ESTIMATED TIMED AGENDA

CALIFORNIA TRANSPORTATION COMMISSION

http://www.catc.ca.gov

January 29, 2014
Sacramento, California

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

To view the live webcast of this meeting, please visit: http://livemsmedia.dot.ca.gov/channel2

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

A copy of this meeting notice and agenda will be posted 10 days prior to the meeting and related book items will be posted 5 days prior to the meeting on the California Transportation Commission Website: www.catc.ca.gov

Questions or inquiries about this meeting may be directed to the Commission staff at (916) 654-4245, 1120 N Street (MS-52), Sacramento, CA 95814. If any special accommodations are needed for persons with disabilities, please contact Deborah McKee at (916) 654-4245. Requests for special accommodations should be made as soon as possible but at least five days prior to the scheduled meeting.

Persons attending the meeting who wish to address the California Transportation Commission on a subject to be considered at this meeting are asked to complete a Speaker Request Card and give it to the Executive Assistant prior to the discussion of the item. If you would like to present handouts/written material to the California Transportation Commission at the meeting, please provide a minimum of 25 copies labeled with the agenda item number.

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

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

Next regularly scheduled CTC Meeting is on March 20, 2014 in Orange County (Subject to change)

Tab #	Item Description	Ref. #	Presenter	Status*	
	GENERAL BUSINESS				
1	Roll Call	1.1	James Ghielmetti	I	C
	Resolutions of Necessity				
2 8 Ayes	Resolution of Necessity – Appearance --Timothy A. Sigman, Sr., Co-Trustee, etc., et al. 08-SBd-15-PM R13.88 Resolution C-21133	2.4a.	Stephen Maller Basem Muallem	A	D
	General Business				
3	Approval of Minutes for December 11, 2013	1.2	James Ghielmetti	A	C
4	Executive Director's Report • California Transportation Foundation Scholarship Presentation • Revised 2014 Meeting Calendar	1.3	Andre Boutros	A	C
5	Commission Reports	1.4	James Ghielmetti	A	C
6	Commissioners' Meetings for Compensation	1.5	James Ghielmetti	A	C
7	Election of Commission Chair and Vice-Chair	1.12	James Ghielmetti	A	C
	CALIFORNIA STATE TRANSPORTATION AGENCY				
8	Report by Agency Secretary and/or Deputy Secretary	1.6	Brian Kelly	I	T
	CALTRANS REPORT				
9	Report by Caltrans' Director and/or Deputy Director	1.7	Malcolm Dougherty	I	D
	UNITED STATES DEPARTMENT OF TRANSPORTATION REPORT				
10	Report by FHWA California Division Administrator	1.11	Vincent Mammano	I	F
	LOCAL REPORTS				
11	Report by Regional Agencies Moderator	1.8	Adriann Cardoso	I	R
12	Report by Rural Counties Task Force Chair	1.9	Sharon Scherzinger	I	R
13	Report by Self-Help Counties Coalition Chair	1.10	Andy Chesley	I	R
	POLICY MATTERS				
14	State and Federal Legislative Matters	4.1	Carrie Pourvahidi	A	C
15 2:00 PM	Hearing on the 2014 Active Transportation Program Guidelines	4.4	Mitchell Weiss	I	C
16	Approval to Submit the 2014 Active Transportation Program Draft Guidelines to the Joint Legislative Budget Committee	4.20	Mitchell Weiss	A	C
17	Budget and Allocation Capacity Update	4.2	Mitchell Weiss Athena Gliddon	I	D
18	California Transportation Infrastructure Priorities	4.3	Brian Kelly	I	T
19	Status of Fuel Taxes in California	4.18	Steven Keck	I	D
20	Transportation Funding Concept – Mileage-Based Transportation System User Fee Program 1a. Western States Road User Charge Coalition 1b. Oregon Road User Charge Program 1c. Regional Perspective of Mileage-Based User Fees	4.9	Susan Bransen Norma Ortega James Whitty Hasan Ikhrata	I	C
21	HOV Lane Degradation and Managed Lane Policy and Planning Efforts	4.10	Joe Rouse	I	D
22	SHOPP Overview and Draft 2014 SHOPP	4.15	Juan Guzman Rachel Falsetti	I	D
23	California Freight Mobility Plan and National Primary Freight Network Update	4.21	Carrie Pourvahidi Kome Ajise Bruce DeTerra	A	C/ D
24	Proposition 1B Savings	4.22	Stephen Maller	A	C
25	Aeronautics Program Policy Guidance Resolution G-14-03	4.11	Teresa Favila	A	C
26	Highway Railroad Crossing Safety Account Program-2014 HRCSA Program, Guidelines Update	4.19	Teresa Favila	I	C
27	Trade Corridors Improvement Fund Program and Baseline Amendment: Maintain Project 6, Tehachapi Rail Improvement Project, in the TCIF program and approve the Baseline Amendment Resolution TCIF-P-1314-11B	4.23	Teresa Favila	A	C

Tab #	Item Description	Ref. #	Presenter	Status*	
28	Trade Corridors Improvement Fund Program Amendment: Add Raymond Avenue Grade Separation Project to the TCIF program and increase funding for Project 96, Fairway Drive Grade Separation Project. Resolution TCIF-P-1314-09	4.5	Teresa Favila	A	C
29	Trade Corridors Improvement Fund-Approve Baseline Agreements for: Project 95-Puente Avenue Grade Separation Project, Project 96-Fairway Drive Grade Separation Project, and Project 99-Raymond Avenue Grade Separation Project Resolution TCIF-P-1314-10B	4.6	Teresa Favila	A	C
30	State Route 99 Corridor Bond Program – Prudent Reserve Quarterly Update Resolution R99-P-1314-04	4.13	Stephen Maller Rachel Falsetti	A	D
31	State Route 99 Corridor Bond Program Amendment – Add Cartmill Interchange Project to the program and approve the Baseline Agreement Resolution R99-P-1314-03	4.7	Teresa Favila	A	C
	INFORMATION CALENDAR		Stephen Maller		
32	**Informational Reports on Allocations Under Delegated Authority** -- Emergency G-11 Allocations *(2.5f.(1))*: $6,900,000 for seven projects. -- No SHOPP Safety G-03-10 Allocations to report *(2.5f.(3))*: -- Minor G-05-05 Allocations *(2.5f.(4))*: $5,907,000 for eight District minor projects.	2.5f.		I	D
33	Monthly Report on Projects Amended into the SHOPP by Department Action	3.1		I	D
34	Status of Construction Contract Award for State Highway Projects, per Resolution G-06-08	3.2a		I	D
35	Monthly Status of Construction Contract Award for Local Assistance STIP Projects, per FY 2005-06 Allocation Plan and Criteria and Resolution G-06-08	3.2b		I	D
36	TCRP Annual Report	4.17		I	D
	CONSENT CALENDAR		Stephen Maller		
37	Approval of Project(s) for Future Consideration of Funding: 01-Hum-299, PM 19.3/19.8 Acorn Curve Improvement Project Roadway improvements on a portion of SR 299 in Humboldt County. (MND) (PPNO 2306) (SHOPP) Resolution E-14-01 04-SM-101, PM 1.60/2.20 US 101/Willow Road Interchange Reconstruction Project Improvements to an existing interchange on US 101 in San Mateo County. (ND) (PPNO 0690A) (STIP) Resolution E-14-02 06-Tul-99, PM 31.2/32.5 State Route 99/Cartmill Avenue Interchange Project Improvements to an existing interchange on SR 99 in Tulare County. (MND) (PPNO 6410) (SR 99) Resolution E-14-03	2.2c.(1)		A	D
38	Approval of Project for Future Consideration of Funding: 01 – Lake County Soda Bay Road Cole Creek Bridge Replacement Project – bridge replacement near the town of Kelseyville. (MND) (STIP) (PPNO 3070) Resolution E-14-04	2.2c.(2)		A	C

Tab #	Item Description	Ref. #	Presenter	Status*	
39	Five Relinquishment Resolutions – -- 05-SBt-25-PM 49.9/52.2 Right of way on Route 25 on Tres Pinos Road, San Benito Street, and San Felipe Road, in the city of Hollister. Resolution R-3893 -- 11-SD-15-PM R45.9 Right of way along Route 15 on Dulin Road, in the county of San Diego. Resolution R-3894 -- 11-SD-805-PM 21.5 Right of way along Route 805 on Balboa Avenue, in the city of San Diego. Resolution R-3895 -- 12-Ora-91-PM R18.15/R18.86 Right of way along Route 91 from the Orange/Riverside County line to 0.7 miles westerly thereof, in the county of Orange. Resolution R-3896 -- 04-Mrn-101-PM 11.6/11.9 Right of way along Route 101 on Myrtle Avenue, Grand Avenue, and Linden Lane, in the city of San Rafael. Resolution R-3897	2.3c.		A	D
40 8 Ayes	14 Resolutions of Necessity Resolutions C-21165 through C-21178	2.4b.		A	D
41	Director's Deeds Items 1 through 28 Excess Lands - Return to State: $2,834,600 Return to Others: $0	2.4d.		A	D
42	Financial Allocation Amendment: Reduce the original TCIF construction allocation by $8,075,000, from $67,100,000 to $59,025,000, from Project 68 -State Route 11/State Route 905 Freeway to Freeway Connectors project (PPNO 0999A) in San Diego County. Resolution TCIF-AA-1314-06, Amending Resolution TCIF-A-1213-10	2.5g.(5b)		A	D
43	Financial Allocation Amendment: Reduce the original TCIF construction allocation by $2,772,000, from $11,315,000 to $8,543,000, from Project 91 - Los Angeles County Line to Route 23 – US 101 Improvements Phase 1 project (PPNO 2291) in Ventura County. Resolution TCIF-AA-1314-07, Amending Resolution TCIF-A-1213-28	2.5g.(5c)		A	D
44	Financial Allocation Amendment: Reduce the original TCIF construction allocation by $11,890,000 from $39,519,000 to $27,629,000 from Project 40 - Lakeview Avenue Grade Separation (PPNO TC40) in Orange County. Resolution TCIF-AA-1314-08, Amending Resolution TCIF-A-1314-05	2.5g.(5d)		A	D
45	Financial Allocation Amendment: Reduce the original TCIF construction allocation by $1,275,000 from $4,560,000 to $3,285,000 from Project 63 - Palm Avenue Grade Separation (PPNO 1134) in San Bernardino County. Resolution TCIF-AA-1314-09, Amending Resolution TCIF-A-1213-04	2.5g.(5e)		A	D

Tab #	Item Description	Ref. #	Presenter	Status*	
46	Financial Allocation Amendment: Reduce the original TCIF construction allocation by $579,000 from $8,855,000 to $8,276,000 from Project 64 - Lenwood Road Grade Separation (PPNO 1135), in San Bernardino County. Resolution TCIF-AA-1314-10, Amending Resolution TCIF-A-1314-04	2.5g.(5f)		A	D
47	Financial Allocation Amendment: Reduce the HRCSA construction allocation for the 7th Standard Road BNSF Grade at Santa Fe Way project (PPNO 8700) in Kern County, by an additional $511,876, from $7,556,000 to $7,044,124, due to construction savings at close out. Resolution GS1B-AA-1314-02, Amending Resolution GS1B-AA-1112-004	2.5g.(9a)		A	D
48	Financial Allocation Amendment: Reduce the HRCSA construction allocation for the Cartmill Avenue Grade Separation project (EA H0115B) in Tulare County, by an additional $582,073, from $10,743,000 to $10,160,927, due to construction savings at close out. Resolution GS1B-AA-1314-03, Amending Resolution GS1B-AA-1213-01	2.5g.(9b)		A	D
49	Financial Allocation Amendment: Reduce the HRCSA construction allocation for the 6th Street Overcrossing project (EA H004BA) in Sacramento County, by an additional $1,149,668, from $5,987,000 to $4,837,332, due to construction savings at close out. Resolution GS1B-AA-1314-04, Amending Resolution GS1B-A-0910-001	2.5g.(9c)		A	D
50	Financial Allocation Amendment: Reduce the HRCSA construction allocation for the Betty Drive Grade Separation project (EA H016BA) in Tulare County, by an additional $697,186, from $5,582,000 to $4,884,814, due to construction savings at close out. Resolution GS1B-AA-1314-05, Amending Resolution GS1B-AA-1112-002	2.5g.(9d)		A	D
51	Financial Allocation Amendment: Reduce the HRCSA construction allocation for the G Street Undercrossing project (EA H003BA) in Merced County, by an additional $8,579, from $7,421,560 to $7,412,981, due to construction savings at close out. Resolution GS1B-AA-1314-06, Amending Resolution GS1B-AA-1213-03	2.5g.(9e)		A	D
52	Technical correction to Resolution FP-12-51, originally approved on May 7, 2013, allocating $11,170,000 for 31 Locally Administered STIP projects off the State Highway System. A technical correction is needed for Project 10 - Red Cap Road Bicycle and Pedestrian Improvements project (PPNO 0302G) in Humboldt County to revise the recipient from Karuk Tribe to Humboldt County.	2.9a.		A	D
53	Technical Correction to Resolution FP-12-64, originally approved on June 11, 2013, allocating $25,792,000 for 32 locally administered STIP projects off the State Highway System. A technical correction is needed for Project 2 - Countywide Rehabilitation project (PPNO 3068) in Lake County to change in the fund type from federally funded to state funded.	2.9b.		A	D
54	Advice and Consent on the Transportation Development Act Regulations Resolution G-14-01	4.14		A	D
	END OF CONSENT CALENDAR				

Tab #	Item Description	Ref. #	Presenter	Status*	
	PROJECT BUSINESS MATTERS				
	Amendments for Notice				
55	The Department proposes to program $800,000 of Federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Border Infrastructure Program (BIP) funds on the Right of Way phase for the Route 905/125 Northbound Connectors project (PPNO 1101) in San Diego County. STIP Amendment 12S-050	2.1b.	Laurel Janssen Rachel Falsetti	I	D
	Redirection of Funds under the AB 1012 "Use it or Lose It" Provision				
56	Request for reprogramming of AB 1012 "Use it or Lose it" Provision for FFY 2011 Unobligated CMAQ funds for $232,430 from Mariposa County Transportation Commission to San Joaquin Council of Governments Transportation Commission. Resolution G-14-02	3.3	Laurel Janssen Rihui Zhang	A	D
	Financial Allocations for Minor Projects				
57	Financial Allocation: $419,000 for one District Minor project near the Christie Underpass and Morella Avenue Undercrossing (EA 1J3104) in Contra Costa County. Resolution FP-13-34	2.5a.	Juan Guzman Rachel Falsetti	A	D
	Financial Allocations for SHOPP Projects				
58	Financial Allocation: $72,256,000 for 13 SHOPP projects, programmed, as follows: --$27,874,000 for five SHOPP projects. --$44,382,000 for eight projects amended into the SHOPP by Departmental action. Contribution of $5,500,000 in Office of Traffic Safety (OTS) Funds. Resolution FP-13-35	2.5b.(1)	Juan Guzman Rachel Falsetti	A	D
	Financial Allocations for STIP Projects				
59	Financial Allocation: $16,699,000 for the State administered STIP Dogwood Road Interchange project (PPNO 0523) in Imperial County, on the State Highway System. Resolution FP-13-36	2.5c.(1a)	Laurel Janssen Rachel Falsetti	A	D
60	Financial Allocation: $3,712,000 for three State administered STIP projects on the State Highway System. Resolution FP-13-37	2.5c.(1b)	Laurel Janssen Rachel Falsetti	A	D
61	Financial Allocations: $3,497,000 for nine locally administered STIP projects off the State Highway System, as follows: --$3,340,000 for seven STIP projects. --$157,000 for two STIP Planning, Programming, and Monitoring projects. Resolution FP-13-38	2.5c.(3a)	Laurel Janssen Rachel Falsetti	A	D
62	Financial Allocation: $7,461,000 for the locally administered STIP East Connector Road project (PPNO 2138), in Trinity County, off the State Highway System. Resolution FP-13-39	2.5c.(3b)	Laurel Janssen Rachel Falsetti	A	D
	Financial Allocations for Proposition 1B RTE 99 Projects				
63	Financial Allocation: $7,000,000 for the locally administered Cartmill Avenue Interchange SR99 project (PPNO 6410), in Tulare County, on the State Highway System. Contributions from other sources: $21,181,000. Resolution R99-A-1314-02	2.5g.(2)	Teresa Favila Rachel Falsetti	A	D
	Financial Allocations for Proposition 1B TCIF Projects				
64	Financial Allocation: $11,890,000 for the locally administered TCIF Project 99 (Raymond Avenue Railroad Grade Separation project [PPNO TC99]) in Orange County, off the State Highway System. Resolution TCIF-A-1314-11	2.5g.(5a)	Stephen Maller Rachel Falsetti	A	D

Tab #	Item Description	Ref. #	Presenter	Status*	
	Financial Allocations for Proposition 1B Intercity Rail (ICR) Improvement Projects				
65	Financial Allocation: $6,500,000 for the State administered ICR Raymer to Bernson Double Track project (PPNO 75-2098), in Los Angeles County. Resolution ICR1B-A-1314-02	2.5g.(8)	Juan Guzman Bruce Roberts	A	D
	Financial Allocations for Proposition 1A High Speed Passenger Train Bond Projects – Urban and Commuter				
66	Financial Allocation: $8,500,000 for HSPTB - Urban/Commuter Metrolink High Speed Readiness Program project in Los Angeles County. Contributions from other sources: $52,000,000 Resolution HST1A-A-1314-02	2.6f.(2)	Laurel Janssen Jane Perez	A	D
	Request to Extend the Period of Contract Award				
67	Request to extend the period of contract award for three locally administered STIP projects, off the State Highway System, totaling $8,853,000 per Resolution G-06-08. Waiver 14-01	2.8b.(1)	Juan Guzman Rihui Zhang	A	D
68	Request to extend the period of contract award for 18 Local Bridge Seismic Retrofit projects totaling $565,632, per LBSRP Guidelines. Waiver 14-02	2.8b.(2)	Juan Guzman Rihui Zhang	A	D
69	Request to extend the period of contract award for six SHOPP projects for $86,850,000, one multi-funded SHOPP/TCIF project for $62,133,000, and one STIP TE project for $5,272,000, per Resolution G-06-08. Waiver 14-04	2.8b.(4)	Juan Guzman Rachel Falsetti	A	D
	Request to Extend the Period of Project Completion				
70	Request to extend the period of project completion for the Vanowen Street and Los Angeles River Local Seismic Retrofit project in Los Angeles County, for $208,750, per LBSRP Guidelines. Waiver 14-05	2.8c.(1)	Juan Guzman Rihui Zhang	A	D
	Post Fact Request to Extend the Project Development Period				
71	Request to extend the period of project development expenditures for the San Onofre to Pulgas Double Track Phase 1 project (PPNO 2094) in San Diego County, per STIP Guidelines. Waiver 14-06	2.8d.	Juan Guzman Bruce Roberts	A	D
	OTHER MATTERS / PUBLIC COMMENT				
	Adjourn				

Tab #	Item Description	Ref. #	Presenter	Status*

Highway Financial Matters

$ 72,675,000	Total SHOPP/Minor Requested for Allocation
$ 31,369,000	Total STIP Requested for Allocation
$ 25,390,000	Total Proposition 1B Bond Requested for Allocation
$ 129,434,000	Sub-Total Project Funds Requested for Allocation
$ 12,807,000	Delegated Allocations
$ 142,241,000	Sub-Total, Highway Project Allocations
$ 28,381,000	Contributions from Other Sources
$ 170,622,000	Total Value

Total Jobs Created: 3,060 *(Includes Direct, Indirect, and Induced)*

($ 27,540,382) Total Proposition 1B Bond De-Allocations Requested

Mass Transportation Financial Matters

$ 8,500,000	Total Proposition 1A Requested for Allocation
$ 8,500,000	Sub-Total, Mass Transportation Project Allocations
$ 52,000,000	Contributions from Other Sources
$ 60,500,000	Total Value

Total Jobs Created: 1,080 *(Includes Direct, Indirect, and Induced)*

2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description	EA Project ID Program	Budget Year Item # Fund TypeProgram Code	Amount by Fund Type
2.5a. Minor Projects				**Resolution FP-13-34**
1 $419,000 Contra Costa 04-CC-4 3.9/R10.3	Near the cities of Hercules and Martinez from 0.1 mile west of the Christie Underpass to 0.5 mile east of Morello Avenue Undercrossing at various locations Outcome/Outputs: Install pipeliners on the existing culverts to extend their useful life. (This is a substitute project for EA 03-0G2104)	1J3104 0414000188 SHOPP	2013-14 302-0042 SHA 20.20.201.151	$419,000

Project # Allocation Amount County Dist-Co-Rte Postmile	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
2.5b.(1) SHOPP Projects				**Resolution FP-13-35**
1 $400,000 Mendocino 01-Men-271 7.2	Near Leggett, at the Leggett Maintenance Station. Outcome/Output: Install hazardous waste decontamination system to remediate the contaminated groundwater. (Construction support: $153,000)	01-4510 SHOPP/13-14 $505,000 0100000684 4 497104	2012-13 302-0042 SHA 20.20.201.330	$400,000
2 $13,725,000 El Dorado 03-ED-89 8.6/13.8	In and near South Lake Tahoe, from Route 50 to Cascade Road. Outcome/Output: Replace drainage systems, install sand traps, and replace existing arch culvert with box culvert to comply with the National Pollution Discharge Elimination System (NPDES) permit. (Construction support: $3,520,000.)	03-3453B SHOPP/13-14 $18,000,000 0300000223 4 1A8424	2012-13 302-0042 SHA 302-0890 FTF 20.20.201.335	$274,000 $13,451,000
3 $2,060,000 San Francisco 04-SF- 280 R4.1/R4.4	In San Francisco, on Route 280 at PM R4.1/R4.4; also on Route 101 at PM 1.5/1.8. Outcome/Output: Upgrade existing bridge rails by replacing with concrete barrier to meet Caltrans current standards and improve safety. (Construction support: $2,610,000.) (Project also includes an additional $5,500,000 in OTS funds.)	04-0268P SHOPP/13-14 $17,808,000 0400000496 4 1A5514	2012-13 302-0042 SHA 302-0890 FTF 20.20.201.112	$41,000 $2,019,000
4 $7,709,000 Tulare 06-Tul-99 25.0/27.6	Near the city of Tulare, from Elk Bayou Bridge to Paige Road. Outcome/Output: Cold plane existing pavement, repair failed pavement panels, and repave with hot mix asphalt concrete in order to improve ride quality, extend pavement service life, and reduce cost of maintenance along 10.4 lane miles. (Construction Support: $581,000)	06-6593 SHOPP/13-14 $6,731,000 0612000109 4 0P1704	2012-13 302-0042 SHA 302-0890 FTF 20.20.201.122	$154,000 $7,555,000
5 $3,980,000 San Joaquin 10-SJ-12 0.0	Near Isleton, at the Mokelumne River Bridge No. 29-0043. Outcome/Output: Reduce depths of beams, raise two end portal bracings, upgrade wastewater system, and upgrade control house electrical system in order to reduce the potential of high load vehicle hits and reduce the frequency of maintenance and bridge closures. (Construction Support: $723,000) Note: This project will be combined with project EA: 10-0Y880 listed below for construction purposes.	10-7353 SHOPP/13-14 $3,963,000 1000000078 4 0J9204	2012-13 302-0042 SHA 302-0890 FTF 20.20.201.110	$80,000 $3,900,000

2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description	PPNO Program/Year Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund TypeProgram Code	Amount by Fund Type
2.5b.(1) Projects Amended into the SHOPP by Department Action				**Resolution FP-13-35**
6 $1,920,000 Shasta 02-Sha-5 R34.3/R36.7	Near Lakehead, from 0.8 mile south of the Gilman Road Overcrossing to the Gilman Road Overcrossing. Outcome/Output: Improve surface drainage to reduce the number frequency and severity of run off the road, wet weather collisions. (Construction support: $294,000.)	02-3500 SHOPP/13-14 $1,920,000 0212000155 4 4F4504	2012-13 302-0042 SHA 302-0890 FTF 20.20.201.010	$38,000 $1,882,000
7 $1,114,000 Santa Barbara 05-SB-101 27.0/28.1	In and near Goleta, from north of Cathedral Oaks Road to south of Dos Pueblos Creek. Outcome/Output: Construct median barrier and shoulder rumble strips to reduce the potential of cross median collisions and improve roadway safety along 1.1 centerline miles. (Construction Support: $550,000)	05-2385 SHOPP/13-14 $1,412,000 0512000120 4 1C3404	2012-13 302-0042 SHA 302-0890 FTF 20.20.201.010	$22,000 $1,092,000
8 $1,073,000 Kern 06-Ker-99 R46.9/48.6	Near McFarland, from south of Sherwood Avenue to south of Whisler Road. Outcome/Output: Reconstruct and widen northbound median shoulder and add rumble strips to reduce the number and severity of run-off the road type collisions along 1.7 centerline miles. (Construction Support: $249,000)	06-6637 SHOPP/13-14 $1,443,000 0612000107 4 0P3004	2012-13 302-0042 SHA 302-0890 FTF 20.20.201.010	$21,000 $1,052,000
9 $858,000 Los Angeles 07-LA-Var. Var.	In Los Angeles County, on various routes at various locations. Outcome/Output: Upgrade existing pedestrian facilities at 80 locations to comply with Americans with Disabilities Act (ADA) standards. (Construction support: $600,000)	07-4207 SHOPP/13-14 $3,000,000 0700000538 4 278204	2012-13 302-0042 SHA 302-0890 FTF 20.20.201.361	$17,000 $841,000
10 $12,000,000 Los Angeles 07-LA-138 50.0/63.4	In and near Palmdale from 0.1 mile south of Avenue S to 0.3 mile west of 165th Street East. Outcome/Output: Overlay from edge of pavement to edge of pavement with Hot Mix Asphalt and upgrade guardrail and crash cushions to extend pavement service life and ride quality. (Construction support: $2,040,000)	07-4603 SHOPP/13-14 $16,700,000 0713000100 4 297004	2012-13 302-0042 SHA 302-0890 FTF 20.20.201.121	$240,000 $11,760,000
11 $19,140,000 Ventura 07-Ven-118 T18.8/R32.8	In Moorpark and Simi Valley, from Route 23 to the Los Angeles County Line. Outcome/Output: Extend pavement service live and ride quality for 95.1 lane miles of roadway by replacing damaged concrete slabs; grind and overlay mainline and select ramps with Hot Mix Asphalt; and upgrade guardrail and crash cushions. (Construction support: $1,554,000)	07-4600 SHOPP/13-14 $16,310,000 0713000086 4 296704	2012-13 302-0042 SHA 302-0890 FTF 20.20.201.121	$383,000 $18,757,000
12 $4,878,000 San Joaquin 10-SJ-12 0.0	Near Isleton, at the Mokelumne River Bridge No. 29-0043. Outcome/Output: Remove and replace the bridge concrete deck in order to improve ride quality and extend bridge service life. (Construction Support: $586,000) (EA 0Y8804, PPNO 3028 combined with EA 0J9204, PPNO 7353 for construction under EA 0J92U4, Project ID 1014000054.)	10-3028 SHOPP/13-14 $4,098,000 1014000041 4 0Y8804	2012-13 302-0042 SHA 302-0890 FTF 20.20.201.119	$98,000 $4,780,000

2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description	PPNO Program/Year Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund TypeProgram Code	Amount by Fund Type
2.5b.(1) Projects Amended into the SHOPP by Department Action				**Resolution FP-13-35**
13 $3,399,000 San Diego 11-SD-15 R36.8/R40.8	Near Escondido, from 0.5 mile north of Deer Springs Road to the Gopher Canyon Road Undercrossing. Outcome/Output: Improve safety by constructing median barrier, outside shoulder cable barriers, and upgrade metal beam guardrail end treatments to reduce the number and severity of traffic collisions. (Construction support: $501,000)	11-1028 SHOPP/13-14 $3,616,000 1100020324 4 406504	2012-13 302-0042 SHA 302-0890 FTF 20.20.201.010	$68,000 $3,331,000

