Memorandum

TAB 12

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 11, 2013

Reference No.: 4.1
Action

From: ANDRE BOUTROS
Executive Director

Subject: **STATE AND FEDERAL LEGISLATION**

ISSUE:

Should the California Transportation Commission (Commission):

1. Accept the Staff Report?
2. Provide direction to staff with respect to the legislation identified and monitored by staff? 48 bills, identified in Attachment A, met the criteria approved by the Commission. Bills summarized below are highlighted based on interest expressed by the Commission at the May CTC 2013 meeting.

RECOMMENDATION:

Staff recommends that the Commission:

1. Accept the staff report,
2. Provide direction to staff on legislation of interest to it.

SUMMARY:

State Legislative Calendar Update

May 31, 2013 was the last day for bills to pass out of the house of origin. The budget bill must pass by midnight on June 15, 2013. Provided the budget bill is passed, summer recess will begin on adjournment, July 3, 2013. The Legislature will reconvene from summer recess on August 5, 2013.

State Legislation – Bills of Interest Per May 2013 CTC Meeting

The following bills are highlighted based on interest expressed by the Commission at the May 2013 CTC meeting:

Assembly Bill 1290 (J. Perez) - Transportation Planning

As amended on April 23, 2013, this bill proposes to:

- Add two voting members of the Commission to be appointed by the Legislature.

- Provide for the Secretary of the Transportation Agency, the Chairperson of the State Air Resources Board, and the Director of Housing and Community Development to serve on the Commission as ex officio members without a vote.

- Require the Governor to make every effort to assure that expertise in the transportation community that has not traditionally been represented on the Commission is reflected in future appointments to the Commission with a particular emphasis on stakeholders involved and engaged in efforts to make the State's transportation system more sustainable.

- Require the Commission's Planning Committee to monitor outcomes from land development and transportation investments in accordance with the sustainable communities strategy adopted by transportation planning agencies as part of the regional transportation plan.

- Require the Commission to biennially prescribe and receive a brief report from each transportation planning agency, beginning on or before October 15, 2014, describing progress in implementing the sustainable communities strategy and in attaining greenhouse gas emission reductions.

- Require each transportation planning agency to include in their biennial report to the Commission, an assessment of the regions' progress made, along with challenges facing the region, with respect to its ability to implement policies and projects set forth in the sustainable communities strategy.

- Require that transportation planning agencies include a discussion of how the regional transportation improvement program submitted to the Commission for funding through the next cycle of the 5-year State Transportation Improvement Program (STIP) relates to the region's adopted sustainable communities strategy.

- Require the Strategic Growth Council to identify activities, programs, and local assistance funding of its member agencies[1] that have a significant effect on the implementation of sustainable communities strategies. The Strategic Growth Council is further required to notify each member agency of these matters.

- Require each Strategic Growth Council member agency to report annually to the Commission on steps that it has taken to ensure that its policies, activities, programs, and local assistance funding help attain greenhouse gas emission reduction targets, among other things.

- Require the Commission's annual report to the Legislature to include a summary of the assessment of the Commission and the Strategic Growth Council of progress around the state toward state objectives of greenhouse gas emission reductions, from patterns of ongoing land development and transportation investments. The assessment shall be informed by the biennial

[1] Public Resources Code 75121. (a) "The Strategic Growth Council is hereby established in state government and it shall consist of the Director of State Planning and Research, the Secretary of the Resources Agency, the Secretary for Environmental Protection, the Secretary of Business, Transportation and Housing, the Secretary of California Health and Human Services, and one member of the public to be appointed by the Governor. The public member shall have a background in land use planning, local government, resource protection and management, or community development or revitalization."

reports submitted by regional transportation planning agencies and the member agencies of the Strategic Growth Council.

Staff estimates the cost to the Commission to implement AB 1290 is $200,000/Yr. This estimate includes the cost related to two additional Commissioners, convening Planning Committee meetings, necessary dedicated support staff, and production of meeting materials and reports. According to the Bill Analysis prepared for the May 15, 2013 Senate Appropriations Committee hearing, biennial fiscal effects of the legislation to the 18 MPOs to prepare biennial progress reports would range between $360,000 and $900,000. This analysis further reports that the member agencies of the Strategic Growth Council would incur one-time costs of about $30,000 per agency with costs absorbable thereafter.

Recommended CTC Action: Monitor

Senate Bill 425 (DeSaulnier) – Public Works: The Public Works Peer Review Act of 2013
Allows a public agency, principally tasked with administering, planning, developing, and operating a public works project, to establish a specified peer review group. Requires the administering agency, if a peer group is established, to draft a charter, published on the agency's Internet Web site, related to the duties of the peer review group.

As proposed, this bill has no direct impact to the Commission.

Recommended CTC Action: Monitor

Assembly Bill 401 (Daly)
Authorizes the Orange County Transportation Authority, until January 1, 2018, to utilize design-build procurement for the Interstate Highway 405 Improvement Project based on best value or lowest responsible bid. As proposed, this legislation limits the Commission's role to developing guidelines for a standard organizational conflict-of-interest policy related to design-build procurement. Since the Commission has adopted such conflict of interest guidance, this legislation has no impact to the Commission.

Recommended CTC Action: No Action

BACKGROUND:

The Commission approved criteria to guide Commission staff in monitoring legislation and selecting bills that should be brought forward for Commission consideration. An over-arching criterion is that a bill must directly affect transportation on a statewide basis. Bills meeting one or more of the criteria, provided below, will be brought forward to the Commission for consideration.

- Funding/Financing - funding or a funding mechanism for transportation (capital and operations)
- Environmental Mitigation - implementation of greenhouse gas emissions reduction and transportation (e.g., AB 32), and/or involve the environmental process and transportation (e.g., CEQA)
- Planning - implementation of transportation and land use and planning (e.g., SB 375)
- Project Delivery - changes to the way transportation projects are delivered

Additional criteria for bringing a bill forward include:

- Direct Impact to Commission - changes in Commission responsibility, policy impact or operations
- Commissioner Request - recommended by a Commissioner for consideration by the Commission at its next regularly scheduled meeting

The Commission adopted policy to 1) consider legislation in relation to its overall policy by topic area prior to taking a position on legislation addressing that topic; and 2) remain selective in its use of watch, support or opposition on a bill. The rationale for a policy by topic area is it permits the Commission to address a suite of legislative proposals dealing with the same topic by commenting to the author(s) without necessarily taking a position. Rather than taking specific positions on bills in their initial state, the Commission can advise the Legislature on a bill's policy and/or technical aspects, as well as how it helps or hinders transportation. The intent of the Commission's comments is to alert the Author of the bill's impact on a policy and/or technical aspect related to transportation planning, programming, financing, mitigation, or project delivery.

Further direction will be provided to staff, by the Chair, on bills that meet the aforementioned criteria.

Attachment A - Status of State and Federal Legislation

Bill #	Author	Title	Subject	Description	Status
AB 14	Lowenthal	State Freight Plan	Direct Impact to CTC Planning	This bill would require the Business Transportation and Housing Agency (Agency) to prepare a state freight plan with specified elements to govern the immediate and long-range planning activities and capital investments of the state with respect to the movement of freight. The bill also requires the Agency to establish a freight advisory committee which will include participation from the Commission. The initial state freight plan would be submitted to the Legislature, the Governor, and certain state agencies, including the Commission, by December 31, 2014, and updated every 5 years thereafter.	***Last Action*** In Assembly, read third time, passed to Senate May 28, 2013 ***Current Location*** Senate ***Commission Adopted Position*** Support position adopted 5-7-13 Support letter issued 5-10-13
AB 164	Wieckowski	Infrastructure Financing	Funding/Financing	This bill would require a lease agreement between a governmental agency undertaking an infrastructure project and a private entity to include performance bonds as security to ensure the completion of the construction of the facility and payment bonds to secure the payment of claims of laborers, mechanics, and material men employed on the work under contract.	***Last Action*** In Senate, referred to Committee on Governance & Finance May 30, 2013 ***Current Location*** Senate Governance & Finance Committee
AB 204	Wilk	Green Vehicles: Fees	Funding/Financing	Note: this bill did not pass out of house of origin by May 31st deadline This bill would express the intent of the Legislature to enact legislation to impose a fee in conjunction with registration on green vehicles to address the costs of those vehicles using public roads and highways.	***Last Action*** Introduced in Assembly January 30, 2013 ***Current Location*** Not Yet Assigned to Committee
AB 243	Dickinson	Local Government: Infrastructure Financing Districts	Funding/Financing	This bill would authorize the creation of an infrastructure and revitalization financing district and the issuance of debt with 55% voter approval. The bill would authorize a district to finance projects in redevelopment project areas, former redevelopment project areas and former military bases if special conditions are met. The bill would authorize a district to fund various projects including: highways, interchanges, ramps and bridges, arterial streets, parking facilities and transit facilities.	***Last Action*** Referred to Senate Committee on Governance & Finance May 23, 2013 ***Current Location*** Senate Committee on Governance & Finance

Bill #	Author	Title	Subject	Description	Status
AB 317	Hall	Transportation: State Highways	Direct Impact to CTC	Note: this bill did not pass out of house of origin by May 31st deadline This bill would make a non-substantive change to provisions requiring the Transportation Commission to program interregional and regional transportation capital improvement projects through the State Transportation Improvement Program process.	***Last Action*** Introduced in Assembly February 12, 2013 ***Current Location*** Not Yet Assigned to Committee
AB 401	Daly	Public Contracts: Design Build: Highway Route 405	Project Delivery	This bill would authorize the Orange County Transportation Authority Design Build Program which would authorize OCTA, until January 1, 2018, *based on either best value or lowest responsible bid,* to utilize the design-build procurement for the Interstate Highway 405 Improvement Project. Requires the Department of Transportation to provide inspection services. Requires the reimbursement of the Department of Industrial Relations for performing prevailing wage monitoring and enforcement of a public works project.	***Last Action*** In Assembly, read third time, passed to Senate May 24, 2013 ***Current Location*** Senate
AB 431	Mullin	Transportation: Sustainable Communities Funding	Funding/Financing Planning	Note: this bill did not pass out of house of origin by May 31st deadline This bill would authorize a Metropolitan Planning Organization to impose a transaction and use tax, as specified, at a rate of no more than 0.5% even if the combined rate of this tax and other specified taxes imposed in the county exceeds 2%, if certain requirements are met. This bill would require an expenditure plan to be prepared with the revenues of the plan to be available for transportation, affordable housing, and parks and open space, with the remainder of funding to be spent to help attain the goals of the Sustainable Communities Strategy.	***Last Action*** In Assembly, passed first committee, read second time and amended, re-referred to Committee April 15, 2013 ***Current Location*** Assembly Transportation Committee

Bill #	Author	Title	Subject	Description	Status
AB 528	Lowenthal	State Rail Plan: *High Speed Rail Authority Business Plan*	Direct Impact to CTC Planning	Existing law requires the Department of Transportation to prepare a ~~10 year~~ State Rail Plan biennially for submission to the Legislature, Governor, and specified entities including the Commission. This bill would remove the requirement that the Department submit the State Rail Plan to the Commission for advice and consent, this bill would instead require the Final State Rail Plan to be submitted to the Transportation Agency for approval, and would require the final approved plan to be submitted to the Legislature, the Governor, the Public Utilities Commission, the High Speed Rail Authority and the Commission on or before March 17, 2017. The plan consists of 2 elements, a passenger rail element and a freight rail element, and sets forth various items that are required to be included in each element. Existing law requires the High Speed Rail Authority to prepare, publish, adopt, and submit to the Legislature, not later than January 1, 2012, and every 2 years thereafter, a specified business plan, with specified elements, and to publish, at least 60 days prior to the publication of the plan, a draft business plan for public review and comment, as specified. This bill would revise and recast the items required to be included in the 2 elements of the State Rail Plan and would change the date to May 1, 2014, by which the High-Speed Rail Authority is required to prepare, publish, adopt, and submit to the Legislature, and every 2 years thereafter, a specified business plan. The bill would make changes to the specified elements required to be included in the business plan.	***Last Action*** In Senate, referred to Committee on Transportation & Housing May 30, 2013 ***Current Location*** Senate Transportation & Housing Committee
AB 574	Lowenthal	Greenhouse Gas Reduction Fund: Sustainable Communities	Direct Impact to CTC Planning Environment	Note: this bill did not pass out of house of origin by May 31st deadline This bill would require the Air Resources Board to establish standards for the use of moneys allocated in the Greenhouse Gas Reduction Fund for sustainable communities projects. This bill would require the Air Resources Board to establish the criteria for the development and implementation of regional grant programs. This bill would also require the Commission to designate the regional granting authority within each region of the state to administer the allocated moneys for regional grant programs.	***Last Action*** In Assembly Appropriations Committee, held in Committee May 24, 2013 ***Current Location*** Assembly Appropriations Committee

Bill #	Author	Title	Subject	Description	Status
AB 603	Cooley	Public Contracts: Design Build: Capitol Southeast Connector Project	Project Delivery	Note: this bill did not pass out of house of origin by May 31st deadline *Existing law, until January 1, 2014, authorizes certain state and local transportation entities, if authorized by the California Transportation Commission, to use a design-build process for contracts on transportation projects, as specified. Existing law establishes a procedure for submitting bids that includes a requirement that design-build entities provide a statement of qualifications submitted to the transportation entity that is verified under oath, subject to penalty of perjury. This bill would authorize the Capitol Southeast Connector Joint Powers Authority to utilize design-build procurement for the Southeast Connector Project in Sacramento County, subject to authorization by the commission. The bill would require a transportation entity, as defined, awarding a contract for a public works project pursuant to these provisions, to reimburse the Department of Industrial Relations for costs of performing prevailing wage monitoring and enforcement of the public works project and would require moneys collected to be deposited into the State Public Works Enforcement Fund, a continuously appropriated fund. By depositing money in a continuously appropriated fund, the bill would make an appropriation. This bill would make legislative findings and declarations as to the necessity of a special statute for Sacramento County.*	***Last Action*** Amended April 16, 2013 ***Current Location*** Assembly Transportation Committee Not Heard in Committee April 22, 2013 as scheduled
AB 680	Salas	~~Transportation Funds~~ Transportation: Interregional Road System	As amended, no longer impacting Funding/Financing	~~This bill would make a technical, non-substantive change to provisions of existing law requiring funds in the State Highway Account to be programmed, budgeted, and expended to maximize the use of federal funds and according to specified sequence of priorities, and to provide information to the Legislature to substantiate the department's proposed capital outlay support budget.~~ *Existing law requires certain transportation funds made available for transportation capital improvement projects to be programmed and expended in specified amounts for interregional improvements and regional improvements. Existing law specifies the state highway routes that are included in the interregional road system and the state highway routes that are eligible interregional and intercounty routes. This bill would include State Highway Route 43 as an eligible interregional and intercounty route.*	***Last Action*** In Senate, referred to Committee on Transportation & Housing May 23, 2013 ***Current Location*** Senate Transportation & Housing Committee

Bill #	Author	Title	Subject	Description	Status
AB 690	Campos	Jobs and Infrastructure Financing Districts: Voter Approval	Funding/Financing	Note: this bill did not pass out of house of origin by May 31st deadline This bill would revise and recast the provisions governing infrastructure financing districts and provide for the creation of jobs and infrastructure financing districts (JIDs) with 55% voter approval. This bill would authorize a public financing authority to enter into joint powers agreements with affected taxing entities with regard to non-taxing authority or powers only. This bill would authorize a district to fund various projects including: highways, interchanges, ramps and bridges, arterial streets, parking facilities and transit facilities.	***Last Action*** In Assembly, read second time and amended. Re-referred to Local Government Committee ***Current Location*** Assembly Local Government Committee
AB 737	Fox *Assembly Co-Authors: Bonilla, Brown, Daly, Garcia, Harkey, Roger, Hernandez, Muratsuchi, Perea, Torres, Wagner, Wieckowski, Williams* *Senate Co-Author: Berryhill*	Unmanned Aircraft Systems: Test Sites	Aeronautics	This bill would require the director to prepare a proposal to establish a test site in California and would authorize the director to consult with *the Governor's Military Council and other* specified ~~state departments and private~~ entities in developing the proposal. ~~This bill would require a local government that submits a proposal to the FAA to also send a copy of the proposal to specified state entities, thereby imposing a state-mandated local program. This bill would require the director to submit the proposal to the FAA if a local government does not submit a proposal to the FAA by a specified date. The bill would create the Unmanned Aircraft Systems Test Site Account in the State Treasury to accept public and private contributions to the Governor's Office of Business and Economic Development for the purposes of the bill, and would continuously appropriate the moneys in the account to the office to fund the development and completion of the application and designation process for a test site in California, with any moneys remaining in the account after test sites are designated to be allocated by the office to the infrastructure and development of the test site in the event a test site is designated in California. The bill would provide that no moneys may be allocated after 2 years from the enactment of the bill.~~ *This bill would require the director to coordinate with any local government that submits a proposal.*	***Last Action*** In Senate, referred to committee May 2, 2013 ***Current Location*** Senate Committee on Business, Professions, and Economic Development
AB 749	Gorell	Public Private Partnerships	Project Delivery	Note: this bill did not pass out of house of origin by May 31st deadline This bill would extend the sunset provision from January 1, 2017 to January 1, *2022. This bill would also state the intent of the Legislature for a project developed under these provisions to have specified characteristics.*	***Last Action*** In Assembly Transportation Committee, not heard April 29, 2013 ***Current Location*** Assembly Transportation Committee

Bill #	Author	Title	Subject	Description	Status
AB 823	Eggman	California Farmland Protection Act	Environment	Note: this bill did not pass out of house of origin by May 31st deadline This bill would enact the California Farmland Protection Act, which would require that ~~an applicant for~~ *a lead agency reviewing a development project,* as defined, ~~that involves the conversion of agricultural land to a permanent or long-term nonagricultural use, including a residential, commercial, civic, industrial, infrastructure, or other similar use, at a minimum, mitigate the identified environmental impacts associated with the conversion of those lands through the permanent protection and conservation of land suitable for agricultural uses, and would require that an adopted mitigation measure providing for the protection of agricultural land meet specified requirements. The act would require that any lands identified and proposed for conservation and protection meet specified criteria. The act would provide that a project is deemed to have fully mitigated all identified significant project-level and cumulative impacts on agricultural resources and no further mitigation is required if specified conditions are met. The act would require the Office of Planning and Research, no later than December 31, 2014, to promulgate regulations covering projects subject to the act.~~ *require that all feasible mitigation of the identified significant environmental impacts associated with the conversion of agricultural lands be completed by the project applicant, as prescribed, and would require the lead agency to consider the permanent protection or replacement of agricultural land as feasible mitigation for identified significant effects on agricultural land caused by a development project.*	***Last Action*** Passed from Assembly Natural Resources Committee April 29, 2013 ***Current Location*** Assembly Agriculture Committee
AB 863	Torres	Transit Projects: Environmental Review Process	Environment	Note: this bill did not pass out of house of origin by May 31st deadline Authorizes the Department of Transportation to assume responsibilities for federal review and clearance under the National Environmental Policy Act for a transit project that is subject to the act. Provides that the state consents to the jurisdiction of the federal courts in that regard, and provides that the department may not assert immunity from suit under the U.S. Constitution with regard to actions brought relative to those responsibilities under federal law.	***Last Action*** Referred to Committee March 4, 2013 ***Current Location*** Assembly Transportation and Natural Resources Committees

Bill #	Author	Title	Subject	Description	Status
AB 886	T. Allen	California Transportation Finance Authority: Tax credit certificates for exporters and importers: Income tax credit	Funding/Financing	Note: this bill did not pass out of house of origin by May 31st deadline This bill would authorize the California Transportation Financing Authority to award tax credit certificates to exporters and importers that demonstrate that they have increased their cargo tonnage or value through state ports and airports by specified amounts or have a net increase in qualified full-time employees hired in the state or have incurred capital costs for cargo facilities in the state. *The bill would require the authority to provide a report to the Legislature regarding the tax credit certificate program, as provided.* This bill would allow credits under the Personal Income Tax and Corporation Tax laws.	***Last Action*** Passed from Revenue and Taxation Committee to Appropriations May 13, 2013 ***Current Location*** Assembly Appropriations Committee
AB 963	Levine	State Contracts: RFP Procedures	Project Delivery Environment	Note: this bill did not pass out of house of origin by May 31st deadline This bill would require a bidder's record of environmentally preferable purchasing to be a factor in awarding a contract under a request for proposal.	***Last Action*** In Assembly Appropriations Committee, not heard May 24, 2013 ***Current Location*** Assembly Appropriations Committee
AB 1002	Bloom	Vehicles: Registration Fees	Funding/Financing Planning	Note: this bill did not pass out of house of origin by May 31st deadline This bill would, in addition to any other taxes and fees specified in the Vehicle Code and the Revenue and Taxation Code, impose a tax of $6 to be paid at the time of registration or renewal of registration of every vehicle subject to registration under the Vehicle Code in a county that is in a metropolitan planning organization required to prepare a sustainable communities strategy as part of its regional transportation plan, except as specified. This bill would require the Department of Motor Vehicles, after deducting all reasonable administrative costs, to remit the money generated by the tax for deposit in the Sustainable Communities Strategy Subaccount, which the bill would establish in the Motor Vehicle Account. The bill would make funds in the subaccount available, upon appropriation by the Legislature, for specified purposes.	***Last Action*** In Assembly, read second time and amended, re-referred to Local Government Committee April 23, 2013 ***Current Location*** Assembly Local Government Committee

