossing Flyover | \$198,300 | \$97,305 | Awaiting Baseline Agreement | | | | |
| 80 | 8 | LA | San Bernadino Association of Governments | | South Archibald Grade Separation | \$58,406 | \$7,658 | \$750 | \$2,000 | \$1,346 | \$54,310 | Replaces Project #62 (Valley Grade Sep) |
| 81 | 10 | SJ | Northern California Trade Corridors Coalition | | Sperry Road Extension | \$63,000 | \$30,000 | \$1,000 | \$5,000 | \$7,000 | \$50,000 | Replaced Donner Summit Project |

Trade Corridors Improvement Fund Delivery Report Schedule

| PROJECT NUMBER | DISTRICT | COUNTY | NOMINATED BY | ROUTE | PROJECT DESCRIPTION | END ENVIRONMENTAL | END DESIGN | END RIGHT OF WAY | BEGIN CONSTRUCTION | CURRENT PHASE (% COMPLETE) | SCOPE | BUDGET | SCHEDULE |
|----------------|----------|--------|--|-------|--|-----------------------------|------------|------------------|--------------------|----------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| 1 | 4 | ALA | Port of Oakland | | 7th Street Grade Separation | Awaiting Baseline Agreement | | | | | | | |
| 2 | 4 | CC | Port of Oakland | | Martinez / Richmond Rail Connector | Awaiting Baseline Agreement | | | | | | | |
| 3 | 4 | ALA | Port of Oakland | | Outer Harbor Intermodal Terminals | Awaiting Baseline Agreement | | | | | | | |
| 4 | 4 | ALA | Metropolitan Transportation Commission | 880 | I-880 Reconstruction 29th Avenue and 23rd Avenue | 04/30/10 | 12/01/11 | 04/01/12 | 08/01/12 | Env. 48% | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| 5 | 4 | ALA | Metropolitan Transportation Commission | 580 | I-580 Eastbound Truck Climbing Lane | 01/31/10 | 08/01/11 | 08/01/11 | 02/01/12 | Env. 44% | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| 6 | 6 | KER | Caltrans / BNSF | | Tehachapi Corridor Rail Improvement | 06/01/10 | 12/01/11 | N/A | 03/01/12 | Env. 52%, Des. 32% | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| 7 | 6 | KER | City of Shafter | | Shafter Intermodal Rail Facility | Awaiting Baseline Agreement | | | | | | | |
| 8 | 3 | PLA | Caltrans / UP | | Track and Tunnel at Donner Summit | Withdrawn by Sponsor | | | | | | | |
| 9 | 3 | SAC | City of Sacramento | | Sacramento Track Relocate | 04/30/09 | 08/31/09 | 08/31/09 | 01/02/10 | Env. 93% | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| 10 | 10 | SJ | San Joaquin Council of Governments | 4 | State Route 4 West Crosstown Freeway Extension | 11/01/10 | 02/01/13 | 01/01/13 | 06/01/13 | Env. 37% | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| 11 | 10 | SJ | Port of Stockton / Contra Costa County | | San Francisco Bay to Stockton Channel Deepening | 09/22/11 | 03/01/12 | 06/01/12 | 06/01/12 | Env. 31% | | | |
| 12 | 4 | SOL | Metropolitan Transportation Commission | 80 | I-80 Eastbound Cordelia Track Scales | 12/31/09 | 05/01/12 | 05/01/12 | 10/01/12 | Env. 89% | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |

Trade Corridors Improvement Fund Delivery Report Schedule

| PROJECT NUMBER | DISTRICT | COUNTY | NOMINATED BY | ROUTE | PROJECT DESCRIPTION | END ENVIRONMENTAL | END DESIGN | END RIGHT OF WAY | BEGIN CONSTRUCTION | CURRENT PHASE (% COMPLETE) | SCOPE | BUDGET | SCHEDULE |
|----------------|----------|--------|--|--------|---|-----------------------------|------------|------------------|--------------------|-----------------------------------|-------|--------|----------|
| 13 | 10 | STA | Stanislaus County | | San Joaquin Valley Short Haul Rail | Awaiting Baseline Agreement | | | | | | | |
| 14 | 3 | YOL | Port of Sacramento | | Sacramento River Deep Water Channel | 07/31/10 | 04/30/09 | Completed | 08/01/10 | Env. 35%, Des. 90%, RW 100% | ✓ | ✓ | ✓ |
| 15 | 7 | LA | Alameda Corridor East Construction Authority | | San Gabriel Valley Grade Separation | 12/01/09 | 12/01/10 | 11/01/10 | 04/01/11 | Env. 80% | ✓ | ✓ | ✓ |
| 16 | 7 | LA | Alameda Corridors Transportation Authority | 47 | Schuyler Heim Bridge | 07/01/09 | 06/01/10 | 10/01/10 | 04/01/11 | Env. 100%, Des. 82% | ✓ | ✓ | ✓ |
| 17 | 7 | LA | City of Santa Fe Springs | | Valley View Avenue Grade Separation | 09/12/05 | 06/01/08 | 06/01/09 | 10/01/09 | Env. 100%, Des. 100% | ✓ | ✓ | ✓ |
| 18 | 7 | LA | Southern California Regional Rail Authority | | New Siding on the Antelope Valley Line | 01/31/08 | 04/30/09 | N/A | 09/30/09 | Env. 100%, Des. 89% | ✓ | ✓ | ✓ |
| 19 | 7 | LA | Port of Los Angeles | 47/110 | I-110 Access Ramp Improvement | 08/30/09 | 03/31/11 | N/A | 09/01/11 | Env. 64%, Des. 27% | ✓ | ✓ | ✓ |
| 20 | 7 | LA | Port of Los Angeles | 110 | C Street Access Ramp Improvements | 08/30/09 | 03/31/11 | N/A | 03/01/12 | Env. 64%, Des. 27% | ✓ | ✓ | ✓ |
| 21 | 7 | LA | City of Commerce | | Washington Boulevard Widening | 07/01/08 | 07/01/08 | 06/01/08 | 05/01/09 | Env. 90%, Des. 0% | ✓ | ✓ | ◆ |
| 22 | 7 | LA | Port of Los Angeles | | South Wilmington Blvd. Grade Separation | 04/05/06 | 07/01/10 | N/A | 01/01/11 | Env. 100%, Des. 40% | ✓ | ✓ | ✓ |
| 23 | 7 | LA | Port of Long Beach | 710 | Gerald Desmond Bridge Replacement | 06/01/09 | 09/01/10 | 09/01/10 | 12/01/10 | Env. 97% | ✓ | ✓ | ✓ |
| 24 | 7 | LA | Port of Long Beach | | Ports Rail - Pier F Support Yard | 03/01/09 | 09/01/10 | N/A | 10/01/10 | Env. 100% | ✓ | ✓ | ✓ |

Trade Corridors Improvement Fund Delivery Report Schedule

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|----------------|----------|--------|--|-------|---|----------------------|------------|------------------|--------------------|----------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--|--|
| 25 | 7 | LA | Port of Long Beach | | Ports Rail - Ocean Blvd. Track Realignment | 03/01/09 | 09/01/10 | N/A | 10/01/10 | Env. 100%, Des. 6% | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | | |
| 26 | 7 | LA | Port of Long Beach | | Ports Rail - Pier B Street Realignment | 12/01/10 | 05/01/12 | N/A | 06/01/12 | Env. 0% | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | | |
| 27 | 7 | LA | Port of Long Beach | | Ports Rail - Terminal Island | 06/01/10 | 05/01/11 | N/A | 06/01/11 | Env. 72% | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | | |
| 28 | 7 | LA | Port of Long Beach | | Ports Rail - Reconfigure Control Point | 12/01/08 | 03/01/10 | N/A | 04/01/10 | Env. 100%, Des. 21% | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | | |
| 29 | 7 | LA | Port of Long Beach | | Ports Rail - Reeves Ave. Grade Separation | 04/01/10 | 09/01/12 | 09/01/12 | 10/01/12 | Env. 5%, Des. 5% | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | | |
| 30 | 7 | LA | Port of Long Beach | | Ports Rail - Navy Mole Storage Yard | 06/01/10 | 11/01/12 | 11/01/12 | 12/01/12 | Env. 52% | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | | |
| 31 | 7 | LA | Port of Long Beach | | Ports Rail - New Cerritos Rail Bridge | 12/01/10 | 01/01/13 | 01/01/13 | 06/01/13 | Env. 51% | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | | |
| 32 | 7 | LA | Port of Long Beach | | Ports Rail - West Basin Road Rail | 03/01/08 | 09/01/09 | N/A | 04/01/10 | Env. 100%, Des. 71% | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | | |
| 33 | 7 | LA | Port of Long Beach | | Ports Rail - Pier 400 Second Lead | Withdrawn by Sponsor | | | | | | | | | |
| 34 | 12 | ORA | Orange County Transportation Authority | 91 | State Route 91 Connect Lanes Between State Route 57/I-5 | 04/01/10 | 08/01/12 | 07/01/12 | 12/01/12 | Env. 64%, Des. 27% | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | | |
| 35 | 12 | ORA | Orange County Transportation Authority | | State College Blvd. Grade Separation | 07/01/10 | 03/01/13 | 08/01/12 | 04/01/13 | Env. 30%, Des. 90% | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | | |
| 36 | 12 | ORA | Orange County Transportation Authority | | Placentia Avenue Undercrossing | N/A | 09/01/10 | 03/01/10 | 10/01/10 | Env. 100%, Des. 35% | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | | |

Trade Corridors Improvement Fund Delivery Report Schedule

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|----------------|----------|--------|--|-------|---|-------------------|------------|------------------|--------------------|---|-------|--------|----------|
| 37 | 12 | ORA | Orange County Transportation Authority | | Orangethorpe Avenue Grade Separation | 12/01/08 | 06/01/13 | 10/01/12 | 07/01/13 | Env. 95%, Des. 10% | ✓ | ✓ | ✓ |
| 38 | 12 | ORA | Orange County Transportation | | Kraemer Boulevard Undercrossing | 12/01/08 | 12/01/10 | 05/01/10 | 01/01/11 | Env. 95%, Des. 10% | ✓ | ✓ | ✓ |
| 39 | 12 | ORA | Orange County Transportation Authority | | Raymond Avenue Grade Separation | 10/01/10 | 03/01/13 | 10/01/12 | 04/01/13 | Env. 5% | ✓ | ✓ | ✓ |
| 40 | 12 | ORA | Orange County Transportation Authority | | Lakeview Avenue Overcrossing | 12/01/08 | 06/01/11 | 12/01/10 | 07/01/11 | Env. 95%, Des. 10% | ✓ | ✓ | ✓ |
| 41 | 12 | ORA | Orange County Transportation Authority | | Tustin Avenue / Rose Drive Overcrossing | 12/01/08 | 06/01/13 | 10/01/12 | 07/01/13 | Env. 95%, Des. 10% | ✓ | ✓ | ✓ |
| 42 | 8 | RIV | City of Riverside | | Columbia Avenue Grade Separation | 04/01/06 | 06/01/08 | 03/01/08 | 09/01/08 | Env. 100%, Des. 100%, RW 100%, Con. 27% | ✓ | ✓ | ◆ |
| 43 | 8 | RIV | Riverside County Transportaion Commission/Corona | | Auto Center Drive Grade Separation | 01/01/08 | 09/01/08 | 11/01/08 | 07/01/09 | Env. 100%, Des. 95%, RW 0% | ✓ | ✓ | ✓ |
| 44 | 8 | RIV | City of Riverside | | Magnolia Avenue Grade Separation | 06/01/06 | 08/01/08 | 02/01/09 | 03/01/09 | Env. 100%, Des. 95%, RW 95% | ✓ | ✓ | ◆ |
| 45 | 8 | RIV | City of Riverside | | Iowa Avenue Grade Separation | 07/01/08 | 03/01/10 | 03/01/10 | 07/01/10 | Env. 100%, Des. 30% | ✓ | ✓ | ✓ |
| 46 | 8 | RIV | City of Banning | | Sunset Avenue Grade Separation | 12/01/09 | 07/01/11 | 07/01/11 | 01/15/12 | Env. 0% | ✓ | ✓ | ✓ |
| 47 | 8 | RIV | City of Riverside | | Streeter Avenue Grade Separation | 01/01/10 | 10/01/11 | 10/01/11 | 01/01/12 | Env. 50% | ✓ | ✓ | ✓ |