Project # Allocation Amount Recipient RTPA/CTC County Dist-Co-Rte Postmile	Project Title Location Project Description Project Support Expenditures	PPNO Program/Year Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(1a) State Administered STIP Projects on the State Highway System				**Resolution FP-13-36**
1 $16,699,000 Department of Transportation ICTC Imperial 11-Imp-8 R38.7/R39.3	Dogwood Road Interchange. In El Centro from 0.2 mile West to 0.1 mile East of the Dogwood Road Overcrossing. Revise interchange. Final Project Development Support Estimate: $5,126,000 Programmed Amount: $4,600,000 Adjustment: $0 < 20% Final Right of Way: N/A This allocation reprograms $3,694,000 in RIP Construction funding from this parent project to a future landscape mitigation project (PPNO 0542) as follows: 1. $800,000 for PS&E in FY 2013-14 2. $9,000 for R/W Support in FY 2013-14 3. $845,000 for CON ENG in FY 2015-16 4. $2,040,000 for CONST in FY 2015-16 (Net savings of $1,927,000 (CON savings of $2,507,000 and CON ENG increase of $580,000) to return to Imperial County share balance.) (Contributions from other sources: $1,700,000) Outcome/Output: Increased capacity by widening ramps and the overcrossing and by installing signals at the intersections.	11-0523 RIP/13-14 CON ENG ~~$3,420,000~~ **$4,000,000** CONST ~~$18,900,000~~ **$12,699,000** 1100000743 4 263303 & 4	001-0890 FTF 2012-13 301-0890 FTF 20.20.075.600	$4,000,000 $12,699,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC County Dist-Co-Rte Postmile	Project Title Location Project Description Project Support Expenditures	PPNO Program/Year Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(1b)	**State Administered STIP Projects on the State Highway System**			**Resolution FP-13-37**
1 $1,861,000 Department of Transportation COFCG Fresno 06-Fre-168 R36.0	Maynard Munger Memorial Vista Point Enhancements. Near Prather, at the Maynard Munger Memorial Vista Point. Provide viewing deck, and add interpretive displays and pedestrian facilities. Final Project Development Support Estimate $1,348,000 Programmed Amount: $ 687,000 Adjustment: $ 661,000 (Debit) Final Right of Way Support Estimate: $ 0 Programmed Amount: $ 16,000 Adjustment: $ 16,000 (Credit) (Additional $57,000 to come from Interregional shares.) Outcome/Output: Install 2,200 square feet of viewing platform, 99 linear feet of perimeter deck railing with interpretive displays, 95 linear feet of seat walls, and 12 individual granite seat rocks.	06-6465 IIP ~~TE~~/13-14 CON ENG ~~$251,000~~ **$308,000** CONST $1,553,000 0600020389 4 0M0203 & 4	001-0042 SHA 001-0890 FTF 2012-13 301-0042 SHA 301-0890 FTF 20.20.025.700	$6,000 $302,000 $31,000 $1,522,000
2 $622,000 Department of Transportation Madera CTC Madera 06-Mad-99 0.9/28.2	Madera County Route 99 Corridor Bridge Enhancement. In and near the city of Madera, at various locations from Avenue 7 to Le Grand Avenue. Install aesthetic bridge enhancements. Final Project Development Support Estimate $ 193,000 Programmed Amount: $ 150,000 Adjustment: $ 43,000 (Debit) Final Right of Way Support Estimate: $ 0 Programmed Amount: $ 2,000 Adjustment: $ 2,000 (Credit) (Additional $27,000 of CON ENG to come from Interregional shares. CONST savings of $5,000 to return to Interregional shares.) Outcome/Output: Install aesthetic enhancements on 20 bridges.	06-4328 IIP ~~TE~~/13-14 CON ENG ~~$100,000~~ **$127,000** CONST ~~$500,000~~ **$495,000** 0612000085 4 0E6803 & 4	001-0042 SHA 001-0890 FTF 2012-13 301-0042 SHA 301-0890 FTF 20.20.025.700	$3,000 $124,000 $10,000 $485,000
3 $1,229,000 Department of Transportation LACMTA Los Angeles 07-LA-14 56.5/57	Lamont Odett Vista Point Enhancement. Near Palmdale, from 0.3 mile North of Courson Ranch Road to 0.3 mile South of Barrel Springs Road. Install lighting, native vegetation, and interpretive signs, and provide stormwater mitigation. Final Project Development Support Estimate: $615,000 Programmed Amount: $458,000 Adjustment: $157,000 (Debit) Final Right of Way: N/A (CONST savings of $1,748,000 to return to Interregional shares.) Outcome/Output: Implement an environmentally sustainable design that will provide a long life-cycle, low maintenance, and aesthetically pleasing vista point.	07-4325 IIP ~~TE~~/13-14 CON ENG $433,000 CONST ~~$2,544,000~~ **$796,000** 0700021180 4 284503 & 4	001-0042 SHA 001-0890 FTF 2012-13 301-0042 SHA 301-0890 FTF 20.20.025.700	$9,000 $424,000 $16,000 $780,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3a) Locally Administered STIP Projects off the State Highway System				**Resolution FP-13-38**
1 $198,000 Lake County Lake CCAPC 01-Lake	Cole Creek Bridge. Near Kelseyville, on Soda Bay Road at Cole Creek. Replace bridge. (HBP match) (Concurrent Consideration of Funding under Resolution E-14-04; January 2014) (CONST savings of $5,000 to return to Lake County regional share balance.) (Time extension for FY 12-13 CON expires on February 28, 2014.) Outcome/Output: Reduce flooding, increase the safety of the road, reduce traveler days, improve trip quality, increase trip reliability.	01-3070 RIP/12-13 CONST ~~$203,000~~ **$198,000** 0100000496	2012-13 101-0042 SHA 20.30.600.620	$198,000
2 $5,000 City of Susanville LCTC 02-Lassen	City Rehabilitation. In Susanville on various streets. Rehabilitate roadway, construct drainage improvements, repair base isolation and construct pedestrian facilities. Outcome/Output: Resurface local streets within the city to improve/repair damaged road sections.	02-2511 RIP/13-14 PA&ED $5,000 0214000067	2012-13 101-0042 SHA 20.30.600.621	$5,000
3 $65,000 Inyo County Inyo LTC 09-Inyo	South Bishop Resurfacing. Near Bishop, on three county roads. Reconstruct and resurface roadway. (Future Consideration of Funding under Resolution E-12-46; June 2012.) (Time extension for FY 11-12 PS&E expires on December 31, 2013.) Outcome/Output: Resurface 4.3 miles of pavement, extend pavement life, and improve safety.	09-2034 RIP/11-12 PS&E $65,000 0900000028	2012-13 101-0042 SHA 20.30.600.621	$65,000

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3a) Locally Administered STIP Projects off the State Highway System				**Resolution FP-13-38**
4 $160,000 Mendocino County MCOG 01-Mendocino	Pedestrian Safety Improvement - Grace Hudson School. In Ukiah near Grace Hudson School on State Street, (County Road 104A). Construct bulb-outs at crosswalks, improved traffic control signage and striping. Outcome/Output: Improved pedestrian safety in the school zone.	01-4518 RIP ~~TE~~/13-14 CONST $160,000 0112000168	2012-13 101-0042 SHA 20.30.600.XXX	$160,000
5 $2,660,000 Monterey County TAMC 05-Monterey	Davis Road Class II Bike Lanes. Near Salinas, on Davis Road from Rossi Street to Blanco Road. Construct Class II bike lanes. Outcome/Output: Design and construct approximately 1.7 miles of Class II bicycle lanes/better public safety, convenient and scenic ride, connectivity, encourage alternative modes of transportation, and improve air quality.	05-2298 RIP ~~TE~~/13-14 CONST $2,660,000 0500020116	2012-13 101-0890 FTF 20.30.600. XXX	$2,660,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3a)	**Locally Administered STIP Projects off the State Highway System**			**Resolution FP-13-38**
6 $190,000 City of Bishop Inyo LTC 09-Inyo	Pine to Park Path. In Bishop, near the intersection of North Third Street and East Pine Street to the Bishop City Park. Construct paved path 1,000 feet long. (Future Consideration of Funding under Resolution E-12-46; June 2012.) Outcome/Output: Construct a two-lane, 1,000 foot long paved path to provide a safe bicycle and pedestrian connection between the surrounding neighborhood and the City Park.	09-2568 RIP ~~TE~~/13-14 CONST $190,000 0900000027	2012-13 101-0042 SHA 101-0890 FTF 20.30.600.XXX	$21,793 $168,207
7 $62,000 Inyo County Inyo LTC 09-Inyo	Sunland Drive Bicycle Lanes. In Bishop, construct bicycle lanes on both sides of Sunland Drive from U.S. Highway 395 to State Route 168 (West Line Street). (Future Consideration of Funding under Resolution E-12-46; June 2012.) (Time extension for FY 11-12 PS&E expires on December 31, 2013.) Outcome/Output: Provide a safer and less-congested alternative bicycle route along 3.8 miles of roadway.	09-2586 RIP ~~TE~~/11-12 PS&E $62,000 0900020107	2012-13 101-0042 SHA 20.30.600.XXX	$62,000

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3a)	**Local STIP Planning, Programming and Monitoring Projects**			**Resolution FP-13-38**
8 $27,000 Sierra County Transportation Commission Sierra CTC 03-Sierra	Planning, Programming and Monitoring	03-0L04 RIP/13-14 CONST $27,000 0314000120	2012-13 101-0042 SHA 20.30.600.670	$27,000
9 $130,000 Mono County Local Transportation Commission Mono LTC 09-Mono	Planning, Programming and Monitoring	09-2003 RIP/13-14 CONST $130,000 0914000027	2012-13 101-0042 SHA 20.30.600.670	$130,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3b) Locally Administered STIP Projects off the State Highway System				**Resolution FP-13-39**
1 $7,461,000 Trinity County Trinity CTC 02-Trinity	East Connector Road. In Weaverville, from State Route 299 to State Route 3. Construct two lane arterial roadway and provide sidewalks and Class II Bicycle Lanes along the East Connector. (Future Consideration of Funding under Resolution E-09-48; June 2009.) (The increase of $1,082,000 of RIP CONST to come from Trinity County regional shares.) Outcome/Output: Reduce traffic congestion and intersection delays, and improve traffic circulation in Weaverville.	02-2138 (Modoc) RIP ~~TE~~/13-14 CONST $19,000 (Trinity) RIP ~~TE~~/13-14 CONST ~~$628,000~~ **$1,398,000** (Trinity) RIP/13-14 CONST ~~$5,732,000~~ **$6,044,000** 0200000354	2012-13 101-0890 FTF 20.30.600.XXX 2012-13 101-0890 FTF 20.30.600.620	$1,417,000 $6,044,000

Project# Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Project ID Adv. Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5f. Informational Report – Emergency G-11 Allocations *(2.5f.(1))*				
1 $700,000 Alameda 04-Ala-13 9.0	In Oakland, at 0.1 mile south of Broadway Terrace. On May 5, 2012, high groundwater triggered a slide at this location causing the rock slope protection (RSP) to spill onto the roadway shoulder. The slide caused damage to an existing sewer system and adjacent private property. The initial allocation was to construct a micro-pile slope stressing system and horizontal drains to stabilize the slope. This supplemental allocation is due to the discovery of different soil conditions during construction than was originally anticipated resulting in increased scope of work including an additional wall, retaining wall lengths extension, toe of slope re-design, additional soil nails, and increased soil nail lengths. The work scope changes also resulted in additional working days necessary to complete the repairs. Initial G-11 Allocation 08/22/12: $6,700,000 Supplemental G-11 Allocation 11/26/13: $ 700,000 Revised Allocation: $7,400,000	04-0143Q SHOPP/12-13 0412000640 4 1SS604 Emergency	2012-13 302-0042 SHA 20.20.201.130	$700,000
2 $1,600,000 San Mateo 04-SM-280 8.9/9.0	Near San Carlos, at 1.8 miles south of Route 92. On October 9, 2013, a sinkhole developed in the median at the above location. The sinkhole was found to be caused by a failed section of an underground 33-inch corrugated metal pipe (CMP). Video camera inspection of the CMP revealed a 1000-foot section of the pipe invert has rotted away causing soil material to wash out creating voids under the roadway. This project is to replace the damaged section of the CMP and backfill the sinkhole area, as well as other underground voids created along the pipe. Initial G-11 Allocation 11/07/13: $1,600,000	04-0488G SHOPP/13-14 0414000176 4 1J2704 Emergency	2012-13 302-0042 SHA 20.20.201.130	$1,600,000

2.5 Highway Financial Matters

Project# Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Project ID Adv. Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5f. Informational Report – Emergency G-11 Allocations *(2.5f.(1))*				
3 $350,000 Sonoma 04-Son-37 0.1	Near Novato, at the Petaluma River Bridge No. 27-0013. On October 22, 2013, a steel finger joint at Bent 20 of eastbound Route 37 failed across both lanes. Further investigation showed that the remaining intact segment of the joint was loose and rocking as vehicles passed over it. Maintenance crews placed steel plates bolted into the bridge as an interim measure to maintain the bridge open, but the plates required daily monitoring as they become loose under traffic load. This project is necessary to reconstruct the failed steel finger joint and prevent lane closures and vehicle damage. Initial G-11 Allocation 11/07/13: $350,000	04-0488F SHOPP/13-14 0414000181 4 1J3004 Emergency	2012-13 302-0042 SHA 20.20.201.130	$350,000
4 $2,450,000 Los Angeles 07-LA-710 22.6/23.0	In the city of Commerce, at East Yard Overhead (Bridge No. 53-842). On October 27, 2013, an accident involving a tanker truck carrying approximately 8,000 gallons of crude oil resulted in a spill onto the shoulders and highway drainage system and a fire engulfing and damaging all areas affected by the spill. A portion of the wreckage fell over the bridge and onto the railroad tracks beneath. The fire damaged bridge rail, signs, guardrail, and drainage facilities. This project is to repair/replace all the damage caused by the spill and the subsequent fire. Initial G-11 Allocation 11/06/13: $2,450,000 (Additional $50,000 was allocated for right of way purposes).	07-4647 SHOPP/13-14 0714000119 4 4X1304 Emergency	2012-13 302-0042 SHA 20.20.201.130	$2,450,000
5 $400,000 Riverside 08-Riv-78 1.3/1.5	Near Ripley, from north of Palo Verde to 35th Avenue. On November 8, 2013 a tanker truck transporting gasoline overturned and spilled approximately 5,200 gallons on the roadway and surrounding areas. The following day, a hazardous materials cleaning contractor began removing contaminated soil and water. An estimated 3,000 cubic yards of soil and 8,000 gallons of water were removed from the area. This project is necessary to repair the damaged roadway and re-open the highway to traffic. The clean-up effort was done under a separate contract and is not part of this allocation. Initial G-11 Allocation 11/20/13: $400,000	08-0066P SHOPP/13-14 0814000108 4 1E8304 Emergency	2012-13 302-0042 SHA 20.20.201.130	$400,000
6 $400,000 San Joaquin 10-SJ-4 0.0	Near Brentwood, at the Old River Bridge No. 29-0045. In June 2013, inspection of this movable bridge revealed severe mechanical problems including worn-out shaft and pinion gear, worn-out bearings of the balance wheels, and uneven and loose tracks. The initial allocation was to remove and replace the worn out parts in order to maintain maritime and highway traffic and avoid lengthy highway traffic detours. During the final stages of accepting the replacement work, and while conducting final tests of opening and closing the drawspan, additional components failed leaving the bridge stuck in the open position causing major traffic delays. Maintenance crews were finally able to bring the bridge to the closed position after a 3-hour delay. This supplemental request is necessary to replace bearing B1 7, a collar on shaft S19, and the center wedge drive gearbox to allow the opening and closing of this bridge and maintain the flow of highway and maritime traffic. Initial G-11 Allocation 07/25/13: $390,000 Supplemental G-11 Allocation 11/13/13: $400,000 Revised Allocation: $790,000	10-3022 SHOPP/13-14 1014000004 4 0Y6704 Emergency	2012-13 302-0042 SHA 20.20.201.130	$400,000

2.5 Highway Financial Matters

Project# Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Project ID Adv. Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5f.	**Informational Report – Emergency G-11 Allocations** ***(2.5f.(1))***			
7 $1,000,000 Orange 12-Ora-1 11.8/11.9	Near Laguna Beach, at the El Moro Canyon area. On November 1, 2013, a rockslide occurred at this location. Maintenance crews started cleanup and closed the No. 2 lane. Investigation of the slope revealed overhanging outcrops with fissure cracking and signs of imminent failure, including scatter fall of rocks and debris. This project is to remove excess debris and slope outcropping along the vertical slope/cliff face. Initial G-11 Allocation 11/12/13: $1,000, 000	12-2318 SHOPP/13-14 1214000067 4 0N6104 Emergency	2012-13 302-0042 SHA 20.20.201.130	$1,000,000

#	Dist	County	Route	Postmiles	Location/Description	EA	Program Code	Original Est. FM-09-06	Allocation
2.5f.					**Informational Report – Minor Construction Program – Resolution G-05-05 Delegated Allocations** ***(2.5f.(4))***				
1	02	Tri	36	15.8/16.0	Remove and replace existing structural section to improve pavement profile near Forest Glen from 1.0 mile west to 0.7 mile west of Glen Creek Road.	4F4004	201.120	$410,000	$470,000
2	05	SB	101	46.9	Replace plumbing system and restroom fixtures; modify water, wastewater, mechanical and electrical systems; repair tiles, stall partitions, doors and windows; and add new crew and storage area at the Safety Roadside Rest Area near Gaviota.	1A6204	201.250	$1,000,000	$1,000,000
3	06	Tul	99	22.4	Cold plane asphalt concrete overlay at Philip Raine Safety Roadside Rest Area.	0Q2904	201.121	$580,000	$665,000
4	07	LA	60	0.5	Replace broken concrete pavement and structure approach slabs.	3P7204	201.120	$350,000	$320,000
5	07	LA	187	4.3	Install left-turn phasing signals, upgrade traffic signal, install curb ramps, reconstruct raised median islands and restripe lane lines.	4T5904	201.310	$650,000	$738,000
6	08	Riv	10	71.8/72.3	Upgrade existing sewage treatment facilities at Cactus City Safety Roadside Rest Area (SRRA), install new septic tank, lift station, wetland system and replace valves.	0L9004	201.250	$1,000,000	$998,000
7	08	SBd	15	12.8	Widen and signalize exit ramps at Sierra Avenue interchange in the cities of Fontana and Rialto at Sierra Avenue Undercrossing to 1.9 miles south of the Glen Helen Parkway Undercrossing.	0G2904	201.310	$1,000,000	$731,000
8	10	SCl	152	Var.	Install 3 Changeable Message Signs (CMS) to advise travelers of vital road and weather conditions and traffic congestions.	0Q8004	201.315	$917,000	$985,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC County Dist-Co-Rte Postmile	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(2)	**Proposition 1B – Locally Administered Route 99 Projects on the State Highway System**			**Resolution R99-A-1314-02**
1 $7,000,000 City of Tulare TCAG Tulare 06-Tul-99 31.2/32.5	**Cartmill Avenue Interchange.** In and near the city of Tulare, from 0.7 mile south of Cartmill Avenue to 0.6 mile north of Cartmill Avenue. Modify interchange. (Concurrent Consideration of Funding under Resolution E-14-03; January 2014.) (Concurrent Route 99 Programming Amendment and Baseline Amendment under Resolution R99-P-1314-03; January 2014.) (Entire allocation is for construction capital. Construction support is locally funded.) (Contributions from other sources: $21,181,000.) Outcome/Output: Over a 20-year life, the project is estimated to provide $60.7 million in travel time savings, $23.2 million in vehicle operating costs savings, and $3 million in emission cost savings.	06-6410 SR-99/13-14 CONST $7,000,000 0600000368 4CONL 332204	2012-13 304-6072 SR-99 20.20.722.000	$7,000,000

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(5a)	**Proposition 1B – Locally Administered TCIF Projects off the State Highway System**			**Resolution TCIF-A-1314-11**
1 $11,890,000 City of Fullerton OCTA 12-Orange	**Raymond Avenue Railroad Grade Separation**. Raymond Avenue at the Burlington Northern Santa Fe Railroad (BNSF) tracks from Ash Avenue to Walnut Avenue in the city of Fullerton, construct underpasses (TCIF Project 99). (CEQA – NOE, 11/19/2009.) (Concurrent TCIF Programming Amendment under Resolution TCIF-P-1314-09 and Baseline Amendment under Resolution TCIF-P-1314-10 January 2014.) (The TCIF allocation is split as follows: $5,735,000 for construction engineering and $6,155,000 for construction capital.) Outcome/Output: The project will reduce traffic congestion and vehicular travel time. The elimination of potential collision points will provide greater driver safety.	12-TC99 TCIF/13-14 CONST $11,890,000 1214000082	2013-14 104-6056 TCIF 20.30.210.300	$11,890,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC Dist-Co-Rte Postmile	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(5b)	**Allocation Amendment – Proposition 1B – State Administered TCIF Projects on the State Highway System**		**Resolution TCIF-AA-1314-06,** Amending Resolution TCIF-A-1213-10	
1 ~~$79,700,000~~ **$71,625,000** Department of Transportation SANDAG 11-SD-11/905 0.0/1.6 R9.9/10.7	**SR 11/SR 905 Freeway to Freeway Connectors**. In San Diego County, in and near San Diego on Route 11 from the Route 11/905 Separation to Enrico Fermi Drive and on Route 905 from 0.1 mile East of the La Media Road Undercrossing to 0.2 mile West of the Airway Road Undercrossing. Segment 1 includes construction of SR 905/SR 11 freeway to freeway connectors. (TCIF Project 68) (Future Consideration of Funding - Resolution E-12-35; June 2012.) Outcome/Output: The overall project will provide better access from the cargo side of the existing Otay Mesa Port of Entry to the U.S. by providing 2.4 miles of new highway with freeway to freeway connectors and one local interchange. **Amending Resolution TCIF-A-1213-10 to de-allocate $8,075,000 TCIF Bond Program CONST to reflect award savings.**	11-0999A TCIF/12-13 CON ENG $12,600,000 CONST ~~$67,100,000~~ **$59,025,000** 1100020519 4 056324	004-6056 TCIF 2012-13 304-6056 TCIF 20.20.723.000	$12,600,000 ~~$67,100,000~~ **$59,025,000**

Project # Allocation Amount Recipient RTPA/CTC Dist-Co-Rte Postmile	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(5c)	**Allocation Amendment – Proposition 1B – Sate Administered TCIF Projects on the State Highway System**		**Resolution TCIF-AA-1314-07,** Amending Resolution TCIF-A-1213-28	
1 ~~$13,118,000~~ **$10,346,000** Department of Transportation VCTC 07-Ven-101 0.1/4.5	**Los Angeles County Line to Route 23 – US 101 Improvements Phase 1.** Near Thousand Oaks, from the Ventura County line to Route 101/23 Interchange. Widen and improve the connectors (Route 23 and 101), the Moorepark Road off ramp and median, soundwall at southbound Hampshire Road. (TCIF Project 91) Final Project Development (RIP) Support Estimate: $1,351,000 Programmed Amount: $1,600,000 Adjustment: $ 0 (< 20 %) (Future Consideration of Funding - Resolution E-05-13; May 2005.) (Concurrent STIP Amendment under STIP 12S-013; June 2013.) (Contributions from other sources: $28,882,000.) Outcome/Output: The project will update to current safety standards, improve operational capacity, alleviate current congestion with anticipated increase in throughput volume of 11 percent; Daily vehicle hour reduction of 2 percent. **Amending Resolution TCIF-A-1213-28 to de-allocate $2,772,000 TCIF Bond Program CONST to reflect award savings.**	07-2291 TCIF/12-13 CON ENG $1,803,000 CONST ~~$11,315,000~~ **$8,543,000** 0700000201 4 1952U4	004-6056 TCIF 2011-12 304-6056 TCIF 20.20.723.000	$1,803,000 ~~$11,315,000~~ **$8,543,000**

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(5d)	**Allocation Amendment – Proposition 1B – Locally Administered TCIF Projects off the State Highway System**		**Resolution TCIF-AA-1314-08,** Amending Resolution TCIF-A-1314-05	
1 ~~$39,519,000~~ **$27,629,000** Orange County Transportation Authority OCTA 12-Orange	**Lakeview Avenue Grade Separation.** In Placentia at the Lakeview Avenue at-grade crossing. Construct overpass of the BNSF mainline tracks, including a connection road from Orangethorpe Avenue to the new overpass of Lakeview Ave. (TCIF Project 40) (Future Consideration of Funding – Resolution E-10-74, July, 2010.) (Related TCIF Programming Amendment under Resolution TCIF-P-1213-42; March 2013. (Related TCIF Baseline Amendment under Resolution TCIF-P-1213-44; March 2013.) (The TCIF allocation is split as follows: ~~$6,241,000~~ **$4,229,000** for construction engineering and ~~$33,278,000~~ **$23,400,000** for construction capital.) (Contributions from other sources: ~~$60,244,000~~ **$42,378,000**.) Outcome/Output: This project will decrease in traffic congestion and travel time. The elimination of potential collision points will improve goods movement and provide greater driver safety. **Amend Resolution TCIF-A-1314-05 to de-allocate $11,890,000 in TCIF Bond Program CONST to reflect Contract savings.**	12-TC40 TCIF/13-14 CONST ~~$39,519,000~~ **$27,629,000** 1212000004	2013-14 104-6056 TCIF 20.30.210.300	~~$39,519,000~~ **$27,629,000**

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(5e)	**Allocation Amendment – Proposition 1B – Locally Administered TCIF Projects off the State Highway System**		**Resolution TCIF-AA-1314-09,** Amending Resolution TCIF-A-1213-04	
1 ~~$4,560,000~~ **$3,285,000** San Bernardino Associated Governments SANBAG 08-San Bernardino	**ACE: Palm Avenue Railroad Grade Separation.** Near the city of San Bernardino. Construct grade separation for BNSF/UPRR lines at Palm Avenue. (TCIF Project 63). (CEQA – NE, 07/18/2011.) (TCIF funds will be used for Construction Capital only.) (Contributions from other sources: ~~$10,720,000~~ **$9,264,000**.) Outcome/Output: This project will decrease traffic congestion and travel time to improve goods movement.The elimination of potential collision points will improve goods movement and provide greater driver safety and result in increased reliability, velocity, and throughput on the BNSF rail system. **Amend Resolution TCIF-A-1213-04 to de-allocate$1,275,000 in TCIF Bond Program CONST to reflect contract savings.**	08-1134 TCIF/12-13 CONST ~~$4,560,000~~ **$3,285,000** 0800020276	2011-12 104-6056 TCIF 20.30.210.300	~~$4,560,000~~ **$3,285,000**

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(5f)	**Allocation Amendment – Proposition 1B – Locally Administered TCIF Projects off the State Highway System**			**Resolution TCIF-AA-1314-10,** Amending Resolution TCIF-A-11304-04
1 ~~$8,855,000~~ **$8,276,000** San Bernardino Associated Governments SANBAG 08-San Bernardino	**Lenwood Road Railroad Grade Separation.** In the city of Barstow. Construct a grade separation for BNSF lines at Lenwood Road (TCIF Project 64). (The TCIF allocation is split as follows: $500,000 for construction engineering and ~~$8,355,000~~ **$7,776,000** for construction capital.) (Contributions from other sources: ~~$22,878,000~~ **$12,950,000**.) Outcome/Output: This project will eliminate the at-grade crossing, mitigate the impact of freight movement in the communities, eliminate gate down time, increase travel reliability, eliminate potential conflicts between vehicular and train traffic, increase safety and improve air quality. **Amend Resolution TCIF-A-1314-04 to de-allocate $579,000 in TCIF Bond Program CONST to reflect contract savings.**	08-1135 TCIF/13-14 CONST ~~$8,855,000~~ **$8,276,000** 0800020269	2012-13 104-6056 TCIF 20.30.210.300	~~$8,855,000~~ **$8,276,000**

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(8)	**Proposition 1B – State Administered Intercity Rail Projects**			**Resolution ICR1B-A-1314-02**
1 $6,500,000 Department of Transportation LACMTA 07-Los Angeles	**Raymer to Bernson Double Track Project.** On the Ventura County Line between Control Point (CP) Raymer (MP 453.1) and CP Bernson (MP 446.8) on through to the Northridge Station. Construct 39,000 linear feet of second main line; main line track relocation, relay rail and drainage improvements; four No. 20 turnouts, four bridges and work on the Northridge Station platform. (CEQA - SE – Section 15275, July 22, 2013.) (NEPA – CE, 01/14/2014.) (Total project cost $72,454,000. Current request of $6,500,000 is for final design with additional STIP (IIP) for construction ($63,500,000). Prior Federal Funding-HSIPR $1,564,000 ($390,000 local match) for PE/NEPA.) Outcome/Output: Completion of the construction project will add track capacity, thereby reducing train traffic interference from commuter and freight rail. This will improve travel times for Amtrak Pacific Surfliner intercity passenger rail service which currently runs 14 daily trains. It will also improve operational liability and on-time performance and allow for future additional intercity and commuter service consistent with the State's intercity passenger rail improvement goals for the corridor.	75-2098 ICR/13-14 PS&E $6,500,000 0012000349 S	2013-14 304-6059 PTMISEA 30.20.090.000	$6,500,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Project Description	EA PPNO Program / Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(9a)	**Allocation Amendment – Proposition 1B – Locally Administered HRCSA Projects off the State Highway System**		**Resolution GS1B-AA-1314-02,** Amending Resolution GS1B-AA-1112-004	
1 ~~$9,926,000~~ ~~$7,556,000~~ **$7,044,124** County of Kern KCOG 75-Kern	**7th Standard Road BNSF Grade at Santa Fe Way**. Construct a grade separation in Kern County. (Future Consideration of Funding – Resolution E-09-38, June 2009.) Outcome/Output: Improve safety and increase capacity at the BNSF Railway 7th Standard Road. Construct a grade separation that will eliminate an at-grade railroad crossing, removing the conflict between trains, trucks and passenger vehicles. **Amend Resolution GS1B-AA-1112-004 to de-allocate an additional $511,876 CONST to reflect project savings at close out.**	4C244 H002BA 06-8700 HRCSA/08-09 CONST ~~$9,926,000~~ ~~$7,556,000~~ **$7,044,124** 0000020187	2007-08 104-6063 HRCSA 20.30.010.400	~~$9,926,000~~ ~~$7,556,000~~ **$7,044,124**