Bill #	Author	Title	Subject	Description	Status
AB 1046	Gordon	Department of Transportation: Innovative Delivery	Project Delivery	~~States the intent of the Legislature to enact legislation that would facilitate the implementation of the master agreement executed by the Department of Transportation and the Santa Clara Valley Transportation Authority for the Innovative Delivery Team Demonstration Program.~~ *This bill would authorize the department's District 4 director to direct existing District 4 resources to the Innovative Delivery Team Demonstration Program and to authorize department staff to perform reimbursed work for projects on and off the state highway system within the boundaries of the County of Santa Clara pursuant to the master agreement, as defined, and accompanying work programs, as defined.*	***Last Action*** In Senate, referred to Transportation & Housing Committee May 23, 2013 ***Current Location*** Senate Transportation & Housing Committee
AB 1070	Frazier	California Transportation Financing Authority	Funding/Financing	This bill relates to the Transportation Financing Authority Act and the Transportation Financing Authority. This bill would provide for the roles of the authority and an issuer of bonds under the act if the project sponsor, rather than the authority, is the issuer of bonds.	***Last Action*** In Senate, referred to Transportation & Housing Committee and Governance & Finance Committee May 23, 2013 ***Current Location*** Senate Transportation & Housing Committee and Governance & Finance Committee
AB 1081	Medina	Economic Development: Goods-Movement Infrastructure	Funding/Financing Planning	Existing law requires the Governor, in conjunction with the Governor's Budget, to submit annually to the Legislature a proposed 5-year infrastructure plan containing specified information concerning infrastructure needed by state agencies, public schools, public post secondary educational institutions and a proposal for funding the needed infrastructure. This bill would require the infrastructure plan to include information related to infrastructure identified by state and federal transportation authorities and recommendations for private sector financing as specified.	***Last Action*** In Assembly, read third time, passed to Senate May 30, 2013 ***Current Location*** Senate

Bill #	Author	Title	Subject	Description	Status
AB 1179	Bocanegra	Regional Transportation Plan: Sustainable Communities Strategy	Planning	Note: this bill did not pass out of house of origin by May 31st deadline This bill would additionally require the sustainable communities strategy to identify, in consultation with each local educational agency in the region, ~~future facilities sites, or existing facilities that may be modernized or expanded~~ *how the sustainable communities strategy may impact school enrollments and capacities and the need for new school site or expansion or modernization of existing school sites,* as specified.	***Last Action*** Amended and re-referred to Committee March 21, 2013 ***Current Location*** Assembly Local Government Committee
AB 1194	Ammiano and V.M Perez	Safe Routes to School Program	Funding/Financing	This bill would *provide that the program may fund both construction and noninfrastructure activities, as specified. The bill would* require the program to be funded by an annual appropriation in the budget act of not less than $46,000,000, consisting of federal and state transportation funds eligible to be expended for this purpose. *The bill would require 20% of program funds to be used for noninfrastructure activities, as specified.* The bill would authorize the transfer of the responsibility for selecting projects and awarding grants from the Department of Transportation to the California Transportation Commission, at the discretion of the Transportation Agency. *The bill would require the Department of Transportation to employ a full time coordinator to administer the program.* The bill would also delete references to a superseded federal transportation act.	***Last Action*** In Assembly, read third time, passed to Senate May 30, 2013 ***Current Location*** Senate

Bill #	Author	Title	Subject	Description	Status
AB 1290	J. Perez	Transportation Planning	Direct Impact to CTC	This bill would provide 2 additional voting members of the California Transportation Commission to be appointed by the Legislature, and for the Secretary of the Transportation Agency, the Chairperson of the State Air Resources Board, and the Director of Housing and Community Development to serve as ex officio members without a vote. *This bill would also require the Governor to make every effort to assure that expertise in the transportation community that has not traditionally been represented on the Commission is reflected in future appointments to the Commission with a particular emphasis on stakeholders involved and engaged in efforts to make the State's transportation system more sustainable.* Would require the Planning Committee to monitor land use and transportation outcomes in accordance with regional Sustainable Communities Strategies. Would require ~~the Regional Transportation Plan Guidelines to contain minimum requirements relating to alternative land use scenarios and corresponding transportation systems.~~ Would require each Metropolitan Planning Organization to make an *biennial* report to the Commission describing progress in implementing the Sustainable Communities Strategy and in attaining greenhouse gas emissions reductions, *beginning on or before October 15, 2014*. Would require the Commission to include in the Annual Report, *the Commission and the Strategic Growth Council's assessment* of state progress in achieving greenhouse gas emissions reductions from land use and transportation planning. *The bill would require each transportation planning agency's report to include an assessment of the region's progress made and challenges faced in implementing policies and projects in the Sustainable Communities Strategy.* Would require the Regional Transportation Improvement Plan to ~~identify the relationship of each project~~ *include a discussion of how the program relates* to the Sustainable Communities Strategy.	***Last Action*** In Assembly, read third time, passed to Senate May 29, 2013 ***Current Location*** Senate
ACA 8	Blumenfield	Local Government Financing: Voter Approval	Funding/Financing	Note: this bill did not pass out of house of origin by May 31st deadline This measure would lower to 55% the voter-approval threshold for a city, county, or city and county to incur bonded indebtedness in the form of general obligation bonds to fund specified public improvements and facilities including transportation infrastructures, streets and roads, sidewalks, transit systems, highways, freeways etc.	***Last Action*** Amended and re-referred to Committee April 4, 2013 ***Current Location*** Assembly Local Government and Appropriations Committees

Bill #	Author	Title	Subject	Description	Status
AJR 6	Fox	Unmanned Aircraft Systems: Test Sites	Aeronautics	This measure would request the Federal Aviation Administration to consider California as one of the 6 planned test sites for unmanned aircraft systems and integration of those systems into the next generation air transportation system.	***Last Action*** Re-referred to Senate Housing and Transportation Committee May 9, 2013 ***Current Location*** Senate Transportation and Housing Committee
SB 1	Steinberg	Sustainable Communities Investment Authority	Funding/Financing Planning	This bill would authorize certain public entities of a Sustainable Communities Investment Area, as described, to form a Sustainable Communities Investment Authority (authority) to carry out the Community Redevelopment Law in a specified manner. The bill would require the authority to adopt a Sustainable Communities Investment Plan for a Sustainable Communities Investment Area and authorize the authority to include in that plan a provision for the receipt of tax increment funds provided that certain economic development and planning requirements are met. The bill would authorize the legislative body of a city or county forming an authority to dedicate any portion of its net available revenue, as defined, to the authority through its Sustainable Communities Investment Plan. The bill would require the authority to contract for an independent financial and performance audit every 5 years.	***Last Action*** In Senate, read third time, passed to Assembly May 28, 2013 ***Current Location*** Assembly
SB 15	Padilla	Aviation: Unmanned Aircraft Systems	Aeronautics	This bill would, under existing civil and criminal provisions, provide that engaging in the prohibited activities with devices or instrumentalities affixed to or contained within an unmanned aircraft system is included within the prohibitions. With respect to the criminal provisions, the bill would impose a state mandated local program by changing the definition of a crime. This bill would also provide that an unmanned aircraft system may not be equipped with a weapon. This bill would define "unmanned aircraft system" for all of these purposes. *This bill would additionally require that an application for a search warrant specify if an unmanned aircraft system, as defined, will be used in the execution of the search warrant, and the intended purpose for which the unmanned aircraft system will be used.*	***Last Action*** In Senate, read third time, passed to Assembly May 28, 2013 ***Current Location*** Assembly

Bill #	Author	Title	Subject	Description	Status
SB 33	Wolk *and Frazier*	Infrastructure Financing Districts: Voter Approval	Funding/Financing	This bill would revise provisions governing infrastructure financing districts. This bill would eliminate the requirement of voter approval for creation of the district and for bond issuance, and would authorize the legislative body to create the district subject to specified procedures. This bill would authorize the creation of such district subject to specified procedure and would authorize a district to finance specified actions and projects including: : highways, interchanges, ramps and bridges, arterial streets, parking facilities and transit facilities.	***Last Action*** In Assembly, referred to Committee May 16, 2013 ***Current Location*** Assembly Local Government Committee
SB 110	Steinberg	California Transportation Commission: Guidelines	Direct Impact to the Commission	This bill would establish specific procedures that the commission would be required to utilize when it adopts guidelines, except as specified, and would exempt the adoption of those guidelines from the requirements of the Administrative Procedures Act. Similar Bills: SB 1348 (Steinberg, 2010) – Vetoed by Governor on September 30, 2010 and SB 126 (Steinberg, 2011) – Amended to relate to agriculture labor relations	***Last Action*** In Assembly, referred to Committee May 9, 2013 ***Current Location*** Assembly Transportation Committee and Accountability & Administrative Review Committee
SB 408	De Leon	Transportation Funds	Funding/Financing	Note: this bill did not pass out of house of origin by May 31st deadline This bill relates to transportation funds available for capital improvement projects. This bill would provide that remaining funds are available for the study of, and development and implementation of, capital improvement projects.	***Last Action*** Referred to Committee February 28, 2013 ***Current Location*** Senate Rules Committee
SB 425	DeSaulnier	Public Works Peer Review Act of 2013	Project Delivery	This bill would enact the Public Works Peer Review Act of 2013 and would allow a public agency, principally tasked with administering, planning, developing, and operating a public works project, to establish a specified peer review group, as defined, and would require the administering agency, if a peer review group is established, to draft a charter, published on the agency's website, related to the duties of the peer review group.	***Last Action*** In Senate, read third time, passed to Assembly May 24, 2013 ***Current Location*** Assembly
SB 444	De Leon	State Highway Route 86: Relinquishment	Direct Impact to the Commission	Note: the legislative authority for this relinquishment is now being undertaken in SB 788. This bill would authorize the Commission to relinquish to the cities of Brawley, El Centro, and Imperial and the County of Imperial, specified portions of State Route 86 under certain conditions. This bill redesignates a specified portion of such route as part of State Route 78 following relinquishment and requires the relinquishments to be done at no cost to the state, unless the Commission makes a finding of need.	***Last Action*** Referred to Committee April 11, 2013 ***Current Location*** Senate Transportation and Housing Committee

Bill #	Author	Title	Subject	Description	Status
SB 486	DeSaulnier	Office of Legal Compliance and Ethics	Direct Impact to the Commission	This bill would create the Office of Legal Compliance and Ethics ~~(office)~~ within the agency and require the director of the office to organize the office with the approval of the audit committee, as defined. The bill would vest the office with responsibility for, among other things, acting to prevent and detect serious breaches of Department of Transportation ~~(department)~~ policy, and fraud, waste, and abuse within the department, including any acts of criminal conduct ~~within the department~~. The bill would require the office to conduct internal audits of the department, and would provide that the office have access to specified records and personnel, and other material necessary to conduct audits and investigations. The bill would require the director of the office to report quarterly, at a noticed public hearing of the commission, regarding performance of and activities related to investigations and to report annually to the Governor and the Legislature with a summary of his or her investigations. The bill would require the summary to be posted on the agency' s Internet Web site. The bill would require the director to provide information and evidence relating to criminal acts to the State Auditor' s office and appropriate law enforcement officials ~~and to~~ , and refer matters for further civil, criminal, and administrative action to appropriate administrative and prosecutorial agencies, including the Attorney General.	***Last Action*** In Senate, read third time, passed to Assembly May 28, 2013 ***Current Location*** Assembly
SB 661	Hill	False Advertising	Project Delivery	Note: this bill did not pass out of house of origin by May 31st deadline Eliminates the requirement in existing law that any article, unit, or part of the merchandise be substantially manufactured in the United States in order for the merchandise to advertise that it is made in the United States. Provides any merchandise that has been substantially made, manufactured, or produced within the United States if specified requirements are met. Creates a rebuttable presumption if an independent 3rd party verification entity certifies that merchandising meets the requirements.	***Last Action*** Heard in Senate Judiciary Committee May 7, 2013 ***Current Location*** Senate Judiciary Committee

Bill #	Author	Title	Subject	Description	Status
SB 731	Steinberg	Environment: California Environmental Quality Act	Environment	This bill would enact the "CEQA Modernization Act of 2013" which would revise the California Environmental Quality Act to, among other things, provide greater certainty for smart infill development. States the intent of the Legislature to provide funds annually to the Strategic Growth Council for the purposes of providing planning incentive grants to local and regional agencies to implement Sustainable Communities Strategies. May 7th version adds a requirement for the Attorney General to annually submit to the Legislature a report containing specified information on CEQA litigation in the state, removes reference to funding from the Alternative and Renewable Fuel and Vehicle Technology Fund, and would require appropriation of funds by the Legislature for the Strategic Growth Council.	***Last Action*** In Senate, read third time, passed to Assembly May 29, 2013 ***Current Location*** Assembly
SB 788	Senate Transportation and Housing Committee	Transportation	Direct Impact to CTC	This bill would make changes to several sections of law relating to transportation. Specifically of interest to the Commission, this bill would allow the Commission to relinquish the following State Routes: 25, 68, 74, and 86. This bill also specifies that the relinquishments must be done at no cost to the state unless the Commission makes a finding of need.	***Last Action*** In Senate, read third time, passed to Assembly May 16, 2013 ***Current Location*** Assembly
SB 791	Wyland	Motor Vehicle Fuel Tax: Rate Adjustment	Funding/Financing	Note: this bill did not pass out of house of origin by May 31st deadline This bill would eliminate the requirement that the State Board of Equalization adjust the rate of the excise tax on motor vehicle fuel and would require the Department of Finance to annually calculate that rate and report that calculated rate to the Joint Legislative Budget Committee. Provides the rate for the state's next fiscal year would remain the same as the rate of the current fiscal year or would decrease. Provides the rate may increase upon a future act by the Legislature.	***Last Action*** Referred to Committee April 11, 2013 ***Current Location*** Senate Committees on Transportation and Housing and Governance and Finance Not heard in Transportation and Housing Committee April 30, 2013
SB 811	Lara	State Highway Route 710	Project Delivery	Imposes various requirements on the Department of Transportation with respect to the I-710 expansion project in the County of Los Angeles. Requires the lead agency to consider, within the environmental review process for the process, alternative to address the air quality, public health, and mobility impacts the projects will have on neighboring communities. Requires the EIR to contain information on investments in mitigation for those communities. Requires submission of a related report to the Legislature.	***Last Action*** In Senate, read third time, passed to Assembly May 29, 2013 ***Current Location*** Assembly

Bill #	Author	Title	Subject	Description	Status
SCA 1	Wyland	State Auditor: Duties	Direct Impact to the Commission	Note: this bill did not pass out of house of origin by May 31st deadline This measure would require the California State Auditor to biennially conduct a specified financial audit and performance evaluation of each state program, including the administration or oversight of that program by the department or agency that is responsible for the program, and submit a report of the results of that financial audit and performance evaluation to the Legislature, as prescribed. This measure would require the committee that considers the budget in each house of the Legislature to meet and consider recommendations made in each performance evaluation within 90 days of submission by the California State Auditor. This measure would require the California State Auditor to make each financial audit and performance evaluation available to the public on an Internet Web site and in hardcopy format and require the Legislature to appropriate to the California State Auditor's Office funds as necessary to implement these provisions	***Last Action*** Re-referred to Committee February 7, 2013 ***Current Location*** Senate Committees on Governmental Organization and Elections & Constitutional Amendments
SCA 4	Liu *Senate Co-Author: Pavley* *Assembly Co-Author: Bonilla*	Local Government Transportation Projects: Special Taxes: Voter Approval	Funding/Financing	Note: this bill did not pass out of house of origin by May 31st deadline This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects requires the approval of 55% of its voters voting on the proposition, if the *proposition proposing the tax includes certain requirements including: (a) The ballot proposition contains a specific list of programs and purposes to be funded and a requirement that tax proceeds be spent solely for those programs and purposes (b) The ballot proposition includes a requirement for annual independent audit of the amount of tax proceeds collected and expended and the specified purposes and programs funded and (c) The ballot proposition requires the governing board to create a citizens oversight committee to review all expenditures of proceeds and financial audits and report its finding to the governing board and public.*	***Last Action*** Re-referred to Senate Transportation and Housing Committee May 29, 2013 ***Current Location*** Senate Transportation and Housing Committee ***Commission Adopted Position*** Support position adopted 1-8-13 Support letter issued 1-14-13
SCA 6	DeSaulnier	Initiative Measures: Funding Source	Funding/Financing	Note: this bill did not pass out of house of origin by May 31st deadline This measure would prohibit an initiative measure that would result in a net increase in state or local government costs, other than costs attributable to the issuance, sale or repayment of bonds, from being submitted to the electors or having any effect unless and until the Legislative Analyst and the Director of Finance jointly determine that the initiative measure provides for additional revenues in an amount that meets or exceeds the net increase in costs.	***Last Action*** In Senate, read second time, to third reading May 24, 2013 ***Current Location*** Senate Third Reading File

Bill #	Author	Title	Subject	Description	Status
SCA 8	Corbett *Assembly Co-Author: Wieckowski*	Transportation Projects: Special Taxes: Voter Approval	Funding/Financing	Note: this bill did not pass out of house of origin by May 31st deadline This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for transportation projects requires the approval of 55% of its voters voting on the proposition, *if the proposition proposing the tax includes certain requirements including: (a) The ballot proposition contains a specific list of programs and purposes to be funded and a requirement that tax proceeds be spent solely for those programs and purposes (b) The ballot proposition includes a requirement for annual independent audit of the amount of tax proceeds collected and expended and the specified purposes and programs funded and (c) The ballot proposition requires the governing board to create a citizens oversight committee to review all expenditures of proceeds and financial audits and report its finding to the governing board and public.*	***Last Action*** Re-referred to Senate Transportation and Housing Committee May 29, 2013 ***Current Location*** Senate Transportation and Housing Committee ***Commission Adopted Position*** Support position adopted 1-8-13 Support letter issued 1-14-13
HR 711	Foxx	Federal Transportation Projects and Wage Requirements	Project Delivery	This bill would enact the "Highway Trust Fund Reform Act of 2013" and would amend Titles 23 and 49 of the United States Code to repeal wage requirements applicable to laborers and mechanics employed on Federal-aid highway and public transportation construction projects	***Last Action*** Referred to Committee February 15, 2013 ***Current Location*** House Committee on Transportation and Infrastructure: referred to Subcommittee on Highways and Transit
HR 1419	Hahn	Bridge Repair and Reconstruction Grants	Funding/Financing	This bill would enact the "Bridge to Jobs Act" and would provide funding to each state to cover all the costs to repair or reconstruct a bridge determined by the Federal Highway Administration to be structurally deficient.	***Last Action*** Referred to Committee April 10, 2013 ***Current Location*** House Committee on Transportation and Infrastructure: referred to Subcommittee on Highways and Transit

Bill #	Author	Title	Subject	Description	Status
HR 1544	Petri	Urban and Regional Rail Corridor Development	Funding/Financing	This bill would enact the "National High Performance Passenger Rail Transportation-Oriented Development Act of 2013" which would promote transportation-oriented development and encourage dedicated revenue sources for urban and regional rail corridor development.	***Last Action*** Referred to Committee April 15, 2013 ***Current Location*** House Committee on Transportation and Infrastructure: referred to Subcommittees on Highways & Transit and Railroads, Pipelines & Hazardous Materials
S 208	Feinstein	Helicopter Noise Reduction Regulations	Aeronautics	This bill would require the Federal Aviation Administration to prescribe regulations to reduce helicopter noise pollution in residential areas in Los Angeles County, California.	***Last Action*** Referred to Committee February 4, 2013 ***Current Location*** Senate Committee on Commerce, Science, and Transportation

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 11, 2013

Reference No.: 4.3
Information

From: ANDRE BOUTROS
Executive Director

Subject: **DRAFT 2014 STIP FUND ESTIMATE (FE)**

SUMMARY:

The Department is submitting the draft 2014 STIP Fund Estimate (FE) to the Commission at this meeting of June 11, 2013.

The draft FE shows that there is no new programming capacity in the first three years of the STIP period (2014-15 through 2016-17), due to no capacity for the Public Transportation Account (PTA) or Transportation Enhancements (TE). Therefore, total programming targets are only for the last two years of the STIP period (2017-18 and 2018-19).

State law provides that up to 5% of a county share may be expended for planning, programming and monitoring (PPM). This limitation is applied separately to each four-year county share period. Table 3 shows the PPM limits for the STIP period 2016-17 through 2018-19. The PPM limitation is a limit to the amount that can be programmed in any region and is not in addition to amounts already programmed.

No Commission action is required as this is an information item; however, staff recommends that the Commission consider any comments received at the June 2013 meeting, and direct staff to work with the Department to present the 2014 STIP FE for adoption at the August 6, 2013 meeting.

BACKGROUND:

Government Code section 14525(a) requires the Commission to adopt the STIP Fund Estimate by August 15 of each odd-numbered year.