Trade Corridors Improvement Fund Delivery Report Schedule

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|----------------|----------|--------|--|------------|--|-------------------|------------|------------------|--------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| 48 | 8 | RIV | Riverside County | | Avenue 56 Grade Separation | 12/31/10 | 06/29/12 | 03/30/12 | 12/28/12 | Env. 0% | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| 49 | 8 | RIV | Riverside County | | Avenue 66 Grade Separation | 12/31/10 | 06/29/12 | 03/30/12 | 12/28/12 | Env. 0% | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| 50 | 8 | RIV | Riverside County | | Clay Street Grade Separation | 04/30/10 | 06/30/11 | 09/30/11 | 03/30/12 | Env. 0% | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| 51 | 8 | RIV | City of Riverside | | Riverside Avenue Grade Separation | 06/01/09 | 03/01/11 | 03/01/11 | 12/01/11 | Env. 40% | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| 52 | 8 | RIV | City of Riverside | | 3rd Street Grade Separation | 09/01/09 | 01/01/12 | 01/01/12 | 04/01/12 | Env. 47% | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| 53 | 8 | RIV | Riverside County | | Magnolia Avenue Grade Separation | 09/30/10 | 12/30/11 | 03/29/13 | 09/30/13 | Env. 0% | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| 54 | 8 | RIV | City of Riverside | 215 | March Airport Access Improvement | 04/23/09 | 08/26/11 | 08/11/11 | 01/02/12 | Env. 98%, Des. 24% | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| 55 | 8 | SBD | San Bernadino Association of Governments | 15/ 215 | I-5 Widening and Devore Interchange | 08/01/11 | 07/01/13 | 06/01/13 | 11/01/13 | Env. 22%, | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| 56 | 8 | SBD | San Bernadino Association of Governments | 10 | I-10 Corridor Logistics Access at Cherry Avenue | 03/31/09 | 12/31/10 | 04/01/11 | 08/01/11 | Env. 100%, Des. 41% | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| 57 | 8 | SBD | San Bernadino Association of Governments | 10 | I-10 Corridor Logistics Access at Citrus Avenue | 10/31/08 | 12/31/10 | 12/31/10 | 04/01/11 | Env. 100%, Des. 38%, RW 19% | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| 58 | 8 | SBD | San Bernadino Association of Governments | 10 | I-10 Corridor Logistics Access at Riverside Avenue | 03/31/08 | 09/30/08 | 09/30/08 | 06/01/09 | Env. 100%, Des. 100%, RW 100% | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |

Trade Corridors Improvement Fund Delivery Report Schedule

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|----------------|----------|--------|--|-------|--|----------------------|------------|------------------|--------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| 59 | 8 | LA | San Bernadino Association of Governments | | Glen Helen Parkway Grade Separation | 06/30/08 | 09/30/10 | 09/01/09 | 11/01/10 | Env. 70% | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| 60 | 8 | LA | San Bernadino Association of Governments | | North Milliken Avenue Grade Separation | 07/08/08 | 05/31/09 | 06/15/09 | 06/30/09 | Env. 100%, Des. 95%, RW 75% | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| 61 | 8 | LA | San Bernadino Association of Governments | | South Milliken Avenue Grade Separation | 12/31/09 | 12/31/11 | 06/30/12 | 12/01/12 | Env. 85% | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| 62 | 8 | LA | San Bernadino Association of Governments | | Valley Boulevard Grade Separation | Withdrawn by Sponsor | | | | | | | |
| 63 | 8 | LA | San Bernadino Association of Governments | | Palm Avenue Grade Separation | 12/30/09 | 06/30/12 | 06/30/12 | 07/01/12 | Env. 10% | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| 64 | 8 | LA | San Bernadino Association of Governments | | Lenwood Road Grade Separation | 10/01/10 | 01/01/12 | 12/01/11 | 04/01/12 | Env. 0% | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| 65 | 8 | LA | San Bernadino Association of Governments | | Vineyard Avenue Grade Separation | 12/31/09 | 12/31/11 | 06/30/12 | 12/01/12 | Env. 85% | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| 66 | 7 | VEN | City of Oxnard | 101 | US 101 Rice Avenue Interchange | 02/26/02 | 08/30/08 | 08/30/08 | 03/01/09 | Env. 100%, Des. 100%, RW 100% | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| 67 | 11 | SD | San Diego Association of Governments | 905 | State Route 905 | 07/30/04 | 12/30/08 | 12/30/08 | 07/13/09 | Env. 100%, Des. 100%, RW 100% | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |

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|----------------|----------|--------|--|-------|--|-----------------------------|------------|------------------|--------------------|-----------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| 68 | 11 | SD | San Diego Association of Governments | 11 | SR 11/Otay Mesa East Port of Entry | 03/31/10 | 12/31/12 | 12/31/12 | 04/01/13 | Env. 68% | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| 69 | 11 | SD | Port of San Diego | 5/15 | Bay Marina Drive Grade Separation | 08/05/10 | 12/29/11 | 12/29/11 | 06/14/12 | Env. 36% | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| 70 | 11 | SD | Port of San Diego | 5 | 10th Avenue Grade Separation | 04/19/11 | 05/23/13 | 05/23/13 | 11/07/13 | Env. 26% | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| 71 | 11 | SD | Port of San Diego | 5 | 32nd Street at Harbor Drive Grade Separation | 12/29/11 | 05/23/13 | 05/23/13 | 11/07/13 | Env. 19% | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| 72 | 11 | SD | Port of San Diego | 5 | Civic Center Drive at Harbor and I-15 | 08/05/10 | 12/29/11 | 12/29/11 | 06/14/12 | Env. 36% | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| 73 | 11 | LA | Port of San Diego | | National City Terminal Improvement | 02/28/10 | 02/28/10 | 02/28/10 | 05/30/11 | Env. 5%, Des. 2% | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| 74 | 11 | SD | San Diego Association of Governments | | Southline Rail Improvements Yard | 01/01/11 | 07/01/12 | 07/01/12 | 01/04/13 | Env. 13% | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| 75 | 11 | SD | San Diego Association of Governments | | Southline Rail Improvements Mainline | 04/01/10 | 10/01/11 | N/A | 04/02/12 | Env. Starts 07/01/09 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| 76 | 11 | SD | San Diego Association of Governments | | LOSSAN N Rail Corridor at Sorrento | 12/01/09 | 03/01/11 | N/A | 09/01/11 | Env. 38% | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| 77 | 11 | IMP | Imperial Valley Association of Governments | 78 | Brawley Bypass State Route 78/111 | 02/01/03 | 04/16/10 | 02/25/10 | 08/20/10 | Env. 100%, Des. 86%, RW 87% | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| 78 | 5 | MON | Monterey County | 101 | San Juan Road Interchange | 11/02/09 | 08/12/12 | 04/01/12 | 01/11/13 | Env. 85% | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| 79 | 8 | SBD | Caltrans / BNSF / UP | | Colton Crossing Flyover | Awaiting Baseline Agreement | | | | | | | |

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|----------------|----------|--------|---|-------|-------------------------------------|-------------------|------------|------------------|--------------------|----------------------------|-------|--------|----------|
| 80 | 8 | LA | San Bernadino Association of Governments | | South Archibald Grade Separation | 12/31/09 | 06/30/11 | 06/30/12 | 12/01/12 | Env. 85% | ✓ | ✓ | ✓ |
| 81 | 10 | SJ | Northern California Trade Corridors Coalition | | Sperry Road Extension | 11/01/06 | 03/01/11 | 07/01/10 | 05/01/11 | Env. 100% | ✓ | ✓ | ✓ |
| 82 | 4 | CC | Northern California Trade Corridors Coalition | | Marina Bay Parkway Grade Separation | 06/01/09 | 10/11/10 | 10/11/10 | 12/21/10 | Env. 78%, Des. 18% | ✓ | ✓ | ✓ |

- Phase Complete
- Completed Ahead of Schedule
- Behind Schedule
- ✓ No Known Scope, Budget, or Schedule Impact
- ✗ Known Scope, Budget, or Schedule Impact
- ◆ Potential Schedule Impact