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	EA Program / Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(9b)	**Allocation Amendment – Proposition 1B – Locally Administered HRCSA Projects off the State Highway System**		**Resolution GS1B-AA-1314-03,** Amending Resolution GS1B-AA-1213-01	
1 ~~$11,293,000~~ ~~$10,743,000~~ **$10,160,927** City of Tulare TCAG 06-Tulare	**Cartmill Avenue Grade Separation.** In the city of Tulare, at the intersection of Cartmill Avenue and J Street. Construct of grade separation overpass and reconfigure the J Street/Cartmill Avenue intersection. (CEQA – SE, October 2008.) Outcome/Output: Provide a grade separated arterial roadway in the City, allowing un-delayed and safer crossing, access to State Route 99 and emergency vehicle access. Project will improve mobility in the northern part of the City and County of Tulare **Amend Resolution GS1B-AA-1213-01 to de-allocate an additional $582,073 CONST to reflect contract savings at close out.**	H015BA HRCSA/09-10 CONST ~~$11,293,000~~ ~~$10,743,000~~ **$10,160,927** 0000020545	2007-08 104-6063 HRCSA 20.30.010.400	~~$11,293,000~~ ~~$10,743,000~~ **$10,160,927**

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	EA Program / Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(9c)	**Allocation Amendment – Proposition 1B – Locally Administered HRCSA Projects off the State Highway System**		**Resolution GS1B-AA-1314-04,** Amending Resolution GS1B-A-0910-001	
1 ~~$5,987,000~~ **$4,837,332** City of Sacramento SACOG 03-Sacramento	**6th Street Overcrossing.** In Sacramento, from H street north to Rail yards Boulevard, crossing above the new mainline freight and passenger tracks. Construct a grade separation crossing above the new mainline freight and passenger tracks and above F Street. Bridge work element. (Future consideration of Funding – Resolution E-09-22, April 2009.) Outcome/Output: Provide essential north-south thoroughfare of vehicular and pedestrian traffic. The project will enhance safety by reducing the potential of injuries and fatalities by avoiding a grade crossing. **Amend Resolution GS1B-A-0910-001 to de-allocate an additional $1,149,668 CONST to reflect contract savings at close out.**	H004BA HRCSA/09-10 CONST ~~$5,987,000~~ **$4,837,332** 0000020088	2008-09 104-6063 HRCSA 20.30.010.400	~~$5,987,000~~ **$4,837,332**

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	EA PPNO Program / Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(9d)	**Allocation Amendment – Proposition 1B – Locally Administered HRCSA Projects off the State Highway System**		**Resolution GS1B-AA-1314-05,** Amending Resolution GS1B-AA-1112-002	
1 ~~$12,175,000~~ ~~$5,582,000~~ **$4,884,814** Tulare County Redevelopment Agency TCAG 06-Tulare	**Betty Drive Grade Separation.** In Goshen and the city of Visalia, on Betty Drive construct a new grade separation overpass to replace the existing Elder Avenue at the grade separation of the Union Pacific Railroad. (CEQA-SE, February 2010) Outcome/Output: Provide a major four lane access link between State Route 99 and the Visalia industrial Park. The project will alleviate traffic congestion and provide quantifiable reduction in emissions. **Amend Resolution GS1B-AA-1112-002 to de-allocate an additional $697,186 in CONST to reflect contract savings at close-out.**	H016BA HRCSA/09-10 CONST ~~$12,175,000~~ ~~$5,582,000~~ **$4,884,814** 0000020498	2007-08 104-6063 HRCSA 20.30.010.400	~~$12,175,000~~ ~~$5,582,000~~ **$4,884,814**

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	EA Program / Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(9e)	**Allocation Amendment – Proposition 1B – Locally Administered HRCSA Projects off the State Highway System**		**Resolution GS1B-AA-1213-06,** Amending Resolution GS1B-AA-1213-03	
1 ~~$9,000,000~~ ~~$7,421,560~~ **$7,412,981** City of Merced MCAG 75-Merced	**G Street Undercrossing Project**. In Merced, at G Street. Remove the at-grade crossing by constructing a bridge and placing the road under the railroad tracks. The project includes the relocation of utilities, sidewalks, lighting and landscaping to conform to the new grade separation. (CEQA – SE; Section 21080.13.) Outcome/Output: Grade Separation will improve safety and increase capacity. **Amend Resolution GS1B-AA-1213-03 to de-allocate an additional $8,579 CONST to reflect contract savings at close-out.**	H003BA HRCSA/09-10 CONST ~~$9,000,000~~ ~~$7,421,560~~ **$7,412,981** 0000020086	2007-08 104-6063 HRCSA 20.30.010.400	~~$9,000,000~~ ~~$7,421,560~~ **$7,412,981**

2.6 Mass Transportation Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	Program / Year Programmed: Phase Prgm'd Amount Project ID Adv Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.6f.(2)	**Proposition 1A–High-Speed Passenger Train Bond Program – Urban/Commuter**			**Resolution HST1A-A-1314-02**
1 $8,500,000 Southern California Regional Rail Authority LACMTA 07-Various	**Metrolink High Speed Readiness Program.** Acquisition of three additional high powered Tier 4 locomotives for Metrolink's commuter rail service. (CEQA; CE – 15260.) (Contributions from other sources: $52,000,000.) Outcome/Output: Increase Metrolink service levels to support and compliment High Speed Rail system.	HSR/12-13 CONST $88,707,000 0713000292 S	2012-13 104-6043 HSPTBF 30.10.100.000	$8,500,000 (Partial)

Tab 1

PUBLIC DISTRIBUTION

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State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 29, 2014

Reference No.: 2.4a.
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Brent L. Green
Chief
Division of Right of Way and
Land Surveys

Subject: **RESOLUTION OF NECESSITY – APPEARANCE**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) adopt Resolution of Necessity (Resolution) C-21133 summarized on the following page. This Resolution is for reconstruction of the Interstate 15 (I-15)/Interstate 215 (I-215) Devore interchange improvement project in District 8, in San Bernardino County.

ISSUE:

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

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

In this case, the property owners are continuing to contest the adoption of the Resolution. They made a personal appearance at the December 11, 2013, Commission meeting in which they challenged the adoption of the Resolution based on concerns/objections related to the project's design, and whether the project has been planned or located in a manner that will be most compatible with the greatest public good with the least private injury.

BACKGROUND:

The Commission deferred any action in adopting a Resolution at the December 11, 2013, Commission meeting and instead directed the Department to continue discussions/negotiations with the property owners in an attempt to resolve their outstanding issues and to specifically negotiate a mutually acceptable Maintenance Agreement with respect to the proposed drainage/debris basin.

As per the Commission's request, the Department has continued ongoing discussions/negotiations in an attempt to address and resolve the property owners' concerns regarding project impacts, and specifically to negotiate a mutually acceptable Maintenance Agreement.

During the December 11, 2013, Commission meeting, the Department met with the property owners and their attorney. A letter from the County of San Bernardino was provided which confirms that the proposed acquisition in no way impacts the owners' Tentative Parcel Map. Although it was a one page document with a few bullet points, the owners' attorney stated that they would need time to review the County's letter and process this information. Additionally, a long discussion took place among the Department, the owners, and the owners' attorney regarding a Maintenance Agreement for the drainage easement. The Department committed to provide the property owners' attorney with a draft Maintenance Agreement by December 20, 2013, for their review. On December 19, 2013, a draft Memorandum of Understanding (MOU), which outlines the maintenance responsibilities/obligations with respect to the proposed drainage/debris basin, was mailed both regular and certified mail to the property owners' attorney. In addition, the Department provided a response to the last counter offer provided by the property owners' attorney. On December 20, 2013, the Department sent a follow up email to the property owners and their attorney. Included in this email was a copy of the draft MOU and the Department's response to the last counter offer provided by the property owners' attorney. This was done to ensure delivery and to request to meet to discuss any pending issues. In the same email, the Department requested the owners and/or their attorney to provide any other design related issues they may have so that the Department can address those as well. On January 2, 2014, the Department sent a follow up email to both the property owners and their attorney requesting a response and the status of their review of the draft MOU. On January 6, 2014, the Department made phone contact with the property owners' attorney who stated that he and his clients are reviewing the MOU and will provide the Department with their response and/or comments within the next few days. To date, the Department has not received a response from the property owners or their attorney.

At this point, even after continued attempts to negotiate as shown above, the Department and the property owners remain unable to reach a negotiated settlement, or mutually acceptable Maintenance Agreement. As such, the Department has concluded that it is necessary to again seek adoption of a Resolution at the January 29, 2014, Commission meeting, so that all remaining unresolved issues can be addressed through condemnation.

The property owners have been offered the full amount of the Department's appraisal and, where applicable, advised of any relocation assistance benefits to which the property owners may subsequently be entitled. Adoption of the Resolution will not interrupt the Department's efforts to

secure an equitable settlement or to continue negotiations for a Maintenance Agreement. In accordance with statutory requirements, the owners have been advised that the Department is again requesting the adoption of a Resolution at this time. Adoption will assist the Department in the continuation of the orderly sequence of events required to meet construction schedules.

In order to keep the project on schedule, and based on the above referenced circumstances, the Department is requesting that this appearance proceed to the January 29, 2014, Commission meeting. Legal possession will allow the construction activities on the parcel to commence, thereby avoiding and/or mitigating considerable right of way delay costs that will accrue if efforts to initiate the condemnation process are not taken immediately to secure legal possession of the subject property.

C-21133 - Timothy A. Sigman, Sr., Co-Trustee, etc., et al.
08-SBd-15-PM R13.88 - Parcel 22537-1 - EA 0K7109.
Right of Way Certification Date: 07/31/14; Ready to List Date: Design-Build. Freeway - add additional through lane in each direction on I-15 from Glen Helen Parkway to the I-15/I-215 interchange and reconfigure connectors to the I-215 truck bypass lanes and auxiliary lanes. Authorizes condemnation of a permanent easement for drainage purposes. Located in the unincorporated area of San Bernardino county at 1479 Nevin Road.
Assessor Parcel Number 0349-143-34.

Attachment:
Attachment A - December 11, 2013 Commission Book Item Package

ATTACHMENT A

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 11-12, 2013

Reference No.: 2.4a.(4)
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Brent L. Green
Chief
Division of Right of Way and
Land Surveys

Subject: **RESOLUTION OF NECESSITY – APPEARANCE**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) adopt Resolution of Necessity (Resolution) C-21133 summarized on the following page. This Resolution is for reconstruction of the Interstate 15 (I-15) / Interstate 215 (I-215) Devore interchange improvement project in District 8, in San Bernardino County.

ISSUE:

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

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

In this case, the property owner is contesting the Resolution and has requested an appearance before the Commission. The primary concerns and objections expressed by the property owners are that the project is not planned or located in a manner that will be most compatible with the greatest public good with least private injury. The owner's objections and the Department's responses are contained in Attachment B.

BACKGROUND:

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

Discussions have been ongoing between the property owner and the Department to address and resolve the issues. Progress has been made but in order to keep the project schedule, the Department is requesting that this appearance proceed to the December 11-12, 2013 Commission meeting. Legal possession will allow the construction activities on the parcel to commence, thereby avoiding and/or mitigating considerable right of way delay costs that will accrue if efforts to initiate the condemnation process are not taken immediately to secure legal possession of the subject property.

C-21133 - Timothy A. Sigman, Sr., Co-Trustee, etc., et al.
08-SBd-15-PM R13.88 - Parcel 22537-1 - EA 0K7109.
Right of Way Certification Date: 07/31/14; Ready to List Date: Design-Build. Freeway - add additional through lane in each direction on I-15 from Glen Helen Parkway to the I-15/I-215 interchange and reconfigure connectors to the I-215 truck bypass lanes and auxiliary lanes. Authorizes condemnation of a permanent easement for drainage purposes. Located in the unincorporated area of San Bernardino County at 1479 Nevin Road.
Assessor Parcel Number 0349-143-34.

Attachments:
- Attachment A - Project Information
- Exhibit A1 and A2 - Project Maps
- Attachment B - Parcel Panel Report
- Exhibit B1 and B2 - Parcel Maps

PROJECT INFORMATION

PROJECT DATA	08-SBd-15-PM 14.0/R16.4 08-SBd-215-PM 16.0/17.8 Expenditure Authorization 0K7109
Location:	Intersection of Interstate 15 (I-15) and Interstate 215 (I-215) in the community of Devore, County of San Bernardino
Limits:	On I-15 approximately 0.8 miles south of the Glen Helen Parkway undercrossing to approximately 1.4 miles north of the Kenwood Avenue undercrossing and on I-215 approximately 1.2 miles south of the Devore Road overcrossing to the I-15/I-215 junction
Cost:	Programmed construction cost: $225,528,000.00 Current right of way cost estimate: $48,952,000.00
Funding Source:	State Transportation Improvement Program, State Highway Operation and Protection Program, Surface Transportation Program, Regional Improvement Program, Corridor Mobility Improvement Account, Transportation Equity Act for the 21st Century - Federal Demonstration Funds, Interstate Maintenance Discretionary, Measure I, and Local Funds
*Number of Lanes:	Existing (I-15): Six to Nine lanes Proposed (I-15): Eight to Nine lanes Existing (I-215): Four to Five lanes Proposed (I-215): Four to Six lanes

* Range in lanes is due to the number of lanes which vary throughout the project limits.

Proposed Major Features:	Add one additional through lane in each direction on I-15 from Glen Helen Parkway to the I-15/I-215 interchange, reconfigure connectors to I-215, truck bypass lanes and auxiliary lanes

Traffic: Existing I-15 North of I-15/I-215 Interchange (year 2012): 180,000 Annual Daily Traffic (ADT)
Existing I-15 South of I-15/I-215 Interchange (year 2012): 142,000 ADT
Existing I-215 South of I-15/I-215 Interchange (year 2012): 78,000 ADT

Proposed I-15 North of I-15/I-215 Interchange (year 2040): 378,600 ADT
Proposed I-15 South of I-15/I-215 Interchange (year 2040): 271,000 ADT
Proposed I-215 South of I-15/I-215 Interchange (year 2040): 158,400 ADT

NEED FOR THE PROJECT

The purpose of the proposed project is to: Improve operational performance of the I-15/I-215 Interchange by reducing operational deficiencies and upgrading the interchange to modern standards where feasible; Facilitate efficient goods movement through the I-15/I-215 Interchange; Reduce existing and forecasted traffic congestion and improve the level of service (LOS) at the I-15/I-215 Interchange and the local service interchanges that are adjacent to the freeway-to-freeway interchange; and correct arterial highway network deficiencies related to the portions of I-15 and I-215 that are adjacent to the community of Devore.

The existing I-15/I-215 Interchange has the following identified deficiencies that create the need for the proposed project.

- Operational Deficiencies: Elements of the existing I-15/I-215 Interchange do not meet the Department of Transportation's (Department) current engineering and modern planning standards as follows:
    - Between Glen Helen Parkway and the I-215 connector, the number of through lanes on I-15 in each direction is reduced from four to three, creating a 2.3 mile lane reduction on I-15.
    - The I-15/I-215 Interchange does not provide route continuity for northbound I-15 since both autos and trucks from I-215 enter NB I-15 on the left. This is particularly problematic for trucks as the merge is on an up-grade and the trucks must cross two lanes of auto traffic to reach the designated two outermost lanes available to trucks.
    - The local services interchange at I-15/Glen Helen Parkway, I-15/Kenwood Avenue, and I-215/Devore Road does not meet the Department's current general design standards, which discourage local service interchanges within

two miles of a freeway-to-freeway interchange. When existing roadway interchanges cannot be moved at least two miles from freeway-to-freeway interchanges, the Department's design standards provide for alternative design measures.

- Goods Movement: The capacity of the I-15/I-215 Interchange is further compromised by high volume of trucks, many of which need to weave across three more travel lanes because they enter or exit the freeway from the left. This lack of capacity hampers critical goods movement function of the freeway.
- Existing and Forecast Travel Demand: The I-15/I-215 Interchange does not provide an adequate Level of Service (LOS) for motorists or trucks. The LOS is anticipated to further decline in future years which will result in a failure to provide an adequate level of service during weekday commute hours.
- Arterial Highway Network Deficiencies: The local circulation system does not provide a parallel arterial road adjacent to the existing sections of I-15 and I-215, requiring local motorists, including those seeking to connect from Cajon Boulevard west of I-215 to Cajon Boulevard west of Kenwood Avenue, to use the freeway system.

PROJECT PLANNING AND LOCATION

A Project Study Report was initiated by San Bernardino Associated Governments and approved on March 3, 2009. On July 1, 2010, the California Transportation Commission (Commission) authorized the Department to utilize the design-build method of procurement for the proposed I-15/I-215 Interchange Improvements Project and the Department will have to comply with the applicable provisions under Senate Bill No. 4, Chapter 6.5, The Design-Build Demonstration Program. The Project Report and Environmental Document was approved on February 29, 2012. The proposed project limits extend along I-15 from approximately 0.8 miles south of the Glen Helen Parkway undercrossing to approximately 1.4 miles north of the Kenwood Avenue undercrossing, and along I-215 from approximately 1.2 miles south of the Devore Road overcrossing to the I-15 junction. The sections of highway covered by the proposed project are access controlled interstate freeways adopted by the Commission in 1959 and 1969.

There were four build alternatives developed and a "no-build" alternative that was evaluated in the Project Approval & Environmental Document (PA&ED) phase.

The following is a description of each of the build alternatives:

Alternative 3A (Preferred Alternative):

I-15 South Leg (I-15 south of the I-15/I-215 junction)

The segment of I-15 south of the Burlington Northern Santa Fe and Union Pacific railroad crossing to the southerly project limits will include the following improvements:

- Adding a northbound mainline lane between the Glen Helen Parkway exit ramp and the I-215 junction.
- Adding a northbound auxiliary lane between the Glen Helen Parkway entrance ramp and the I-215 junction.
- Adding a southbound mainline lane between the I-215 junction and the Glen Helen Parkway entrance ramp, where it will connect with the existing fourth southbound mainline lane.
- Adding a southbound auxiliary lane between the I-215 junction and the southbound Glen Helen Parkway exit ramp.
- Making minor adjustments to the Glen Helen Parkway entrance and exit ramps to accommodate the new lanes, such as, the northbound deceleration lane prior to the Glen Helen exit ramp and the southbound acceleration lane from the entrance ramp.

The additional lanes would be physically constructed in the existing wide median, and the existing lanes shifted to the left. The existing bridges over Glen Helen Parkway would be widened by one lane in each direction in the median. The existing bridge over Glen Helen Parkway would be widened by two lanes in each direction in the median. No new right-of-way would be required south of the railroad. Immediately north of the Glen Helen Parkway, the northbound widening would begin to shift to the outside to align with the connector ramps of the I-15/I-215 interchange.

I-15/I-215 Branch Connectors

The following modifications are included for the I-15/I-215 branch connectors:

- The northbound I-215 to southbound I-15 branch connector would be retained approximately in its present location, but widened to two lanes for most of its length to allow for passing.
- The northbound I-15 to southbound I-215 branch connector would be relocated easterly.

Cajon Boulevard Reconnection

The project includes the reconnection of Cajon Boulevard from Kenwood Drive to existing Devore Road in basically the same alignment. The Cajon Boulevard component of the project would reopen two lanes of the abandoned roadway, and bring the Kenwood Avenue/Cajon Boulevard intersection up to standard. The existing north segment of

Cajon Boulevard ends south of Kenwood Avenue; the existing south segment ends 1,200 feet north of the Devore Road intersection. An abandoned segment of Cajon Boulevard southeast of Kenwood Avenue would be reactivated and realigned.

The existing Cajon Boulevard northbound and southbound roadbeds will each be used to carry one lane of traffic between Kenwood Avenue and the new section of Cajon Boulevard. The two-lane Cajon Boulevard would transition onto a new alignment 3,500 feet southeast of Kenwood Avenue, curving to the south to parallel the existing I-15 to the I-15 southbound connector. As the roadway approaches Cajon Creek, it would make an easterly turn to pass under the existing I-15 bridges over Cajon Creek. The roadway under the freeway would roughly follow an existing dirt road, and would require a retaining wall.

After crossing under the freeway, Cajon Boulevard would curve to the northeast, intersecting existing Cajon Boulevard just east of the existing Devore Road/Glen Helen Parkway intersection. The existing Cajon Boulevard cul-de-sac northwest of Devore Road would remain, connected to either Devore Road or new Cajon Boulevard, depending on the alternative. To match existing conditions, Cajon Boulevard would widen to two lanes in each direction as it approaches the Devore Road/Glen Helen Parkway intersection.

Northbound I-15

- Reconfigure the interchange of I-15 and Kenwood Avenue to connect with the truck bypass lanes.
- Construct one auxiliary lane northbound on I-15 from the merge point of I-15 and I-215 for a distance of 2,600 feet.
- Widen existing northbound I-15 to northbound I-15 connector to add one lane.
- Construct a truck slip ramp from northbound I-15 to northbound I-15 truck bypass lanes and continue northerly of Kenwood Avenue.

Southbound I-15

- Construct up to three auxiliary lanes added starting 1.4 miles north of Kenwood Avenue overcrossing.
- Prior to the Kenwood Avenue interchange, construct truck bypass lanes and southbound I-215 connector. This truck bypass will be two lanes wide, approximately 3/4 miles long.
- Southbound I-15 and I-215 will braid with each other in order to provide route continuity southbound.
- Widen existing southbound I-15 to southbound I-15 connector.

Northbound I-215

- Construct one additional northbound lane starting 1/2 mile south of Devore Road, ending at the merge with the Northbound I-15, for a total distance of 1.5 miles.

- Reconfigure the northbound entrance ramps at Devore Road interchange to access northbound and southbound I-15.
- Realign northbound exit ramp at Devore Road.
- Construct northbound truck bypass to merge with the northbound I-15 truck slip ramp.
- Construct auxiliary lane up to the truck bypass diverge.

Southbound I-215

- Reconfigure and add one additional lane to the southbound connector from the diverge with the southbound I-15 truck lanes to a point approximately 4,400 feet south of Devore Road.
- Construct a braid between the northbound I-15 to southbound I-215 connector and the southbound Devore Road exit ramp. Construct a connection between this connector and the southbound I-215 Devore exit ramp. Construct an 1,800 foot long deceleration lane to this connection from the northbound I-15.
- Relocate southbound exit ramp and entrance ramp termini approximately 750 feet southerly of the proposed intersection of Glen Helen Parkway and Devore Road.

Local Roads

- Replace Devore Road overcrossing with a wider bridge.
- Construct an intersection with turning lanes at Cajon Boulevard and Kenwood Avenue.
- Other Kenwood Avenue improvements include: widening to accommodate left turn lanes, lowering the profile under the northbound truck bypass lanes, realigning the road to eliminate the multi center curve alignment and smoothing out the undulating profile.
- Construct cul-de-sacs on local streets where the freeway improvements widen into local streets.
- Modify local streets, relocate the Nedlee cul-de-sac and reconfigure the southerly Cajon Boulevard cul-de-sac.

Design Revisions after Public Review

The following changes were made to the design of Alternative 3A after distribution of the Draft Project Report and Draft IS/EA:

1. Portions of the southbound I-215 slope east and west of Devore Road were replaced with retaining walls to minimize anticipated acquisitions in that area.
2. Metal Beam Guard Rail is now planned to be installed along the southbound I-15 exit ramp to Kenwood Avenue. This change will reduce anticipated right-of-way requirements in this area.
3. The northbound I-15 improvements north of Kenwood Avenue were changed as follows:

- The two auxiliary lanes north of the truck bypass were revised. Auxiliary lane #1 was extended by 190' and auxiliary lane #2 was shortened by 300'.
- To avoid the impacts to a major utility line, the planned cut slope north of Kenwood was changed to a 4 foot high retaining wall.

These changes were made to improve traffic operations and also resulted in a reduction in grading impacts.

4. The southbound I-15 to southbound I-215 Connector Bridge was lengthened by 305' to allow extra space in the median for a future high occupancy vehicle or managed lane facility.
5. The intersection of the northbound I-215/Devore Road off-ramp and Devore Road was realigned to improve traffic operations and safety. The off-ramp and Devore Road now meet at a more standard angle (less of a skew) than in the previous design.

Alternative 3A was identified and selected as the Preferred Alternative for the following reasons:

Alternative 3A Best Meets Purpose and Need

Alternative 3A is the alternative that best meets the purpose and need criteria. The No-build Alternative does not address any of the elements of purpose and need. Alternative 5 does not meet the purpose of providing southbound route continuity. Alternatives 2 and 3 provide a marginally acceptable minimum traffic LOS of E in the 2040 design year.

Alternative 3A has the Least Impacts to Key Biological Resources

Under both State and Federal laws, the Department has an affirmative obligation to minimize project impacts to protected biological resources, including endangered species habitats and the waters of the United States. Alternative 3A has the lowest extent of impacts to both endangered species and waters of the United States, as well as the waters of the State. Under these analysis criteria, Alternative 3A has the fewest impacts to key biological resources.

Alternative 3A is the Least Costly Build Alternative

Alternative 3A is least costly build alternative compared to the other developed alternatives.

Alternative 2:

Northbound I-15

- The same I-15 south leg improvements described for Alternative 3A above.
- Construct a two-lane truck bypass extending approximately two miles from south of Cajon Creek to north of Kenwood Avenue.
- Reconfigure the I-15/Kenwood interchange.
- Construct one 2,600 foot auxiliary lane on northbound I-15 beginning at the I-15 and I-215 merge point.
- Realign the northbound I-15 to southbound I-215 connector.
- Realign the interchange to provide route continuity; I-215 will merge on the right.

Southbound I-15

- The same I-15 south leg improvements described for Alternative 3A above.
- Construct up to three auxiliary lanes added starting 1.2 miles north of Kenwood Avenue overcrossing.
- Construct a truck bypass lane starting at the Kenwood Interchange to just south of the I-215 junction. This truck bypass lane will be two lanes wide and 1 1/2 miles long.
- Construct one auxiliary lane from the merge with the truck bypass and mainline to the exit ramp at Glen Helen Parkway.

Northbound I-215

- Construct one mixed flow lane 2 miles long beginning one mile south of Devore Road and ending at the merge with the northbound I-15.
- Reconfigure the interchange at Devore Road to align with a new Glen Helen Parkway undercrossing.
- Reconfigure the northbound ramps at Devore Road/Glen Helen Parkway interchange to access northbound and southbound I-15.

Southbound I-215

- Construct a new I-215 fly-over to carry traffic over the I-15 mainline.
- Reconfigure and add one additional lane from the I-15 diverge to a point approximately one mile south of Devore Road for a distance of approximately 2 1/4 miles.
- Construct a collector-distributor road in the southbound direction paralleling I-215. This will weave traffic between the north I-15 to south I-215 connector and the traffic exiting for Cajon Boulevard/Devore Road/Glen Helen Parkway.
- Relocate the southbound exit ramp and entrance ramp approximately 1,400 feet southerly of the proposed intersection of Glen Helen Parkway and Devore Road.
- Realign Glen Helen Parkway.

Local Roads

- Cajon Boulevard improvements would be the same as in Alternative 3A.
- Extend Glen Helen Parkway under the I-215 freeway.
- Remove the existing Devore Road overcrossing.
- Realign Devore Road to extend to the new Glen Helen Parkway using a realigned Dement Street.
- Construct an intersection with turning lanes at Cajon Boulevard and Kenwood Avenue.
- Other Kenwood Avenue improvements include: widening to accommodate left turn lanes, lowering the profile under the northbound truck bypass lanes, realigning the road to eliminate the multi center curve alignment and smoothing out the undulating profile.
- Construct cul-de-sacs on local streets where the freeway improvements widen into local streets.
- Modify local streets, relocate Nedlee cul-de-sac and reconfigure southerly Cajon Boulevard cul-de-sac.