Attachments

2014 STIP Fund Estimate
County and Interregional Share Estimates

The STIP consists of two broad programs, the regional program funded from 75 percent of new STIP funding and the interregional program funded from 25 percent of new STIP funding. The 75 percent regional program is further subdivided by formula into County Shares. County Shares are available solely for projects nominated by regions in their Regional Transportation Improvement Programs (RTIP).

The Draft 2014 STIP Fund Estimate indicates that the STIP is over-programmed by approximately 12% in the early years of the 2014 STIP due primarily to the loss of Transportation Enhancement (TE) funding. Some of this over-programming will likely be resolved through the schedule updates which occur each STIP cycle, and through the deletion of TE projects by regions or Caltrans. However, some projects currently programmed in the STIP may need to be delayed (reprogrammed into a later year).

Existing TE projects may remain in the STIP so long as they are eligible for State Highway Account or Federal funds.

Table 1. Reconciliation to County and Interregional Shares

This table lists the net changes to program capacity from the ***draft*** 2014 STIP FE to the capacity used in the County and Interregional Shares. This table is currently based on the estimated Commission actions through June 30, 2013. The program capacity used in the adopted Fund Estimate will be updated to include final Commission's actions through the June 2013 Commission meeting.

Table 2. County and Interregional Shares – Total Target

This table displays the ***draft*** 2014 STIP targets of the new statewide capacity through 2018-19. As shown in Table 1, new capacity is in the two new years of the Fund Estimate: 2017-18 and 2018-19. Therefore, nearly all new programming added in the 2014 STIP will be in 2017-18 and 2018-19.

Table 3. County and Interregional Shares – Maximum Target

This table displays the ***draft*** 2014 STIP targets of the new statewide capacity through the next County share period, ending in 2019-20. This is the maximum amount that the Commission may program in a county, other than advancing future shares, pursuant to Section 188.8(j) of the S&HC, to a county with a population of under 1 million.

Table 4. Planning, Programming, and Monitoring (PPM) Limitations

- State law and the STIP guidelines provide that up to 5% of a county share may be expended for planning, programming, and monitoring (PPM). This limitation is applied separately to each four-year county share period. This table identifies the ***draft*** county and interregional shares for 2016-17 through 2018-19 (the first three years of the 2016-17 through 2019-20 share period) based upon the 2012 Fund Estimate and the ***draft*** 2014 Fund Estimate. These are the amounts against which the 5% PPM Limitation is applied. The PPM Limitations are limits to the amounts that can be programmed in any region and are not in addition to amounts already programmed.

DRAFT 2014 STIP FUND ESTIMATE

Table 1 - Reconciliation to County and Interregional Shares

($ millions)

Public Transportation Account (PTA)	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	5-Year Total	6-Year Total
2014 FE PTA Target Capacity	$25	$0	$0	$0	$0	$0	$0	$25
Total 2014 STIP FE PTA Target Capacity	**$25**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$25**
2012 STIP Program [1]	**$68**	**$84**	**$101**	**$97**	**$0**	**$0**	**$282**	**$350**
Extensions	$11	$43	$0	$0	$0	$0	$43	$54
Delivered But Not Allocated	$0	$0	$0	$0	$0	$0	$0	$0
Advances	$0	$0	$0	$0	$0	$0	$0	$0
Net PTA STIP Program	**$79**	**$127**	**$101**	**$97**	**$0**	**$0**	**$325**	**$404**
PTA Capacity for County Shares	**($54)**	**($127)**	**($101)**	**($97)**	**$0**	**$0**	**($325)**	**($379)**
Cumulative	**($54)**	**($181)**	**($282)**	**($379)**	**($379)**	**($379)**		

SHA	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	5-Year Total	6-Year Total
2014 FE Non-PTA Target Capacity	$642	$744	$666	$666	$666	$661	$3,403	$4,045
2014 FE Non-PTA GARVEE Debt Service	($84)	($84)	($11)	($11)	($11)	($11)	($128)	($212)
TE State Match (Estimated program totals)	($8)	$0	$0	$0	$0	$0	$0	($8)
Total 2014 STIP FE Non-PTA Capacity	**$550**	**$660**	**$655**	**$655**	**$655**	**$650**	**$3,275**	**$3,825**
2012 STIP Program [1]	**$444**	**$516**	**$572**	**$532**	**$0**	**$0**	**$1,620**	**$2,063**
Extensions	$120	$2	$0	$0	$0	$0	$2	$122
Delivered But Not Allocated	$0	$0	$0	$0	$0	$0	$0	$0
Advances	$0	($5)	$0	$0	$0	$0	($5)	($5)
Net Non-PTA STIP Program	**$564**	**$512**	**$572**	**$532**	**$0**	**$0**	**$1,616**	**$2,180**
Non-PTA Capacity for County Shares	**($14)**	**$148**	**$83**	**$123**	**$655**	**$650**	**$1,659**	**$1,645**
Cumulative	**($14)**	**$134**	**$217**	**$340**	**$995**	**$1,645**		

Transportation Enhancements (TE)	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	5-Year Total	6-Year Total
2014 STIP FE TE Capacity (Federal)	$0	$0	$0	$0	$0	$0	$0	$0
TE State Match (Estimated program totals)	$8	$0	$0	$0	$0	$0	$0	$8
Total 2014 STIP FE TE Capacity	**$8**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$8**
2012 STIP Program [1]	**$81**	**$95**	**$72**	**$93**	**$0**	**$0**	**$259**	**$340**
Extensions	$3	$1	$0	$0	$0	$0	$1	$4
Advances	($6)	($3)	($1)	($1)	$0	$0	($6)	($12)
Net TE	**$78**	**$92**	**$70**	**$91**	**$0**	**$0**	**$254**	**$332**
TE Capacity for County Shares	**($70)**	**($92)**	**($70)**	**($91)**	**$0**	**$0**	**($254)**	**($324)**
Cumulative	**($70)**	**($162)**	**($233)**	**($324)**	**($324)**	**($324)**		

Total Capacity	**($137)**	**($72)**	**($88)**	**($65)**	**$655**	**$650**	**$1,080**	**$942**

Notes:

General note: Numbers may not add due to rounding.

[1] 2012 STIP through June 2013

DRAFT 2014 Fund Estimate
County and Interregional Shares
Table 2. Calculation of New Programming Targets and Shares - Total Target
($1,000's)

County	Net Carryover		2014 STIP Share through 2018-19			
	Unprogrammed Balance	Balance Advanced	Formula Distribution	Add Back Lapses 11-12/12/13	**Net Share (Total Target)**	Net Advance
Alameda	2,000	0	22,436	0	**24,436**	0
Alpine	1,255	0	662	0	**1,917**	0
Amador	350	0	1,520	0	**1,870**	0
Butte	12,488	0	4,445	0	**16,933**	0
Calaveras	0	0	1,795	0	**1,795**	0
Colusa	673	0	1,191	130	**1,994**	0
Contra Costa	5,000	0	15,306	0	**20,306**	0
Del Norte	0	(11,560)	1,115	0	**0**	(10,445)
El Dorado LTC	0	(9,478)	3,093	0	**0**	(6,385)
Fresno	0	(8,176)	16,943	1,430	**10,197**	0
Glenn	1,802	0	1,248	1	**3,051**	0
Humboldt	0	(5,655)	4,483	40	**0**	(1,132)
Imperial	6,741	0	7,959	0	**14,700**	0
Inyo	9,824	0	6,194	338	**16,356**	0
Kern	0	(2,711)	22,823	573	**20,685**	0
Kings	0	(17,941)	3,347	0	**0**	(14,594)
Lake	4,665	0	1,951	232	**6,848**	0
Lassen	652	0	2,851	900	**4,403**	0
Los Angeles	0	(17,809)	135,327	3,358	**120,876**	0
Madera	0	(14,078)	3,098	0	**0**	(10,980)
Marin	0	(39,820)	4,181	245	**0**	(35,394)
Mariposa	1,541	0	1,166	0	**2,707**	0
Mendocino	1,081	0	4,190	0	**5,271**	0
Merced	11,655	0	5,517	0	**17,172**	0
Modoc	1,373	0	1,520	232	**3,125**	0
Mono	8,439	0	4,609	165	**13,213**	0
Monterey	0	(6,844)	7,969	10,256	**11,381**	0
Napa	2,678	0	2,753	230	**5,661**	0
Nevada	0	(4,118)	2,366	0	**0**	(1,752)
Orange	0	(1,653)	41,870	8,429	**48,646**	0
Placer TPA	0	(45,878)	5,668	0	**0**	(40,210)
Plumas	2,925	0	1,700	0	**4,625**	0
Riverside	15,380	0	36,795	1,916	**54,091**	0
Sacramento	17,630	0	21,201	500	**39,331**	0
San Benito	0	(6,819)	1,464	0	**0**	(5,355)
San Bernardino	0	(5,969)	42,271	115	**36,417**	0
San Diego	0	(29,142)	47,553	0	**18,411**	0
San Francisco	0	(2,827)	11,340	0	**8,513**	0
San Joaquin	7,957	0	11,476	338	**19,771**	0
San Luis Obispo	0	(4,624)	8,522	642	**4,540**	0
San Mateo	3,728	0	11,706	1,000	**16,434**	0
Santa Barbara	0	(12,288)	9,532	1,430	**0**	(1,326)
Santa Clara	0	(19,262)	26,590	660	**7,988**	0
Santa Cruz	0	(611)	4,592	0	**3,981**	0
Shasta	7,628	0	4,891	0	**12,519**	0
Sierra	1,043	0	807	121	**1,971**	0
Siskiyou	2,470	0	3,348	307	**6,125**	0
Solano	1,256	0	6,921	0	**8,177**	0
Sonoma	0	(21,840)	8,621	1,204	**0**	(12,015)
Stanislaus	3,292	0	8,510	0	**11,802**	0
Sutter	1,327	0	1,957	0	**3,284**	0
Tahoe RPA	1,585	0	1,038	0	**2,623**	0
Tehama	2,422	0	2,502	479	**5,403**	0
Trinity	586	0	1,759	60	**2,405**	0
Tulare	0	(6,022)	10,509	250	**4,737**	0
Tuolumne	8,626	0	1,963	0	**10,589**	0
Ventura	5,099	0	14,187	1,500	**20,786**	0
Yolo	6,739	0	4,071	915	**11,725**	0
Yuba	3,004	0	1,496	100	**4,600**	0
Statewide Regional	164,914	(295,125)	646,918	38,096	**694,391**	(139,588)
Interregional	0	(13,246)	215,639	16,287	**218,680**	0
TOTAL	164,914	(308,371)	862,557	54,383	**913,071**	(139,588)

Statewide Flexible Capacity	1,644,992
Statewide PTA Capacity	(378,695)
Statewide TE Capacity	(324,031)
Total	942,266

Draft 2014 Fund Estimate
County and Interregional Shares
Table 3. Calculation of New Programming Targets and Shares - Maximum
($1,000's)

County	Net Carryover Unprogrammed Balance	Net Carryover Balance Advanced	2014 STIP Share through 2019-20 Formula Distribution	Add Back Lapses 11-12/12-13	**Net Share (Maximum)**	Net Advance
Alameda	2,000	0	38,659	0	**40,659**	0
Alpine	1,255	0	1,141	0	**2,396**	0
Amador	350	0	2,619	0	**2,969**	0
Butte	12,488	0	7,658	0	**20,146**	0
Calaveras	0	0	3,092	0	**3,092**	0
Colusa	673	0	2,053	130	**2,856**	0
Contra Costa	5,000	0	26,374	0	**31,374**	0
Del Norte	0	(11,560)	1,922	0	**0**	(9,638)
El Dorado LTC	0	(9,478)	5,330	0	**0**	(4,148)
Fresno	0	(8,176)	29,195	1,430	**22,449**	0
Glenn	1,802	0	2,151	1	**3,954**	0
Humboldt	0	(5,655)	7,725	40	**2,110**	0
Imperial	6,741	0	13,714	0	**20,455**	0
Inyo	9,824	0	10,672	338	**20,834**	0
Kern	0	(2,711)	39,326	573	**37,188**	0
Kings	0	(17,941)	5,767	0	**0**	(12,174)
Lake	4,665	0	3,361	232	**8,258**	0
Lassen	652	0	4,912	900	**6,464**	0
Los Angeles	0	(17,809)	233,181	3,358	**218,730**	0
Madera	0	(14,078)	5,338	0	**0**	(8,740)
Marin	0	(39,820)	7,205	245	**0**	(32,370)
Mariposa	1,541	0	2,009	0	**3,550**	0
Mendocino	1,081	0	7,219	0	**8,300**	0
Merced	11,655	0	9,507	0	**21,162**	0
Modoc	1,373	0	2,620	232	**4,225**	0
Mono	8,439	0	7,942	165	**16,546**	0
Monterey	0	(6,844)	13,731	10,256	**17,143**	0
Napa	2,678	0	4,744	230	**7,652**	0
Nevada	0	(4,118)	4,077	0	**0**	(41)
Orange	0	(1,653)	72,145	8,429	**78,921**	0
Placer TPA	0	(45,878)	9,766	0	**0**	(36,112)
Plumas	2,925	0	2,929	0	**5,854**	0
Riverside	15,380	0	63,402	1,916	**80,698**	0
Sacramento	17,630	0	36,531	500	**54,661**	0
San Benito	0	(6,819)	2,523	0	**0**	(4,296)
San Bernardino	0	(5,969)	72,837	115	**66,983**	0
San Diego	0	(29,142)	81,938	0	**52,796**	0
San Francisco	0	(2,827)	19,539	0	**16,712**	0
San Joaquin	7,957	0	19,774	338	**28,069**	0
San Luis Obispo	0	(4,624)	14,684	642	**10,702**	0
San Mateo	3,728	0	20,171	1,000	**24,899**	0
Santa Barbara	0	(12,288)	16,425	1,430	**5,567**	0
Santa Clara	0	(19,262)	45,817	660	**27,215**	0
Santa Cruz	0	(611)	7,912	0	**7,301**	0
Shasta	7,628	0	8,428	0	**16,056**	0
Sierra	1,043	0	1,390	121	**2,554**	0
Siskiyou	2,470	0	5,769	307	**8,546**	0
Solano	1,256	0	11,926	0	**13,182**	0
Sonoma	0	(21,840)	14,855	1,204	**0**	(5,781)
Stanislaus	3,292	0	14,664	0	**17,956**	0
Sutter	1,327	0	3,372	0	**4,699**	0
Tahoe RPA	1,585	0	1,789	0	**3,374**	0
Tehama	2,422	0	4,312	479	**7,213**	0
Trinity	586	0	3,031	60	**3,677**	0
Tulare	0	(6,022)	18,109	250	**12,337**	0
Tuolumne	8,626	0	3,382	0	**12,008**	0
Ventura	5,099	0	24,446	1,500	**31,045**	0
Yolo	6,739	0	7,014	915	**14,668**	0
Yuba	3,004	0	2,578	100	**5,682**	0
Statewide Regional	164,914	(295,125)	1,114,702	38,096	**1,135,887**	(113,300)
Interregional	0	(13,246)	371,567	16,287	**374,608**	0
TOTAL	164,914	(308,371)	1,486,269	54,383	**1,510,495**	(113,300)

Statewide Flexible Capacity	2,294,992
Statewide PTA Capacity	(378,695)
Statewide TE Capacity	(324,031)
Total	1,592,266

DRAFT 2014 STIP FUND ESTIMATE

County and Interregional Shares

Table 4 - Planning, Programming and Monitoring (PPM) Limitations

($1,000's)

	Total			5% PPM Limitation
County	2012 STIP FY 2016/17	2014 STIP 16/17-18/19	Total 16/17-18/19	FY 2016/17-2018-19
Alameda	20,348	22,436	42,784	**2,139**
Alpine	602	662	1,264	**63**
Amador	1,383	1,520	2,903	**145**
Butte	4,031	4,445	8,476	**424**
Calaveras	1,623	1,795	3,418	**171**
Colusa	1,081	1,191	2,272	**114**
Contra Costa	13,881	15,306	29,187	**1,459**
Del Norte	1,011	1,115	2,126	**106**
El Dorado LTC	2,806	3,093	5,899	**295**
Fresno	15,366	16,943	32,309	**1,615**
Glenn	1,132	1,248	2,380	**119**
Humboldt	4,066	4,483	8,549	**427**
Imperial	7,218	7,959	15,177	**759**
Inyo	5,617	6,194	11,811	**591**
Kern	20,698	22,823	43,521	**2,176**
Kings	3,035	3,347	6,382	**319**
Lake	1,769	1,951	3,720	**186**
Lassen	2,585	2,851	5,436	**272**
Los Angeles	122,728	135,327	258,055	**12,903**
Madera	2,810	3,098	5,908	**295**
Marin	3,792	4,181	7,973	**399**
Mariposa	1,058	1,166	2,224	**111**
Mendocino	3,799	4,190	7,989	**399**
Merced	5,004	5,517	10,521	**526**
Modoc	1,379	1,520	2,899	**145**
Mono	4,180	4,609	8,789	**439**
Monterey	7,227	7,969	15,196	**760**
Napa	2,497	2,753	5,250	**263**
Nevada	2,146	2,366	4,512	**226**
Orange	37,971	41,870	79,841	**3,992**
Placer TPA	5,140	5,668	10,808	**540**
Plumas	1,542	1,700	3,242	**162**
Riverside	33,370	36,795	70,165	**3,508**
Sacramento	19,227	21,201	40,428	**2,021**
San Benito	1,328	1,464	2,792	**140**
San Bernardino	38,336	42,271	80,607	**4,030**
San Diego	43,126	47,553	90,679	**4,534**
San Francisco	10,283	11,340	21,623	**1,081**
San Joaquin	10,407	11,476	21,883	**1,094**
San Luis Obispo	7,729	8,522	16,251	**813**
San Mateo	10,617	11,706	22,323	**1,116**
Santa Barbara	8,644	9,532	18,176	**909**
Santa Clara	24,115	26,590	50,705	**2,535**
Santa Cruz	4,164	4,592	8,756	**438**
Shasta	4,436	4,891	9,327	**466**
Sierra	732	807	1,539	**77**
Siskiyou	3,036	3,348	6,384	**319**
Solano	6,277	6,921	13,198	**660**
Sonoma	7,819	8,621	16,440	**822**
Stanislaus	7,718	8,510	16,228	**811**
Sutter	1,775	1,957	3,732	**187**
Tahoe RPA	942	1,038	1,980	**99**
Tehama	2,269	2,502	4,771	**239**
Trinity	1,595	1,759	3,354	**168**
Tulare	9,531	10,509	20,040	**1,002**
Tuolumne	1,780	1,963	3,743	**187**
Ventura	12,867	14,187	27,054	**1,353**
Yolo	3,691	4,071	7,762	**388**
Yuba	1,357	1,496	2,853	**143**
Statewide	586,696	646,918	1,233,614	**61,681**

Note: Limitation amounts include amounts already programmed.

Memorandum

TAB 94

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 11, 2013

Reference No.: 3.14
Information

From: Susan Bransen for
ANDRE BOUTROS
Executive Director

Subject: **UPDATE ON THE TRANSPORTATION AGENCY FOR MONTEREY COUNTY OPERATING AND MAINTENANCE PLAN FOR THE PROJECT TO EXTEND RAIL SERVICE TO MONTEREY COUNTY**

SUMMARY

In June 2012, the Commission adopted Resolution Waiver-12-49 approving a 20-month extension for the period of project development expenditures for $6,247,813 in Proposition 116 funds allocated to the Transportation Agency for Monterey County (TAMC) for the Caltrain Extension to Monterey County project.

As a condition of approval for the June 2012 time extension, the Commission requested that TAMC return in six months, December 2012, and provide a presentation of the business and operations plan for the project, by then known as the Commuter Rail Extension to Monterey County project.

With the intention of meeting that requirement, TAMC submitted the attached Draft Operating and Maintenance Plan for the Capitol Corridor Extension to Monterey County project.

BACKGROUND

Proposition 116 (PUC Section 99638) authorizes $17,000,000 to TAMC for either the (a) extension of Caltrain service to Monterey County; or (b) another rail project within Monterey County.

Pursuant to Section 99638 (b), the TAMC programmed $9,820,000 for project development and right of way acquisition for the Monterey Branch Line project. The TAMC has programmed the remaining $7,180,000 to its rail extension to Monterey County project.

On April 8, 2010, the Commission approved Resolution PA-10-03, programming $7,180,000 for the CalTrain Extension to Monterey project. Of that amount, $932,187 was for project development activities, and the remaining $6,247,813 was allocated for the right-of-way (R/W) phase.

Attachment

TAB 94

TAMC
TRANSPORTATION AGENCY
FOR MONTEREY COUNTY

DRAFT

Operating and Maintenance Plan

Capitol Corridor Extension to Monterey County Project

Transportation Agency for Monterey County

May 2013

Operating and Maintenance Plan

I. Introduction

This Operating Plan has been jointly developed between the Capitol Corridor Joint Powers Authority (CCJPA) and the Transportation Agency for Monterey County (TAMC), based on adopted Principles of Agreement (POA) regarding the cooperative development and planning for the implementation of new passenger rail service from San Jose to Salinas, California ("Project").