Alternative 2 was not selected as the Preferred Alternative for the following reasons:

- Alternative 3A provides a better traffic LOS in the 2040 design year.
- Alternative 3A costs less to construct than Alternative 2.
- Alternative 3A has less impact to key biological resources than Alternative 2.

Alternative 3:

Northbound I-15

- The same I-15 south leg improvements described for Alternative 3A above.
- Construct a two-lane truck bypass extending approximately two miles from south of Cajon Creek to north of Kenwood Avenue.
- Reconfigure the I-15/Kenwood Avenue Interchange ramps to connect to the truck bypass.
- Construct one auxiliary lane northbound I-15 from the merge point of I-15 and I-215 for a distance of 2,600 feet.
- Realign the northbound I-15 to southbound I-215 connector.
- Realign the interchange to provide route continuity; I-215 will merge on the right.

Southbound I-15

- The same I-15 south leg improvements described for Alternative 3A above.
- Up to three auxiliary lanes added starting 1.4 miles north of Kenwood Avenue overcrossing.

- Prior to the Kenwood Avenue interchange, begin a truck bypass lane and southbound I-215 connector. This truck bypass lane will be two lanes wide, approximately 3/4 mile long.
- Southbound I-15 and I-215 will braid in order to provide route continuity southbound.
- Widen and realign existing southbound I-15 to southbound I-15 connector.

Northbound I-215

- Construct one additional northbound lane beginning 1/2 mile south of Devore Road, ending at the merge with the northbound I-15, for a total distance of 1.5 miles.
- Reconfigure the northbound entrance ramps at Devore Road interchange to access northbound and southbound I-15.
- Realign northbound exit ramp at Devore Road.

Southbound I-215

- Reconfigure and add one additional lane to the southbound connector from the diverge with the southbound I-15 truck lanes to a point approximately 1/2 mile south of Devore Road.
- Construct a collector-distributor road in the southbound direction parallel to I-215 with a braid between the northbound I-15 to southbound I-215 connector and the Southbound Devore Road exit ramp.
- Relocate southbound exit ramp and entrance ramp approximately 2100 feet southerly of the proposed intersection of Glen Helen Parkway and Devore Road.

Local Roads

- Replace Devore Road overcrossing with a wider bridge.
- Cajon Boulevard improvements would be the same as in Alternative 3A.
- Construct an intersection with turning lanes at Cajon Boulevard and Kenwood Avenue.
- Other Kenwood Avenue improvements include: widening to accommodate left turn lanes, lowering the profile under the northbound truck bypass lanes, realigning the road to eliminate the multi-center curve alignment and smoothing out the undulating profile.
- Construct cul-de-sacs on local streets where the freeway improvements widen into local streets.
- Modify local streets, relocate the Nedlee cul-de-sac and reconfigure the southerly Cajon Boulevard cul-de-sac.
- Realign frontage roads that parallel the freeway.

Alternative 3 was not selected as the Preferred Alternative for the following reasons:

- Alternative 3A provides a better traffic LOS in the 2040 design year.
- Alternative 3A costs less to construct than Alternative 3.
- Alternative 3A has less impact to key biological resources than Alternative 3.

Alternative 5:

Northbound I-15

- The same I-15 south leg improvements described for Alternative 3A above.
- Reconfigure the interchange of I-15 and Kenwood Avenue, to connect with the truck bypass lanes.
- Construct one auxiliary lane on northbound I-15 from the merge point of I-15 and I-215 for a distance of 2,600 feet.
- Realign the northbound I-15 to southbound I-215 connector.

Southbound I-15

- The same I-15 south leg improvements described for Alternative 3A above.
- Auxiliary lanes added starting about 3,300 feet north of Kenwood Avenue overcrossing.
- At the Kenwood Avenue interchange, begin a two-lane truck bypass lane to I-215, extending approximately two miles.

Northbound I-215

- Construct one additional lane northbound starting one mile south of Devore Road, ending at the merge with the Northbound I-15 for a total distance of two miles.
- Reconfigure the interchange at Devore Road to line up with Glen Helen Parkway with an undercrossing.
- Reconfigure the northbound entrance ramps at Devore Road/Glen Helen Parkway interchange to access northbound and southbound I-15.

Southbound I-215

- Reconfigure and add one additional lane from the I-15 diverge to a point approximately one mile south of Devore Road, for a distance of approximately 2 1/4 miles.
- Construct a collector-distributor road in the southbound direction paralleling to I-215. This will weave traffic between the north I-15 to south I-215 connector and the traffic exiting for Cajon Boulevard/Devore Road/Glen Helen Parkway.
- Realign Glen Helen Parkway

Local Roads

- Cajon Boulevard improvements would be the same as in Alternative 3A.
- Construct an intersection with turning lanes at Cajon Boulevard and Kenwood Avenue.
- Other Kenwood Avenue improvements include: widening to accommodate left turn lanes, lowering the profile under the northbound truck bypass lanes, realigning the road to eliminate the multi-center curve alignment and smoothing out the undulating profile.
- Construct cul-de-sacs on local streets where the freeway improvements are widening.

- Modify local streets, relocate the Nedlee cul-de-sac and reconfigure southerly Cajon Boulevard cul-de-sac. Realign Dement Street.

Alternative 5 was not selected as the Preferred Alternative for the following reasons:

- Alternative 3A provides southbound route continuity and Alternative 5 does not.
- Alternative 3A costs less to construct than Alternative 5.
- Alternative 3A has less impact to key biological resources than Alternative 5.

As part of the Design-Build method, a series of Alternative Technical Concepts (ATC) were proposed in June 2012 which modified the design of the preferred alternative (Alternative 3A). The selection process applied the best value procurement method to select a contractor to both design and build the project. The best value procurement method is an approach where the design-build teams respond to the owner by submitting proposals that are primarily evaluated based on the technical concepts together with the associated cost of the project. The Design-Builder (URS/Atkinson) was awarded the project in November 2012. Their proposal was selected because it offered the best value. URS/Atkinson's proposal improved the roadway design elements of Alternative 3A thus decreasing the overall project footprint resulting in significantly fewer Environmental and Right of Way impacts.

URS/Atkinson proposed three significant ATC's to the interchange design during the bid phase. The three major ATC's that were submitted and approved by the Department are:

1. ATC 3 – This change shifted the "braid" of the I-15 and I-215 roadways in the vicinity of Kenwood Avenue to improve the design by eliminating complicated bridges over the southbound off-ramp intersection with Kenwood Avenue. The braid was shifted south and with the new design, only a widening of the I-15 southbound bridge over Kenwood Avenue is necessary.

2. ATC 4 – This change provided "Route Continuity" for northbound I-15. In the original design, I-15 northbound merges in on the right side of I-215. This is reverse of what the desirable design would be. With the ATC 4 design, I-15 northbound will be on the left of the I-215 roadway and I-215 will merge into I-15 on the right. This matches driver expectations.

3. ATC 5 – This design change turns the Devore Road interchange into a conventional diamond interchange and eliminates the hook ramps originally designed south of Devore Road. The standard diamond interchange is a more desirable configuration for drivers. Hook ramps are confusing in that the motorists exiting to Devore Road are put onto Cajon Boulevard and have to drive north to Devore Road.

LOCATION MAP

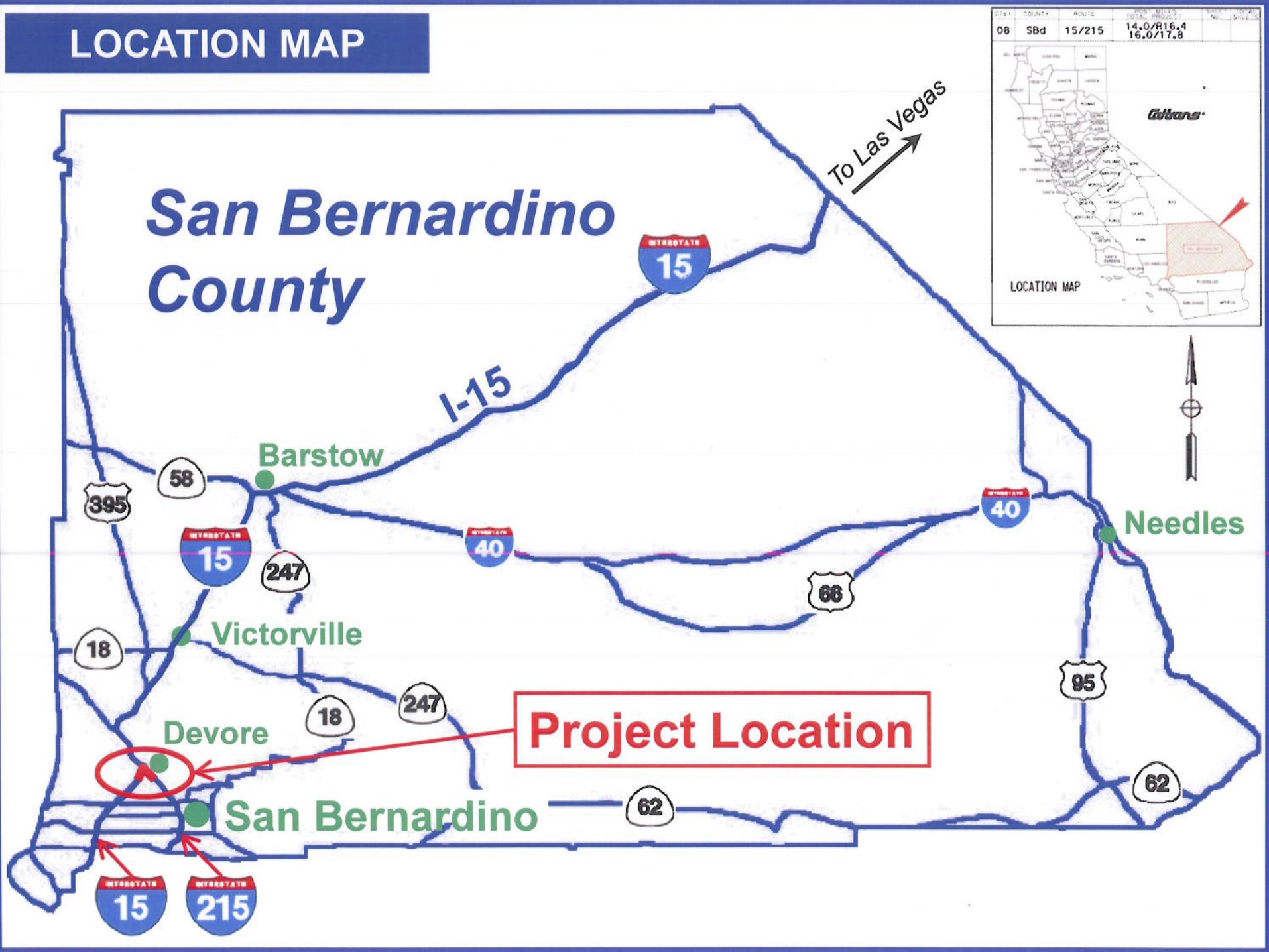

Exhibit A1

Exhibit A1

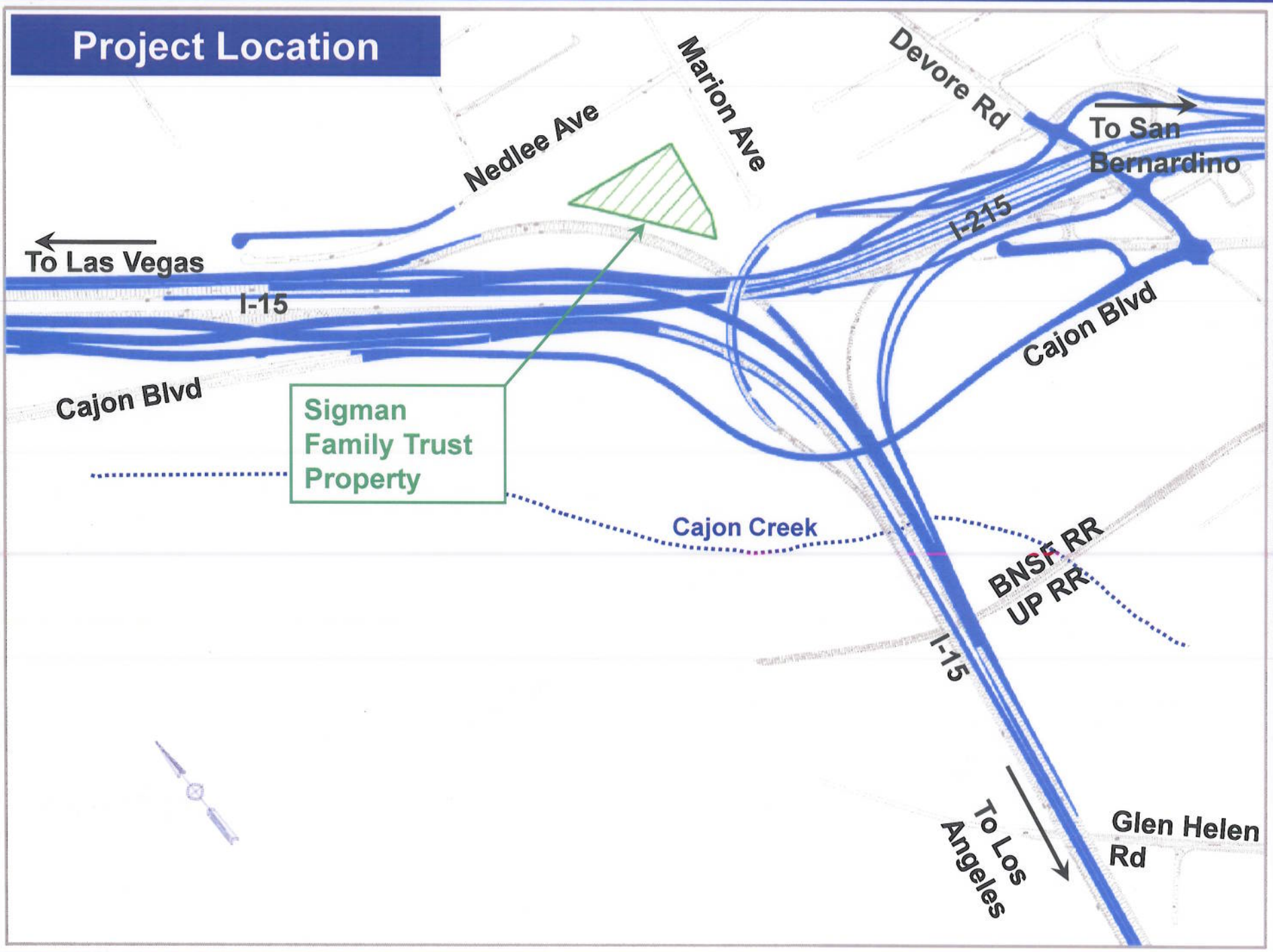

Exhibit A2

Exhibit A2

PARCEL PANEL REPORT

PARCEL DATA

Property Owners: Timothy A. Sigman, Sr. and Carol J. Sigman, Co-Trustees of the Tim and Carol Sigman Family Trust, dated June 28, 2001

Parcel Location: 1479 Nevin Road in the County of San Bernardino
Assessor Parcel Number 0349-143-34

Present Use: Single Family Residence

Zoning: RS-I – Single Residential / Glen Helen Specific Plan

Area of Property: 224,089 Square Feet (SF)

Area Required: Parcel 22537-1: 43,487 SF - Drainage Easement

PARCEL DESCRIPTION

The subject parcel consists of approximately 224,089 SF of land, and is triangular in shape and graded, with the exception of the southeastern portion the parcel which is a natural ravine handling drainage in the area. The site is zoned Single Residential, RS-1, according to the Glen Helen Specific Plan by the County of San Bernardino, and identified as Assessor's Parcel Number 0349-143-34. On-site improvements include two single family residences totaling 5,432 SF of living area plus 1,547 SF of garage area constructed in 2007. There is also one industrial storage building that totals 8,900 SF of ground floor area and 1,100 SF of storage/mezzanine area. It should be noted that the all improvements on the subject parcel are located outside the proposed acquisition area.

NEED FOR THE SUBJECT PROPERTY

A portion of the subject property is needed as a result of the I-15 / I-215 Interchange improvement project. The project requirements consist of a 43,487 SF drainage easement located in the southeastern portion of the subject property. This portion of the property is a natural ravine which handles drainage in the area. The project requirement is specifically needed to construct a drainage/debris basin at the end of an existing drainage channel/ravine before the water enters an existing drainage pipe that extends under the freeway interchange. This drainage channel/ravine is subjected to debris flows consisting

of large rock and vegetation during large rain events. Currently this channel is not accessible to the Department's maintenance staff to remove debris. The proposed drainage basin will provide a location to capture and contain debris before it enters and potentially damages/plugs the pipe. Maintenance access to the debris basin will now be provided for via Marion Avenue, located on the east side of the basin (opposite side of the ravine from the subject property).

RESOLUTION OF NECESSITY REVIEW PANEL REPORT

The Condemnation Review Panel (Panel) met in San Bernardino on September 23, 2013. The Panel members included Rene Fletcher, Panel Chair, Department of Transportation (Department) Headquarters (HQ's) Division of Right of Way and Land Surveys; Julie Del Rivo, Department Los Angeles Legal Division; Linda Fong, Department HQ's Division of Design; and Mark Zgombic, Department HQ's Division of Right of Way and Land Surveys, Secretary to the Panel. Present at the meeting were property owners Tim and Carol Sigman, and their attorney, Scott Dexter.

This report summarizes the findings of the Panel with regard to the four criteria required for a Resolution of Necessity and makes a recommendation to the Department's Chief Engineer. The primary concerns and objections expressed by the property owners are that the project is not planned or located in a manner that will be most compatible with the greatest public good with least private injury.

The following is a description of the concerns/contentions expressed by the owners' representatives, followed by the Department's response:

Owners Contend:
The Department should have informed them about how this project would impact their property before they began construction of their residences and related improvements in 2005 and completed such construction in 2007.

Department Response:
The Department received and did not object to the owners 2005 development plan; however at that time, the Department did not have any plans for this project. In December 2005, San Bernardino Associated Governments completed its Comprehensive Corridor Study. That study did not identify impacts to any property. Rather, the study only determined whether a project was necessary. It was not until 2007, when this project was scoped and after the owners had completed construction of their residences that the Department determined the owners property could be impacted. Fortunately, the Department has minimized the impacts to the owners property such that a full acquisition in no longer necessary.

Owners Contend:
The Department's appraisal should have included compensation for severance damages to their property as a result of the proposed project.

Department Response:
An analysis of severance damages was considered, and included in the Department's appraisal. Based on this analysis, the appraiser did include compensation for re-filing fees related to a Tentative Parcel Map associated with the subject property. No other severance damages were found. This is a compensation issue and outside the purview of the California Transportation Commission in the process of adopting a Resolution of Necessity.

Owners Contend:
The proposed drainage easement will impact the Tentative Parcel Map associated with the subject property and impede the potential to develop the property in the future.

Department Response:
The County of San Bernardino Planning Department has indicated that the proposed drainage easement would not impact the Tentative Parcel Map associated with the property. This is a compensation issue and outside the purview of the California Transportation Commission in the process of adopting a Resolution of Necessity.

Owners Contend:
The legal description for the proposed drainage easement needs to spell out the specific rights, terms, conditions, and obligations between the parties with regard to the construction and maintenance responsibilities, as well as liability issues for potentially contaminated water flows into the drainage basin.

Department Response:
It is not appropriate to include contractual language regarding the specific terms, conditions, and obligations between the parties within the body of legal description for the proposed drainage easement. However, the Department has agreed to work with the property owners to negotiate and establish a Maintenance Agreement to address to these matters. The legal description for the proposed drainage easement gives the Department the right to construct and maintain the drainage basin within the easement area. The Department's Maintenance Division will maintain the area on an as needed basis depending upon the frequency and severity of storm events. Removal of debris from the basin will not be done unless there is a need identified based on periodic inspections by the Department. Existing drainage flows into the ravine and the drainage basin from the surrounding area will remain the same. The responsibility and the liability for any potentially contaminated discharges into the drainage basin lie with the generator and/or responsible party of the contamination source.

Owners Contend:
Construction of the drainage basin adjacent to their property could lead to increased crime and theft. Vandals and criminals will now be able to utilize the Department's proposed access road leading to the drainage basin, cross the drainage basin, and climb up the side slope to the their property.

Department Response:
An access road down to drainage basin will be provided from Marion Avenue on the east side of the basin. This side of the basin will be fenced at the top of the slope with a locked gate for safety and security reasons and will only be accessible by the Department's Maintenance Division. Although not required by the project, in an effort to address this concern the Department has offered to install an additional fence at the top of the slope on the west side of the basin on the subject property.

Owners Contend:
The proposed Temporary Construction Easement (TCE) will interfere with access and existing parking areas and negatively disrupt the operations of their paving business.

Department Response:
Project requirements initially included a TCE located at the top of the slope adjacent to the owner's property to allow additional working room for the Design-Builder to construct the proposed drainage basin. Based on the owner's concern and after further analysis by the Design-Builder, it was agreed that the drainage basin could be constructed without the TCE. Therefore, the TCE was subsequently removed as a project requirement.

DEPARTMENT CONTACTS

The following is a summary of contacts made with the property owners:

Type of Contact	Number of Contacts
Mailing of information	6+
E-Mail of information	32+
Telephone contacts	10+
Personal/meeting contacts	8

STATUTORY OFFER TO PURCHASE

The Department has appraised the subject property and offered the full amount of the appraisal to the owners of record as required by Government Code Section 7267.2. The property owners have been notified that issues related to compensation are outside the purview of the California Transportation Commission (Commission).

PANEL RECOMMENDATION

The Panel concludes that the Department's project complies with Section 1245.230 of the Code of Civil Procedure in that:

- The public interest and necessity require the proposed project.
- The proposed project is planned or located in the manner that will be most compatible with the greatest public good and least private injury.
- The property rights to be condemned are necessary for the proposed project.
- An offer to purchase in compliance with Government Code Section 7267.2 has been made to the owners of record.

The Panel recommends submitting this Resolution of Necessity to the Commission.

_____
RENE FLETCHER
Chief
Office of Project Delivery
Division of Right of Way and Land Surveys
Panel Chair

I concur with the Panel's recommendation:

_____
KARLA SUTLIFF
Chief Engineer

PERSONS ATTENDING THE CONDEMNATION PANEL REVIEW MEETING ON SEPTEMBER 23, 2013

Rene Fletcher, HQ's Division of Right of Way and Land Surveys, Panel Chair
Julie Del Rivo, Los Angeles Legal Office Attorney, Panel Member
Linda Fong, HQ's Division of Design, Panel Member
Mark Zgombic, HQ's Division of Right of Way and Land Surveys, Panel Secretary

Tim and Carol Sigman, Property Owners
Scott Dexter, Attorney for the Property Owners

Basem Muallem, District 8, District Director
Christy Connors, District 8, Deputy District Director, Design
Syed Raza, District 8, Deputy District Director, Right of Way
Jesus Paez, District 8, Project Director
Bill Dehn, USR, Design Manager
Andrew Nelson, Atkinson Construction, Project Engineer
Dennis Saylor, San Bernardino Associated Governments, Project Manager
Terry Haines, San Bernardino Associated Governments, Right of Way
Brenda Morrison, District 8, Supervising Right of Way Agent
Min Saysay, Overland, Pacific & Cutler, Principal Transportation Programs
Maddy Rivera, Overland, Pacific & Cutler, Project Manager