Through previous transportation planning studies, TAMC and the State of California determined that they need to invest in a system of premium transit services to offer a viable transportation alternative to automobile highway travel and attract new riders from the automotive modes of travel in order to provide additional transportation capacity in the US 101 Corridor, thereby reducing congestion, improving air quality, and saving energy in the Monterey Bay Area and San Francisco Bay Area.

TAMC, as the local lead agency, grantee agency and owner of the project, proposes to extend passenger rail service from Santa Clara County south to Salinas. The project would function as an extension of planned Oakland to San Jose expansion of state-sponsored Capitol Corridor (Auburn-Sacramento-Oakland/San Francisco-San Jose) passenger rail service. **Figure 1** is the Regional Transit System Map showing proposed station locations in Monterey County.

The service will start with two daily round trips between Salinas and Sacramento, expanding to up to six round trips as demand warrants. Revenue service is targeted for 2018. The project provides an alternative to the highly congested US 101 corridor to access to jobs, education, and health care, and improves interregional transportation and air quality. It also promotes mixed-use, transit-oriented development, affordable housing, livable communities and economic growth around the three stations.

This document explains the operating and maintenance costs and the fare and revenue assumptions for the project. The project assumes that TAMC would contract with the CCJPA to provide peak period passenger rail service from Salinas to San Jose. The passenger rail service would operate on existing Union Pacific Railroad right-of-way. The CCJPA is taking the lead in negotiations with Union Pacific, the Caltrain Joint Powers Board, and the Santa Clara Valley Transportation Authority (VTA) related to track access rights. The CCJPA would subcontract the operations of the line to their system operator, currently Amtrak. Equipment would be state-owned and must be acquired prior to the start of service. Two trains would layover in Salinas and use the maintenance facilities in Oakland.

Figure 1
Regional Transit System Map and Proposed Station Locations

The new passenger service is assumed to supplement Caltrain service south of San Jose Diridon Station, making stops at Tamien, Morgan Hill and Gilroy. The three new Monterey County stations constructed by TAMC for this new service include, north to south: Pajaro/ Watsonville, Castroville, and Salinas. Passengers traveling between Monterey County and San Francisco Peninsula cities could transfer to Caltrain at any of the Santa Clara County stations. Discussions with Caltrain and VTA related to coordinating operations of Caltrain and the Capitols through Santa Clara County are ongoing.

The service from Monterey County will provide a weekday service oriented to those making frequent work-based trips (see **Table 1**). The service would start with early morning departures from Salinas (approximately 5:06 am and 6:01 am, arriving to San Jose at 6:37 am and 7:32 am, respectively) and afternoon return trips (leaving San Jose at approximately 5:14 pm and 6:45 pm, arriving Salinas at 6:45 pm and 8:16 pm, respectively). Weekend times will vary.

Table 1
Draft Train Schedule

NORTHBOUND (AM)		
Station	**Train #1**	**Train #2**
Salinas	5:06	6:01
Castroville	5:16	6:11
Pajaro/Watsonville	5:31	6:26
Gilroy	6:00	6:55
Morgan Hill	6:14	7:09
Tamien	6:32	7:27
San Jose Diridon	6:37	7:32
Oakland	7:43	8:40
Sacramento	9:48	10:40

SOUTHBOUND (PM)		
Station	**Train #1**	**Train #2**
Sacramento	2:10	3:35
Oakland	4:03	5:28
San Jose Diridon	5:14	6:45
Tamien	5:19	6:50
Morgan Hill	5:37	7:08
Gilroy	5:51	7:22
Pajaro/Watsonville	6:20	7:51
Castroville	6:35	8:06
Salinas	6:45	8:16

This schedule reflects the full buildout scenario of three Monterey County stations. TAMC plans to kick-start this project with service to Salinas only in the near term, building the other two Monterey County stations (Pajaro/Watsonville and Castroville) as funding becomes available. Part of this kick-start project is making improvements at Gilroy to allow the through trains to stop at the Gilroy station, currently a terminal station for Caltrain. TAMC has a reasonable plan to fully fund this kick-start project through state and local funds.

Each train would have five coach cars pushed or pulled by a diesel locomotive. Every train complies with the Americans with Disabilities Act (ADA) with wheelchair lifts on every car. Stations will also be ADA-accessible.

II. Fares and Revenue

The project would use the same fare structure as the operating entity, the Capitol Corridor. The Capitol Corridor uses a sliding-scale, mileage-based fare structure. One-way fares range from $0.60 per mile for very short trips to about $0.21 per mile for the longest possible trip between San Jose and Auburn. Monthly fares are deeply discounted. The total annual estimated fare revenues for the project equal $3.2 million in fiscal year (FY) 2012 dollars (see **Table 2**).

Table 2
Fare Revenues ($ FY 2012)

	Annual Riders	Average Fare per Rider (one-way)	Average Salinas-San Jose Fare (one-way)	Annual Revenue
Weekday	133,180	$17.24	$9.10	$2,300,100
Weekend	16,020	$56.17	$9.10	$899,900
Total	**149,200**			**$3,200,000**

The weekday average fare per rider reflects the assumption that most riders will be traveling from Salinas to stations in Silicon Valley (approximately $9.10 average one-way fare, factoring in monthly pass discounts), combined with occasional longer weekday trips. For the weekend average fare, passengers are assumed to be making much longer trips, from as far as Sacramento to Salinas. The ridership and revenues may be as much as thirty percent less with the kick-start project, skipping the Pajaro/Watsonville and Castroville stations.

The expected revenues generated by the project are confined to that service only, and do not include revenues from riders who utilize the service north of the San Jose Diridon station. Trips north of the Diridon station to San Francisco Peninsula cities will require a transfer to Caltrain service. At present, there are no interline fare agreements between Caltrain and Capitol Corridor. The development of such arrangements would be necessary to accurately estimate total project revenues. Interline agreements will be pursued as project development advances.

III. Operating and Maintenance Costs

The project is estimated to cost $4.8 million annually for two daily, round-trip trains (FY 2012 dollars, see **Table 3**). Train operations would constitute the majority of the direct operating cost, estimated as $4.5 million. Indirect costs for marketing, administrative expenses and crew basing are included as allowances for the purpose of budgeting.

Table 3
Preliminary Gross Annual Operating and Maintenance Cost ($ FY 2012)

Expense Category	Variable	Unit Cost	Units	Total
Train Operations	Train Miles	$46.31	97,100	$4,496,700
Indirect*				$347,800
$FY 2012 Total Cost				**$4,844,500**

** Indirect includes such expenses as administration, marketing and crew basing.*

These estimates are preliminary, based on the Capitol Corridor business plan. Amtrak is developing more detailed operating and maintenance cost estimates customized to the Salinas extension described.

The net annual public cost (after fare revenues) for the service is estimated at $1.6 million, as shown in **Table 4**. The operating cost (and offsetting revenues) of Capitol Corridor service north of San Jose is not included as a cost in these figures, as this service exists or is planned with or without the service extension to Salinas.

Table 4
Preliminary Net Annual Operating and Maintenance Cost (FY $2012)

Cost	Revenue	Net Public Cost	Farebox Recovery
$4,844,500	$3,200,000	$1,644,500	66%

The estimated farebox recovery ratio of 66% is above the current Capitol Corridor farebox recovery of 52%. The goal for this project is to meet or exceed the Capitol Corridor minimum standard of 50%.

IV. Source of funds

This project is expecting to use state passenger rail operating funds to cover the net operating and maintenance costs of this service. The project was included in the California State Rail Plan 2007-08 to 2017-18, which assumed the project would be an extension of Caltrain commuter rail system to Salinas. The State rail plan is now being revised and will include the project as a service operated and administered by the Capitol Corridor Joint Powers Authority as this project proposes. The project is also included in the Capitol Corridor Joint Powers Authority Business Plan Update FY 2012-13 – FY 2013-14 and the Vision Plan, now under development.

V. Conclusion

The proposed passenger rail service from Monterey County to the jobs center of Silicon Valley in San Jose will provide a daily service at a net public operating cost of approximately $1.6 million annually. This cost would be covered by state rail operating dollars. The project is a cost-effective project that demonstrates the ability to rely on non-federal funding sources to operate and maintain the entire transit system after the proposed project is in revenue service.

DRAFT

Memorandum

TAB 95

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 11, 2013

Reference No.: 3.5
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Katie Benouar
Division Chief
Transportation Planning

Subject: **STATUS UPDATE ON TRADE CORRIDOR IMPROVEMENT FUND PROJECTS**

SUMMARY

The California Department of Transportation (Department) is providing the status of the Trade Corridor Improvement Fund (TCIF) projects remaining to be delivered by the implementing agencies and to be allocated by the California Transportation Commission (Commission). The Department has compiled an assessment of each unallocated project, identified critical issues, and assigned a risk level.

As of June 2013, there are 22 TCIF projects totaling approximately $512 million of bond funds that have yet to be allocated by the Commission. Projects 57 and 65 will be removed from the Program, leaving 20 projects yet to be allocated. Of the 20 projects, six are considered to have a "High" risk for delivery. Five of these projects will not receive an allocation due to the new Buy America policy under MAP 21. The list of projects is sorted by Corridor Coalition and identifies the expected month of allocation. A risk assessment summary for each project is also included.

BACKGROUND

The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, passed by the voters in November 2006, included $2.0 billion for the Proposition 1B TCIF Program. The Commission recognized that the needs far exceeded the amount authorized in the Proposition 1B TCIF program and increased the TCIF funding by approximately $500 million from the State Highway Account. The Commission adopted guidelines established programming targets, which included an additional overprogramming for each corridor and a requirement to award contracts no later than December 31, 2013.

The assessment shows the TCIF remaining need of $497 million including the allowed overprogramming. As of June 2013 $663 million is available for allocation. Although the overall program is no longer overprogrammed, one Corridor Coalition remains overprogarmmed. This Corridor Coalition will be at the available revenue levels after the June meeting. The risk levels are color-coded as follows:

Low
Medium Low
Medium High
High

TCIF ID#	Risk	Co	Rte	Project	CTC Meeting
Southern California Trade Corridor Coalition					
20	Low	LA	110	C Street Access Ramps Improvements	Jun 2013
21	High	LA		Washington Boulevard Widening & Reconstruction	Dec 2013
35	High	ORA		State College Boulevard Grade Separation	Jun 2013
40	High	ORA		Lakeview Avenue Overcrossing	Jun 2013
46	Low	RIV		Sunset Avenue Grade Separation	Jun 2013
48	Low	RIV		Avenue 56 Grade Separation on Yuma Subdivision of UPR Mainline	Jun 2013
50	Medium Low	RIV		Grade Separation at Clay Street Railroad Grade Crossing	Jun 2013
53	Medium Low	RIV		Grade Separation at Magnolia Avenue Railroad Grade Crossing - BNSF	Jun 2013
57	Low	SBD	10	I-10 Corridor Logistics Access Project (Interchange Reconstruction at Citrus Avenue)	LONP
61	Medium Low	SBD		ACE South Milliken Avenue Grade Separation at UP Los Angeles	Jun 2013
64	High	SBD		Lenwood Road Grade Separation	Jun 2013
65	Low	SBD		Vineyard Avenue Grade Separation	Jun 2013
84	Medium High	SBD		Laurel Street/BNSF Grade Separation	Jun 2013
85	Low	RIV		Avenue 52 Grade Separation	Jun 2013
86	Low	LA		Alameda Corridor West Terminus Intermodal Railyard - West Basin Railyard Extension	Jun 2013
87	Low	LA		Cargo Transportation Improvement Emission Reduction Program - Phase 2	Jun 2013
91	Medium High	VEN	101	Route 101 Improvements from Los Angeles County Line to Moorepark Road	Jun 2013
Northern California Trade Corridor Coalition					
2	Medium Low	CC		Richmond Rail Connector	Jun 2013
4	High	ALA	880	I-880 Reconstruction, 29th & 23rd Avenues, Oakland [SHOPP/TCIF]	Jun 2013
6	Low	KER		Tehachapi Trade Corridor Rail Improvement Project	Oct 2013
10	Low	SJ	4	State Route 4 West Crosstown Freeway Extension Stage 1	Jun 2013
89	High	SOL	80/ 680/ 12	Solano I-80/680/12 Connector	Jun 2013
Other Corridor					
92	Medium Low	YOL		West Sacramento Rail Plan- Segment 5 Pioneer Bluff Bridge	Jun 2013

Definition of risk

Low ☑ - Projects within this category contain no known issues that will affect delivery.

Medium Low ◆- Projects within this category have minor challenges that are being actively managed to stay on approved schedules.

Medium High ●- Projects within this category have numerous challenges or are being reviewed for potential Buy America issues. Projects are being aggressively managed to stay on the approved schedule.

High ☒ - Without change, these projects cannot be delivered and funded consistent with the program requirements.

Risk Assessment Summary

The Department has performed a project-by-project review to assess projects and identify critical items that remain to deliver each project and the level of risk associated with the remaining risk. The items have been listed here for commission information and identified as either RW, environmental permitting, or design related risk. Risk is a judgment call at a point in time based on known issues. Issues have the ability to be resolved quickly or to turn into lengthy negotiations. Project risks change over time.

Southern California Trade Corridor Coalition

TCIF #20 – 110 - C Street Access Ramps Improvements

Allocation: May Delivery Agency: POLA Con Bond: $8,300 Total Con: $35,093

RW Risks	Target	Design Risks	Target	Permit Risks	Target
Apv End RW Date: N/A	Complete	Apv End Design Date: 3/29/13	Complete	None	
7 Utilities	Complete	Encroachment Permit	Complete		
		City B-Permit	Complete		
		Freeway Agreement	Complete		
		LADWP plans	Complete		

Overall Risk: ☑ Low
E76 Required: No
Critical Items: Although Baseline Agreement does not include RW milestone, Caltrans is required to certify. Allocation request pending for June 2013 CTC meeting.

TCIF #21 – Washington Boulevard Widening & Reconstruction

Allocation: Dec Delivery Agency: City of Commerce Con Bond: $5,800 Total Con: $26,239

RW Risks	Target	Design Risks	Target	Permit Risks	Target
Apv End RW Date: 4/30/12	12/1/13	Apv End Design Date: 4/30/13	12/1/13	None	
1 Parcel	12/1/13	Encroachment Permit	12/1/13		

Overall Risk: ☒ High
E76 Required: No
Critical Items: RW Cert 2 is anticipated. City working with District on RW certification needs. Caltrans has approved the 35% plans and is working on 65% plan approval. Final RTL not expected until late 2013, with allocation in December 2013.

TCIF #35 – State College Boulevard Grade Separation

Allocation: June Delivery Agency: Fullerton Con Bond: $35,890 Total Con: $51,652

RW Risks	Target	Design Risks	Target	Permit Risks	Target
Apv End RW Date: 5/1/13	6/7/13	Apv End Design Date: 3/1/13	Complete	PUC	6/7/13
20 parcels/TCE	6/7/13	BNSF C&M Agreement	6/7/13		

Overall Risk: ☒ High
E76 Required: Yes Status: Anticipate approval by August 2013.
Critical Items: RW Cert 3W is pending Caltrans approval. C&M agreement is with BNSF for signature. PUC to be approved after C&M agreement is executed. Although the new Buy America policy does not apply to temporary relocation of easements, the Utility company is hesitant to execute the agreement. Allocation request pending for June 2013 CTC meeting.

TCIF #40 – Lakeview Avenue Overcrossing

Allocation: June Delivery Agency: OCTA Con Bond: $39,519 Total Con: $51,577

RW Risks	Target	Design Risks	Target	Permit Risks	Target
Apv End RW Date: 1/1/13	6/7/13	Apv End Design Date: 1/14/13	Complete	404	Complete
27 Parcels	6/7/13	BNSF C&M Agreement	6/7/13	401	Complete
				PUC	6/7/13

Overall Risk: ☒ High
E76 Required: Yes Status: Anticipate approval in July 2013.
Critical Items: RW Cert 3W is pending Caltrans approval. C&M agreement is with BNSF for signature. Expect PUC approval after C&M is executed. The project is impacted by the new Buy America requirements under MAP 21. Allocation request pending for the June 2013 CTC meeting.

TCIF #46 – Sunset Avenue Grade Separation

Allocation: June Delivery Agency: City of Banning Con Bond: $10,000 Total Con: $31,563

RW Risks	Target	Design Risks	Target	Permit Risks	Target
Apv End RW Date: 2/28/13	6/1/13	Apv End Design Date: 1/31/13	Complete	PUC	Complete
8 parcels	6/1/13	UPRR C&M Agreement	Complete		

Overall Risk: ☑ Low
E76 Required: Yes Status: Working with District Local Assistance office.
Critical Items: RW Cert 2 has been approved. Utility company has agreed to comply with the new Buy America requirements under MAP 21. Allocation request is pending for the June CTC meeting.

TCIF #48 – Avenue 56 (Airport Blvd) Grade Separation on Yuma Subdivision of UPR Mainline

Allocation: June Delivery Agency: Riverside Co. Con Bond: $10,000 Total Con: $29,352

RW Risks	Target	Design Risks	Target	Permit Risks	Target
Apv End RW Date: 12/27/12	6/4/13	Apv End Design Date: 12/7/12	Complete	PUC	Complete
5 parcels	6/4/13	UPRR C&M Agreement	Complete		

Overall Risk: ☑ Low
E76 Required: No
Critical Items: RW Cert 3W is pending Caltrans approval. Order of Possession hearing scheduled for June 4, 2013. Allocation request is pending for the June CTC meeting.

TCIF #50 – Grade Separation at Clay Street Railroad Grade Crossing

Allocation: June Delivery Agency: Riverside Co. Con Bond: $12,500 Total Con: $31,025

RW Risks	Target	Design Risks	Target	Permit Risks	Target
Apv End RW Date: 3/1/13	6/10/13	Apv End Design Date: 12/27/12	Complete	WQCB	Complete
12 parcels	6/10/13	UPRR C&M Agreement	Complete	PUC	Complete
16 easement	6/10/13				
12 TEC	6/10/13				

Overall Risk: ◆Medium Low
E76 Required: Yes Status: Working with District Local Assistance office.
Critical Items: RW Cert 3W. The project is impacted by the new Buy America requirements under MAP 21. Expect utility company to execute agreement by June 10, 2013. Allocation request is pending for the June CTC meeting.

TCIF #53 – Grade Separation at Magnolia Avenue Railroad Grade Crossing - BNSF

Allocation: June Delivery Agency: Riverside Co. Con Bond: $13,700 Total Con: $44,566

RW Risks	Target	Design Risks	Target	Permit Risks	Target
Apv End RW Date: 3/29/13	6/7/13	Apv End Design Date: 11/30/12	Complete	PUC	Complete
9 parcels	6/7/13	BNSF C&M Agreement	Complete		

Overall Risk: ◆Medium Low
E76 Required: Yes Status:
Critical Items: RW Cert 2. The project is impacted by the new Buy America requirements under MAP 21. Expect utility company to execute agreement by June 7, 2013. Allocation request is pending for the June CTC meeting.

TCIF #57 – I-10 Corridor Logistics Access Project (Interchange Reconstruction Citrus Ave.)

Allocation: June Delivery Agency: SANBAG Con Bond: $23,600 Total Con: $47,200

RW Risks	Target	Design Risks	Target	Permit Risks	Target
Apv End RW Date: 4/30/11		Apv End Design Date: 4/30/11		None	

Overall Risk: ☑ Low
E76 Required: No
Critical Items: Project delivered under a LONP, will be removed from the TCIF program at the June 2013 CTC meeting.

TCIF #61 – South Milliken Avenue Grade Separation at UP Los Angeles

Allocation: June Delivery Agency: City of Ontario Con Bond: $14,521 Total Con: $66,100

RW Risks	Target	Design Risks	Target	Permit Risks	Target
Apv End RW Date: 3/7/13	6/4/13	Apv End Design Date: 3/7/13	Complete	PUC	Complete
10 Parcels	6/4/13	UPRR C&M Agreement	Complete		

Overall Risk: ◆Medium Low
E76 Required: No
Critical Items: RW Cert 3W with Caltrans. Unanticipated RON hearing scheduled for June 4, 2013. Allocation request pending for the June 2013 CTC meeting.

TCIF #64 – Lenwood Road Grade Separation

Allocation: May Delivery Agency: City of Barstow Con Bond: $6,694 Total Con: $22,532

RW Risks	Target	Design Risks	Target	Permit Risks	Target
Apv End RW Date: 4/19/13	6/7/13	Apv End Design Date: 3/6/13	Complete	PUC	Complete
5 parcels	6/7/13	BNSF C&M Agreement	Complete		

Overall Risk: ☒ High
E76 Required: Yes Status: Request package submitted to Caltrans.
Critical Items: RW Cert 2 NC. The project is impacted by the new Buy America requirements under MAP 21. Allocation request pending for the June 2013 CTC meeting.

TCIF #65 – Vineyard Avenue Grade Separation

Allocation: June Delivery Agency: City of Ontario Con Bond: $6,884 Total Con: $47,400

RW Risks	Target	Design Risks	Target	Permit Risks	Target
Apv End RW Date: 3/7/13	5/3/13	Apv End Design Date: 3/6/13	3/7/13	404	3/15/13
4 parcels	5/3/13	UPRR C&M Agreement	4/16/13	408	3/15/13
				PUC	Complete

Overall Risk: ☑ Low
E76 Required: No
Project will be removed from the TCIF program at the June 2013 CTC meeting.

TCIF #84 – Laurel Street/BNSF Grade Separation

Allocation: June Delivery Agency: SANBAG Con Bond: $11,917 Total Con: $41,367

RW Risks	Target	Design Risks	Target	Permit Risks	Target
Apv End RW Date: 7/16/12	6/7/13	Apv End Design Date: 7/16/12	Complete	PUC	Complete
4 parcels	6/7/13	BNSF C&M Agreement	6/13/13		

Overall Risk: ● Medium High
E76 Required: No
Critical Items: RW Cert 3W package with Caltrans. C&M agreement pending BNSF's approval. Allocation request pending for the June 2013 CTC meeting.

TCIF #85 – Avenue 52 Grade Separation

Allocation: June Delivery Agency: City of Coachella Con Bond: $10,000 Total Con: $24,366

RW Risks	Target	Design Risks	Target	Permit Risks	Target
Apv End RW Date: 4/1/13	6/7/13	Apv End Design Date: 4/1/13	Complete	None	
15 parcels (5 residential 10 commercial)	6/7/13	UPRR C&M Agreement	Complete		

Overall Risk: ☑ Low
E76 Required: Yes Status:
Critical Items: RW Cert 3W with Caltrans for approval. Allocation request pending for the June 2013 CTC meeting.

TCIF #86 – Alameda Corridor West Terminus Intermodal Railyard -West Basin Railyard Extension

Allocation: June Delivery Agency: POLA Con Bond: $20,712 Total Con: $41,424

RW Risks	Target	Design Risks	Target	Permit Risks	Target
Apv End RW Date: 6/30/13	Complete	Apv End Design Date: 6/30/13	Complete	PUC	Complete
Utility Relocation	Complete	City B-Permit	N/A		

Overall Risk: ☑ Low
E76 Required: No
Critical Items: Allocation is pending for the June 2013 CTC meeting.

TCIF #87 – Cargo Transportation Improvement Emission Reduction Program - Phase 2

Allocation: June Delivery Agency: POLA Con Bond: $26,664 Total Con: $77,544

RW Risks	Target	Design Risks	Target	Permit Risks	Target
Apv End RW Date: 6/30/13	Complete	Apv End Design Date: 6/30/13	Complete	None	
4 Utility Relocation	Complete				

Overall Risk: ☑ Low
E76 Required: No
Critical Items: None. Allocation is pending for the June 2013 CTC meeting.

TCIF #91 – Route 101 Improvements

Allocation: June Delivery Agency: Thousand Oaks Con Bond: $13,118 Total Con: $42,000

RW Risks	Target	Design Risks	Target	Permit Risks	Target
Apv End RW Date: 2/28/13	6/7/13	Apv End Design Date: 3/1/13	6/7/13	None	
4 Utility Relocations	6/7/13				
7 TCE	6/7/13				

Overall Risk: ● Medium High
E76 Required: Yes Status: Request will be approved by Project Management.
Critical Items: RW Cert 2 completed. PSE package submitted to OE on April 18th for review. RTL by June 7, 2013. The new Buy America requirements under MAP 21 may apply. Allocation is pending for the June 2013 CTC meeting

Northern California Trade Corridor Coalition

TCIF #2 – Richmond Rail Connector

Allocation: June Delivery Agency: Caltrans/BNSF Con Bond: $10,880 Total Con: $14,060

RW Risks	Target	Design Risks	Target	Permit Risks	Target
Apv End RW Date: 8/1/12	Complete	Apv End Design Date: 02/01/12	Complete	401	6/7/13
1 Parcel	Complete	Cooperative Agreement	Complete	404	6/7/13
		Encroachment Permit	Complete	1602	6/7/13

Overall Risk: ◆Medium Low
E76 Required: Yes Status: FHWA approval of federal funds is required for Construction.
Critical Items: Confirmation all permits are signed. Baseline amendment and allocation is pending for the June 2013 CTC meeting.

TCIF #4 – I-880 Reconstruction, 29th & 23rd Avenues, Oakland [SHOPP/TCIF]

Allocation: June Delivery Agency: Caltrans Con Bond: $73,000 Total Con: $80,000

RW Risks	Target	Design Risks	Target	Permit Risks	Target
Apv End RW Date: 1/31/13	Complete	Apv End Design Date: 1/31/13	Complete	None	
1 parcel (Donation)	Complete	Freeway Agreement	Complete		
3 utility relocations	Complete	Maintenance Agreement	Complete		

Overall Risk: ☒ High
E76 Required: No
Critical Items: RW Cert 3W NC approved. The project is impacted by the new Buy America requirements under MAP 21. Allocation is pending for the June 2013 CTC meeting.

TCIF #6 – Tehachapi Trade Corridor Rail Improvement Project

Allocation: October Delivery: Agency Caltrans/BNSF Con Bond: $12,270 Total Con: $26,040

RW Risks	Target	Design Risks	Target	Permit Risks	Target
Apv End RW Date: N/A	N/A	Apv End Design Date: 12/1/11	9/1/13	401	9/1/13
				404	9/1/13

Overall Risk: ☑ Low
E76 Required: No
Critical Items: Environmental clearance and allocation by October 2013. Advertisement of the construction contact is not required as BNSF will be completing all work with own forces. Definitive Agreements are executed.

TCIF #10 – State Route 4 West Crosstown Freeway Extension Stage 1

Allocation: June Delivery Agency: SJCOG Con Bond: $96,820 Total Con: $134,040

RW Risks	Target	Design Risks	Target	Permit Risks	Target
Apv End RW Date: 5/1/13	Complete	Apv End Design Date: 6/1/13	Complete	RWCB	Complete
1 RON	Complete	C&M agreement	Complete	7A/7B	Complete

Overall Risk: ☑ Low
E76 Required: No
Critical Items: RW Cert 3W approved. Allocation is pending for the June 2013 CTC meeting.

TCIF #89 – Solano I-80/680/12 Connector

Allocation: May Delivery Agency: Caltrans Con Bond: $24,000 Total Con: $64,860

RW Risks	Target	Design Risks	Target	Permit Risks	Target
Apv End RW Date: 3/13/13	Complete	Apv End Design Date: 3/15/13	Complete	401	Complete
15 parcels	Complete			404	Complete
9 Utility relocations	Complete				

Overall Risk: ☒ High
E76 Required: Yes Status: FHWA required to approve Financial Plan prior to approving E76.
Critical Items: RW Cert 3W NC approved. The project is impacted by the new Buy America requirements under MAP 21. Allocation is pending for the June 2013 CTC meeting.

Other Corridor

TCIF #92 – West Sacramento Rail Plan – Segment Five Pioneer Bluff Bridge

Allocation: June Delivery Agency: Port of West Sac. Con Bond: $9,678 Total Con: $9,678

RW Risks	Target	Design Risks	Target	Permit Risks	Target
Apv End RW Date: 5/15/13	Complete	Apv End Design Date: 5/15/13	Complete	404	Complete
TCE	Complete			401	Complete
				1602	6/10/13
				402	Complete
				Flood EP	Complete

Overall Risk: ◆Medium Low
E76 Required: No
Critical Items: 1602 permit approved and being routed for signatures. Allocation is pending for the June 2013 CTC meeting.

Acronym Legend			
BNSF	Burlington Northern Santa Fe	PSE	Plans, Specification and Estimates
C &M	Construction and Maintenance Agreement	PUC	Public Utility Company
Cert	Certification	RON	Resolution of Necessity
CTC	California Transportation Commission	RR	Rail Road
E76	Federal Authorization to Proceed	RTL	Ready to List
FHWA	Federal Highway Administration	RW	Right of Way
HQ	Head Quarters	TCE	Temporary Construction Easement
LONP	Letter of No Prejudice	UPRR	Union Pacific Rail Road
OE	Office Engineers		

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

M e m o r a n d u m

TAB 108

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 11, 2013

Reference No.: 2.1a.(6)
Action Item
REPLACEMENT ITEM

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rachel Falsetti
Division Chief
Transportation Programming

Subject: **STIP AMENDMENT 12S-024**

ACTION UPDATE: The Construction fiscal year (FY) for the Garden Avenue Pedestrian Walkway (PPNO 6659) and the City of Dinuba Class II and Class III Bike Lanes (PPNO 6660) projects has been changed from FY 2013-14 to FY 2014-15.

RECOMMENDATION:

The California Department of Transportation recommends that the California Transportation Commission (Commission) approve the requested State Transportation Improvement Program (STIP) Amendment 12S-024. This item was noticed at the Commission's May 7, 2013 meeting.

ISSUE:

The Tulare County Association of Governments (TCAG) proposes to amend the 2012 STIP to reduce the scope and decrease the construction budget of the Santa Fe Trail Connection project (PPNO 6565), and program the City of Woodlake Downtown Enhancements Phase 4 project (PPNO 6658), the Garden Avenue Pedestrian Walkway project (PPNO 6659), and the City of Dinuba Class II and Class III Bike Lanes project (PPNO 6660) in Tulare County.

BACKGROUND:

The Santa Fe Trail Connection project (PPNO 6565) is programmed with $1,976,000 of Regional Improvement Program (RIP) Transportation Enhancement (TE) funds and $1,600,000 of TCAG Local Measure R funds for construction. The current project scope would construct 5.5 miles of Class I bike trail from Prosperity Avenue to Avenue 272. The City of Visalia has experienced some resistance from property owners along the southern portion of the trail. Therefore, in order to keep part of the project on schedule, and to provide some RIP TE funding to other parts of Tulare County, TCAG proposes to reduce the scope, change the project title to Santa Fe Trail Connection Segment 1A, and decrease the construction budget. The new project limits will be from Avenue 264 to Avenue 272, which is approximately one mile.

TCAG also proposes to program three new RIP TE projects, the City of Woodlake Downtown Enhancements Project Phase 4 project, the Garden Avenue Pedestrian Walkway project, and the City of Dinuba Class II and Class II Bike Lanes project.

The proposed changes are shown in the tables on the following pages.

REVISE:

Santa Fe Trail Connection (PPNO 6565)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor
Tulare	6	6565		LA	2013-14			

Implementing Agency: (by component)	**PA&ED**	Visalia	**PS&E**	Visalia	
	R/W	Visalia	**CON**	Visalia	

RTPA/CTC:	Tulare County Association of Governments
Project Title:	Santa Fe Trail Connection **Segment 1A**
Location	~~Between Prosperity Avenue in Tulare and~~ **Near Visalia, from Avenue 264 to** Avenue 272~~ near Visalia~~.
Description:	Construct **1.0 mile of** Class I Bicycle trail~~ connecting the 5.5 mile gap between the cities. An equestrian trail would be included to Ave 256~~.

(DOLLARS IN THOUSANDS)

FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	12/13	13/14	14/15	15/16	16/17	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
RIP TE													
Existing	1,976			1,976					1,976				
Change	(1,106)			(1,106)					(1,106)				
Proposed	**870**			**870**					**870**				
Local Funds (Measure R)													
Existing	1,600			1,600					1,600				
Change	254			254					254				
Proposed	**1,854**			**1,854**					**1,854**				
Total													
Existing	3,576			3,576					3,576				
Change	(852)			(852)					(852)				
Proposed	**2,724**			**2,724**					**2,724**				

ADD:

City of Woodlake Downtown Enhancement Project Phase 4 (PPNO 6658)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor
Tulare	6	6658		CO	2013-14	7.3	7.4	245

Implementing Agency: (by component)	**PA&ED**	Caltrans	**PS&E**	Caltrans	
	R/W	Caltrans	**CON**	Caltrans	

RTPA/CTC:	Tulare County Association of Governments
Project Title:	City of Woodlake Downtown Enhancement Project Phase 4
Location	In Woodlake, from Lakeview Avenue to Whitney Avenue.
Description:	Construct street improvements including decorative sidewalks, ADA pedestrian ramps, trees, landscaping, irrigation, lighted bollards, etc.

(DOLLARS IN THOUSANDS)

FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	12/13	13/14	14/15	15/16	16/17	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
RIP TE													
Existing	0			0					0				
Change	625			625					625				
Proposed	**625**			**625**					**625**				
Local Funds (Measure R)													
Existing	0			0				0	0	0	0		
Change	132			132				8	59	15	50		
Proposed	**132**			**132**				**8**	**59**	**15**	**50**		
Total													
Existing	0			0				0	0	0	0		
Change	757			757				8	684	15	50		
Proposed	**757**			**757**				**8**	**684**	**15**	**50**		

Garden Avenue Pedestrian Walkway (PPNO 6659)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor
Tulare	6	6659		LA	2014-15			

Implementing Agency: (by component)	**PA&ED**	City of Porterville	**PS&E**	City of Porterville	
	R/W	City of Porterville	**CON**	City of Porterville	

RTPA/CTC:	Tulare County Association of Governments
Project Title:	Garden Avenue Pedestrian Walkway
Location	In Porterville, along the north side of Garden Avenue, from Main Street to the Rails to Trails.
Description:	Remove damaged sidewalk, construct approximately 1,000 linear feet of 10' wide decorative pedestrian walkway, and install pistachio trees, nostalgic lights, benches, and irrigation.

(DOLLARS IN THOUSANDS)

FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	12/13	13/14	14/15	15/16	16/17	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
RIP TE													
Existing	0				0				0				
Change	257				257				257				
Proposed	**257**				**257**				**257**				
Local Funds (Measure R)													
Existing	0			0						0	0		
Change	45			45						5	40		
Proposed	**45**			**45**						**5**	**40**		
Local Funds (City of Porterville)													
Existing	0				0				0				
Change	28				28				28				
Proposed	**28**				**28**				**28**				
Total													
Existing	0			0	0				0	0	0		
Change	330			45	285				285	5	40		
Proposed	**330**			**45**	**285**				**285**	**5**	**40**		

City of Dinuba Class II and Class III Bike Lanes (PPNO 6660)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor
Tulare	6	6660		LA	2014-15			

Implementing Agency: (by component)	**PA&ED**	City of Dinuba	**PS&E**	City of Dinuba	
	R/W		**CON**	City of Dinuba	

RTPA/CTC:	Tulare County Association of Governments
Project Title:	City of Dinuba Class II and Class III Bike Lanes
Location	In Dinuba at various locations.
Description:	Construct Class II and Class III bike routes on selected city streets, install bike lockers at the Dinuba transit center, develop and distribute information on proper bicycle safety, and landscape/sign on Road 80/Alta Avenue from Q Street to El Monte Way.

(DOLLARS IN THOUSANDS)

FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	12/13	13/14	14/15	15/16	16/17	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
RIP TE													
Existing	0				0				0				
Change	224				224				224				
Proposed	**224**				**224**				**224**				
Local Funds (Measure R)													
Existing	0			0	0				0		0		
Change	43			20	23				23		20		
Proposed	**43**			**20**	**23**				**23**		**20**		
Total													
Existing	0			0	0				0		0		
Change	267			20	247				247		20		
Proposed	**267**			**20**	**247**				**247**		**20**		

RESOLUTION:

Be it Resolved, that the California Transportation Commission does hereby amend the State Transportation Improvement Program for the Santa Fe Trail Connection project (PPNO 6565), and program the City of Woodlake Downtown Enhancements Phase 4 project (PPNO 6658), the Garden Avenue Pedestrian Walkway project (PPNO 6659), and the City of Dinuba Class II and Class III Bike Lanes project (PPNO 6660) to reflect the changes described above.

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

M e m o r a n d u m

TAB 109

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 11, 2013

Reference No.: 2.1a.(20)
Action Item
REPLACEMENT ITEM

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rachel Falsetti
Division Chief
Transportation Programming

Subject: **STIP AMENDMENT 12S-038**

ACTION UPDATE: The book item has been revised to document changes to the funding plan for the Federal Demonstration (Demo) funds and reasons for those changes.

SUMMARY:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve the requested State Transportation Improvement Program (STIP) amendment. This item was noticed at the Commission's May 7, 2013 meeting.

ISSUE:

The Santa Cruz County Regional Transportation Commission (SCCRTC) proposes to amend the 2012 STIP to delay Regional Improvement Program (RIP) Transportation Enhancement (TE) funding for design (PS&E) from Fiscal Year (FY) 2013-14 to FY 2014-15 for the Monterey Bay Sanctuary Scenic Trail Network project (PPNO 1872) in Santa Cruz County.

BACKGROUND:

The Monterey Bay Sanctuary Scenic Trail Network project will construct bicycle and pedestrian facilities that will increase accessibility and mobility, reduce vehicle miles traveled, and improve safety for bicyclists and pedestrians.

Changes to delivery schedule and funding plan

Release of the draft Master Plan for this project generated significant public interest Fall 2012. Over 400 people attended public workshops to provide public comments on the documents. Given the large volume of public comments received, the final Master Plan and program-level environmental document is now scheduled for adoption in Fall 2013. Upon adoption of the Master Plan, specific sections will be prioritized, at which point, site specific environmental review can begin. As such, PS&E is not expected to begin until FY 2014-15. Therefore, SCCRTC proposes to delay RIP TE funding for PS&E from FY 2013-14 to FY 2014-15.

Furthermore, in order to address this large volume of public comments, the environmental (PA&ED) budget has increased from $943,000 to $1,558,000, an increase of $615,000. This PA&ED shortfall will be covered by reprogramming Demo funds from PS&E and construction. It should be noted that once the master plan has been finalized, specific sections of the trail to be designed and constructed with STIP and Demo funds will be identified, PS&E will be prepared by other agencies using local funds, and the scope of work will be adjusted to reflect availability of local funds and updated construction costs.

The proposed changes are illustrated in the following table.

REVISE: Monterey Bay Sanctuary Scenic Trail Networks (PPNO 1872)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor
Santa Cruz	5	1872		LA	2014-15			

Implementing Agency: (by component)	**PA&ED**	SCCRTC	**PS&E**	SCCRTC
	R/W	SCCRTC	**CON**	SCCRTC
RTPA/CTC:	Santa Cruz County Regional Transportation Commission			
Project Title:	Monterey Bay Sanctuary Scenic Trail Network			
Location	In and near the city of Santa Cruz, along Monterey Bay, from the Monterey County line to the San Mateo County line. Exact locations to be determined through the Sanctuary Master Plan.			
Description:	Construct bicycle and pedestrian facilities.			

(DOLLARS IN THOUSANDS)

FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	12/13	13/14	14/15	15/16	16/17	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
RIP TE													
Existing	1,845			40	1,805				1,805		40		
Change	0			(40)	40				0		0		
Proposed	1,845			**0**	**1,845**				1,805		40		
RSTP													
Existing	332				332				332				
Change	0				0				0				
Proposed	332				332				332				
Demo													
Existing	4,585	593		165	3,827				3,827	593	165		
Change	(50)	615		(165)	(500)				(500)	615	(165)		
Proposed	**4,535**	**1,208**		**0**	**3,327**				**3,327**	**1,208**	**0**		
Local Funds													
Existing	100	100								100			
Change	0	0								0			
Proposed	100	100								100			
Other State (California Coastal Conservancy)													
Existing	250	250								250			
Change	0	0								0			
Proposed	250	250								250			
Total													
Existing	7,112	943		205	5,964				5,964	943	205		
Change	(50)	615		(205)	(460)				(500)	615	(165)		
Proposed	**7,062**	**1,558**		**0**	**5,504**				**5,464**	**1,558**	**40**		

RESOLUTION:

Be it Resolved, that the California Transportation Commission does hereby amend the State Transportation Improvement Program for the Monterey Bay Sanctuary Scenic Trail Network project (PPNO 1872) to reflect the changes described above.

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

Memorandum

TAB 111

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 11, 2013

Reference No.: 2.1a.(30)/2.1c.(1a)
Action Item
REPLACEMENT ITEM

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rachel Falsetti
Division Chief
Transportation Programming

Subject: **MULTI-PROGRAM PROJECT AMENDMENT**
RESOLUTION CMIA-PA-1213-18, AMENDING RESOLUTION CMIA-PA-1011-015
STIP AMENDMENT 12S-048
TCRP RESOLUTION TAA-12-08, AMENDING RESOLUTION TAA-10-03

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) approve the requested Corridor Mobility Improvement Account (CMIA) project Amendment CMIA-PA-1213-18, the State Transportation Improvement Program (STIP) Amendment 12S-048 and the Traffic Congestion Relief Program (TCRP) Amendment TAA-12-08. This item was noticed at the Commission's May 7, 2013 meeting.

ISSUE:

The Department and the Los Angeles County Metropolitan Transportation Authority (LACMTA) propose to amend the CMIA Baseline Agreement, the 2012 STIP and TCRP Project 42 for the Route 5 Carpool Lane-Orange County Line to I-605 project (I-5 South Corridor project) in Los Angeles County to program an additional $35,709,000 from Los Angeles County's Regional Improvement Program share balance and to update the project funding plan and schedule for the corridor.