Project Impact

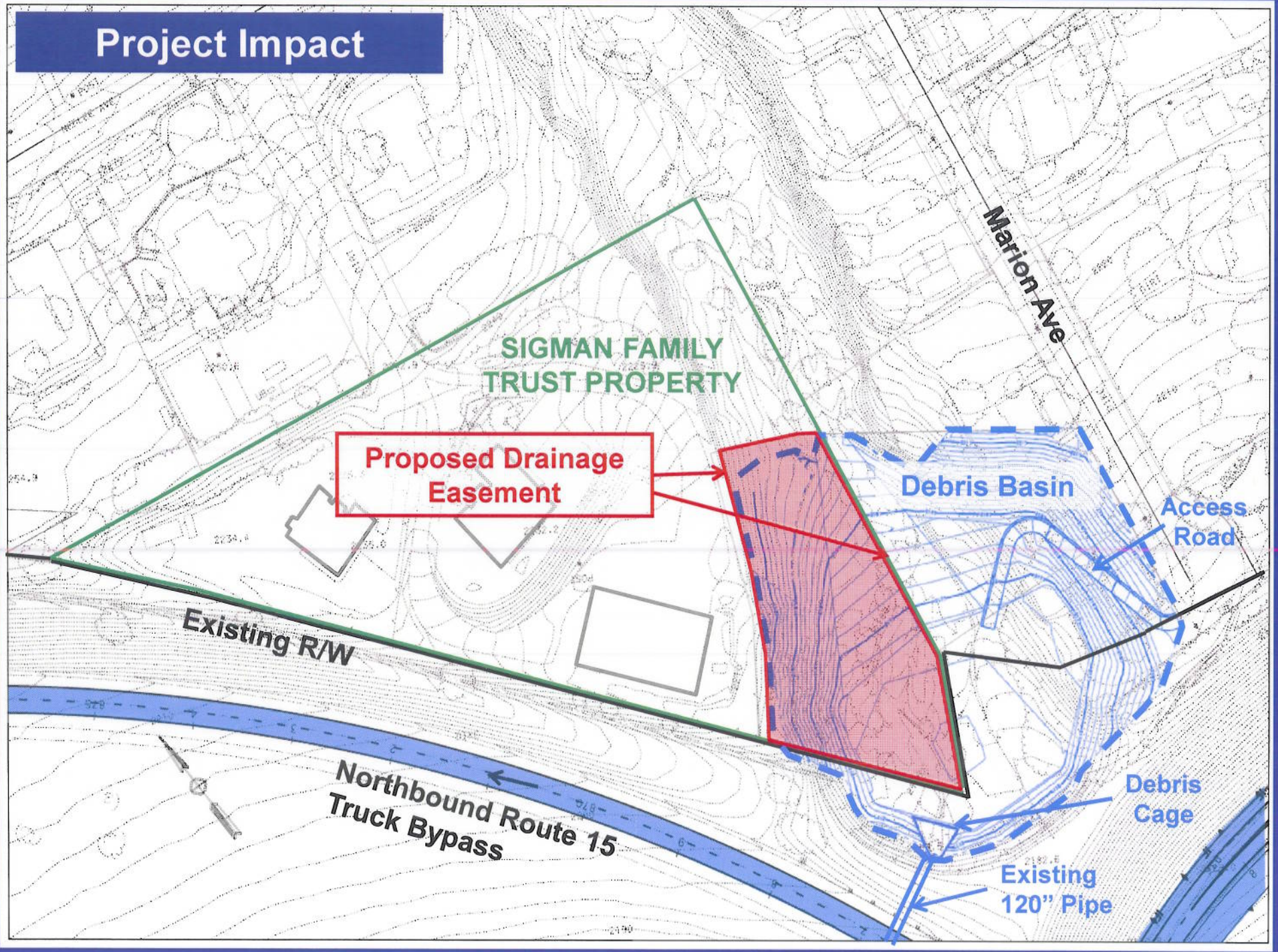

Exhibit B1

Exhibit B1

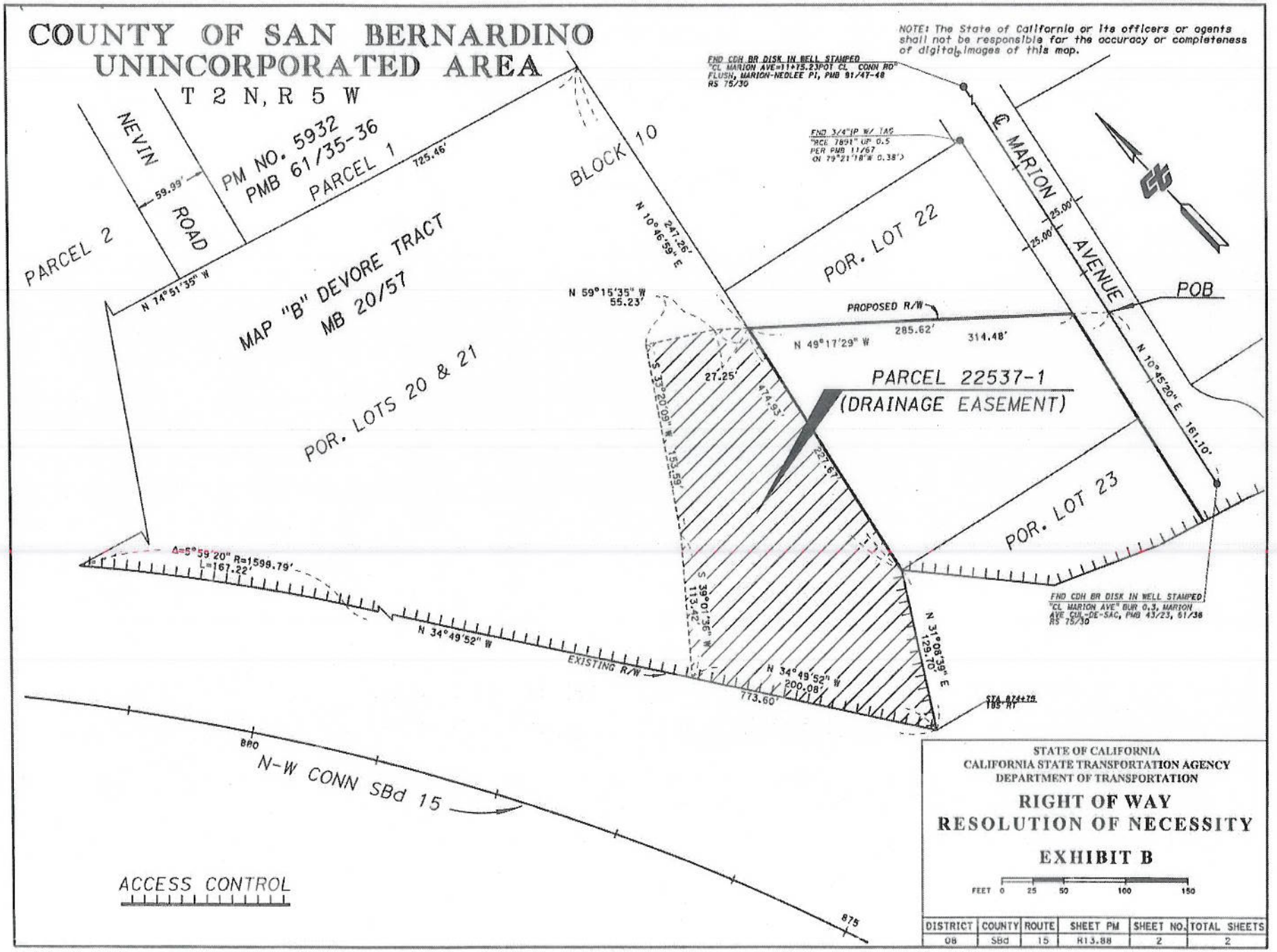
COUNTY OF SAN BERNARDINO
UNINCORPORATED AREA
T 2 N, R 5 W
NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.
FND CDH BR DISK IN WELL STAMPED "CL MARION AVE=11+75.23POT CL CONN RO" FLUSH, MARION-NEDLEE PI, PMB 91/47-48 RS 75/30
FND 3/4"IP W/ TAG "RCE 7891" UP 0.5 PER PMB 11/67 ON 79°21'18"W 0.38')
NEVIN ROAD
59.99'
PM NO. 5932
PMB 61/35-36
PARCEL 1
725.46'
PARCEL 2
N 74°51'35" W
MAP "B" DEVORE TRACT
MB 20/57
POR. LOTS 20 & 21
BLOCK 10
N 10°46'59" E
247.26'
N 59°15'35" W
55.23'
POR. LOT 22
MARION AVENUE
25.00'
25.00'
POB
PROPOSED R/W
285.62'
314.48'
N 49°17'29" W
PARCEL 22537-1
(DRAINAGE EASEMENT)
27.25'
474.93'
S 33°20'09" W
153.59'
227.67'
N 10°45'20" E
181.10'
POR. LOT 23
Δ=5°59'20" R=1599.79'
L=167.22'
N 34°49'52" W
EXISTING R/W
S 39°01'36" W
113.42'
N 34°49'52" W
200.08'
773.60'
N 31°08'39" E
129.10'
FND CDH BR DISK IN WELL STAMPED "CL MARION AVE" BUR 0.3, MARION AVE CUL-DE-SAC, PMB 43/23, 61/38 RS 75/30
STA 874+75 105' RT
880
N-W CONN SBd 15
875
ACCESS CONTROL
STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY
RESOLUTION OF NECESSITY
EXHIBIT B
FEET 0 25 50 100 150
DISTRICT 08
COUNTY SBd
ROUTE 15
SHEET PM R13.88
SHEET NO. 2
TOTAL SHEETS 2

Exhibit B2

MINUTES

CALIFORNIA TRANSPORTATION COMMISSION
http://www.catc.ca.gov

December 11, 2013
Riverside, California

1:30 PM **Commission Meeting**
Riverside County Administration Building
Supervisors' Chambers
4080 Lemon Street
Riverside, CA

1:30 PM	**GENERAL BUSINESS**				
1	Roll Call	1.1	James Ghielmetti	I	C

Chair Jim Ghielmetti	Present	Commissioner Jim Earp	Present
Commissioner Bob Alvarado	Absent	Commissioner Dario Frommer	Present
Commissioner Darius Assemi	Present	Commissioner Carl Guardino	Present
Commissioner Yvonne Burke	Absent	Commissioner Fran Inman	Present
Commissioner Lucetta Dunn	Present	Commissioner Joe Tavaglione	Present
TOTAL		**Present: 8** **Absent: 0**	
Senator Mark DeSaulnier, Ex-Officio		Present	
Assembly member Bonnie Lowenthal, Ex-Officio		Absent	

	POLICY MATTERS				
2	Hearing on the California Transportation Commission Conflict of Interest Amendment	4.13	Susan Bransen	I	C

As there was not a hearing request, staff moved to Item 3.

3	Conflict of Interest Amendment Approval	4.14	Susan Bransen	A	C

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second**: Earp **Vote result**: 8-0 **Absent**: Alvarado, Burke

	Resolutions of Necessity – Appearances				
4 8 Ayes	Resolution of Necessity – Appearance --Makram A. Hanna and Maureen T. Hanna 11-SD-11-PM 1.52 Resolution C-21102	2.4a.(5)	Stephen Maller Brent Green	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Guardino **Second**: Assemi **Vote result**: 8-0 **Absent**: Alvarado, Burke

Public Speakers:
Makram Hanna – Property owner
Floyd Davis – Davis Engineering on behalf of Makram & Maureen Hanna

Tab #	Item Description	Ref. #	Presenter	Status*

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Resolution of Necessity – Appearance, Makram A. Hanna and Maureen T. Hanna

PINK REPLACEMENT ITEM
(Attachment A only)

5 8 Ayes	Resolution of Necessity – Appearance --San Diego County Water Authority 11-SD-76-PM 16.4 Resolution C-21134	2.4a.(6)	Stephen Maller Brent Green	A	D

This Item was withdrawn prior to the CTC Meeting.

6 8 Ayes	Resolution of Necessity – Appearance --Larry Eckrote and Adele Eckrote 08-SBd-215-PM 16.95 Resolution C-21125 --Jeffery Todd Grange 08-SBd-215-PM 16.92 Resolution C-21126 --Sean S. Lee and Iris S. Lee 08-SBd-215-PM 16.84 Resolution C-21127 --The Damron Family Trust Dated January 11, 2002 08-SBd-215-PM 16.45 Resolution C-21128 --Robert W. Bird and Shelley L. Bird 08-SBd-215-PM 16.41 Resolution C-21129	2.4a.(1)	Stephen Maller Brent Green	A	D

Recommendation: Approval of Resolution C-21125
Action Taken: Approved
Motion: Assemi **Second**: Tavaglione **Vote result**: 8-0 **Absent**: Alvarado, Burke

Recommendation: Approval of Resolution C21126
Action Taken: Approved
Motion: Earp **Second**: Dunn **Vote result**: 8-0 **Absent**: Alvarado, Burke

Recommendation: Approval of Resolution C-21127
Action Taken: Approved
Motion: Assemi **Second**: Earp **Vote result**: 8-0 **Absent**: Alvarado, Burke

Recommendation: Approval of Resolution C-21128
Action Taken: Approval
Motion: Dunn **Second**: Assemi **Vote result**: 8-0 **Absent**: Alvarado, Burke

Recommendation: Approval of Resolution C-21129
Action Taken: Approval
Motion: Tavaglione **Second**: Assemi **Vote result**: 8-0 **Absent**: Alvarado, Burke

Public Speaker:
Michael Leifter – Attorney for all five property owners

Tab #	Item Description	Ref. #	Presenter	Status*	
7 8 Ayes	Resolution of Necessity – Appearance --Henry Olivier and Ileana Viscal-Olivier 08-SBd-215-PM 17.06 Resolution C-21130	2.4a.(2)	Stephen Maller Brent Green	A	D

Recommendation: Approval of Resolution C-21130
Action Taken: Approved
Motion: Tavaglione **Second**: Guardino **Vote result**: 8-0 **Absent**: Alvarado, Burke

Public Speaker:
Michael Leifter – Attorney for Henry and Ileana Olivier

8 8 Ayes	Resolution of Necessity – Appearance --San Bernardino Hotel, LLC 08-SBd-215-PM R14.75 Resolution C-21131 -- San Bernardino Development, LLC 08-SBd-215-PM R14.89 Resolution C-21132	2.4a.(3)	Stephen Maller Brent Green	A	D

Recommendation: Approval of Resolution C-21131
Action Taken: Approved
Motion: Tavaglione **Second**: Frommer **Vote result**: 8-0 **Absent**: Alvarado, Burke

Recommendation: Approval of Resolution C-21132
Action Taken: Approved
Motion: Earp **Second**: Tavaglione **Vote result**: 8-0 **Absent**: Alvarado, Burke

Public Speaker:
Michael Leifter – Attorney for both property owners

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Resolution of Necessity – Appearance
San Bernardino Hotel, LLC, ~~08-SBd-215-PM R14.75~~ **08-SBd-15-PM R14.75**, Resolution C-21131
San Bernardino Development, LLC, ~~08-SBd-215-PM R14.89~~ **08-SBd-15-PM R14.89**, Resolution C-21132
--Revise Agenda Language. Book Item is correct

9 8 Ayes	Resolution of Necessity – Appearance --Timothy A. Sigman, Sr., Co-Trustee, etc., et al. 08-SBd-15-PM R13.88 Resolution C-21133	2.4a.(4)	Stephen Maller Brent Green	A	D

Recommendation: Approval
Action Taken: Defer to January meeting
Motion: Assemi **Second**: Frommer **Vote result**: 8-0 **Absent**: Alvarado, Burke

Public Speakers:
Timothy Sigman – Property owner
Scott Dexter – Attorney for Timothy Sigman

10	Approval of Minutes for October 8, 2013	1.2	James Ghielmetti	A	C

Recommendation: Approval
Action Taken: Approved
Motion: Inman **Second**: Assemi **Vote result**: 7-0 **Absent**: Alvarado, Burke, Tavaglione

Tab #	Item Description	Ref. #	Presenter	Status*	
11	Executive Director's Report	1.3	Andre Boutros	A	C

No report was given.

12	Commission Reports	1.4	James Ghielmetti	A	C

Commissioner Dunn briefly discussed the Orange County Business Council demonstration program for District 12. She also announced that Commissioner Inman received the Southern California leadership Vision Award, celebrated the 91 groundbreaking, and the rural counties are using local dollars for expressways.

Commissioner Inman discussed the National Freight Advisory Committee's draft primary freight network needs and asked for suggested/feedback.

13	Commissioners' Meetings for Compensation	1.5	James Ghielmetti	A	C

Recommendation: Approval
Action Taken: Approved
Motion: Dunn **Second**: Tavaglione **Vote result**: 6-0 **Absent**: Alvarado, Burke, Earp, Frommer

	CALIFORNIA STATE TRANSPORTATION AGENCY REPORT				
14	Report by Agency Secretary and/or Undersecretary	1.6	Brian Kelly	I	T

California State Transportation Agency Secretary Brian Kelly discussed personnel changes, SSDI Report, and California Transportation Infrastructure Priorities including the CTIP transportation document and funding issues.

	CALTRANS REPORT				
15	Report by Caltrans' Director and/or Deputy Director	1.7	Malcolm Dougherty	I	D

Caltrans Director Malcolm Dougherty gave congratulations to the State Route 91 groundbreaking and other projects. He also briefly discussed the 2013 California Rail Plan, Freight Mobility Plan, National Freight Network, Main Street California document.

	UNITED STATES DEPARTMENT OF TRANSPORTATION REPORT				
16	Report by FHWA California Division Administrator	1.11	Vincent Mammano	I	R

U.S. Department of Transportation, Federal Highway Administration, Division Administrator, Vince Mammano announced the appointment of the new acting Secretary Victor Mendez and he also gave congratulations to the Calticott tunnel opening. He discussed the extension of freight network, leadership issues including MAP 21 Coordination Workshop, and Buy America.

	LOCAL REPORTS				
17	Welcome to the Region	1.12	Anne Mayer Tom Kirk	I	R

Anne Mayer, Executive Director, Riverside Transportation Commission and Tim Kirk, Executive Director Coachella Valley Association of Governments welcomed the Commission and staff to the region.

18	Report by Regional Agencies Moderator	1.8	Adriann Cardoso	I	R

Adriann Cardoso gave an update on activities of the regional agencies

19	Report by Rural Counties Task Force Chair	1.9	Sharon Scherzinger	I	R

Sharon Scherzinger reported on the Rural Counties Task Force activities.

20	Report by Self-Help Counties Coalition Chair	1.10	Andy Chesley	I	R

Wendy Stragg, SANBAG, gave report of the Self-Help Counties Coalition.

Tab #	Item Description	Ref. #	Presenter	Status*	
	POLICY MATTERS				
21	Update on State Route 710 North Study	4.9	Carrie Bowen Doug Failing	I	D/ R

Carrie Bowen, Caltrans District 10 Director, and Doug Failing, LA Metro Highway Programs Executive Director, gave a brief update on the State Route 710 North Study via PowerPoint.

Public Speakers:
Anthony Poctantunu – representing himself
Odum Stamps – Former Mayor of City of South Pasadena
Joe Cano – El Sereno
Councilperson Barbara Messina – City of Alhambra
Richard Schneider, MD – Mayor, City of South Pasadena
Councilmember Ronald Voss – City of La Canada Flintridge
Diana Mahmud – South Pasadena City Council Memberf
Dr. Bill Sherman
Richard Helgeson – representing himself
Janice SooHoo – No 710 Action Committee
Harry A. Knapp – No 710 Action Committee
Sylvia Plummer – No 710 Action Committee
Joanne Nuckols – No 710 Action Committee
Leland Dolley – 710 Supports
MaryLou Echternach – Director John Fasana Board of Directors LACMTA

22	California Transportation Infrastructure Priorities	4.3	Brian Kelly	I	T

This Item was discussed under Agenda Item 15.

23	Buy America Update	4.16	Brent Green	I	D

Gary Gutierrez from Caltrans gave a brief update on Buy America.

Public Speakers:
Jeff Kagan – Southern California Edison
Valerie Winn – Pacific, Gas and Electric Company
Michael Riley – Verizon

24	Active Transportation Program Update	4.15	Mitchell Weiss	I	C

Per Chair Ghielmetti, staff received written statements on this item. CTC Deputy Director, Mitch Weiss, added that workgroups are subgroups are scheduled for individuals to give comments.

Public Speakers: (Did not speak)
Sarah Jepson – SVAG
Rye Baerg – Safe Routes to School National Partnership
Wendy Alfsen – California Walks & Equity Network

25	Active Transportation Program Fund Estimate Resolution G-13-17	4.4	Mitchell Weiss Athena Gliddon	A	C/ D

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second**: Assemi **Vote result**: 8-0 **Absent**: Alvarado, Burke

Public Speakers: (Did not speak)
Rye Baerg – Safe Routes to School National Partnership
Wendy Alfsen – California Walks & Equity Network

Tab #	Item Description	Ref. #	Presenter	Status*	
	INFORMATION CALENDAR		Stephen Maller		
26	**Informational Reports on Allocations Under Delegated Authority** -- Emergency G-11 Allocations *(2.5f.(1))*: $15,870,00 for 10 projects. -- SHOPP Safety G-03-10 Allocations *(2.5f.(3))*: $386,000 for one project. -- Minor G-05-05 Allocations *(2.5f.(4))*: $3,190,000 for four District minor projects.	2.5f.	Juan Guzman Rachel Falsetti	I	D

This Item was presented as part of the Information Calendar.

27	Monthly Report on Projects Amended into the SHOPP by Department Action	3.1	Juan Guzman Rachel Falsetti	I	D

This Item was presented as part of the Information Calendar.

28	Status of Construction Contract Award for State Highway Projects, per Resolution G-06-08	3.2a	Juan Guzman Rachel Falsetti	I	D

This Item was presented as part of the Information Calendar.

29	Monthly Status of Construction Contract Award for Local Assistance STIP Projects, per Resolution G-06-08	3.2b	Juan Guzman Rachel Falsetti	I	D

This Item was presented as part of the Information Calendar.

30	Monthly Report on Local and Regional Agency Notices of Intent to Expend Funds on Programmed STIP Projects Prior to Commission Allocation per SB 184	3.4	Juan Guzman	I	C

This Item was presented as part of the Information Calendar.

31	Notification of AB 1012 “Use It or Lose It” Provision for FFY 2012 Unobligated CMAQ and RSTP Funds	3.5	Laurel Janssen Rihui Zhang	I	D

This Item was withdrawn at the meeting. No notices of intent received.

32	First Quarter FY 2013-14 – Finance Report	3.7	Mitchell Weiss Ron Sheppard	I	D

This Item was presented as part of the Information Calendar.

33	First Quarter FY 2013-14 – Rail Operations Report	3.8	Juan Guzman Bill Bronte	I	D

This Item was presented as part of the Information Calendar.

34	Proposition 1B – Quarterly Reports --Corridor Mobility Improvement Account *(3.9a.)* --Route 99 Corridor *(3.9b.)* --Local Bridge Seismic Retrofit Program *(3.9c.)* --State-Local Partnership Program *(3.9d.)* --Traffic Light Synchronization Program *(3.9e.)* --Highway-Rail Crossing Safety Account *(3.9f.)* --Intercity Rail Improvement Program *(3.9g.)* --Trade Corridor Improvement Fund *(3.9h.)*	3.9	Stephen Maller Rachel Falsetti	I	D

This Item was presented as part of the Information Calendar.

Tab #	Item Description	Ref. #	Presenter	Status*	
35	First Quarter FY 2013-14 – Project Delivery Report	3.10	Stephen Maller Jim Davis	I	D

This Item was presented as part of the Information Calendar.

36	Quarterly Report – Local Assistance Lump Sum Allocation for the period ending September 30, 2013	3.11	Laurel Janssen Rihui Zhang	I	D

This Item was presented as part of the Information Calendar.

37	Report on Investments to State Highway System by Outside Funding Sources	4.8	James Davis Mitchell Weiss	I	D

This Item was presented as part of the Information Calendar.

	CONSENT CALENDAR	Stephen Maller

Agenda Item 54 was added to the Consent Calendar at the CTC meeting.

Recommendation: Approval as amended
Action Taken: Approved as amended
Motion: Tavaglione **Second**: Assemi **Vote result**: 7-0 **Absent**: Alvarado, Burke

38	Financial Allocation Amendment: Reduce the original SR 99 Corridor Bond Program allocation for construction by $392,000, from $1,500,000 to $1,108,000, from the State Route 99/Elkhorn Boulevard Improvements project (PPNO 6917) in Sacramento County, and revise the project funding plan. Resolution R99-AA-1314-02, Amending Resolution R99-A-1213-06 Resolution R99-PA-1314-03, Amending Resolution R99-P-1213-08	2.1c.(2)/ 2.5g.(2)	Stephen Maller Rachel Falsetti	A	D

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

39	Submittal of Notice of Preparations for Comments: 04- Alameda County Creation of a 170 acre park to provide bicycle/pedestrian trail connections, recreational opportunities, and Bay access at the east touchdown of the San Francisco-Oakland Bay Bridge in the City of Oakland. (NOP)	2.2a.(1)	Laura Pennebaker	A	C

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

Tab #	Item Description	Ref. #	Presenter	Status*	
40	Approval of Projects for Future Consideration of Funding and/or Route Adoption: 02-Sis-96, PM 56.0 Fort Goff Creek Fish Passage Project Replace culvert with new bridge on SR-96 in Siskiyou County (MND) (EA 4E6300) (SHOPP) Resolution E-13-81 04-Son-116, PM 13.6/13.9 Pocket Canyon Creek Retaining Wall Project Roadway improvements and damage repair on SR-116 in Sonoma County. (MND) (PPNO 0816K) (SHOPP) Resolution E-13-82 05-SLO-101, PM 63.2/R69.3, 05-Mon-101, PM R0.0/1.9 North Paso Robles 101 Rehabilitation Project Roadway improvements along a portion of U.S. 101 in San Luis Obispo and Monterey Counties. (MND) (PPNO 0040B) (SHOPP) Resolution E-13-83 08-SBd-138, PM 0.0/R15.2, 07-LA-138, PM 69.3/74.9 State Route 138 Widening Project Widen a portion of SR 138 from two lanes to four lanes in San Bernardino and Los Angeles Counties. (MND) (PPNO 0239D) (STIP) Resolution E-13-84 08-Riv-10, PM 51.7/R53.1 Interstate 10/Jefferson Street Interchange Improvement Project Roadway improvements to an existing interchange on I-10 in Riverside County. (MND) (PPNO 0053A) (STIP) Resolution E-13-85	2.2c.(1)	Laura Pennebaker Katrina Pierce	A	D

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

41	Approval of Project for Future Consideration of Funding: 06-Ker-Rail BSNF/UPRR Mojave Subdivision Tehachapi Rail Improvement Project Add second tracks along two segments of the existing BNSF/UPRR tracks in Kern County. (FEIR) (PPNO TC06) (TCIF) Resolution E-13-86 *(Related Item under Tab 66.) 2.5g.(5b).*	2.2c.(2)	Laura Pennebaker Katrina Pierce	A	D

This Item was withdrawn prior to the CTC meeting.

42	A Route Adoption as a freeway at -- 04-Sol-680-PM 11.2/13.1 Route 680 from Red Top Road to Route 80, in the county of Solano. Resolution HRA 13-03	2.3a.	Stephen Maller Tim Craggs	A	D

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

Tab #	Item Description	Ref. #	Presenter	Status*	
43	Five Relinquishment Resolutions – -- 05-SB-225-PM 0.05/R4.55 Right of way on Route 225 on Las Positas Road, Cliff Drive, and Castillo Street, in the city of Santa Barbara. Resolution R-3883 *(Related Item under Tab 47.) 2.5a.* -- 07-LA-405-PM 27.0/27.1 Right of way adjacent to Route 405 and 101 between Sawtelle Boulevard and Barman Avenue, in the city of Culver City. Resolution R-3889 -- 10-Cal-4-PM R14.7 Right of way along Route 4 on Pool Station Road, in the county of Calaveras. Resolution R-3890 -- 11-SD-905-PM R8.8/R11.0 Right of way along Route 905 between Britannia Boulevard and Airway Road, in the city of San Diego. Resolution R-3891 -- 11-SD-905-PM 8.2/R8.8 Right of way along Route 905 between Cactus Road and Britannia Boulevard, in the city of San Diego. Resolution R-3892	2.3c.	Stephen Maller Tim Craggs	A	D

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

44	One Vacation Resolution – -- 10-Cal-4-PM R14.5/R14.7 Right of way along Route 4 at Pool Station Road, in the county of Calaveras. Resolution A-893	2.3d.	Stephen Maller Tim Craggs	A	D

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

45 8 Ayes	28 Resolutions of Necessity --Resolutions C-21136 through C-21163	2.4b.	Stephen Maller Brent Green	A	D

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

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
~~28~~ **27** Resolutions of Necessity
Resolutions C-21136 through **C-21148 and C-21150 through** C-21163
Resolution C-21149 (Jonathan G. Quass and Lena R. Quass, Parcel 22846-1, 2, EA 043519) ***Withdrawn prior to the CTC Meeting.***

46	Director's Deeds --Items 1 through 31 Excess Lands – Return to State: $4,844,548 Return to Others: $0	2.4d.	Stephen Maller Brent Green	A	D

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

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Director's Deeds
➢ Item 27 (04-CC-4, PM 22.6, #DK 006966-02-01, Randy G. Baugh) ***Withdrawn at the CTC Meeting***

Tab #	Item Description	Ref. #	Presenter	Status*	
47	Financial Allocation: $1,081,000 for two District Minor projects. Resolution FP-13-25 *(Related Item under Tab 43.) 2.3c.*	2.5a.	Juan Guzman Rachel Falsetti	A	D

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

48	Financial Allocation Amendment: Reduce the Proposition 1B TCIF/SHOPP allocation for construction by $10,112,000, from $41,750,000 to $31,638,000, for TCIF Project 5 (I-580 Eastbound Truck Climbing Lane project (PPNO 0104) in Alameda County. Resolution FP-13-27, Amending Resolution FP-13-15 Resolution TCIF-AA-1314-05, Amending ResoltuionTCIF-AA-1314-03	2.5b.(5)	Stephen Maller Rachel Falsetti	A	D

This Item was withdrawn prior to the CTC meeting.

49	Financial Allocation Amendment: Revise the allocation amount by $173,529, from $447,268 to $273,739, for the Proposition 1B TLSP Interstate 805 Corridor project in San Diego County. Resolution TLS1B-AA-1314-01, Amending Resolution TLS1B-AA-1112-003	2.5g.(7b)	Teresa Favila Dennis Agar	A	D

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

50	Financial Allocation Amendment: Rescind the de-allocation amount of $1,681 from the Proposition 1B TLSP project in the city of Rancho Cordova. Resolution TLS1B-AA-1314-02, Amending Resolution TLS1B-AA-1112-005	2.5g.(7c)	Teresa Favila Dennis Agar	A	D

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

51	State and Federal Legislative Matters	4.1	Laura Pennebaker	A	C

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

	END OF CONSENT CALENDAR

	PROJECT BUSINESS MATTERS				
52	LACMTA Request to Retain Proceeds from the Sale of Excess Property Purchased with Proposition 108 Funds Resolution G-13-16, Amending Resolution BFP-91-18 and Fund Transfer Agreement (FTA) 75S837	4.5	Juan Guzman	A	C

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second**: Inman **Vote result**: 8-0 **Absent**: Alvarado, Burke

53	Proposition 1B Intercity Rail Improvement Program Amendment Resolution ICR1B-P-1314-02, Amending Resolution ICR1B-P-1314-01	4.6	Juan Guzman Bill Bronte	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second**: Frommer **Vote result**: 8-0 **Absent**: Alvarado, Burke

Tab #	Item Description	Ref. #	Presenter	Status*	
	TCRP Amendment for Action				
54	The Contra Costa Transportation Authority and the Department propose to amend TCRP Project 16.2 (Route 4 Widening – Love-ridge to Somersville) to reprogram and re-allocate $311,000 from Right of Way to Construction Support, and also re-allocate $310,000 previously allocated Right of Way funds. Resolution TAA-13-02, Amending Resolution TAA-09-07 Resolution TFP-13-04, Amending Resolution TFP-09-09	2.1a./ 2.6e.	Juan Guzman Rachel Falsetti	A	D

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

	Environmental Matters – Approval of Projects for Future Consideration of Funding, Route Adoption or New Public Road Connection (Final Negative Declaration or EIR)				
55	Approval of Project for Future Consideration of Funding and a New Public Road Connection: 06-Fre-99, PM 28.8/30.11 Veterans Boulevard/State Route 99 Interchange Project/Veterans Boulevard Grade Separation Project Roadway improvements including a new interchange on SR 99 in Fresno County. (FEIR) (EA 0H360) (Local) Resolution E-13-87 *(Related Item under Tab 56.) 2.3b.*	2.2c.(3)	Laura Pennebaker Katrina Pierce	A	D

Recommendation: Approval of Items 55 and 56 as revised
Action Taken: Approved
Motion: Guardino **Second**: Frommer **Vote result**: 7-0 **Absent**: Alvarado, Assemi, Burke
Recuse: Assemi (His company owns property in vicinity)

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Approval of Project for Future Consideration of Funding and a New Public Road Connection for the Veterans Boulevard/State Route 99 Interchange Project/Veterans Boulevard Grade Separation Project (EA 0H360)
--Revise Book Item Resolution; Item 2.1 should read as "… to allow for consideration of funding **and a new public road connection**."

	New Public Road Connections				
56	-- New Public Road Connection to State Route 99 at Veterans Boulevard, in the city of Fresno. 06-Fre-99-PM 29.5 Resolution S-758 *(Related Item under Tab 55.) 2.2c.(3)*	2.3b.	Stephen Maller Tim Craggs	A	D

Recommendation: Approval of Items 55 and 56
Action Taken: Approved **Recuse**: Assemi
Motion: Guardino **Second**: Frommer **Vote result**: 7-0 **Absent**: Alvarado, Assemi, Burke
Recuse: Assemi (His company owns property in vicinity)

	Financial Allocations for SHOPP Projects				
57	Financial Allocation: $67,165,000 for 14 SHOPP projects, programmed, as follows: --$61,723,000 for 12 SHOPP projects. --$5,442,000 for two projects amended into the SHOPP by Departmental action. Resolution FP-13-26	2.5b.(1)	Juan Guzman Rachel Falsetti	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Frommer **Second**: Assemi **Vote result**: 8-0 **Absent**: Alvarado, Burke

Tab #	Item Description	Ref. #	Presenter	Status*	
58	Financial Allocation: $170,000 for the Federally Earmarked Fort Goff Creek Culvert project near Seiad Valley (EA 4E6304) in Siskiyou County. Resolution FP-13-28	2.5b.(3)	Juan Guzman Rachel Falsetti	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second**: Dunn **Vote result**: 8-0 **Absent**: Alvarado, Burke

	Financial Allocations for STIP Projects				
59	Financial Allocation: $34,599,000 for two State administered STIP projects on the State Highway System. Contributions from other sources: $41,377,000. Resolution FP-13-29	2.5c.(1a)	Laurel Janssen Rachel Falsetti	A	D

Recommendation: Approval of items 59 and 60
Action Taken: Approved
Motion: Earp **Second**: Assemi **Vote result**: 8-0 **Absent**: Alvarado, Burke

60	Financial Allocation: $1,182,000 for the State administered STIP TE LA-5 Vine Planting Corridor Enhancement project (PPNO 4331) in Los Angeles County, on the State Highway System. Resolution FP-13-30	2.5c.(1b)	Laurel Janssen Rachel Falsetti	A	D

Recommendation: Approval of items 59 and 60
Action Taken: Approved
Motion: Earp **Second**: Assemi **Vote result**: 8-0 **Absent**: Alvarado, Burke

61	Financial Allocation: $20,000,000 for the locally administered STIP Golden Gate Movable Median Barrier project (PPNO 2014U) in San Francisco County, on the State Highway System. Contributions from other sources: $6,500,000. Resolution FP-13-31	2.5c.(2)	Laurel Janssen Rachel Falsetti	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Frommer **Second**: Dunn **Vote result**: 8-0 **Absent**: Alvarado, Burke

Public Speaker:
Dennis Mulligan – Golden Gate Bridge, Highway & Transportation District

62	Financial Allocations: $4,863,000 for nine locally administered STIP projects off the State Highway System, as follows: --$1,058,000 for three STIP projects. --$3,459,000 for four STIP Transportation Enhancement projects. --$346,000 for two STIP Planning, Programming, and Monitoring projects. Contributions from other sources: $565,540. Resolution FP-13-32	2.5c.(3a)	Laurel Janssen Rachel Falsetti	A	D

Recommendation: Approval as revised
Action Taken: Approved as revised
Motion: Tavaglione **Second**: Assemi **Vote result**: 8-0 **Absent**: Alvarado, Burke

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Financial allocations for locally administered STIP projects off the SHS
--Revise Attachment and Vote List for Project 6 (PPNO 04-9035K); correct the recipient as ~~Santa Clara County~~ **City of Campbell**.
--Agenda Language and Book Item are correct.

Tab #	Item Description	Ref. #	Presenter	Status*	
	Advance Financial Allocations for STIP TE Projects				
63	Advance Financial Allocation: $641,000 for the locally administered Las Tunas Drive Streetscape Enhancements STIP TE project, off the State Highway System, in Los Angeles County, programmed in FY 14-15. Contributions from other sources: $399,000 Resolution FP-13-__	2.5c.(4)	Laurel Janssen Rachel Falsetti	A	D

This Item was withdrawn prior to the CTC meeting.

	Financial Allocations for Proposition 1B LBSRA Projects				
64	Financial Allocation: $11,201,406 for Proposition 1B Local Bridge Seismic Retrofit Program Bond Lump Sum for Fiscal Year 2013-14 Resolution LSB1B-A-1314-01	2.5g.(4)	Stephen Maller Rihui Zhang	A	D

Recommendation: Approval of Items 64, 65, 67 and 68
Action Taken: Approved
Motion: Tavaglione **Second**: Earp **Vote result**: 8-0 **Absent**: Alvarado, Burke

	Financial Allocations for Proposition 1B TCIF Projects				
65	Financial Allocation: $4,361,000 for the locally administered TCIF Project 97-Feather River Boulevard / SR70 Interchange (PPNO 0363D) project, in Yuba County, on the State Highway System. Contributions from other sources: $12,139,000. Resolution TCIF-A-1314-09	2.5g.(5a)	Stephen Maller Rachel Falsetti	A	D

Recommendation: Approval of Items 64, 65, 67 and 68
Action Taken: Approved
Motion: Tavaglione **Second**: Earp **Vote result**: 8-0 **Absent**: Alvarado, Burke

66	Financial Allocation: $12,270,000 for the state administered TCIF Project 6 –Tehachapi Trade Corridor Rail Improvement (PPNO TC06) project, in Kern County. Contributions from other sources: $12,270,000. Resolution TCIF-A-1314-10 *(Related Item under Tab 41) 2.2c.(2.)*	2.5g.(5b)	Stephen Maller Bill Bronte	A	D

This Item was withdrawn prior to the CTC meeting.

	Financial Allocations for Proposition 1B TLSP Projects				
67	Financial Allocation: $6,515,500 for the ATCS –Santa Monica Freeway Corridor-Phase 2 TLSP project, in the city of Los Angeles. Resolution TLS1B-A-1314-02	2.5g.(7a)	Teresa Favila Dennis Agar	A	D

Recommendation: Approval of Items 64, 65, 67 and 68
Action Taken: Approved
Motion: Tavaglione **Second**: Earp **Vote result**: 8-0 **Absent**: Alvarado, Burke

	Financial Allocations for Proposition 1B HRCSA Projects				
68	Financial Allocation: $1,325,000 for the locally administered Branford Street Grade Crossing Improvement HRCSA project, Los Angeles County. Contributions from other sources: $1,723,000. Resolution GS1B-A-1314-02	2.5g.(9)	Teresa Favila Bill Bronte	A	D

Recommendation: Approval of Items 64, 65, 67 and 68 as revised
Action Taken: Approved as revised
Motion: Tavaglione **Second**: Earp **Vote result**: 8-0 **Absent**: Alvarado, Burke

Tab #	Item Description	Ref. #	Presenter	Status*	

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Financial Allocation for the locally administered Branford Street Grade Crossing Improvement HRCSA project
--Revise Attachment and Vote List; correct the Project ID as ~~0014000026~~ **0014000086**.
--Agenda Language and Book Item are correct.

	Financial Allocations for Proposition 1B Intercity Rail (ICR) Improvement Projects				
69	Financial Allocation: $10,500,000 for two State administered RAIL projects. Resolution ICR1B-A-1314-01	2.5g.(8)	Juan Guzman Bill Bronte	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second**: Assemi **Vote result**: 8-0 **Absent**: Alvarado, Burke

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Financial Allocation: ~~$10,500,000 for two State administered RAIL projects~~ **$4,000,000 for the State administered ICR Van Nuys North Platform Project in Los Angeles County**
--Revise Agenda Language. Book Item, Attachment, and Vote List are correct.

	Financial Allocations for STIP Transit Projects				
70	Financial Allocation: $300,000 for the locally administered Purchase Two Transit Vehicles (PPNO 2436) Transit project, in Lassen County. Resolution MFP-13-04	2.6a.(1)	Juan Guzman Jane Perez	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Dunn **Second**: Frommer **Vote result**: 8-0 **Absent**: Alvarado, Burke

	Financial Allocations for STIP Rail Projects				
71	Financial Allocation: $6,600,000 for a State administered Northern California Maintenance Facilities (PPNO 2095) Rail project, in various counties. Resolution MFP-13-05	2.6a.(2)	Juan Guzman Bill Bronte	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Earp **Second**: Dunn **Vote result**: 8-0 **Absent**: Alvarado, Burke

	Fourth Quarter CMAQ and RSTP Report				
72	Fourth Quarter – Balance Report and AB 1012 "Use It or Lose It" Provision for FFY 2011 Unobligated CMAQ and RSTP Funds	3.12	Laurel Janssen Rihui Zhang	I	D

CTC Deputy Director, Laurel Janssen, gave a brief update on the Balance Report and AB 1012 "Use It or Lose It" Provision for FFY 2011 Unobligated CMAQ and RSTP Funds.

73	Request for Waiver of AB 1012 "Use it or Lose it" Provisions for FFY 2011 Unobligated CMAQ funds for $417,454 for the Madera County Transportation Commission. Waiver 13-61	2.8f.(1)	Laurel Janssen Rihui Zhang	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Assemi **Second**: Frommer **Vote result**: 8-0 **Absent**: Alvarado, Burke

Tab #	Item Description	Ref. #	Presenter	Status*	
74	Request for Waiver of AB 1012 "Use it or Lose it" Provisions for FFY 2011 Unobligated CMAQ funds for $232,430 for the Mariposa County Local Transportation Commission. Waiver 13-62	2.8f.(2)	Laurel Janssen Rihui Zhang	A	D

This Item was withdrawn prior to the CTC meeting.

	Time Extension Requests per CTC Resolution G-06-08, Resolution G-06-20, STIP Guidelines, Section 65 – Timely Use of Funds / Proposition 116 Waiver Requests / Miscellaneous Requests				
	Request to Extend the Period of Contract Award				
75	Request to extend the period of contract award for ten locally-administered STIP projects, off the State Highway System, totaling $16,533,000 per Resolution G-06-08. Waiver 13-52	2.8b.(1)	Juan Guzman Rihui Zhang	A	D

Recommendation: Approval as revised
Action Taken: Approved as revised
Motion: Tavaglione **Second**: Assemi **Vote result**: 8-0 **Absent**: Alvarado, Burke

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Request to extend the period of contract award for locally administered STIP projects off the SHS
- Project 7 (PPNO 08-1111N) ***Withdrawn prior to the CTC Meeting.***
- Project 10 (PPNO 10-0018E) ***Withdrawn prior to the CTC Meeting.***

				Extension	Recommendations		
Proj #	**PPNO**	**County**	**Agency**	**Request**	**Caltrans**	**CTC Staff**	**Notes**
1	05-2297	MON	Marina	6 months	6 months	6 months	CON must coincide with spineflower sea-son
2	07-4318	LA	Lancaster	3 months	3 months	3 months	Non-responsive, 2nd bid high, re-advertise
3	07-3565M	VEN	Ventura	6 months	6 months	**4 months (4/30/14)**	No bids, revised plans, re-advertise
4	07-3565N	VEN	Camarillo	6 months	6 months	**4 months (4/30/14)**	Bid non-responsive, simplified plans, re-adv
5	07-4544	LA	Santa Moni-ca	18 months	18 months	18 months	To coordinate w/regional bike share program
6	08-1111L	SBD	Rialto	3 months	3 months	3 months	Delayed by switching from TE to AC funding
7	~~**08-1111N**~~	~~**SBD**~~	~~**SANBAG**~~	~~**8 months**~~	~~**8 months**~~	~~**4 months (4/30/14)**~~	**Withdrawn prior to meeting - awarded**
8	09-2546	MNO	Mammoth Lakes	6 months	Neutral	**DENY**	No unforeseen reason, poor planning
9	10-0018C	SJ	Manteca	3 months	3 months	3 months	Delays with R/W certi-fication
10	~~**10-0018e**~~	~~**SJ**~~	~~**Stockton**~~	~~**2 months**~~	~~**2 months**~~	~~**2 months**~~	**Withdrawn prior to meeting - awarded**

76	Request to extend the period of contract award for eight locally administered SLPP projects, off the State Highway System, totaling $4,640,000 per SLPP Guidelines. Waiver 13-53	2.8b.(2)	Juan Guzman Rihui Zhang	A	D

Recommendation: Approval as revised
Action Taken: Approved as revised
Motion: Dunn **Second**: Assemi **Vote result**: 8-0 **Absent**: Alvarado, Burke

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Request to extend the period of contract award for locally administered SLPP projects off the SHS
- Project 5 (State Route 180 West Frontage Road project) ***Withdrawn prior to the CTC Meeting.***

Tab #	Item Description	Ref. #	Presenter	Status*	

Proj #	PPNO	County	Agency	Extension Request	Recommendations Caltrans	Recommendations CTC Staff	Notes
1	01-xxxx	MEN	Point Arena	4 months	4 months	4 months	Change in project delivery plan
2	03-xxxx	PLA	Lincoln	12 months	12 months	12 months	Delay with utility agreement- Buy America
3	06-xxxx	FRE	Fresno-Audobon	6 months	6 months	6 months	Redesign due to recent development
4	06-xxxx	FRE	Fresno-Shield	6 months	6 months	6 months	Redesign due to recent development
5	~~06-xxxx~~	~~FRE~~	~~Fresno-Rt 180~~	~~6 months~~	~~6 months~~	~~6 months~~	**Withdrawn prior to meeting - awarded**
6	06-xxxx	MAD	Chowchilla	3 months	3 months	3 months	Delay award until asphalt paving can begin
7	08-xxxx	RIV	Moreno Valley	6 months	6 months	6 months	Funding adjustment needed prior to award
8	08-xxxx	SBD	Montclair	8 months	8 months	8 months	Delayed by change in project design

77	Request to extend the period of contract award for the East Fork Road over North Fork San Gabriel River Local Bridge Seismic Retrofit project in Placer County, for $229,819, per LBSRA Guidelines. Waiver 13-54	2.8b.(3)	Juan Guzman Rihui Zhang	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Assemi **Second**: Tavaglione **Vote result**: 8-0 **Absent**: Alvarado, Burke

Proj #	PPNO	County	Agency	Extension Request	Recommendations Caltrans	Recommendations CTC Staff	Notes
1	07-xxxx	LA	LA County	8 months	8 months	8 months	Non-responsive low bidder, to 2nd bidder

78	Request to extend the period of contract award for the Downtown San Bernardino Passenger Rail project in San Bernardino County, per SLPP Guidelines. Waiver 13-55	2.8b.(4)	Juan Guzman Jane Perez	A	D

This Item was withdrawn prior to the CTC meeting.

Proj #	PPNO	County	Agency	Extension Request	Recommendations Caltrans	Recommendations CTC Staff	Notes
1	~~08-1111N~~	~~SBD~~	~~SANBAG~~	~~6 months~~	~~6 months~~	~~4 months (4/30/14)~~	**Withdrawn prior to meeting - awarded**

79	Request to extend the period of contract award for six SHOPP projects for $4,650,000 and one multi-funded SHOPP/SLPP project for $16,423,000, per Resolution G-06-08. Waiver 13-56	2.8b.(5)	Juan Guzman Rachel Falsetti	A	D

Recommendation: Approval as revised
Action Taken: Approved
Motion: Tavaglione **Second**: Assemi **Vote result**: 8-0 **Absent**: Alvarado, Burke

Tab #	Item Description	Ref. #	Presenter	Status*

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Request to extend the period of contract award for SHOPP projects and one SHOPP/SLPP project off the SHS
- Project 2 (PPNO 05-2271) ***Withdrawn at the CTC Meeting.***
- Project 3 (PPNO 06-6328) ***Withdrawn at the CTC Meeting.***

Proj #	PPNO	County	Agency	Extension Request	Recommendations Caltrans	Recommendations CTC Staff	Notes
1	04-0107F	ALA-580	Caltrans-SHOPP	5 months	5 months	5 months	Bids high, reject and re-advertise
2	~~05-2271~~	~~SCR-1~~	~~Caltrans-SHOPP~~	~~12 months~~	~~12 months~~	~~12 months~~	**Withdrawn prior to meeting - awarded**
3	~~06-6328~~	~~FRE-180~~	~~Caltrans-SHOPP~~	~~6 months~~	~~6 months~~	~~6 months~~	**Withdrawn prior to meeting - awarded**
4	06-6547	FRE-180	Caltrans-SHOPP	4 months	4 months	4 months	Bids high, downscope and re-advertise
5	07-4507	LA-107	Caltrans-SHOPP	6 months	6 months	6 months	8 Bids high, repackage and re-advertise
6	11-0129	SD-5	SLPP-SHOPP	18 months	18 months	18 months	Bids high, repackage and re-advertise
7	12-3107	ORA-39	Caltrans-SHOPP	3 months	3 months	3 months	Low bid non-responsive, evaluate 2nd bidder

80	Request to extend the period of contract award for one locally administered Proposition 1B SLPP project on the State Highway system to improve I-15/Base Line Road intersection in San Bernardino County for $1,000,000, per Resolution G-06-08. Waiver 13-57	2.8b.(6)	Juan Guzman Rachel Falsetti	A	D

Recommendation: Approval as revised
Action Taken: Approved
Motion: Tavaglione **Second**: Assemi **Vote result**: 8-0 **Absent**: Alvarado, Burke

Proj #	PPNO	County	Agency	Extension Request	Recommendations Caltrans	Recommendations CTC Staff	Notes
1	08-0168J	SBD-15	SANBAG	6 months	6 months	**8 months (8/31/14)**	**Delay in executing coop agreement**

81	Request to extend the period of contract award for the locally administered Woodlake Downtown Improvement STIP TE project for $1,000,000 in Tulare County, per Resolution G-06-08. Waiver 13-58	2.8b.(7)	Juan Guzman Rachel Falsetti	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second**: Earp **Vote result**: 8-0 **Absent**: Alvarado, Burke

Proj #	PPNO	County	Agency	Extension Request	Recommendations Caltrans	Recommendations CTC Staff	Notes
1	06-6633	TUL	Woodlake	12 months	12 months	12 months	Delay in meeting Buy America requirements

Tab #	Item Description	Ref. #	Presenter	Status*	
82	Request to extend the period of contract award for one state administered STIP project on the State Highway system for the Willits Bypass mitigation project on Highway 101 in Mendocino County for $26,290,000, per Resolution G-06-08. Waiver 13-63	2.8b.(8)	Juan Guzman Rachel Falsetti	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Earp **Second**: Assemi **Vote result**: 8-0 **Absent**: Alvarado, Burke

PPNO	County	Agency	Extension Request	Recommendations Caltrans	CTC Staff	Notes
01-0125X	MEN	Caltrans-STIP	20 months	20 months	20 months	3 Bids high, repackage and re-advertise

	Request to Extend the Period of Project Completion				
83	Request to extend the period of project completion for the Auburn-Foresthill Road and North Fork American River Local Bridge Seismic Retrofit project in Placer County, for $5,575,223, per LBSRP Guidelines. Waiver 13-59	2.8c.(1)	Juan Guzman Rihui Zhang	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second**: Dunn **Vote result**: 8-0 **Absent**: Alvarado, Burke

Proj #	PPNO	County	Agency	Extension Request	Recommendations Caltrans	CTC Staff	Notes
1	03-xxxx	PLA	Placer County	7 months	7 months	7 months	Replace expansion joint seals, treat deck

84	Request to extend the period of project completion for the Inyo County Replacement Buses for Eastern Sierra Transit Authority project, per STIP Guidelines. Waiver 13-60	2.8c.(2)	Juan Guzman Jane Perez	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Assemi **Second**: Frommer **Vote result**: 8-0 **Absent**: Alvarado, Burke

Public Speaker:
Todd Remley – Eastern Sierra Transit Authority

Proj #	PPNO	County	Agency	Extension Request	Recommendations Caltrans	CTC Staff	Notes
1	09-2550	INY	Inyo County	20 months	20 months	**4 months (4/30/14)**	Delays in delivering last vehicle

	OTHER MATTERS / PUBLIC COMMENT

Tab #	Item Description	Ref. #	Presenter	Status*
5:00 PM	**Adjourn**			

Commissioner Inman adjourned the meeting at 5:59 PM in memory of Roger Kozberg, former CTC member.

_____
ANDRE BOUTROS, EXECUTIVE DIRECTOR

_____
DATE

2014 MEETING SCHEDULE
CALIFORNIA TRANSPORTATION COMMISSION

1.3

Adopted August 6, 2013

Proposed Revisions January 29, 2014

JANUARY 29(W) – 30(TH), 2014 – SACRAMENTO AREA

January 30 – Northern California State Transportation Improvement Program Hearing – Sacramento
~~January (TBD) - California Transportation Foundation, Annual Transportation Forum, Sacramento~~

FEBRUARY 2014 – NO REGULARLY SCHEDULED COMMISSION MEETING

February 4 – Southern California State Transportation Improvement Program Hearing – Los Angeles
February 11 – California Transportation Foundation, Annual Transportation Forum, Sacramento

MARCH 20(TH) – 21(F), 2014 – ORANGE COUNTY

March 21 – Commission Retreat, Orange County

APRIL 2014 – NO REGULARLY SCHEDULED COMMISSION MEETING

April 7 - 8 – Town Hall Meeting, TBD

MAY 21(W) - 22(TH), 2014 – SAN DIEGO AREA

May 22 ~~(TBD)~~ - California Transportation Foundation, Annual Transportation Awards, Sacramento

JUNE 25(W) - 26(TH), 2014 – SACRAMENTO AREA

JULY 2014 – NO REGULARLY SCHEDULED COMMISSION MEETING

AUGUST 20(W) - 21(TH), 2014 – SILICON VALLEY

SEPTEMBER 2014 – NO REGULARLY SCHEDULED COMMISSION MEETING

September 15-16 – Town Hall Meeting, TBD

OCTOBER 8(W) - 9(TH), 2014 – CENTRAL VALLEY

NOVEMBER 2014 – NO REGULARLY SCHEDULED COMMISSION MEETING

DECEMBER 10(W), 2014 – INLAND EMPIRE

1.4

COMMISSION REPORTS

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

Memorandum

To: CHAIR AND COMMISSIONERS **Date**: 1/29/2014

From: Andre Boutros
Executive Director

File: 1.5
Action

Subject: Meeting for Compensation for November (October 31-November 29)

Per Government Code Section 14509, each member of the California Transportation Commission (Commission) shall receive a compensation of one hundred dollars ($100) per day, but not to exceed eight hundred dollars ($800) for any commission business authorized by the commission during any month, when a majority of the commission approves the compensation by a recorded vote, plus the necessary expenses incurred by the member in the performance of the member's duties. The need for up to eight days per diem per month is unique to the commission in that its members must evaluate projects and issues throughout the state in order to prioritize projects for the state transportation improvement program. These responsibilities require greater time, attention, and travel than local or regional transportation entities which have responsibility only of individual portions of the program.

The following list of meetings is being submitted for Commission approval.

***Meetings*:**

Bob Alvarado

- No Meetings to Report.

Darius Assemi

- October 31 – Teleconference with Steve Carrigan and Marjie Kirn Re: Los Banos Bypass. Fresno.
- November 1 – Attended SR-152 Dedication Ceremony. SR-152.

Yvonne Burke

- No Meetings to Report.

Lucetta Dunn

- November 4 – Attended OCTA Meeting Re: Regional Highways and the I-405. Orange.
- November 12 – Meeting with OCBC Infrastructure Committee Re: HSR. Irvine.
- November 15 – Teleconference with Mobility 21 Board. Irvine.
- November 19 – Meeting with Neil Patterson of TCA Re: Toll Roads. Irvine.

Jim Earp

- November 17 – Attended Self Help Counties Focus on the Future Conference. San Diego.
- November 18 – Attended Self Help Counties Focus on the Future Conference. San Diego.
- November 19 – Attended Self Help Counties Focus on the Future Conference. San Diego.

Dario Frommer

- No Meetings to Report.

James Ghielmetti

- October 31 – Teleconference with Charlie Fielder Re: Willits Bypass. Pleasanton.
- November 1 – Attended Oakland Army Base Project Groundbreaking. Oakland.
- November 13 – Teleconference with Rachel Falsetti, Brent Green and Tim Craggs Re: RON Processing. Pleasanton.
- November 15 – Attended Caldecott Tunnel Ribbon Cutting and Reception. Orinda.

Carl Guardino

- November 4 – Teleconference with David Maxwell Re: Future CTC Meetings. San Jose.
- November 13 – Meeting with CTC Staff and ATP Workgroup Re: ATP Guidelines. San Jose.
- November 14 – Meeting with MTC, VTA, Santa Clara County and City of San Jose Officials Re: Regional Transportation Priorities. San Jose.

Fran Inman

- November 6 – Moderator at SANBAG/Inland Action Panel Discussion Re: HOT Lanes. San Bernardino.
- November 7 – Speaker at California Short Line Railroad Association. Sacramento.
- November 11 – Teleconference with Norman Frassler-Katz Re: State Transportation Issues. City of Industry.
- November 13 – Meeting with ITS Working Group Re: FRATIS Project. Rancho Dominguez.
- November 14 – Speaker at DMA Dinner Re: Regional Transportation Update. Ontario.
- November 15 – Meeting with Regional CEOs Re: Regional Transportation Issues. Los Angeles.
- November 18 - Attended Self Help Counties Focus on the Future Conference. San Diego.

- November 22 - Meeting with Andre Boutros and Susan Bransen Re: Issues Facing the CTC. City of Industry.

Joseph Tavaglione

- October 31 – Meeting with Ron Redfern and Ray Wolf Re: HOV Toll Lanes. Riverside.
- November 1 – Meeting with Basem Muallem Re: SR-91 Issues. Riverside.
- November 4 – Teleconference with Rachel Falsetti Re: Transportation Issues. Riverside.
- November 6 – Meeting with Dan Bernstein and Alicia Robinson Re: SR91/61/215 Arranging a Tour with Press Enterprise. Riverside.
- November 14 – Meeting with Caltrans and Press Enterprise. Re: Tour of SR-91 HOV Lane Project. Riverside.
- November 20 – Meeting with Caltrans, Contractor, Basem Muallem and Dan Bernstein Re: Press Enterprise Tour of SR-91. Riverside.
- November 21 – Meeting with Basem Muallem Re: Devore Interchange Project. Riverside.

Memorandum

To: CHAIR AND COMMISSIONERS **Date**: 1/29/2014

From: Andre Boutros
Executive Director

File: 1.5
Action

Subject: Meeting for Compensation for December 2013 (November 30- December 31)

Per Government Code Section 14509, each member of the California Transportation Commission (Commission) shall receive a compensation of one hundred dollars ($100) per day, but not to exceed eight hundred dollars ($800) for any commission business authorized by the commission during any month, when a majority of the commission approves the compensation by a recorded vote, plus the necessary expenses incurred by the member in the performance of the member's duties. The need for up to eight days per diem per month is unique to the commission in that its members must evaluate projects and issues throughout the state in order to prioritize projects for the state transportation improvement program. These responsibilities require greater time, attention, and travel than local or regional transportation entities which have responsibility only of individual portions of the program.

The following list of meetings is being submitted for Commission approval.

Regular Commission Meeting Activities:

- December 11 - Commission Meeting in Riverside (Commissioners Burke and Alvarado were absent. All other Commissioners in attendance all or part of the meeting)

***Additional Meetings*:**

Bob Alvarado

- December 12 – Attended CTC Retreat with CTC Staff. Riverside.

Darius Assemi

- December 2 – Teleconference with Rachel Falsetti, Stephen Maller, Brent Green and Timothy Craggs Re: RON Internal Process. Fresno.

- December 2 – Meeting with Andre Boutros and Susan Bransen Re: CTC Planning Session. Fresno.
- December 9 - Teleconference with CTC Staff Re: Agenda Briefing. Fresno.
- December 11 – Attended Mobility 21 Receptions in Honor OF the CTC. Riverside.
- December 11 – Attended CTC Commissioners Dinner. Riverside.
- December 12 – Attended Riverside Chamber of Commerce Breakfast featuring CalSTA Secretary Brian Kelly as Keynote Speaker. Riverside.
- December 12 – Attended CTC Retreat with CTC Staff. Riverside.

Yvonne Burke

- December 12 – Attended CTC Retreat wit CTC Staff. Riverside.