BACKGROUND:

The I-5 South Corridor project is a $1.28 billion project and includes $315,011,000 in Proposition 1B CMIA funding. The project consists of five separate construction segments that will widen Interstate 5 through the addition of one mixed-flow lane and one High Occupancy Vehicle (HOV) lane in each direction from just south of Artesia Avenue to just north of the Florence Avenue overcrossing. The Route 5 corridor is one of the most congested areas in the Los Angeles basin, connecting Los Angeles County (population 10 million) and Orange County (population 3 million), two of California's largest counties. Construction of this project will eliminate the bottleneck as a result of the lane drop between the Orange/Los Angeles County line, improve the performance of major intersections and interchanges along the corridor and improve access to regional transit and carpool facilities.

The project location spans through both industrial and residential areas, with the need to acquire or obtain easements for over 300 parcels. Construction and right of way challenges are substantial. The Department and LACMTA have partnered to assure the availability of funding for this high priority project. Monthly meetings are held to discuss scope, cost, schedule and potential risk issues.

Summary of Past Project Programming Actions

- In June 2007, the Commission approved a CMIA baseline agreement for $387,000,000 in CMIA funding.
- In July 2008, the Commission approved a CMIA baseline amendment for STIP programming adjustments to support components as a result of the adoption of the 2008 STIP.
- In September 2008, the Commission approved a TCRP Amendment to redistribute TCRP funds between components and update the TCRP legislative project description to match the current CMIA baseline agreement.
- In November 2010, the Commission approved the proposal to split the project into five manageable segments to facilitate construction staging and delivery, and maximize efficiency and contract bidding competitiveness. The proposed segments are as follows (location map on the last page of amendment).

Segment	Location / Segment Description	Post Miles	CMIA Funds
1	I-5 South – OCL to Route 605 - North Fork Coyote Creek Overcrossing to Marquardt Avenue	1.2/2.1	$51,983,000
2	I-5 South – OCL to Route 605 -Artesia Boulevard (OCL) to Coyote Creek Overcrossing	Ora 44.3/44.4 & LA 0.0/1.5	$0
3	I-5 South – OCL to Route 605 -Shoemaker Avenue to Silverbow Avenue	2.4/4.2	$104,708,000
4	I-5 South – OCL to Route 605 -Silverbow Avenue to Orr and Day Road Overhead	3.7/6.1	$158,320,000
5	I-5 South – OCL to Route 605 -Orr and Day OH to Route 605; and striping for entire project - Segments 1-5	5.8/6.8 & Ora 44.3/LA 7.6 (Stripe Corridor)	$0
TOTAL			$315,011,000

- In April 2012, the Department reported $20.3 million in CMIA savings from the award of Segment 1. The award savings was then re-programmed to Segment 4 to address a construction cost increase on the project. LACMTA also added $69.5 million in local funding to cover a cost increase in right of way due to complicated utility relocations.
- In October 2012, the Department reported $72 million in CMIA savings from the award of Segments 3 and 4.
- In January 2013, the Department reported the addition of $35 million in State Highway Operations and Protection Program (SHOPP) funding for SHOPP elements on the corridor. The Commission also approved an additional $15 million in State and Local Partnership Program (SLPP) funding for Segment 5, totaling $41,529,000.
- In May 2013, it is expected that the Commission will remove the $41,529,000 SLPP from Segment 5 due to compliance with new Federal Highway Administration (FHWA) Buy America provisions. LACMTA proposes to backfill the shortfall with local funding sources.

- Segments 1, 3 and 4 are currently under construction. It is anticipated that Segment 5 will begin construction by September 2013 and Segment 2 will begin construction by August 2014. The entire corridor is expected to be completed and opened to traffic by March 2017.

Proposed Revisions

The Department and LACMTA have reached agreement on a proposal to solve a known funding gap on the corridor. As has been previously reported, the location of this project is extremely complex, with the Department's Risk Management Plan indicating potential increases for acquiring right of way and associated costs for delays and hazardous materials. Specifically, city requirements necessitated setbacks more than originally planned which added significant right of way costs and additional complications with public utilities. The FHWA began requirements that property be purchased at the value of existing mortgages if the amounts were higher than fair market value, significantly adding to right of way costs. Additional scope added at the Valley View Bridge also increased right of way and construction costs.

Local measure and Congestion Mitigation and Air Quality (CMAQ) Program funding, along with CMIA savings generated from segments already in construction, have helped to fund the right of way and construction cost increases.

In December 2012, the Commission approved a financial allocation adjustment (Assembly Bill 608) for award savings on the I-5 North – Empire/Burbank project, returning $35,709,000 in RIP funds to Los Angeles County's regional share balance. LACMTA now proposes to program the $35,709,000 to the I-5 South Corridor to fund increases to support and capital components on the various segments. This action, along with the proposal to increase federal demonstration and CMAQ funding will further close the gap in funding for the overall project.

Segments 1, 3 and 4

Minor cost adjustments have been made between components within the three delivered segments as a result of revised work plans and estimates. Technical corrections to STIP support and Right of Way (R/W) capital costs originally reported to the Commission at the time Segments 1, 3 and 4 were allocated will be presented at the June Commission meeting concurrent with action of this amendment request. A TCRP allocation amendment will also be presented in June to revise the allocated amounts between components.

Segment 5

Segment 5 is planned for delivery this fiscal year, with construction allocation to be requested in June 2013. The construction estimate is expected to be substantially lower than the current amount available for this segment, allowing for additional funding to be applied elsewhere along the corridor where needed. Design (PS&E), R/W Support and Construction Support have increased due to unavoidable design changes, increases to utility relocation efforts and contentious R/W acquisition activities, and impacts of construction scheduling/phasing for the entire corridor. The R/W capital costs have increased based on a revised data sheet identifying additional utility relocations. Additional CMAQ funding will cover the cost increases.

Segment 2

Segment 2 was originally planned for delivery in January 2013. The design called for a new proposed at-grade crossing at Valley View Avenue. However, the Union Pacific Railroad informed the Department that new federal mandates prohibit new at-grade crossings. The additional scope of work to add the two ramps needed to replace the at-grade crossing caused delivery of the project to be delayed to March 2014. The additional scope of work, as well as revisions due to the presence of hazardous waste in the vicinity of the bridge foundation caused an increase to design, construction capital and support. A combination of RIP and local funds will be added to cover the cost increases.

Schedule

The schedules for the five segments are as follows (updated schedules for Segment 2 and Segment 5 are shown in strike out and bold):

Project Milestone	Original CMIA Corridor Project	Segment 1 (PPNO 4153)	Segment 2 (PPNO 2808)	Segment 3 (PPNO 4154)	Segment 4 (PPNO 4155)	Segment 5 (PPNO 4156)
Begin Environmental Phase	Oct 01	Oct 01	Oct 01	Oct 01	Oct 01	Oct 01
End Environmental Phase	June 07	June 07	May 07	June 07	June 07	June 07
Begin Design Phase	June 07	Jan 08	Jan 08	Sept 08	July 09	Jun 10
End Design Phase (RTL)	July 10	June 11	~~Jan 13~~ **Mar 14**	Mar 12	Mar 12	~~Jan 13~~ **May 13**
Begin Right of Way	Sept 07	Mar 09	Oct 10	Aug 09	Oct 10	Oct 10
End Right of Way	July 10	May 11	~~Jan 13~~ **Aug 14**	Mar 13	Mar 12	~~Jan 13~~ **May 13**
Begin Construction Phase	Nov 10	Dec 11	~~Jun 13~~ **Aug 14**	Aug 12	Aug 12	~~Jun 13~~ **Sept 13**
End Construction Phase	Nov 16	Apr 15	~~Dec 16~~ **Mar 17**	Apr 16	Apr 16	Dec 16
Begin Close-out Phase	Dec 16	Apr 15	~~Dec 16~~ **Mar 17**	Apr 16	Apr 16	Mar 17
End Close-out Phase	Dec 17	Aug 17	~~Mar 18~~ **May 20**	Apr 17	Mar 17	Mar 18

Adjustments to the overall project are as follows:

Existing Baseline – Overall Project

I-5 HOV - Orange county Line to Route 605 - Existing Funding										
	Project Totals By Fiscal Year ($ in 1,000's)				Project Totals by Component ($ in 1,000's)					
Fund Type	Total	Prior	12/13	13/14	R/W	Const	E & P	PS&E	R/W Sup	CON Sup
CMIA	$315,011	$315,011				$276,321				$38,690
GF-RIP	$57,769	$57,769					$12,862	$29,792	$15,115	
STIP-RIP	$228,765	$227,037	$1,728		$225,561		$83	$985	$408	$1,728
STIP IIP	$36,616	$13,832	$22,784					$13,832		$22,784
TCRP	$125,000	$125,000			$119,000		$6,000			
DEMO	$832	$832			$832					
CMAQ	$77,439		$77,439			$77,439				
SLPP	$41,529		$41,529			$41,529				
Local-LACMTA	$335,251	$216,309	$118,942		$201,794	$116,595		$10,693	$3,822	$2,347
SHOPP	$35,000		$7,000	$28,000		$35,000				
TOTAL	**$1,253,212**	**$955,790**	**$269,422**	**$28,000**	**$547,187**	**$546,884**	**$18,945**	**$55,302**	**$19,345**	**$65,549**

Proposed Baseline – Overall Project

I-5 HOV - Orange county Line to Route 605 - Proposed Funding										
	Project Totals By Fiscal Year ($ in 1,000's)				Project Totals by Component ($ in 1,000's)					
Fund Type	Total	Prior	12/13	13/14+	R/W	Const	E & P	PS&E	R/W Sup	CON Sup
CMIA	$315,011	$315,011				$276,321				$38,690
GF-RIP	$57,769	$57,769					$16,172	$31,877	$9,720	
STIP-RIP	$264,474	$240,288	$4,496	$19,690	$225,561			$6,738	$12,485	$19,690
STIP IIP	$36,616	$36,616						$36,616		
TCRP	$125,000	$125,000			$119,000		$2,790	$508	$2,702	
DEMO	$3,891	$3,891			$3,891					
CMAQ	$111,639		$111,639		$17,158	$75,433			$3,073	$15,975
SLPP	$0		$0			$0				
Local-LACMTA	$362,297	$216,914	$41,529	$103,854	$198,746	$145,383		$12,356		$5,812
SHOPP	$35,000		$7,000	$28,000		$35,000				
TOTAL	**$1,311,697**	**$995,489**	**$164,664**	**$151,544**	**$564,356**	**$532,137**	**$18,962**	**$88,095**	**$27,980**	**$80,167**

Project Segments

Segment 1 (PPNO 4153): In Santa Fe Springs from North Fork Coyote Creek Overcrossing to Marquardt Avenue. Construct one HOV lane and one mixed-flow lane in each direction; reconstruct the Alondra Avenue/North Fork Coyote Creek Bridges and adjacent frontage roads.

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor
Los Angeles	7	4153	21591	CO	2010-11	1.2	2.1	5

Implementing Agency: (by component)	**PA&ED**	Caltrans	**PS&E**	Caltrans	
	R/W	Caltrans	**CON**	Caltrans	

RTPA/CTC:	Los Angeles Metropolitan Transportation Commission
Project Title:	I-5 Carpool Lane - Orange CL to I-605 (Segment 1)
Location	In Santa Fe Springs, from North Fork Coyote Creek Overcrossing to Marquardt Avenue.
Description:	Add HOV and mixed flow lane in each direction; reconstruct bridges and adjacent frontage roads.

(DOLLARS IN THOUSANDS)

FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	12/13	13/14	14/15	15/16	16/17	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
GF RIP													
Existing	4,176	4,176								892	2,152	1,132	
Change	1,607	1,607								264	1,343	0	
Proposed	**5,783**	**5,783**								**1,156**	**3,495**	1,132	
RIP													
Existing	3,431	3,431						3,315		83		33	
Change	396	396						0		(83)		479	
Proposed	**3,827**	**3,827**						3,315		**0**		**512**	
IIP													
Existing	2,260	2,260									2,260		
Change	1,888	1,888									1,888		
Proposed	**4,148**	**4,148**									**4,148**		
State Bond - CMIA													
Existing	51,983	51,983							45,247				6,736
Change	0	0							0				0
Proposed	51,983	51,983							45,247				6,736
TCRP (Committed)													
Existing	18,609	18,609						18,200		409	0		
Change	(137)	(137)						0		(179)	42		
Proposed	**18,472**	**18,472**						18,200		**230**	**42**		
Demo													
Existing	832	832						832					
Change	0	0						0					
Proposed	832	832						832					
Local Funds													
Existing	9,154	9,154						7,653			1,196	305	0
Change	2,572	2,572						0			(1,196)	(305)	4,073
Proposed	**11,726**	**11,726**						7,653			**0**	**0**	**4,073**
Total													
Existing	90,445	90,445						30,000	45,247	1,384	5,608	1,470	6,736
Change	6,326	6,326						0	0	2	2,077	174	4,073
Proposed	**96,771**	**96,771**						30,000	45,247	**1,386**	**7,685**	**1,644**	**10,809**

Segment 2 (PPNO 2808): In La Mirada, Santa Fe Springs and Cerritos, from the County Line (Artesia Boulevard) to Coyote Creek. Construct one HOV lane and one mixed-flow lane in each direction; reconstruct Valley View Avenue Interchange, Coyote Creek Bridge and adjacent frontage roads.

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor
Los Angeles	7	2808	215921	CO	2013-14	0.0	1.5	5

Implementing Agency: (by component)	**PA&ED**	Caltrans	**PS&E**	Caltrans
	R/W	Caltrans	**CON**	

RTPA/CTC:	Los Angeles Metropolitan Transportation Commission
Project Title:	I-5 Carpool Lane-Orange CL to I-605 (Segment 2)
Location	In La Mirada, from Artesia Boulevard to Coyote Creek Overcrossing.
Description:	Widen with HOV and mixed flow lanes.

(DOLLARS IN THOUSANDS)

FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	12/13	13/14	14/15	15/16	16/17	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
GF RIP													
Existing	16,226	16,226								4,343	6,213	5,670	
Change	(2,922)	(2,922)								1,731	742	(5,395)	
Proposed	**13,304**	**13,304**								**6,074**	**6,955**	**275**	
RIP													
Existing	89,910	89,910		0				89,757			0	153	0
Change	25,798	6,108		19,690				0			1,152	4,956	19,690
Proposed	**115,708**	**96,018**		**19,690**				89,757			**1,152**	**5,109**	**19,690**
IIP													
Existing	17,443	4,715	12,728								4,715		12,728
Change	(5,696)	7,032	(12,728)								7,032		(12,728)
Proposed	**11,747**	**11,747**	**0**								**11,747**		**0**
TCRP (Committed)													
Existing	103,660	103,660						100,800		2,860	0	0	
Change	1,184	1,184						0		(1,725)	207	2,702	
Proposed	**104,844**	**104,844**						100,800		**1,135**	**207**	**2,702**	
Local Funds													
Existing	75,370	64,061	11,309	0				59,437	11,309		3,340	1,284	
Change	97,229	4,684	(11,309)	103,854				(3,048)	92,545		9,016	(1,284)	
Proposed	**172,599**	**68,745**	**0**	**103,854**				**56,389**	**103,854**		**12,356**	**0**	
Demo													
Existing	0		0					0					
Change	3,059		3,059					3,059					
Proposed	**3,059**		**3,059**					**3,059**					
Other State													
Existing	28,000			28,000					28,000				
Change	0			0					0				
Proposed	28,000			28,000					28,000				
CMAQ													
Existing	77,439		77,439						77,439				
Change	(77,439)		(77,439)						(77,439)				
Proposed	**0**		**0**						**0**				
Total													
Existing	408,048	278,572	101,476	28,000				249,994	116,748	7,203	14,268	7,107	12,728
Change	41,213	16,086	(98,417)	123,544				11	15,106	6	18,149	979	6,962
Proposed	**449,261**	**294,658**	**3,059**	**151,544**				**250,005**	**131,854**	**7,209**	**32,417**	**8,086**	**19,690**

Segment 3 (PPNO 4154): In Norwalk, from Shoemaker Avenue Bridge to Silverbow Avenue Overcrossing. Construct one HOV lane and one mixed-flow lane in each direction; reconstruct the Silverbow Pedestrian Overcrossing, three bridges and adjacent frontage roads.

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor
Los Angeles	7	4154	21593	CO	2011-12	2.4	4.2	5

Implementing Agency: (by component)	**PA&ED**	Caltrans	**PS&E**	Caltrans
	R/W	Caltrans	**CON**	Caltrans

RTPA/CTC:	Los Angeles Metropolitan Transportation Commission
Project Title:	I-5 Carpool Lane - Orange CL to I-605 (Segment 3)
Location	In Norwalk from Shoemaker Avenue to Silverbow Avenue.
Description:	Add HOV and mixed flow lane in each direction.

(DOLLARS IN THOUSANDS)

FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	12/13	13/14	14/15	15/16	16/17	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
GF RIP													
Existing	10,486	10,486								2,862	4,858	2,766	
Change	322	322								322	0	0	
Proposed	**10,808**	**10,808**								**3,184**	4,858	2,766	
RIP													
Existing	10,697	10,697						10,633				64	
Change	2,096	2,096						0				2,096	
Proposed	**12,793**	**12,793**						10,633				**2,160**	
IIP													
Existing	3,089	3,089									3,089		
Change	7,685	7,685									7,685		
Proposed	**10,774**	**10,774**									**10,774**		
State Bond - CMIA													
Existing	104,708	104,708							89,447				15,261
Change	0	0							0				0
Proposed	104,708	104,708							89,447				15,261
TCRP (Committed)													
Existing	781	781								781	0		
Change	(235)	(235)								(319)	84		
Proposed	**546**	**546**								**462**	**84**		
Local Funds													
Existing	42,371	42,371						38,954			2,677	740	0
Change	(1,997)	(1,997)						0			(2,677)	(740)	1,420
Proposed	**40,374**	**40,374**						38,954			**0**	**0**	**1,420**
Total													
Existing	172,132	172,132						49,587	89,447	3,643	10,624	3,570	15,261
Change	7,871	7,871						0	0	3	5,092	1,356	1,420
Proposed	**180,003**	**180,003**						49,587	89,447	**3,646**	**15,716**	**4,926**	**16,681**

Segment 4 (PPNO 4155): In Norwalk, from Silverbow Avenue Overcrossing to Orr and Day Overhead. Construct one HOV lane and one mixed-flow lane in each direction; reconstruct three bridges and adjacent frontage roads.

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor
Los Angeles	7	4155	21594	CO	2011-12	3.7	6.1	5

Implementing Agency: (by component)	**PA&ED**	Caltrans	**PS&E**	Caltrans	
	R/W	Caltrans	**CON**	Caltrans	

RTPA/CTC:	Los Angeles Metropolitan Transportation Commission
Project Title:	I-5 Carpool Lane - Orange CL to I-605 (Segment 4)
Location	In Norwalk from Silverbow Avenue to Orr and Day Road Overhead.
Description:	Widening I-5 with HOV and mixed flow lanes.

(DOLLARS IN THOUSANDS)

FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	12/13	13/14	14/15	15/16	16/17	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
GF RIP													
Existing	14,845	14,845								3,798	7,437	3,610	
Change	398	398								398	0	0	
Proposed	**15,243**	**15,243**								**4,196**	7,437	3,610	
RIP													
Existing	85,485	85,485	0					85,404				81	
Change	4,496	0	4,496					0				4,496	
Proposed	**89,981**	85,485	**4,496**					85,404				**4,577**	
IIP													
Existing	2,498	2,498									2,498		
Change	7,449	7,449									7,449		
Proposed	**9,947**	**9,947**									**9,947**		
State Bond - CMIA													
Existing	158,320	158,320							141,627				16,693
Change	0	0							0				0
Proposed	158,320	158,320							141,627				16,693
TCRP (Committed)													
Existing	995	995								995	0		
Change	(285)	(285)								(394)	109		
Proposed	**710**	**710**								**601**	**109**		
Local Funds													
Existing	100,195	100,195						95,750			3,480	965	0
Change	(4,126)	(4,126)						0			(3,480)	(965)	319
Proposed	**96,069**	**96,069**						95,750			**0**	**0**	**319**
Total													
Existing	362,338	362,338	0					181,154	141,627	4,793	13,415	4,656	16,693
Change	7,932	3,436	4,496					0	0	4	4,078	3,531	319
Proposed	**370,270**	**365,774**	**4,496**					181,154	141,627	**4,797**	**17,493**	**8,187**	**17,012**

Segment 5 (PPNO 4156): In Norwalk, Santa Fe Springs and Downey, from Orr and Day Overhead to Route 605 Interchange. Construct one HOV lane and one mixed-flow lane in each direction; Construct pedestrian overcrossing at Buell Cecilia; reconstruct the Florence Avenue Bridge and widen the railroad overhead.