Lucetta Dunn

- December 4 - Teleconference with OCTA Re: Active Transportation. Irvine.
- December 9 – Teleconference with CTC Staff Re: Agenda Briefing. Irvine.
- December 9 – Meeting with OCTA and Caltrans Re: CTC Review. Irvine.
- December 12 – Attended Riverside Chamber of Commerce Breakfast featuring CalSTA Secretary Brian Kelly as Keynote Speaker. Riverside.
- December 12 – Attended CTC Retreat with CTC Staff. Riverside.
- December 18 – Meeting with Peter Buffa of Barclay's Bank Re: Bond Sale. Costa Mesa.
- December 20 – Teleconference with Mobility 21 Re: Board Meeting. Irvine.

Jim Earp

- December 12 – Attended CTC Retreat with CTC Staff. Riverside.

Dario Frommer

- No Additional Meetings to Report.

James Ghielmetti

- December 5 – Meeting with Billy Russell-Shapiro and Leah Shahum Re: Bicycle Coalition. San Francisco.
- December 9 – Teleconference with CTC Staff Re: Chair Briefing. Pleasanton.
- December 9 – Teleconference with CTC Staff Re: Right of Way Briefing. Pleasanton.
- December 12 – Attended CTC Retreat wit CTC Staff. Riverside.
- December 20 – Teleconference with CTC Executive Director Andre Boutros Re: CTC Business. Pleasanton.
- December 27 –Teleconference with Sam Liccardo Re: Cap and Trade Revenue. Los Gatos.

Carl Guardino

- December 6 – Teleconference with BNSF's Manny Diaz Re: Tehachapi Project. San Jose.
- December 9 – Teleconference with CTC Staff Re: Chair Briefing. San Jose.
- December 10 – Teleconference with BNSF's Manny Diaz Re: Tehachapi Project. San Jose.
- December 12 – Attended CTC Retreat with CTC Staff. Riverside.
- December 16 – Meeting with Andre Boutros and Susan Bransen Re: CTC Planning Session. San Jose.
- December 19 – Teleconference with Steve Hemminger Re: Regional Use of Cap and Trade Revenue. San Jose.

Fran Inman

- December 2 – Teleconference with Juan Acosta Re: BNSF Tehachapi Project. City of Industry.
- December 4- Attended San Gabriel Valley Economic Partnership Meeting Re: Transportation Issues in the San Gabriel Valley. Chino.
- December 5- Teleconference with Rachel Falsetti Re: RON Process. City of Industry.
- December 6 – Teleconference wit CTC Staff. Re: CTC Briefing. City of Industry.
- December 9 – Teleconference with Metro Staff Re: CTC Agenda Item. City of Industry.
- December 11 – Attended SR-91 Ground Breaking Ceremony. Corona.
- December 12 – Attended CTC Retreat with CTC Staff. Riverside.
- December 18 – Teleconference with Christina Gasgar Re: Border Freight Issues. City of Industry.
- December 20 – Attended CEO Meeting Re: Active Transportation Guidelines and National Freight Issues. Los Angeles.

Joseph Tavaglione

- December 9 – Teleconference with CTC Staff Re: Chair Briefing. Riverside.
- December 12 – Attended CTC Retreat with CTC Staff. Riverside.
- December 18 – Meeting with Mona Pasqual Re: Commission Appointments. Riverside.
- December 19 – Meeting with Mona Pasqual Re: Commission Appointments. Riverside.

1.12

ELCTION OF CHAIR AND VICE CHAIR

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

1.6

REPORT BY THE STATE TRANSPORTATION AGENCY SECRETARY AND/OR UNDERSECRETARY

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

1.7

REPORT BY CALTRANS' DIRECTOR AND/OR DEPUTY DIRECTOR

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

1.11

REPORT BY UNITED STATES DEPARTMENT OF TRANSPORTATION

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

1.8

REPORT BY REGIONAL AGENCIES MODERATOR

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

1.9

REPORT BY RURAL COUNTIES TASK FORCE CHAIR

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

1.10

REPORT BY SELF-HELP COUNTIES COALITION MODERATOR

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

4.1

STATE AND LOCATION LEGISLATIVE MATTERS

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

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: January 29, 2014

Reference No.: 4.4
Information

From: ANDRE BOUTROS
Executive Director

Subject: **HEARING ON THE 2014 ACTIVE TRANSPORTATION PROGRAM GUIDELINES**

ISSUE:

On September 26, 2013 the Governor signed legislation creating the Active Transportation Program (Senate Bill 99, Chapter 359 and Assembly Bill 101, Chapter 354). This legislation requires the Commission, in consultation with an Active Transportation Program Workgroup, to develop program guidelines by March 26, 2014. The Commission guidelines are to describe the policy, standards, criteria, and procedures for the development, adoption and management of the Active Transportation Program. A copy of the guidelines can be found under item 4.20.

The Commission must hold at least two public hearings prior to adopting these guidelines. This hearing will be the second of those hearings, with the first scheduled for January 22, 2014 in Los Angeles.

BACKGROUND:

The goals of the Active Transportation Program are to:

- Increase the proportion of biking and walking trips.
- Increase safety for nonmotorized users.
- Increase mobility for nonmotorized users.
- Advance the efforts of regional agencies to achieve greenhouse gas reduction goals.
- Enhance public health, including the reduction of childhood obesity through the use of projects eligible for Safe Routes to Schools Program funding.
- Ensure disadvantaged communities fully share in program benefits (25% of program).
- Provide a broad spectrum of projects to benefit many types of active transportation users.

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: January 29, 2014

Reference No.: 4.20
Action

From: ANDRE BOUTROS
Executive Director

Subject: **APPROVAL TO SUBMIT THE 2014 ACTIVE TRANSPORTATION PROGRAM DRAFT GUIDELINES TO THE JOINT LEGISLATIVE BUDGET COMMITTEE**

ISSUE:

On September 26, 2013 the Governor signed legislation creating the Active Transportation Program (Senate Bill 99, Chapter 359 and Assembly Bill 101, Chapter 354). This legislation requires the Commission, in consultation with an Active Transportation Program Workgroup, to develop program guidelines by March 26, 2014. This statute also requires the Commission to submit the draft guidelines to the Joint Legislative Budget Committee no later than 45 days prior to adopting the initial set of final guidelines. The Commission intends to adopt the guidelines on March 20, 2014. Therefore, the Commission must submit the draft guidelines to the Joint Legislative Budget Committee no later than February 3, 2014.

RECOMMENDATION:

Staff recommends that the Commission approve the submittal of the draft guidelines to the Joint Legislative Budget Committee, noting any specific changes and delegating to staff the authority to make any minor corrections.

BACKGROUND:

The goals of the Active Transportation Program are to:

- Increase the proportion of biking and walking trips.
- Increase safety for nonmotorized users.
- Increase mobility for nonmotorized users.
- Advance the efforts of regional agencies to achieve greenhouse gas reduction goals.
- Enhance public health, including the reduction of childhood obesity through the use of projects eligible for Safe Routes to Schools Program funding.
- Ensure disadvantaged communities fully share in program benefits (25% of program).
- Provide a broad spectrum of projects to benefit many types of active transportation users.

Attachment

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ACTIVE TRANSPORTATION PROGRAM

GUIDELINES

1/10/14

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INTRODUCTION

BACKGROUND

The Active Transportation Program was created by Senate Bill 99 (Chapter 359, Statutes 2013) and Assembly Bill 101 (Chapter 354, Statutes 2013) to encourage increased use of active modes of transportation, such as biking and walking.

These guidelines describe the policy, standards, criteria, and procedures for the development, adoption and management of the Active Transportation Program. They were developed in consultation with the Active Transportation Program Workgroup. The workgroup includes representatives from Caltrans, other government agencies, and active transportation stakeholder organizations with expertise in pedestrian and bicycle issues, including Safe Routes to School programs.

The Commission must hold at least two public hearings prior to adopting the Active Transportation Program guidelines. The Commission may amend the adopted guidelines after conducting at least one public hearing. The Commission shall make a reasonable effort to amend the guidelines prior to a call for projects or may extend the deadline for project submission in order to comply with the amended guidelines.

PROGRAM GOALS

Pursuant to statute, the goals of the Active Transportation Program are to achieve:

- Increase the proportion of trips accomplished by biking and walking.
- Increase the safety and mobility of non-motorized users.
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals as established pursuant to Senate Bill 375 (Chapter 728, Statutes of 2008) and Senate Bill 391 (Chapter 585, Statutes of 2009).
- Enhance public health, including reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding.
- Ensure that disadvantaged communities fully share in the benefits of the program.
- Provide a broad spectrum of projects to benefit many types of active transportation users.

PROGRAM SCHEDULE

The guidelines for an initial two-year program of projects must be adopted by March 26, 2014 (within six months of enactment of the authorizing legislation). No later than 45 days prior to adopting the initial set of guidelines for the Active Transportation Program, the Commission must submit the draft guidelines to the Joint Legislative Budget Committee.

Subsequent programs must be adopted not later than April 1 of each odd-numbered year, however, the Commission may alternatively elect to adopt a program annually.

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The following schedule lists the major milestones for the development and adoption of the 2014 Active Transportation Program:

Commission adopts Fund Estimate	December 11, 2013
Guidelines hearing, South	January 22, 2014
Guidelines hearing, North	January 29, 2014
Guidelines submitted to the Joint Legislative Budget Committee	February 3, 2014
Commission adopts Active Transportation Program Guidelines	March 20, 2014
Call for projects	March 21, 2014
Project applications to Commission	May 21, 2014
Large MPOs submit optional guidelines to Commission	May 21, 2014
Commission approves or rejects MPO guidelines	June 25, 2014
Staff recommendation for statewide rural & small urban portions of the program	August 8, 2014
Commission adopts statewide and rural/small urban portions of the program	August 20, 2014
Projects not programmed distributed to large MPOs based on location	August 20, 2014
Deadline for MPO project programming recommendations to the Commission	September 30, 2014
Commission adopts MPO selected projects	November 2014

FUNDING

SOURCE

The Active Transportation Program is funded from various federal and state funds appropriated in the annual Budget Act. These are:

- 100% of the federal Transportation Alternative Program funds, except for federal Recreation Trail Program funds appropriated to the Department of Parks and Recreation.
- $21 million of federal Highway Safety Improvement Program funds or other federal funds.
- State Highway Account funds.

In addition to furthering the goals of this program, all Active Transportation Program projects must meet eligibility requirements specific to the Active Transportation Program's funding sources.

DISTRIBUTION

State and federal law segregate the Active Transportation Program into multiple, overlapping components. The Active Transportation Program Fund Estimate shall indicate the funds available for each of the program components. Consistent with these requirements, the Active Transportation Program funds shall be distributed as follows:

1. Forty percent to Metropolitan Planning Organizations in urban areas with populations greater than 200,000.

   These funds shall be distributed based on total county population. The funds programmed and allocated under this paragraph shall be selected through a competitive process by the MPOs in accordance with these guidelines.

   Projects selected by MPOs may be in either large urban, small urban, or rural areas.

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25% of the funds distributed to each MPO must benefit disadvantaged communities.

The following statutory requirements apply specifically to the Southern California Association of Governments (SCAG)

- SCAG shall consult with county transportation commissions, the Commission, and Caltrans in the development of competitive project selection criteria.
- The criteria used by SCAG should include consideration of geographic equity, consistent with program objectives.
- SCAG shall place priority on projects that are consistent with plans adopted by local and regional governments within the county where the project is located.
- SCAG shall obtain concurrence from the county transportation commissions.

2. Ten percent to small urban and rural areas with populations of 200,000 or less, with projects competitively awarded by the Commission to projects in those regions. Federal law segregates the Transportation Alternative Program into separate small urban and rural competitions based upon their relative share of the state population. Small Urban areas are those with populations of 5,001 to 200,000. Rural areas are those with populations of 5,000 or less.

   25% of the funds in the Small Urban and Rural programs must benefit disadvantaged communities.

   Projects within the boundaries of a MPO with an urban area with a population of greater than 200,000 are not eligible for funding in the Small Urban or Rural programs.

3. Fifty percent to projects competitively awarded by the Commission on a statewide basis.

   25% of the funds in the statewide competitive program must benefit disadvantaged communities.

   In the initial program, a minimum of $24 million per year of the statewide competitive program is available for safe routes to schools projects, with at least $7.2 million for non-infrastructure grants, including funding for a state technical assistance resource center.

MATCHING REQUIREMENTS

Projects shall include at least 12% in matching funds except for projects benefiting a disadvantaged community, stand-alone non-infrastructure projects and safe routes to schools projects. The source of the matching funds may be any combination of local, state or federal funds. Matching funds must be expended in the same project phase (permits and environmental studies; plans, specifications, and estimates; right-of-way capital outlay; support for right-of-way acquisition; construction capital outlay; and construction engineering) as the Active Transportation Program funding. Matching funds cannot be expended prior to the Commission allocation of Active Transportation Program funds. Matching funds, except matching funds over and above the required 12%, must be expended concurrently and proportionally to the Active Transportation Program funds.

Large MPOs, in administering a competitive selection process, may require a larger funding match for projects selected through their competitive process. Applicants from within a large MPO should be aware that the match requirements may differ between the MPO and statewide competitive programs.

FUNDING FOR ACTIVE TRANSPORTATION PLANS

The Commission set aside make up to 5% of the funds in the statewide competitive program and in the the rural and small urban program available for funding active transportation plans in disadvantaged communities. A large MPO, in administering its portion of the program, shall make up to 5% of its funding available for active transportation plans in disadvantaged communities within the MPO.

The first priority for the funding of active transportation plans will be for cities, counties, county transportation commissions, regional transportation planning agencies, MPOs, school districts, or transit districts that have neither a bicycle plan, a pedestrian plan, a safe routes to schools plan, nor an active transportation plan. The second priority for the funding of active transportation plans will be for cities, counties, county transportation commissions, regional transportation planning agencies, or MPOs that have a bicycle plan or a pedestrian plan but not both.

REIMBURSEMENT

The Active Transportation Program is a reimbursement program for costs incurred. Reimbursement is requested through the invoice process detailed in Chapter 5, Accounting/Invoices, Local Assistance Procedures Manual. Costs incurred prior to Commission allocation and, for federally funded projects, Federal Highway Administration project approval (i.e. Authorization to Proceed) are not eligible for reimbursement.

ELIGIBILITY

ELIGIBLE APPLICANTS

The applicant for Active Transportation Program funds assumes responsibility and accountability for the use and expenditure of program funds. Applicants must be able to comply with all the federal and state laws, regulations, policies and procedures required to enter into a Local Administering Agency-State Master Agreement (Master Agreement). Refer to Chapter 4, Agreements, of the Local Assistance Procedures Manual for guidance and procedures on Master Agreements. The following entities, within the State of California, are eligible to apply for Active Transportation Program funds:

- Local, Regional or State Agencies- Examples include city, county, MPO*, and Regional Transportation Planning Agency.
- Caltrans*
- Transit Agencies - Any agency responsible for public transportation that is eligible for funds under the Federal Transit Administration.
- Natural Resource or Public Land Agencies - Federal, Tribal, State, or local agency responsible for natural resources or public land administration Examples include:
    - State or local park or forest agencies
    - State or local fish and game or wildlife agencies
    - Department of the Interior Land Management Agencies
    - U.S. Forest Service
- School districts, local education agencies, or schools – May include any public or nonprofit private school. Projects must benefit the general public, and not only a private entity.
- Tribal Governments - Federally-recognized Native American Tribes.

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- Private nonprofit tax-exempt organizations may apply for Recreational Trail Projects. Projects must benefit the general public, and not only a private entity.
- Any other entity with responsibility for oversight of transportation or recreational trails that the Commission and Caltrans determine to be eligible.

For funding awarded to a tribal government, a fund transfer to the Bureau of Indian Affairs is required. A tribal government may also partner with another eligible entity to apply if desired.

** Caltrans and MPOs, except for MPOs that are also regional transportation planning agencies, are not eligible project sponsors for the federal TAP funds appropriated to the Active Transportation Program. Therefore, funding awarded to projects submitted directly by Caltrans and MPOs are limited to other Active Transportation Program funds. Caltrans and MPOs may partner with an eligible entity to expand funding opportunities.*

PARTNERING WITH IMPLEMENTATING AGENCIES

Entities that are unable to apply for Active Transportation Program funds or that are unable to enter into a Master Agreement with the State must partner with an eligible applicant that can implement the project. Entities that are unfamiliar with the requirements to administer a Federal-Aid Highway Program project may partner with an eligible applicant that can implement the project. This arrangement must be formalized through a signed Memorandum of Understanding or Interagency Agreement between the project applicant and implementing agency.

The implementing agency will be responsible and accountable for the use and expenditure of program funds.

ELIGIBLE PROJECTS

All projects shall be selected through a competitive process and must meet one or more of the program goals. Because the majority of funds in the Active Transportation Program are federal funds, most infrastructure projects and all non-infrastructure projects must be federal-aid eligible:

- Infrastructure Projects: Capital improvements that will further the goals of this program. This typically includes the planning, design, and construction of facilities.
- Non-infrastructure Projects: Education, encouragement, and enforcement activities that further the goals of this program. The Commission intends to focus funding for non-infrastructure projects on pilot and start-up projects that can demonstrate funding for ongoing efforts. The Active Transportation Program funds are not intended to fund ongoing program operations. Non-infrastructure projects are not limited to those benefiting school students.
- Infrastructure projects with non-infrastructure components.

In order to maximize the effectiveness of program funding and to encourage the aggregation of small projects into a comprehensive bundle of projects, the minimum request for Active Transportation Program funds for an infrastructure project, excluding Safe Routes to Schools projects and Recreational Trails projects, that will be considered is $250,000. MPOs, in administering a competitive selection process, may use a different minimum funding size. Use of a minimum project size greater than $500,000 must be approved by the Commission prior to the MPO's call for projects.

EXAMPLE PROJECTS

Below is a list of projects considered generally eligible for Active Transportation Program funding. This list is not intended to be comprehensive; other types of projects that are not on this list may also be eligible if they further the goals of the program.

- Development of new bikeways and walkways that improve mobility, access, or safety for non-motorized users.
- Improvements to existing bikeways and walkways, which improve mobility, access, or safety for non-motorized users.
    - Elimination of hazardous conditions on existing bikeways and walkways.
    - Preventative maintenance of bikeways and walkways with the primary goal of extending the service life of the facility.
- Installation of traffic control devices to improve the safety of pedestrians and bicyclists.
- Safe Routes to School projects that improve the safety of children walking and bicycling to school, in accordance with Section 1404 of Public Law 109-59.
- Safe routes to transit projects, which will encourage transit by improving biking and walking routes to mass transportation facilities and school bus stops.
- Secure bicycle parking at employment centers, park and ride lots, rail and transit stations, and ferry docks and landings.
- Bicycle-carrying facilities on public transit, including rail and ferries.
- Establishment or expansion of a bike share program.
- Recreational trails and trailheads, park projects that facilitate trail linkages or connectivity to non-motorized corridors, and conversion of abandoned railroad corridors to trails.
- Education programs to increase bicycling and walking, and other non-infrastructure investments that demonstrate effectiveness in increasing active transportation, including but not limited to:
    - Developing bike-to-work or walk-to-work school day/month programs.
    - Conducting bicycle and/or pedestrian counts, walkability and/or bikability assessments or audits, or pedestrian and/or bicycle safety analysis to inform plans and projects.
    - Conducting pedestrian and bicycle safety education programs.
    - Development and publishing of community walking and biking maps, including school route/travel plans.
    - Developing walking school bus or bike train programs.
    - Components of open streets events directly linked to the promotion of a new infrastructure project.
    - Targeted enforcement activities around high pedestrian and/or bicycle injury and/or fatality locations (intersections or corridors). These activities cannot be general traffic enforcement but must be tied to improving pedestrian and bicyclist safety.
    - School crossing guard training.
    - School bicycle clinics.
    - Developing programs and tools that maximize use of available and emerging technologies to implement the goals of the Active Transportation Program.
- Development of a bike, pedestrian or active transportation plan.

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PROJECT TYPE REQUIREMENTS

As discussed in the Funding Distribution section (above), State and Federal law segregate the Active Transportation Program into multiple, overlapping components. Below is an explanation of the requirements specific to these components.

DISADVANTAGED COMMUNITIES

For a project to contribute toward the Disadvantaged Communities funding requirement, the project shall clearly demonstrate a benefit to a community that meets any of the following criteria:

- The median household income is less than 80% of the statewide average based on census tract level data from the American Community Survey. Data is available at http://factfinder2.census.gov/faces/nav/jsf/pages/index.xhtml
- An area identified as among the most disadvantaged 10% in the state according to latest versions of the California Communities Environmental Health Screening Tool (CalEnviroScreen) scores. Scores are available at http://oehha.ca.gov/ej/ces11.html.
- At least 75% of public school students in the project area are eligible to receive free or reduced-price meals under the National School Lunch Program. Data is available at http://www.cde.ca.gov/ds/sd/sd/filessp.asp. Applicants using this measure shall indicate how the project benefits the school students in the project area or, for projects not directly benefiting school students, explain why this measure is representative of the larger community.

If a project applicant believes a project benefits a disadvantaged community but the project does not meet the aforementioned criteria, the applicant may submit for consideration a quantitative assessment of why the community should be considered disadvantaged.

MPOs, in administering a competitive selection process, may use different criteria for determining which projects benefit Disadvantaged Communities if the criteria are approved by the Commission prior to the MPO's call for projects.

SAFE ROUTES TO SCHOOL PROJECTS

For a project to contribute toward the Safe Routes to School funding requirement, the project shall directly increase safety and convenience for public school students to walk and/or bike to school. Safe Routes to Schools infrastructure projects must be located within two miles of a public school or public school bus stop. Other than traffic education and enforcement activities, non-infrastructure projects do not have a location restriction.

RECREATIONAL TRAILS PROJECTS

For Recreational Trails types of projects to be eligible for Active Transportation Program funding, the projects must meet the federal requirements of the Recreational Trails Program (http://www.fhwa.dot.gov/environment/recreational_trails/) as such projects may not be eligible for funding from other sources.

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TECHNICAL ASSISTANCE RESOURCE CENTER

In 2010, Caltrans entered into a multi-year interagency agreement with the California Department of Public Health and the University of California, San Francisco to act as the Technical Assistance Resource Center for the Safe Routes to Schools program. The purpose of the center is to build and support capacity among local and regional Safe Routes to School projects with an emphasis on non-infrastructure projects.

Typical center roles have included:

- Providing technical assistance and training to help agencies deliver existing and future projects and to strengthen community involvement in future projects including those in disadvantaged communities.
- Developing and providing educational materials to local communities by developing a community awareness kit, creating an enhanced Safe Routes to Schools website, and providing other educational tools and resources.
- Participating in and assisting with the Safe Routes to Schools Advisory Committee.
- Assisting with program evaluation.

The Commission intends to comply with the statutory requirement to fund a state technical assistance center by expanding the existing Safe Routes to Schools Technical Assistance Resource Center interagency agreement to serve all types of Active Transportation Program non-infrastructure projects.

PROJECT SELECTION PROCESS

PROJECT APPLICATION

Active Transportation Program project applications are available at www.dot.ca.gov

A project application shall include the signature of the Chief Executive Officer or other officer authorized by the applicant's governing board. Where the project is to be implemented by an agency other than the applicant, documentation of the agreement between the project applicant and implementing agency shall be submitted with the project application. A project application shall also include documentation of all other funds committed to the projects.

Project nominations should be addressed or delivered to:

Caltrans
Division of Local Assistance, MS 1
Attention April Nitsos
P.O. Box 942874
Sacramento, CA 95814

Except for applications submitted through an optional MPO supplemental call for project, the Commission will consider only projects for which five hard copies and one electronic copy (via cd or portable hard drive) of a complete nomination are received by *May 21, 2014*. By the same date, an additional copy shall also be sent to the Regional Transportation Planning Agency or County Transportation Commission within which the project is located and to the MPO.

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SEQUENTIAL PROJECT SELECTION

All project applications, except for applications submitted through an optional MPO supplemental call shall be submitted to the Caltrans for consideration in the statewide competition. The Commission will consider approval of a competitive grant only when it finds that the grant request meets the requirements of statute and that the project has a commitment of any supplementary funding needed for a full funding plan.

Projects not selected for programming in the statewide competition shall be considered in the large MPO run competitions or the state run Small Urban or Rural competitions.

A large urban MPO may elect to have a supplemental MPO specific call for projects. The projects received in this call shall be considered along with those not selected through the statewide competition.

A large urban MPO choosing to use the same project selection criteria and weighting, minimum project size, and definition of disadvantage communities for its competitive selection process may defer its project selection to the Commission.

MPO COMPETITIVE PROJECT SELECTION

As stated above, projects not selected for programming in the statewide competition shall be considered by the MPOs in administering a competitive selection process. A MPO choosing to use the same project selection criteria and weighting, minimum project size, match requirement, and definition of disadvantage communities as used by the Commission for the statewide competition may defer its project selection to the Commission.

A MPO, with Commission approval, may use a different project selection criteria or weighting, minimum project size, match requirement, or definition of disadvantage communities for its competitive selection process. Use of a minimum project size of $500,000 or less, or of a larger match requirement than in the statewide competitive program does not require prior Commission approval. A MPO may also elect to have a supplemental MPO specific call for projects. The projects received in this call shall be considered along with those not selected through the statewide competition.

In administering a competitive selection process, a MPO shall use a multidisciplinary advisory group to assist in evaluating project applications. Following its competitive selection process, a MPO shall submit its programming recommendations to the Commission along with a list of the members of its multidisciplinary advisory group. If the MPO submitted a project application and that project is recommended for programming, the MPO shall explain how its evaluation process resulted in an unbiased evaluation of projects.

SCREENING CRITERIA

Demonstrated needs of the applicant: A project that is already fully funded will not be considered for funding in the Active Transportation Program. The Commission will make an exception to this policy by allowing the supplanting of federal funds on a project for the 2014 Active Transportation Program.

Consistency with a regional transportation plan: All projects submitted must be consistent with the relevant adopted regional transportation plan that has been developed and updated pursuant to Government Code Section 65080.

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SCORING CRITERIA

Proposed projects will be rated and ranked on the basis of applicant responses to the below criteria. Project programming recommendations may not be based strictly on the rating criteria because of the various components of the Active Transportation Program and the requirements of the various fund sources.

- Potential for increased walking and bicycling, especially among students, including the identification of walking and bicycling routes to and from schools, transit facilities, community centers, employment centers, and other destinations; and including increasing and improving connectivity and mobility of non-motorized users. (0 to 30 points)

- Potential for reducing the number and/or rate of pedestrian and bicyclist fatalities and injuries, including the identification of safety hazards for pedestrians and bicyclists. (0 to 25 points)

- Public participation and Planning. (0 to 15 points)

  Identification of the community-based public participation process that culminated in the project proposal, which may include noticed meetings and consultation with localstake holders. Project applicants must clearly articulate how the local participation process resulted in the identification and prioritization of the proposed project.

  For projects costing $1 million or more, an emphasis will be placed on projects that are prioritized in an adopted city or county bicycle transportation plan, pursuant to Section 891.2, pedestrian plan, safe routes to school plan, active transportation plan, trail plan or circulation element of a general plan that incorporated elements of an active transportation plan. In future funding cycles, the Commission expects to make consistency with an approved active transportation plan a requirement for large projects.

- Cost-effectiveness, defined as maximizing the impact of the funds provided. (0 to 10 points)

  Applicants shall discuss the relative costs and benefits of the range of alternatives considered and quantify the safety and mobility benefit in relationship to total project cost.

  Caltrans shall develop a benefit/cost model for infrastructure and non-infrastructure active transportation projects in order to improve information available to decision makers at the state and MPO level in future programming cycles.

- Improved public health through the targeting of populations with high risk factors for obesity, physical inactivity, asthma or other health issues. (0 to 10 points)

- Use of the California Conservation Corps or a qualified community conservation corps, as defined in Section 14507.5 of the Public Resources Code, as partners to undertake or construct applicable projects in accordance with Section 1524 of Public Law 112-141. Points will be deducted if an applicant does not seek corps participation or if an applicant intends not to utilize a corps in a project in which the corps can participate. (0 to -5 points)

  The California Conservation Corps can be contacted at ccc.ca.gov. Community conservation corps can be contacted at californialocalconservationcorps.org.

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Direct contracting with the California Conservation Corps or a qualified community conservation corps without bidding is permissible provided that the responsible agency demonstrates cost effectiveness per 23 CFR 635.204 and obtains approval from Caltrans. A copy of the agreement between the implementing agency and the proposed conservation corps shall be included in the project application as supporting documentation.