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor
Los Angeles	7	4156	21595	CO	2012-13	44.3	7.6	5

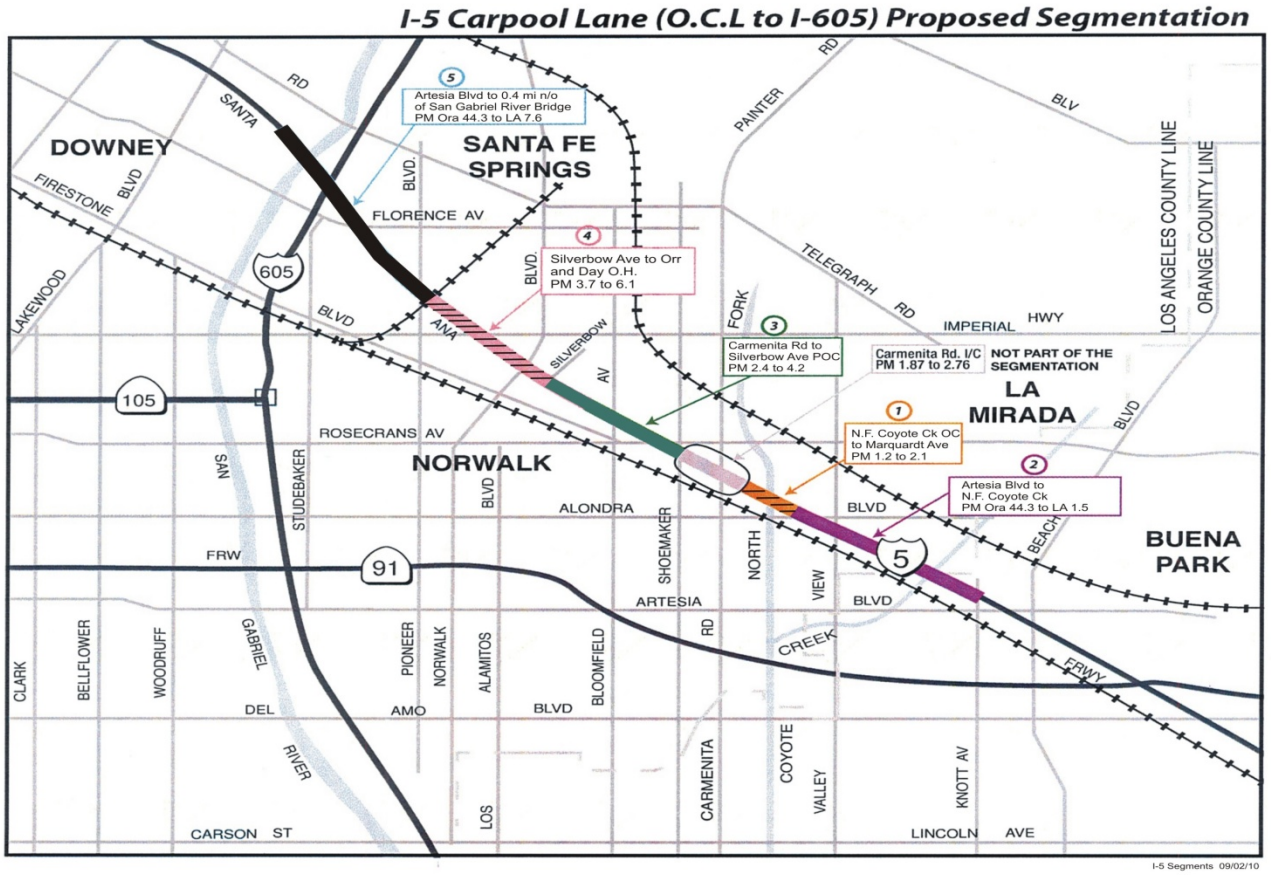
Implementing Agency: (by component)	**PA&ED**	Caltrans	**PS&E**	Caltrans	
	R/W	Caltrans	**CON**	Caltrans	

RTPA/CTC:	Los Angeles Metropolitan Transportation Commission
Project Title:	I-5 Carpool Lane - Orange CL to I-605 (Segment 5)
Location	Artesia Boulevard to 0.4 mi north of San Gabriel River Bridge.
Description:	Widen I-5 with HOV and mixed flow lanes.

(DOLLARS IN THOUSANDS)

FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	12/13	13/14	14/15	15/16	16/17	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
GF RIP													
Existing	12,036	12,036								967	9,132	1,937	
Change	595	595								595	0	0	
Proposed	**12,631**	**12,631**								**1,562**	9,132	1,937	
RIP													
Existing	39,242	37,514	1,728					36,452			985	77	1,728
Change	2,923	4,651	(1,728)					0			4,601	50	(1,728)
Proposed	**42,165**	**42,165**	**0**					36,452			**5,586**	**127**	**0**
IIP													
Existing	11,326	1,270	10,056								1,270		10,056
Change	(11,326)	(1,270)	(10,056)								(1,270)		(10,056)
Proposed	**0**	**0**	**0**								**0**		**0**
TCRP (Committed)													
Existing	955	955								955	0		
Change	(527)	(527)								(593)	66		
Proposed	**428**	**428**								**362**	**66**		
Local Funds													
Existing	108,161	528	107,633						105,286			528	2,347
Change	(66,632)	(528)	(66,104)						(63,757)			(528)	(2,347)
Proposed	**41,529**	**0**	**41,529**						**41,529**			**0**	**0**
State Bond - SLPP													
Existing	41,529		41,529						41,529				
Change	(41,529)		(41,529)						(41,529)				
Proposed	**0**		**0**						**0**				
Other State - SHOPP													
Existing	7,000		7,000						7,000				
Change	0		0						0				
Proposed	7,000		7,000						7,000				
CMAQ													
Existing	0		0					0	0			0	0
Change	111,639		111,639					17,158	75,433			3,073	15,975
Proposed	**111,639**		**111,639**					**17,158**	**75,433**			**3,073**	**15,975**
Total													
Existing	220,249	52,303	167,946					36,452	153,815	1,922	11,387	2,542	14,131
Change	(4,857)	2,921	(7,778)					17,158	(29,853)	2	3,397	2,595	1,844
Proposed	**215,392**	**55,224**	**160,168**					**53,610**	**123,962**	**1,924**	**14,784**	**5,137**	**15,975**

Location Map



RESOLUTION:

Be it Resolved, that the California Transportation Commission does hereby amend the State Transportation Improvement Program, the Corridor Mobility Improvement Account and the Traffic Congestion Relief Program for the I-5 South Corridor project as outlined to reflect the changes described above.

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

M e m o r a n d u m

TAB 162

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 11, 2013

Reference No.: 2.5g.(10a)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck
Division Chief
Budgets

Subject: **FINANCIAL ALLOCATION FOR LOCALLY ADMINISTERED STATE-LOCAL PARTNERSHIP PROGRAM FUND PROJECTS OFF THE STATE HIGHWAY SYSTEM RESOLUTION SLP1B-A-1213-__**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) allocate $70,517,000 for 36 locally administered State-Local Partnership Program (SLPP) projects, off the State Highway System.

ISSUE:

The attached vote list describes 36 locally administered SLPP projects totaling $70,517,000 plus $172,941,553 from other sources. The local agencies are ready to proceed with these projects and are requesting an allocation at this time. Allocation is contingent upon approval of a budget revision by the Department of Finance. Allocation is also contingent upon the availability of Proposition 1B SLPP funding.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(10a)	**Proposition 1B – Locally Administered State-Local Partnership Program (SLPP)** **Projects off the State Highway**		**Resolution SLP1B-A-1213-__**	
1 $11,000 City of Point Arena MCOG 01-Mendocino	**Local Street Rehabilitation**. In the city of Point Arena on Port Road and Windy Hollow Road. Rehabilitate local streets and install new storm drains, possible curb and gutter, striping, signage, and lighting. (CEQA – CE, 04/25/2013.) Outcome/Output: This project will improve vehicular and pedestrian safety by repairing damage to the road surface due to drainage and thus allowing for the removal of traffic diversions such as steel plating and traffic cones. Proper fog lines, striping and street signage will also serve as traffic calming mechanisms and increased pedestrian safety. **ALLOCATION IS CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.** **ALLOCATION IS ALSO CONTINGENT UPON THE AVAILABILITY OF PROPOSITION 1B SLPP FUNDING.**	SLPP/12-13 CONST $11,000 0113000087	2011-12 104-6060 SLPP 20.30.210.200	$11,000
2 $1,000,000 City of Roseville PCTPA 03-Placer	**Blue Oaks Boulevard Widening.** On Blue Oaks Boulevard between Crocker Ranch Road and the Industrial Boulevard Overcrossing. Widen the existing roadway from four lanes to six lanes, widen existing bike lanes to current city standards, upgrade bus stops, ADA upgrades at intersections, and construct raised concrete medians. (Future Consideration of Funding – Resolution E-13-21, May 2013.) (Contributions from other sources: $3,895,000.) Outcome/Output: This project will improve intersection operations, reduce traffic congestion and vehicle miles travelled with a corresponding reduction in related vehicle emissions which benefits local air quality. The useful life of Blue Oaks Boulevard is expected to be approximately 50 years. **ALLOCATION IS CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.** **ALLOCATION IS ALSO CONTINGENT UPON THE AVAILABILITY OF PROPOSITION 1B SLPP FUNDING.**	SLPP/12-13 CONST $1,000,000 0313000204	2011-12 104-6060 SLPP 20.30.210.200	$1,000,000
3 $1,000,000 Placer County PCTPA 03-Placer	**Auburn/Folsom Widening, North Phase.** In Placer County, on Auburn Folsom Road between Bell Road and Douglas Boulevard. Widen from two to four lanes. (Future Consideration of Funding – Resolution E-13-17, March 2013.) (Contributions from other sources: $5,670,000.) Outcome/Output: This project will reduce traffic congestion by increasing capacity. Improve travel for motorists, bicyclists and pedestrians by improving safety, reliability, accessibility and air quality. **ALLOCATION IS CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.** **ALLOCATION IS ALSO CONTINGENT UPON THE AVAILABILITY OF PROPOSITION 1B SLPP FUNDING.**	SLPP/12-13 CONST $1,000,000 0313000209	2011-12 104-6060 SLPP 20.30.210.200	$1,000,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(10a)	**Proposition 1B – Locally Administered State-Local Partnership Program (SLPP) Projects off the State Highway**		**Resolution SLP1B-A-1213-__**	
4 $419,000 City of Elk Grove SACOG 03-Sacramento	**Elk Grove-Florin Road/East Stockton Boulevard Intersection Improvements.** In the city of Elk Grove, at the intersection of Elk Grove-Florin Road and East Stockton Boulevard. Realign Elk Grove-Florin Road to intersect with East Stockton Boulevard at a 90 degree angle. Install traffic signal, curb ramps, roadside ditches and drainage improvement, landscape and irrigation improvements, tree removal and Elk Grove Park parking lot reconfiguration. (Contributions from other sources: $419,000.) Outcome/Output: This project will improve the intersection of Elk Grove-Florin Road with East Stockton Boulevard to improve traffic operations, accommodate future traffic demand and improve safety. **ALLOCATION IS CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.** **ALLOCATION IS ALSO CONTINGENT UPON THE AVAILABILITY OF PROPOSITION 1B SLPP FUNDING.**	SLPP/12-13 CONST $419,000 0313000254	2011-12 104-6060 SLPP 20.30.210.200	$419,000
5 $600,000 City of Lincoln PCPTA 03-Placer	**Nelson Lane Improvements.** In West Lincoln in unincorporated Placer County, from SR 65 to Rockwell Lane. Widen an existing two-lane rural road to four lanes and close a gap between the four-lane Nelson Lane Federal bridge replacement project and the SR 65 Lincoln Bypass four-lane widening of Nelson Lane. The median will include low impact development storm water treatment features. (Future Consideration of Funding – Resolution E-13-22; May 2013.) (Contributions from other sources: $793,588.) Outcome/Output: Nelson Lane will be widened to accommodate the nearly 13,000 increase in Average Daily Travel diverted to Nelson Lane from the opening of the SR 65 Bypass. This widening will result in a facility that will meet current standards, resulting in improved safety and operation. **ALLOCATION IS CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.** **ALLOCATION IS ALSO CONTINGENT UPON THE AVAILABILITY OF PROPOSITION 1B SLPP FUNDING.**	SLPP/12-13 CONST $600,000 0313000261	2011-12 104-6060 SLPP 20.30.210.200	$600,000
6 $41,000 City of Nevada City Nevada CTC 03-Nevada	**New Mohawk Road Grind and Pave**. In Nevada City on New Mohawk Road and Gold Flat Court. Grind and remove existing pavement and repave with 2 inched of new AC pavement. (CEQA – CE, 05/07/2013.) (Contributions from other sources: $60,000.) Outcome/Output: This project will improve safety and extend the useful life of the roadway by at least 20 years. **ALLOCATION IS CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.** **ALLOCATION IS ALSO CONTINGENT UPON THE AVAILABILITY OF PROPOSITION 1B SLPP FUNDING.**	SLPP/12-13 CONST $41,000 0313000264	2011-12 104-6060 SLPP 20.30.210.200	$41,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(10a)	**Proposition 1B – Locally Administered State-Local Partnership Program (SLPP)** **Projects off the State Highway**		**Resolution SLP1B-A-1213-__**	
7 $354,000 City of El Cerrito MTC 04-Contra Costa	**2013 Road Rehabilitation.** In the city of El Cerrito at various locations. Pavement rehabilitation and street improvements. (CEQA – CE, 03/272013.) (Contributions from other sources: $397,000.) Outcome/Output: This project will extend the useful life of the City's infrastructure and improve safety for the public. The anticipated useful life of the roadways included in this project varies from 15 to 20 years. **ALLOCATION IS CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.** **ALLOCATION IS ALSO CONTINGENT UPON THE AVAILABILITY OF PROPOSITION 1B SLPP FUNDING.**	SLPP/12-13 CONST $354,000 0413000420	2011-12 104-6060 SLPP 20.30.210.200	$354,000
8 $728,000 City of Clovis FCOG 06-Fresno	**Temperance Avenue Widening.** In the city of Clovis between Enterprise Canal and Shepherd Avenue. Utility modifications and street reconstruction. Install traffic signal. (Future Consideration of Funding – Resolution E-13-25, May 2013.) (Contributions from other sources: $866,000.) Outcome/Output: This project serves to increase vehicle capacity, reliability, safety, and security of the existing transportation system for motorized and non-motorized users, as well as improve quality of life, and promote an efficient management and operation system. **ALLOCATION IS CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.** **ALLOCATION IS ALSO CONTINGENT UPON THE AVAILABILITY OF PROPOSITION 1B SLPP FUNDING.**	SLPP/12-13 CONST $728,000 0613000128	2011-12 104-6060 SLPP 20.30.210.200	$728,000
9 $320,000 City of Hanford Kings CAG 06-Kings	**Campus Drive Roadway Extension.** In the city of Hanford, from Sixth Street to Union Pacific Railroad. Installation of new public at-grade crossing of the UPRR at Campus Drive. (Future Consideration of Funding – Resolution E-13-32, May 2013.) (Contributions from other sources: $320,000.) Outcome/Output: The proposed improvements will reduce traffic congestion and associated greenhouse gases in the surrounding area by providing alternative access to residences and business in the surrounding area including the Hanford Community Medical Center complex. **ALLOCATION IS CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.** **ALLOCATION IS ALSO CONTINGENT UPON THE AVAILABILITY OF PROPOSITION 1B SLPP FUNDING.**	SLPP/12-13 CONST $320,000 0613000228	2011-12 104-6060 SLPP 20.30.210.200	$320,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(10a)	**Proposition 1B – Locally Administered State-Local Partnership Program (SLPP)** **Projects off the State Highway**		**Resolution SLP1B-A-1213-__**	
10 $7,551,000 City of Dinuba TCAG 06-Tulare	**Avenue 416 Widening**. In the city of Dinuba, between Road 56 to Road 80. Widen Avenue. (Future Consideration of Funding - Resolution E-10-98; November 2010.) (Contributions from other sources: $15,179,000.) Outcome/Output: The widening of three miles of two lane road to a four lane with a two-way left turn lane will ease traffic congestions and eliminate sight distance problems. **ALLOCATION IS CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.** **ALLOCATION IS ALSO CONTINGENT UPON THE AVAILABILITY OF PROPOSITION 1B SLPP FUNDING.**	SLPP/12-13 CONST $7,551,000 0613000238	2012-13 104-6060 SLPP 20.30.210.200	$7,551,000
11 $225,000 City of Bakersfield KCOG 06-Kern	**Hageman Road Signal Installation & Synchronization**. In the city of Bakersfield, at Hageman Road and Old Farm Road, and Hageman Road and Jewetta Avenue. Install traffic signal. (CEQA – CE, 03/26/2013.) (Contributions from other sources: $225,000.) Outcome/Output: This project will improve air quality, accommodate higher travel speeds, reduce congestion, and support current planned development. **ALLOCATION IS CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.** **ALLOCATION IS ALSO CONTINGENT UPON THE AVAILABILITY OF PROPOSITION 1B SLPP FUNDING.**	SLPP/12-13 CONST $225,000 0613000256	2011-12 104-6060 SLPP 20.30.210.200	$225,000
12 $818,000 City of Fresno COFCG 06-Fresno	**Herndon Eastbound Widening.** In the city of Fresno, at the intersection of Brawley and Herndon. Widen eastbound lanes from two to three lanes, construct traffic signal, and construct sidewalk and expressway barrier. (Future Consideration of Funding under Resolution E-13-31; May 2013.) (Contributions from other sources: $818,000.) Outcome/Output: This project will improve traffic operations, reduce traffic accidents, and provide safe pedestrian access. **ALLOCATION IS CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.** **ALLOCATION IS ALSO CONTINGENT UPON THE AVAILABILITY OF PROPOSITION 1B SLPP FUNDING.**	SLPP/12-13 CONST $818,000 0613000257	2011-12 104-6060 SLPP 20.30.210.200	$818,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(10a)	**Proposition 1B – Locally Administered State-Local Partnership Program (SLPP)** **Projects off the State Highway**		**Resolution SLP1B-A-1213-__**	
13 $145,000 City of Fresno COFCG 06-Fresno	**Friant Road Widening.** In the city of Fresno, at the intersection of Friant Road and Shepherd Avenue. Construct new traffic signal and other concrete improvements. (Future Consideration of Funding under Resolution E-13-29; May 2013.) (Contributions from other sources: $145,000.) Outcome/Output: This project will reduce delays, reduce congestion and improve travel times for travelling public. **ALLOCATION IS CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.** **ALLOCATION IS ALSO CONTINGENT UPON THE AVAILABILITY OF PROPOSITION 1B SLPP FUNDING.**	SLPP/12-13 CONST $145,000 0613000258	2011-12 104-6060 SLPP 20.30.210.200	$145,000
14 $181,000 City of Fresno COFCG 06-Fresno	**Traffic Signals – Audubon and Cole.** In the city of Fresno, at the intersection of Audubon Drive at Cole Avenue. Install traffic signal and other concrete improvements. (Future Consideration of Funding under Resolution E-13-28; May 2013.) (Contributions from other sources: $181,000.) Outcome/Output: This project will improve traffic operation and circulation. **ALLOCATION IS CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.** **ALLOCATION IS ALSO CONTINGENT UPON THE AVAILABILITY OF PROPOSITION 1B SLPP FUNDING.**	SLPP/12-13 CONST $181,000 0613000259	2011-12 104-6060 SLPP 20.30.210.200	$181,000
15 $215,000 City of Fresno COFCG 06-Fresno	**Traffic Signals – Shields and Temperance.** In the city of Fresno, at the intersection of Shields and Temperance Avenue. Install traffic signal and other concrete improvements. (Future Consideration of Funding under Resolution E-13-27; May 2013.) (Contributions from other sources: $215,000.) Outcome/Output: This project will improve traffic operation and circulation. **ALLOCATION IS CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.** **ALLOCATION IS ALSO CONTINGENT UPON THE AVAILABILITY OF PROPOSITION 1B SLPP FUNDING.**	SLPP/12-13 CONST $215,000 0613000260	2011-12 104-6060 SLPP 20.30.210.200	$215,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(10a)	**Proposition 1B – Locally Administered State-Local Partnership Program (SLPP)** **Projects off the State Highway**		**Resolution SLP1B-A-1213-__**	
16 $2,213,000 City of Fresno COFCG 06-Fresno	**SR 180 West Frontage Road.** In the city of Fresno, on the north side of SR 180 between Marks Avenue and Hughes/West Diagonal. Construct new industrial street with water, sewer, storm drain, street lighting, traffic signals, street trees, and other concrete improvements. (Future Consideration of Funding under Resolution E-13-30; May 2013.) (Contributions from other sources: $2,213,000.) Outcome/Output: This project will improve transportation connectivity parallel to SR 180. **ALLOCATION IS CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.** **ALLOCATION IS ALSO CONTINGENT UPON THE AVAILABILITY OF PROPOSITION 1B SLPP FUNDING.**	SLPP/12-13 CONST $2,213,000 0613000261	2012-13 104-6060 SLPP 20.30.210.200	$2,213,000
17 $436,000 City of Bakersfield KCOG 06-Kern	**Hosking Avenue Widening.** In the city of Bakersfield, along Hosking Avenue between Wible Road and Hughes Lane. Widen roadway, new bike lanes, installation of curb and gutter and sidewalk. (CEQA – CE, 09/21/2012.) (Contributions from other sources: $436,000.) Outcome/Output: This project will improve the safety for drivers, pedestrians, and bikers, improve air quality, accommodate higher travel speed, reduce congestion and support current planned development. **ALLOCATION IS CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.** **ALLOCATION IS ALSO CONTINGENT UPON THE AVAILABILITY OF PROPOSITION 1B SLPP FUNDING.**	SLPP/12-13 CONST $436,000 0613000268	2011-12 104-6060 SLPP 20.30.210.200	$436,000
18 $240,000 City of Chowchilla Madera CTC 06-Madera	**Presidential Street Rehabilitation.** Within the southwest section of the city of Chowchilla on Roosevelt Drive, Hoover Avenue, Coolidge Avenue, Harding Avenue, Truman Drive, and Wilson Way. Street overlay. (CEQA – CE, 04/17/2013.) (Contributions from other sources: $270,000.) Outcome/Output: This project will repair and maintain existing city right of way public facilities. **ALLOCATION IS CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.** **ALLOCATION IS ALSO CONTINGENT UPON THE AVAILABILITY OF PROPOSITION 1B SLPP FUNDING.**	SLPP/12-13 CONST $240,000 0613000276	2011-12 104-6060 SLPP 20.30.210.200	$240,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(10a)	**Proposition 1B – Locally Administered State-Local Partnership Program (SLPP)** **Projects off the State Highway**		**Resolution SLP1B-A-1213-__**	
19 $361,000 City of Lancaster LACMTA 07-Los Angeles	**25th Street East Alignment.** In the city of Lancaster, at Avenue J and Lancaster Boulevard. Widen roadway. (Concurrent Consideration of Funding - Resolution E-13-51; June 2013) (Contributions from other sources: $361,000.) Outcome/Output: This project will align and create uniform approach lanes. **ALLOCATION IS CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.** **ALLOCATION IS ALSO CONTINGENT UPON THE AVAILABILITY OF PROPOSITION 1B SLPP FUNDING.**	SLPP/12-13 CONST $361,000 0713000374	2011-12 104-6060 SLPP 20.30.210.200	$361,000
20 $9,712,000 Town of Apple Valley SANBAG 08-San Bernardino	**Yucca Loma Road Bridge and Road Widening.** In the town of Apple Valley, on Yucca Loma Road over the Mojave River to Yates Road and on Yates Road from Fortuna Lane to Park Road at Mojave Narrows Regional Park. Construct a 6-lane bridge including bicycle lanes and sidewalk and widening to four lanes. (Concurrent Consideration of Funding - Resolution E-13-55; June 2013) (Contributions from other sources: $32,777,000.) Outcome/Output: This project will relieve congestion and improve regional traffic circulation. **ALLOCATION IS CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.** **ALLOCATION IS ALSO CONTINGENT UPON THE AVAILABILITY OF PROPOSITION 1B SLPP FUNDING.**	SLPP/12-13 CONST $9,712,000 0800000908	2012-13 104-6060 SLPP 20.30.210.200	$9,712,000
21 $1,000,000 City of Highland SANBAG 08-San Bernardino	**5th Street Corridor Improvements.** In the city of Highland, along 5th Street from Victoria Avenue to Palm Avenue. Pavement rehabilitation, pavement widening from 2 to 4 lanes, construct new bike lanes, add new turn pockets at intersections, new handicap accessible transit stops, new traffic signal/traffic synchronization, and new vehicle pre-emption system. (Concurrent Consideration of Funding - Resolution E-13-52; June 2013) (Contributions from other sources: $2,795,000.) Outcome/Output: This project will improve and widen existing 2-lane to 4-lane of one mile of roadway. **ALLOCATION IS CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.** **ALLOCATION IS ALSO CONTINGENT UPON THE AVAILABILITY OF PROPOSITION 1B SLPP FUNDING.**	SLPP/12-13 CONST $1,000,000 0812000269	2012-13 104-6060 SLPP 20.30.210.200	$1,000,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(10a)	**Proposition 1B – Locally Administered State-Local Partnership Program (SLPP)** **Projects off the State Highway**		**Resolution SLP1B-A-1213-__**	
22 $1,000,000 City of Redlands SANBAG 08-San Bernardino	**Intersection Improvements**. In the city of Redlands, at the intersection of Redlands Boulevard and Alabama Street. Widen intersection to add through-lanes and left-turn lanes including traffic signals upgrades. (Concurrent Consideration of Funding - Resolution E-13-54; June 2013) (Contributions from other sources: $4,581,000.) Outcome/Output: This project will widen the intersection of Redlands Boulevard and Alabama Street to relieve congestion and improve traffic safety. **ALLOCATION IS CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.** **ALLOCATION IS ALSO CONTINGENT UPON THE AVAILABILITY OF PROPOSITION 1B SLPP FUNDING.**	SLPP/12-13 CONST $1,000,000 0813000093	2012-13 104-6060 SLPP 20.30.210.200	$1,000,000
23 $450,000 City of Chino SANBAG 08-San Bernardino	**Citywide Signal Interconnection.** In the city of Chino in the newer southwestern portion of Chino. Interconnecting signals with fiber-optic cable. (CEQA – NE, 01/16/2013.) (Contributions from other sources: $450,000.) Outcome/Output: This project will install approximately 14 miles of interconnect and fiber-optic cable to improve traffic circulation, relieve congestion and improve air quality. **ALLOCATION IS CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.** **ALLOCATION IS ALSO CONTINGENT UPON THE AVAILABILITY OF PROPOSITION 1B SLPP FUNDING.**	SLPP/12-13 CONST $450,000 0813000078	2011-12 104-6060 SLPP 20.30.210.200	$450,000
24 $19,490,000 City of Ontario SANBAG 08-San Bernardino	**North Vineyard Avenue Grade Separation**. In the city of Ontario along the Alameda Corridor East on Vineyard Avenue at UP/Alhambra immediately south of Holt Boulevard. Construct roadway-railroad grade separation. (CEQA – CE, 05/04/2010.) (Contributions from other sources: $31,310,000.) Outcome/Output: This project will separate the railroad crossing from Vineyard Avenue, which is a key location along the Alameda Corridor East, will mitigate community impacts of goods movement and provide more reliable truck access to the logistics complex and the air cargo facilities at Ontario. **ALLOCATION IS CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.** **ALLOCATION IS ALSO CONTINGENT UPON THE AVAILABILITY OF PROPOSITION 1B SLPP FUNDING.**	SLPP/12-13 CONST $19,490,000 0813000100	2012-13 104-6060 SLPP 20.30.210.200	$19,490,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(10a)	**Proposition 1B – Locally Administered State-Local Partnership Program (SLPP)** **Projects off the State Highway**		**Resolution SLP1B-A-1213-__**	
25 $7,210,000 City of Ontario SANBAG 08-San Bernardino	**South Milliken Avenue Grade Separation**. In the city of Ontario along Alameda Corridor East on Milliken Avenue at Union Pacific/Los Angeles immediately north of Mission Boulevard. Construct roadway-railroad grade separation. (TCIF Project 61.) (CEQA – CE, 05/04/2010.) (Concurrent TCIF allocation for $28,213,000 under Resolution TCIF-A-1213-21; June 2013.) (Contributions from other sources: $32,777,000.) Outcome/Output: This project is needed to eliminate the impacts from the existing at-grade crossing including emergency vehicle response delays, greenhouse gases generated by traffic delayed trains, and adverse neighborhood impacts including delays, noise pollution and safety impacts. This project will improve the reliability of the Union Pacific Railroad (UPRR) system by eliminating the potential for vehicle or pedestrian versus train accidents and to allow for expansion of the rail corridor without additional public safety or neighborhood impacts associated with at-grade crossing. **ALLOCATION IS CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.** **ALLOCATION IS ALSO CONTINGENT UPON THE AVAILABILITY OF PROPOSITION 1B SLPP FUNDING.**	SLPP/12-13 CONST ~~$35,423,000~~ **$7,210,000** 0813000114	2012-13 104-6060 SLPP 20.30.210.200	$7,210,000
26 $2,253,000 City of Indio RCTC 08-Riverside	**Varner Road Improvements**. In the city of Indio, 700 feet west of Jefferson Street to 1,700 feet east of Jefferson Street. Widen road from two lanes to four lanes in each direction including curb, gutter, sidewalk, and new traffic signals. (Future Consideration of Funding under Resolution E-13-35; May 2013.) (Contributions from other sources: $2,253,000.) Outcome/Output: This project will close a 0.25 mile gap to relieve congestion and improve circulation. **ALLOCATION IS CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.** **ALLOCATION IS ALSO CONTINGENT UPON THE AVAILABILITY OF PROPOSITION 1B SLPP FUNDING.**	SLPP/12-13 CONST $2,253,000 0813000128	2012-13 104-6060 SLPP 20.30.210.200	$2,253,000
27 $283,000 City of La Quinta RCTC 08-Riverside	**Highway 111 and Washington Street Intersection Widening**. In the city of La Quinta at the intersection of the former Highway 111 and Washington Street. Widen intersection to add left-turn lanes including curb, curb ramps, sidewalk, median landscaping, and traffic signals upgrades. (CEQA – CE, 10/02/2012.) (Contributions from other sources: $283,000.) Outcome/Output: This project will relive peak-hour congestion and improve traffic and pedestrian safety. **ALLOCATION IS CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.** **ALLOCATION IS ALSO CONTINGENT UPON THE AVAILABILITY OF PROPOSITION 1B SLPP FUNDING.**	SLPP/12-13 CONST $283,000 0813000132	2011-12 104-6060 SLPP 20.30.210.200	$283,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(10a)	**Proposition 1B – Locally Administered State-Local Partnership Program (SLPP)** **Projects off the State Highway**		**Resolution SLP1B-A-1213-__**	
28 $4,000,000 Riverside County RCTC 08-Riverside	**Fred Waring Drive Widening**. In and near La Quinta, on Fred Waring Drive from Adams Street to Port Maria Road. (Future Consideration of Funding under Resolution E-13-12; May 2013.) (Contributions from other sources: $4,000,000.) Outcome/Output: This project will widen 0.3 mile of roadway, eliminate a congestion checkpoint, and improve motorist and pedestrian safety. **ALLOCATION IS CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.** **ALLOCATION IS ALSO CONTINGENT UPON THE AVAILABILITY OF PROPOSITION 1B SLPP FUNDING.**	SLPP/12-13 CONST $4,000,000 0813000147	2012-13 104-6060 SLPP 20.30.210.200	$4,000,000
29 $1,000,000 City of Moreno Valley RCTC 08-Riverside	**Perris Boulevard Improvements.** In the city of Moreno Valley, on Perris Boulevard from Ironwood Avenue to Manzanita Avenue. Widen roadway, including curb, curb ramps, and traffic signal upgrades. (Concurrent Consideration of Funding - Resolution E-13-56; June 2013) Outcome/Output: This project will widen 1.25 miles of roadway. **ALLOCATION IS CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.** **ALLOCATION IS ALSO CONTINGENT UPON THE AVAILABILITY OF PROPOSITION 1B SLPP FUNDING.**	SLPP/12-13 CONST $1,000,000 0813000202	2012-13 104-6060 SLPP 20.30.210.200	$1,000,000
30 $393,000 City of Highland SANBAG 08-San Bernardino	**Baseline and Greenspot Road Traffic Safety and Bikeway Improvements**. On Baseline from Weber Street to Church Street and on Greenspot Road from Church Street to Alta Vista Drive. Install new traffic signals, modify existing signals, pedestrian countdown heads, bicycle activation detectors and push buttons, signage and construct dedicated left turn lanes. (Concurrent Consideration of Funding - Resolution E-13-53; June 2013) (Contributions from other sources: $581,000.) Outcome/Output: This project will construct 2.1 miles of traffic and bicycle improvements to improve circulation and provide greater bicycling safety. **ALLOCATION IS CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.** **ALLOCATION IS ALSO CONTINGENT UPON THE AVAILABILITY OF PROPOSITION 1B SLPP FUNDING.**	SLPP/12-13 CONST $393,000 0813000186	2011-12 104-6060 SLPP 20.30.210.200	$393,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(10a)	**Proposition 1B – Locally Administered State-Local Partnership Program (SLPP) Projects off the State Highway**		**Resolution SLP1B-A-1213-__**	
31 $417,000 Orange County Transportation Authority OCTA 12-Orange	**Tustin Ranch Road Extension.** In the city of Tustin, from Warner Avenue to Walnut Avenue. Six lane extension. (Contributions from other sources: $20,179,965.) (Future Consideration of Funding – Resolution E-12-29, May2012.) (Concurrent SLPP Programming Amendment under Resolution SLP1B-P-1213-14; June 2013.) Outcome/Output: This project will close the gap in Tustin Ranch Road through the former Tustin Marine Corps Air Station and include a grade separation over the BNSF/SCRRA Railroad tracks and an overcrossing of the Santa Ana-Santa Fe drainage channel. **ALLOCATION IS CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.** **ALLOCATION IS ALSO CONTINGENT UPON THE AVAILABILITY OF PROPOSITION 1B SLPP FUNDING.**	SLPP/12-13 CONST ~~$214,000~~ **$417,000** 1212000149	2011-12 104-6060 SLPP 20.30.210.200	$417,000
32 $51,000 Orange County OCTA 12-Orange	**La Colina Drive Pavement Rehabilitation.** On La Colina Drive, from approximately 140 feet east of Wedgewood Circle to the east Orange County Limits. Reconstruct the asphalt concrete shoulders and replace drainage facilities. (CEQA – CE, 12/05/2012.) (Contributions from other sources: $850,000.) Outcome/Output: This project will reconstruct the existing 2-lane facility and increase the useful life of 0.87 mile of roadway. **ALLOCATION IS CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.** **ALLOCATION IS ALSO CONTINGENT UPON THE AVAILABILITY OF PROPOSITION 1B SLPP FUNDING.**	SLPP/12-13 CONST $51,000 1213000050	2011-12 104-6060 SLPP 20.30.210.200	$51,000
33 $165,000 City of Irvine OCTA 12-Orange	**Campus Drive Rehabilitation**. In the city of Irvine, on Campus Drive from University Avenue to Culver Drive. Replacement of median landscaping. (CEQA – CE, 11/14/2012.) (Contributions from other sources: $1,197,000.) Outcome/Output: This project will rehabilitate the existing four-lane roadway and increase the useful life of 1.4 miles of roadway. **ALLOCATION IS CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.** **ALLOCATION IS ALSO CONTINGENT UPON THE AVAILABILITY OF PROPOSITION 1B SLPP FUNDING.**	SLPP/12-13 CONST $165,000 1213000059	2011-12 104-6060 SLPP 20.30.210.200	$165,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(10a)	**Proposition 1B – Locally Administered State-Local Partnership Program (SLPP)** **Projects off the State Highway**		**Resolution SLP1B-A-1213-__**	
34 $125,000 City of Villa Park OCTA 12-Orange	**Road Rehabilitation – Various Locations**. In the city of Villa Park at various locations. Rehabilitate the asphalt concrete roadway including the adjusting of utilities to grade. (CEQA – CE, 09/19/2012.) (Concurrent SLPP Programming Amendment under Resolution SLP1B-P-1213-14; June 2013.) (Contributions from other sources: $333,000.) Outcome/Output: This project will rehabilitate the existing 2-lane facilities and increase the useful life of 2.7 miles of roadway. **ALLOCATION IS CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.** **ALLOCATION IS ALSO CONTINGENT UPON THE AVAILABILITY OF PROPOSITION 1B SLPP FUNDING.**	SLPP/12-13 CONST ~~$318,000~~ **$125,000** 1213000114	2011-12 104-6060 SLPP 20.30.210.200	$125,000
35 $5,110,000 Orange County Transportation Authority OCTA 12-Orange	**La Pata Avenue Gap Closure, Phase 1.** In the city of San Clemente, on La Pata Avenue from Calle Saluda to the existing terminus of La Pata Avenue at the northern boundary of the Prima Deshecha Landfill. Construct 4-lane extension to close 2.4 mile gap. (Future Consideration of Funding – Resolution E-12-69; December 2012.) (Contributions from other sources: $5,111,000.) Outcome/Output: This project will improve regional traffic circulation and relieve congestion on Interstate 5. **ALLOCATION IS CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.** **ALLOCATION IS ALSO CONTINGENT UPON THE AVAILABILITY OF PROPOSITION 1B SLPP FUNDING.**	SLPP/12-13 CONST $5,110,000 1213000167	2012-13 104-6060 SLPP 20.30.210.200	$5,110,000
36 $1,000,000 City of Anaheim OCTA 12-Orange	**Katella Avenue Widening.** In the city of Anaheim, on Katella Avenue from Lewis Street to State College Boulevard. Widen traffic lanes, construct raised median, sidewalk, channelized turn lanes, bus pads, and traffic signal modifications. (Future Consideration of Funding under Resolution E-13-39; May 2013.) (Contributions from other sources: $1,000,000.) Outcome/Output: This project will rehabilitate the existing 6-lane roadway and increase the useful life of 0.5 mile of roadway. **ALLOCATION IS CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.** **ALLOCATION IS ALSO CONTINGENT UPON THE AVAILABILITY OF PROPOSITION 1B SLPP FUNDING.**	SLPP/12-13 CONST $1,000,000 1213000175	2012-13 104-6060 SLPP 20.30.210.200	$1,000,000

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

M e m o r a n d u m

TAB 166

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 11, 2013

Reference No.: 2.5g.(10i)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck
Division Chief
Budgets

Subject: **FINANCIAL ALLOCATION FOR LOCALLY ADMINISTERED STATE-LOCAL PARTNERSHIP PROGRAM FUND PROJECTS ON THE STATE HIGHWAY SYSTEM RESOLUTION SLP1B-A-1213-__**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) allocate $309,000 for the locally administered State-Local Partnership Program (SLPP) SR-210/Greenspot Road Improvements (PPNO 0204W) project in San Bernardino County, on the State Highway System.

ISSUE:

The attached vote list describes one locally administered SLPP project on the State Highway System totaling $309,000 plus $6,822,000 from other sources. The local agency is ready to proceed with this project and is requesting an allocation at this time. However, this allocation is contingent upon the availability of Proposition 1B SLPP funding.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(10i)	**Proposition 1B – Locally Administered State-Local Partnership Program (SLPP)** **Projects on the State Highway System**		**Resolution SLP1B-A-1213-__**	
1 $309,000 City of Highland SANBAG San Bernardino 08-SBd-210 R30.23	**SR-210/Greenspot Road Improvements**. In Highland, on Route 210 at Greenspot Road, and on Greenspot Road from Route 210 to Boulder Avenue. Widen ramps on northbound Route 210 and widen Greenspot Road from 4 lanes to 6 lanes. (CEQA – CE, 09/06/2011.) (This project has received a prior allocation of $1,000,000 SLPP funds under Resolution SLP1B-A-1112-34 at the January 2012 Commission meeting and of $577,000 SLPP funds under Resolution SLP1B-A-1213-20 at the March 2013 Commission meeting.) (Contributions from other sources: $6,822,000) Outcome/Output: Modify existing on-off ramps and widen Greenspot Road within the project limits. **ALLOCATION IS CONTINGENT UPON THE AVAILABILITY OF PROPOSITION 1B SLPP FUNDING.**	08-0204W SLPP/12-13 CONST $309,000 0812000322 4CONL 1C5304	2011-12 304-6060 SLPP 20.20.724.000	$309,000

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

M e m o r a n d u m

TAB 168

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 11, 2013

Reference No.: 2.5g.(10k)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck
Division Chief
Budgets

Subject: **FINANCIAL ALLOCATION FOR LOCALLY ADMINISTERED STATE-LOCAL PARTNERSHIP PROGRAM FUND PROJECTS ON THE STATE HIGHWAY SYSTEM RESOLUTION SLP1B-A-1213-__**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) allocate $1,000,000 for the locally administered State-Local Partnership Program (SLPP) I-15/Base Line Road Interchange (PPNO 0168J) project in San Bernardino County, on the State Highway System.

ISSUE:

The attached vote list describes one locally administered SLPP project on the State Highway System totaling $1,000,000 plus $29,722,000 from other sources. The local agency is ready to proceed with this project and is requesting an allocation at this time. However, this allocation is contingent upon the availability of Proposition 1B SLPP funding.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC County Dist-Co-Rte Postmile	Project Title Location Project Description	PPNO Program/Year Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(10k) Proposition 1B – Locally Administered State-Local Partnership Program (SLPP) Projects on the State Highway System			**Resolution SLP1B-A-1213-__**	
1 $1,000,000 City of Rancho Cucamonga SANBAG San Bernardino 08-SBd-15 6.3/7.1	**I-15/Base Line Road Interchange**. In the City of Rancho Cucamonga. Widen Base Line Road overcrossing, construct southbound loop on-ramp and construct other improvements. (Future Consideration of Funding – Resolution E-11-86; December 2011.) (Contributions from other sources: $29,722,000.) Outcome/Output: Widen Base Line Road overcrossing and construct southbound on-ramp. **ALLOCATION IS CONTINGENT UPON APPROVAL THE AVAILABILITY OF PROPOSITION 1B SLPP FUNDING.**	08-0168J SLPP/12-13 CONST $1,000,000 0800000789 4CONL 497104	2012-13 304-6060 SLPP 20.20.724.000	$1,000,000