- Applicant's performance on past grants. This may include project delivery, project benefits (anticipated v. actual), and use of the California Conservation Corps or qualified community conservation corps (planned v. actual). Applications from agencies with poor performance records on past grants may be excluded from competing or may be penalized in scoring. (0 to -10 points)

PROJECT EVALUATION COMMITTEE

Commission staff will form a multidisciplinary Project Evaluation Committee to assist in evaluating project applications. In forming the Project Evaluation Committee, staff will seek participants with expertise in bicycling and pedestrian transportation, including Safe Routes to Schools type projects, and in projects benefiting disadvantaged communities, and will seek representation from state agencies, large MPOs, small urban and rural areas, and non-governmental organizations. Priority for participation in the evaluation committee will be given to those who do not represent a project sponsor or applicant, or will not benefit from projects submitted by others.

In reviewing and selecting projects to be funded by federal funds in the Recreational Trails Program, the Commission staff will collaborate with the Department of Parks and Recreation to evaluate proposed projects.

MPOs, in administering a competitive selection process, shall use a multidisciplinary advisory group, similar to the aforementioned Project Evaluation Committee, to assist in evaluating project applications.

PROGRAMMING

PROJECT PROGRAMMING

Following at least one public hearing, the Commission will adopt a program of projects for the Active Transportation Program, by April 1 of each odd numbered year. The Active Transportation Program shall be developed consistent with the fund estimate and the amount programmed in each fiscal year shall not exceed the amount identified in the fund estimate.

The program of projects for each fiscal year will include, for each project, the amount to be funded from the Active Transportation Program, and the estimated total cost of project construction or equipment acquisition, including any additional supplementary funding. Project costs in the Active Transportation Program will include all project support costs and all project listings will specify costs for each of the following components: (1) completion of all permits and environmental studies; (2) preparation of plans, specifications, and estimates; (3) right-of-way capital outlay (4) support for right-of-way acquisition; (5) construction capital outlay; and (6) construction management and engineering, including surveys and inspection. The cost of each project component will be listed in the Active Transportation Program no earlier than in the fiscal year in which the particular project component can be implemented.

When proposing to fund only preconstruction components for a project, the applicant shall demonstrate the means by which it intends to fund the construction of a useable segment, consistent with the regional transportation plan or the Caltrans interregional transportation strategic plan.

When project design, right-of-way or construction are programmed before the implementing agency completes the environmental process, updated cost estimates, updated analysis of the project's cost effectiveness, and updated analysis of the project's ability to further the goals of the program shall be submitted to the Commission following completion of the environmental process. If this updated information indicates that a project is expected to accomplish fewer benefits or is less cost effective as compared with the initial project application, future funding for the project may be deleted from the program. For the MPO selected competitions, this information shall be submitted to the MPO. It is the responsibility of the MPO to recommend that the project be deleted from the program if warranted.

The Commission will program and allocate funding to projects in whole thousands of dollars and will include a project only if it is fully funded from a combination of Active Transportation Program and other committed funding. The Commission will regard funds as committed when they are programmed by the Commission or when the agency with discretionary authority over the funds has made its commitment to the project by ordinance or resolution. For federal formula funds, including Surface Transportation Program, Congestion Mitigation and Air Quality Improvement Program, and federal formula transit funds, the commitment may be by Federal approval of the Federal Statewide Transportation Improvement Program. For federal discretionary funds, the commitment may be by federal approval of a full funding grant agreement or by grant approval.

If the program of projects adopted by the Commission does not program the full capacity identified in the fund estimate for a given fiscal year, the balance will remain available to advance programmed projects. Subject to the availability of federal funds, a balance not programmed in one fiscal year will carry over and be available for projects in the following fiscal year, except that unprogrammed funds will not carry over into a subsequent fund estimate.

The intent of the Commission is to consolidate the allocation of federal funds to as few projects as practicable. Therefore, the smallest project may be designated, at the time of programming, for state-only funding.

ALLOCATIONS

The Commission will consider the allocation of funds for a project when it receives an allocation request and recommendation from Caltrans in the same manner as for the STIP (see section 64 of the STIP guidelines). The recommendation will include a determination of project readiness, the availability of appropriated funding, and the availability of all identified and committed supplementary funding.

Where the project is to be implemented by an agency other than the applicant, the allocation request shall include a copy of the Memorandum of Understanding or Interagency Agreement between the project applicant and implementing agency

The Commission will approve the allocation if the funds are available and the allocation is necessary to implement the project as included in the adopted Active Transportation Program.

In order to ensure the timely use of all program funds, the Commission will, in the last quarter of the fiscal year, allocate funds to projects programmed in a future fiscal year on a first-come, first served basis. If there are insufficient funds, the Commission may delay the allocation of funds to a project until the next

fiscal year without requiring an extension. Should requests for allocations exceed available capacity, the Commission will give priority to projects programmed in the current-year.

Allocation requests for a project in the MPO selected portion of the program must include a recommendation by the MPO.

In compliance with Section 21150 of the Public Resources Code, the Commission will not allocate funds for design, right-of-way, or construction prior to documentation of environmental clearance under the California Environmental Quality Act. As a matter of policy, the Commission will not allocate funds for design, right-of-way, or construction of a federally funded project prior to documentation of environmental clearance under the National Environmental Policy Act. Exceptions to this policy may be made in instances where federal law allows for the acquisition of right-of-way prior to completion of National Environmental Policy Act review.

If a project requests an allocation of funds in an amount that is less than the amount programmed, the balance of the programmed amount may be allocated to a programmed project advanced from a future fiscal year. A MPO, in administering its competitive portion of the Active Transportation Program, shall determine which projects to advance and make that recommendation to the Commission. Unallocated funds in one fiscal year will carry over and be available for projects in the following fiscal year.

PROJECT DELIVERY

Active Transportation Program allocations must be requested in the fiscal year of project programming, and are valid for award for six months from the date of allocation unless the Commission approves an extension. However, if there are insufficient funds, the Commission may delay the allocation of funds to a project until the next fiscal year without requiring an extension. Applicants may submit and the Commission will evaluate extension requests in the same manner as for STIP projects (see section 66 of the STIP guidelines) except that extension to the period for project allocation and for project award will be limited to twelve months. Extension requests for a project in the MPO selected portion of the program must include a recommendation by the MPO, consistent with the preceding requirements

Whenever programmed funds are not allocated within this deadline, the project will be deleted from the Active Transportation Program. Funds available following the deletion of a project may be allocated to a programmed project advanced from a future fiscal year. A MPO, in administering its competitive portion of the Active Transportation Program, shall determine which projects to advance and make that recommendation to the Commission. Unallocated funds in one fiscal year will carry over and be available for projects in the following fiscal year.

The responsible agency must enter into a cooperative agreement with Caltrans and, if the project is federally funded, obligate the federal funds within six months.

Funds allocated for project development or right of way costs must be expended by the end of the second fiscal year following the fiscal year in which the funds were allocated. After the award of a contract, the project sponsor has up to 36 months to complete (accept) the contract. At the time of fund allocation, the Commission may extend the deadline for completion of work and the liquidation of funds if necessary to accommodate the proposed expenditure plan for the project. The project sponsor has six months after contract acceptance to make the final payment to the contractor or vendor, prepare the final Report of Expenditure and submit the final invoice to Caltrans for reimbursement.

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If the amount of a contract award is less than the amount allocated, or if the final cost of a component is less than the amount awarded, the saving generated will not be available for future programming.

Caltrans will track the delivery of Active Transportation Program projects and submit to the Commission a semiannual report showing the delivery of each project phase.

PROJECT INACTIVITY

Once funds for a project are encumbered, project applicants are expected to invoice on a regular basis (for federal funds, see 23 CFR 630.106 and the Caltrans' Inactive Obligation Policy). Failure to do so will result in the project being deem "inactive" and subject to deobligation if proper justification is not provided.

PROJECT REPORTING

As a condition of the project allocation, the Commission will require the implementing agency to submit semi-annual reports on the activities and progress made toward implementation of the project and a final delivery report. An agency implementing a project in the MPO selected portion of the program shall also submit copies of its semi-annual reports and of its final delivery report to the MPO. The purpose of the reports is to ensure that the project is executed in a timely fashion and is within the scope and budget identified when the decision was made to fund the project.

Within one year of the project becoming operable, the implementing agency shall provide a final delivery report to the Commission which includes:

- The scope of the completed project as compared to the programmed project.
- Before and after photos documenting the project.
- The final costs as compared to the approved project budget.
- Its duration as compared to the project schedule in the project application.
- Performance outcomes derived from the project as compared to those described in the project application. This should include before and after pedestrian and/or bicycle counts, and an explanation of the methodology for conduction counts.
- Actual use of the California Conservation Corps or qualified community conservation corps as compared to the use in the project application.

Please note, the final delivery report required by this section is in addition to the aforementioned final Report of Expenditure..

For the purpose of this section, a project becomes operable when the construction contract is accepted or acquired equipment is received, or in the case of non-infrastructure activities, when the activities are complete.

Caltrans shall audit a sample of Active Transportation Program projects to evaluate the performance of the project, determine whether project costs incurred and reimbursed are in compliance with the executed project agreement or approved amendments thereof; state and federal laws and regulations; contract provisions; and Commission guidelines, and whether project deliverables (outputs) and outcomes are consistent with the project scope, schedule and benefits described in the executed project agreement or approved amendments thereof. A report on the projects audited shall be submitted to the Commission annually.

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ROLES AND RESPONSIBILITIES

CALIFORNIA TRANSPORTATION COMMISSION (COMMISSION)

The Commission responsibilities include:

- Adopt guidelines and policies for the Active Transportation Program.
- Adopt Active Transportation Program Fund Estimate.
- Evaluate projects, including the forming of the Project Evaluation Committee.
- Adopt a program of projects, including:
    - The statewide portion of the Active Transportation Program,
    - The rural portion of the Active Transportation Program,
    - The small urban portion of the Active Transportation Program, and
    - The MPO selected portion of the program based on the recommendations of the MPOs.
    - Ensure that at least 25% of the funds benefit disadvantage communities.
- Allocate funds to projects.
- Evaluate and report to the legislature.

CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS)

Caltrans has the primary responsibility for the administration of the Active Transportation Program. Responsibilities include:

- Provide statewide program and procedural guidance to the Districts (i.e. provide project evaluation of materials and instructions), conducts outreach through various networks such as, but not limited to, the Active Transportation Program website, and at conferences, meetings, or workgroups.
- Solicit project applications for the program.
- Facilitate the Project Evaluation Committee.
- Perform eligibility reviews of Active Transportation Program projects.
- Review project applications for scope, cost, schedule, and completeness.
- Recommend projects to the Commission for programming and allocation.
- Notify applicants of the results after each call for projects.
- Track and report on project implementation.
- Audit a selection of projects
- Serve as the main point of contact in project implementation after notifying successful applicants of award.

METROPOLITAN PLANNING ORGANIZATIONS WITH LARGE URBANIZED AREAS

MPOs with large urbanized areas are responsible for overseeing a competitive project selection process in accordance with these guidelines. The responsibilities include:

- Ensure that at least 25% of the funds in each MPO must benefit disadvantage communities.
- If using different project selection criteria or weighting, minimum project size, match requirement, or definition of disadvantage communities for its competitive selection process, the MPO must obtain Commission approval prior to the MPO's call for projects. Use of a minimum project size of

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$500,000 or less, or of a larger match requirement than in the statewide competitive program does not require prior Commission approval.

- If electing to have a supplemental MPO specific call for projects, the projects within the MPO boundaries that were not selected through the statewide competition shall be considered along with those received in the supplemental call for projects.
- In administering a competitive selection process, a MPO shall use a multidisciplinary advisory group to assist in evaluating project applications.
- In administering a competitive selection process, a MPO shall explain how the projects recommended for programming by the MPO include a broad spectrum of projects to benefit pedestrians and bicyclists. The explanation shall include a discussion of how the recommended projects benefit students walking and cycling to school.
- A MPO choosing to use the same project selection criteria and weighting, minimum project size, and definition of disadvantage communities for its competitive selection process may defer its project selection to the Commission.
- Approve amendments to the MPO selected portion of the program prior to Commission approval.
- Recommend allocation requests for a project in the MPO selected portion of the program.
- Determine which projects to advance and make that recommendation to the Commission.
- Submit an annual assessment of its portion of the program it terms of its effectiveness in achieving the goals of the Active Transportation Program.

The following statutory requirements apply specifically to the Southern California Association of Governments (SCAG):

- SCAG shall consult with county transportation commissions, the Commission, and Caltrans in the development of competitive project selection criteria. The criteria should include consideration of geographic equity, consistent with program objectives.
- SCAG shall place priority on projects that are consistent with plans adopted by local and regional governments within the county where the project is located.
- SCAG shall obtain concurrence from the county transportation commissions.

REGIONAL TRANSPORTATION PLANNING AGENCIES OUTSIDE A MPO WITH LARGE URBANIZED AREAS AND A MPO WITHOUT LARGE URBANIZED AREAS

These Regional Transportation Planning Agencies and MPOs may make recommendations or provide input to Commission regarding the projects within their boundaries that are applying for Active Transportation Program funding.

PROJECT APPLICANT

Project applicants nominate Active Transportation Program projects for funding consideration. If awarded Active Transportation Program funding for a submitted project, the project applicant has contractual responsibility for carrying out the project to completion and complying with reporting requirements in accordance with federal, state, and local laws and regulations, and these guidelines.

For capital projects off the state highway system, the project applicant will be responsible for the ongoing operations and maintenance of the facility. If another entity agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement shall be submitted with the project application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties shall be submitted with the request for allocation.

ACTIVE TRANSPORTATION PLAN

A city, county, county transportation commission, regional transportation planning agency, MPO, school district, or transit district may prepare an active transportation plan. An active transportation plan prepared by a city or county may be integrated into the circulation element of its general plan or a separate plan. An active transportation plan shall include, but not be limited to, the following components or explain why the component is not applicable:

a) The estimated number of existing bicycle trips and pedestrian trips in the plan area, both in absolute numbers and as a percentage of all trips, and the estimated increase in the number of bicycle trips and pedestrian trips resulting from implementation of the plan.
b) The number and location of collisions, serious injuries, and fatalities suffered by bicyclists and pedestrians in the plan area, both in absolute numbers and as a percentage of all collisions and injuries, and a goal for collision, serious injury, and fatality reduction after implementation of the plan.
c) A map and description of existing and proposed land use and settlement patterns which shall include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, major employment centers, and other destinations.
d) A map and description of existing and proposed bicycle transportation facilities.
e) A map and description of existing and proposed end-of-trip bicycle parking facilities.
f) A description of existing and proposed policies related to bicycle parking in public locations, private parking garages and parking lots and in new commercial and residential developments.
g) A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These shall include, but not be limited to, parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.
h) A map and description of existing and proposed pedestrian facilities at major transit hubs. These shall include, but not be limited to, rail and transit terminals, and ferry docks and landings.
i) A description of proposed signage providing wayfinding along bicycle and pedestrian networks to designated destinations.
j) A description of the policies and procedures for maintaining existing and proposed bicycle and pedestrian facilities, including but not limited to the maintenance of smooth pavement, freedom from encroaching vegetation, maintenance of traffic control devices including striping and other pavement markings, and lighting.
k) A description of bicycle and pedestrian safety, education, and encouragement programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the law impacting bicycle and pedestrian safety, and the resulting effect on accidents involving bicyclists and pedestrians.
l) A description of the extent of community involvement in development of the plan, including disadvantaged and underserved communities.
m) A description of how the active transportation plan has been coordinated with neighboring jurisdictions and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, general plans and a Sustainable Community Strategy in a Regional Transportation Plan.
n) A description of the projects and programs proposed in the plan and a listing of their priorities for implementation, including the methodology for project prioritization and a proposed timeline for implementation.

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o) A description of past expenditures for bicycle and pedestrian facilities and programs, and future financial needs for projects and programs that improve safety and convenience for bicyclists and pedestrians in the plan area. Include anticipated revenue sources and potential grant funding for bicycle and pedestrian uses.
p) A description of steps necessary to implement the plan and the reporting process that will be used to keep the adopting agency and community informed of the progress being made in implementing the plan.
q) A resolution showing adoption of the plan by the city, county or district. If the active transportation plan was prepared by a county transportation commission, regional transportation planning agency, MPO, school district or transit district, the plan should indicate the support via resolution of the city(s) or county(s) in which the proposed facilities would be located.

A city, county, school district, or transit district that has prepared an active transportation plan may submit the plan to the county transportation commission or transportation planning agency for approval. The city, county, school district, or transit district may submit an approved plan to Caltrans in connection with an application for funds active transportation facilities which will implement the plan.

Additional information related to active transportation plans can be found in the sections on Funding for Active Transportation Plans and Scoring Criteria.

FEDERAL REQUIREMENTS

Unless programmed for state-only funding, project applicants must comply with the provisions of Title 23 of the U.S. Code of Federal Regulations and with the processes and procedures contained in the Caltrans Local Assistance Procedure Manual and the Master Agreement with Caltrans. Below are examples of federal requirements that must be met when administering Active Transportation Program projects.

- National Environmental Policy Act (NEPA) compliance and documentation is required on all projects. Refer to Chapter 6, Environmental Procedures, of the Local Assistance Procedures Manual for guidance and procedures on complying with NEPA and other federal environmentally related laws.
- Project applicants may not proceed with the final design of a project or request "Authorization to proceed with Right-of-Way" or "Authorization to proceed with Construction" until Caltrans has signed a Categorical Exclusion, a finding of No Significant Impact, or a Record of Decision. Failure to follow this requirement will make the project ineligible for federal reimbursement.
- If the project requires the purchase of right of way (the acquisition of real property), the provisions of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 apply. For more information, refer to Chapter 13, Right of Way, of the Local Assistance Procedures Manual.
- If the project applicant requires the consultation services of architects, landscape architects, land surveyors, or engineers, the procedures in the Chapter 10, Consultant Selection, of the Local Assistance Procedures Manual must be followed.
- Contract documents are required to incorporate applicable federal requirements such as Davis Bacon wage rates, competitive bidding, Disadvantaged Business Enterprises/Equal Employment Opportunity provisions, etc. For more information, refer to Chapter 9, Civil Rights and Disadvantaged Business Enterprises, and Chapter 12, Plans, Specifications & Estimate, of the Local Assistance Procedures Manual

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Failure to comply with federal requirements may result in the repayment to the State of Active Transportation Program funds.

DESIGN STANDARDS

Streets and Highways Code Section 891 requires that all city, county, regional, and other local agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted utilize all minimum safety design criteria established by Caltrans. Chapter 11, Design Standards, of the Caltrans Local Assistance Procedure Manual describes statewide design standards, specifications, procedures, guides, and references that are acceptable in the geometric, drainage, and structural design of Local Assistance projects. The chapter also describes design exception approval procedures, including the delegation of design exception approval authority to the City and County Public Works Directors for projects not on the state highway system. These standards and procedures shall be used for all Active Transportation Program projects except recreation trails projects.

For capital projects off the state highway system, the project applicant will be responsible for the ongoing operations and maintenance of the facility. If another entity agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement shall be submitted with the project application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties shall be submitted with the request for allocation.

All facilities constructed using Active Transportation Program funds cannot revert to a non-Active Transportation Program use for a minimum of 20 years or its actual useful life as documented in the project application, whichever is less, without approval of the Commission.

PROGRAM EVALUATION

The Active Transportation Program will be evaluated for its effectiveness in increasing the use of active modes of transportation in California. Applicants that receive funding for a project shall collect and submit data to Caltrans as described in the "Project Reporting" section.

By December 31, 2014, the Commission will post its website information about the initial program of projects, including a list of all projects programmed and allocated in each portion of the program, by region, and by project type, along with information on grants awarded to disadvantaged communities,

After 2014, the Commission will include in its annual report to the Legislature a discussion on the effectiveness of the program in terms of planned and achieved improvement in mobility and safety and timely use of funds, and will include a summary of its activities relative to the administration of the Active Transportation Program including:

- Projects programmed,
- Projects allocated
- Projects completed to date by project type,
- Projects completed to date by geographic distribution,
- Projects completed to date by benefit to disadvantaged communities, and
- Projects completed to date with the California Conservation Corps or qualified community conservation corps.

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4.2

BUDGET AND ALLOCATION CAPACITY UPDATE

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

4.3

CALIFORNIA TRANSPORTATION INFRASTRUCTURE PRIORITIES

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

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 29, 2014

Reference No.: 4.18
Information Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Ron Sheppard
Acting Division Chief
Budgets

Subject: **STATUS OF FUEL TAXES IN CALIFORNIA**

The California Department of Transportation's (Department) Chief Financial Officer will be giving a presentation as to the status and history of fuel taxes in California, including the loss of buying power due to inflation.

BACKGROUND:

Over the last 20 years, there have been numerous changes to the way California funds the construction and maintenance of the State Highway System. Revenue from the sale of fuel has always been a large component of the funding stream. The Department will present a history and status of the excise tax related to the sale of fuel.

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: January 29, 2014

Reference No.: 4.9
Information

From: ANDRE BOUTROS
Executive Director

Subject: **TRANSPORTATION FUNDING CONCEPT – MILEAGE-BASED TRANSPORTATION SYSTEM USER FEE PROGRAM**

ISSUE:

At the January 2014 Commission meeting, representatives from Caltrans, the Oregon Department of Transportation and the Southern California Association of Governments will provide their perspectives related to mileage-based transportation system user fee program considerations.

For more than a decade the Commission has raised concerns with respect to the decline and instability of transportation revenues. Recognizing there are no easy solutions, the Commission has urged that the Legislature and the Administration enact funding alternatives to address California's transportation needs considering options that include implementation of a vehicle mileage-based fee system.

In 2009, the California, Oregon, and Washington Transportation Commissions (Western Tri-State Commissions) jointly recommended that Congress consider encouraging states to develop alternative transportation funding approaches to supplement, and perhaps ultimately replace the gas tax. At that time, a recommendation was made to confirm the feasibility of a vehicle miles traveled-based fee system by mandating the federal government fully explore a transition from the gas tax to a funding system tied more directly to road use and impact on the road system. In 2012, the Western Tri-State Commissions asked Congress to embrace the implementation of a multi-state vehicle miles traveled pilot program.

Caltrans recently joined with other Western State Departments of Transportation in consortium to explore in partnership the technical and operational feasibility of a multi-jurisdictional mileage-based usage charge system; investigate public and key decision maker criteria for acceptance; share experiences and lessons learned; develop operational standards and protocols, and other considerations. The State of Oregon is moving forward to implement a voluntary road usage charge program by 2015. California's Metropolitan Planning Organizations and Regional Transportation Planning Agencies striving to implement regional transportation plans and sustainable communities strategies are seeking long term sustainable and reliable funding solutions to address declining excise tax revenues.

BACKGROUND:

Existing revenue streams dedicated to funding transportation system needs have not kept pace with the cost to operate, maintain, rehabilitate and expand the national and state transportation network. Traditional mechanisms for funding the transportation network are based on archaic taxes tied to diminishing fuel usage. This funding is unsustainable given growing population, inflation, the proliferation of fuel efficient and alternative fueled vehicles, among other factors.

Vehicle miles traveled refers to the number of miles vehicles travel over a given time period. Vehicle miles traveled is routinely used to measure traffic and to calculate traffic statistics. Since excise tax revenue is based on consumption, and consumption is expected to continue to decline as vehicles become more fuel-efficient and consumers turn to alternative fueled vehicles, a mileage-based transportation system user fee based on miles traveled could be a more reliable option for funding transportation system improvements instead of the current method of using excise taxes. Revenue generated by such a user fee could be used to fund system preservation, system management and system expansion. To implement a mileage-based transportation system user fee program, federal and/or state legislation would be required.

Western Road Usage Charge Consortium

The Western Road Usage Charge Consortium is a voluntary coalition of State Departments of Transportation and specified others committed to collaborative research and development of a potential new transportation funding method that would collect a road usage charge from drivers based on actual road usage/vehicle miles traveled. Initial membership consists of states that (1) are members of the Western Association of State Highway and Transportation Organizations (WASHTO); (2) commit to joint funding; and (3) adopt the Western Road Usage Charge Consortium Charter. Transportation Departments from California, Washington, Oregon, and Nevada are members of the Western Road Usage Charge Consortium.

Oregon Department of Transportation (ODOT) – Road Usage Charge Program

In 2001, the Oregon State Legislature authorized the creation of a Road User Fee Task Force to examine various revenue raising alternatives. In 2007, at the direction of the Task Force, ODOT tested a road user fee, or "per mile charge," in a pilot project in Portland. In 2012, ODOT conducted a refined version of the pilot, based on lessons learned and focused on vehicles rating 55 miles per gallon or more. This second pilot, called the Road Usage Charge Pilot Project, concluded in January 2013.

In 2013, the Oregon State Legislature passed Senate Bill 810 authorizing ODOT to establish a permanently operational road usage charge program with 5,000 volunteers. Specifically, this legislation created a program whereby a registered owner or lessee of a motor vehicle may pay a per mile road usage charge. The program will permit the person paying a per-mile usage charge to apply for a refund of motor vehicle fuel tax as well as for miles driven on private property. The legislation directs ODOT to establish methods for reporting vehicle miles traveled and to meet other requirements so it is operative on July 1, 2015. Additional information is provided as Attachment I.

Metropolitan Planning Organizations/Regional Transportation Planning Agencies

MPOs and RTPAs require sufficient and sustainable revenues to implement adopted regional transportation plans. Recently adopted regional transportation plans provide recommendations for financial resources to meet transportation system needs over the planning period. For example, the Regional Transportation Plan adopted by the Southern California Association of Governments states:

"Investing in our region's transportation system is critical to our economic prosperity. To compete nationally and internationally, Southern California needs a 21st century transportation system that improves mobility for both businesses and people. Without long-term strategic transportation investments and the revenue sources necessary to build and maintain those investments, our region will be at a competitive disadvantage for future generations. Since the 1980s, Southern California voters have approved county sales tax measures to backfill declining transportation funds, but substantial investment needs remain."

"To bolster available funding, the 2012 RTP recommends user-based strategies that reflect the true cost of transportation.

- *Additional $0.15 per gallon adjustment to state and federal gas taxes to maintain historical purchasing power (starting 2017) and long-term transition to mileage-based user fees ($0.05 per mile to replace gas taxes starting 2025)*
- *Construction of new toll supported highways*
- *Leverage existing resources to maximize cash flow and take advantage of currently low borrowing and construction costs*
- *Expand partnerships with private sector entities to deliver transportation investments sooner and cost efficiently"*

Attachments

I. Oregon Department of Transportation Road Usage Charge Program Overview
II. Southern California Association of Governments' Regional Transportation Plan 2012-2035 Funding Strategies Fact Sheet

Road Usage Charge Program (RUCP)

Program Overview
November 2013

What is the Road Usage Charge Program?
The Road Usage Charge Program, or RUCP, as mandated by the passage of Senate Bill 810, authorizes the Oregon Department of Transportation to assess a per-mile charge for drivers of up to 5,000 cars and light commercial vehicles participating in the program. A gas tax refund (where applicable) is issued to participants. The bill calls for the system to be operational by July 1, 2015.

After two successful pilot demonstrations in 2007 and 2012, the RUCP is now law and a permanent program in Oregon. The program:

- Allows Oregon volunteers who are owners and lessees of certain vehicles to pay a road usage charge in lieu of the gas tax
- Sets that road usage charge at 1.5 cents per mile
- Requires a refund of gas tax paid
- Establishes restrictions and criteria for safeguarding of personally identifiable information

Why is Oregon implementing the RUCP?
Highly fuel-efficient vehicles are taking to the road in increasing numbers, in Oregon and across the country. This is important for protecting the environment and reducing our nation's dependence on fossil fuels, but it also reduces funding available for road maintenance.

Historically, states (and the federal government) derived money to pay for upkeep of roads in large part through a tax on fuel. If vehicles using the road don't visit the pump (for example, because they are all-electric), or they very rarely need to because they get high miles per gallon of fuel, then the owners of those cars are, unfortunately, not paying their portion of upkeep for the roads they use. The RUCP establishes a funding model of direct payment for roads used, based on miles traveled.

Who does the RUC impact?
ODOT approved volunteers will pay the road usage charge when the system is operational. Total participants is not to exceed 5,000. No more than 1,500 may have a vehicle rating greater than 17 mpg, and no more than 1,500 may have a vehicle rating of at least 17 mpg and less than 22 mpg.

Key design requirements (by law)
ODOT must take into account the following when designing the program:

- Accuracy
- Privacy options
- Security
- Resistance to tampering
- Transparency regarding the transfer of RUC revenues

ODOT must provide the opportunity to select a method of mileage collecting and reporting from among multiple options. At least one of those methods of collecting and reporting miles traveled must not use vehicle location technology.

ODOT must adopt standards for an "open system" for technologies so the program is flexible and can grow and change with the technology market.

—more—

Any ODOT procurement of equipment and services for RUC must be procured under the Public-Private Partnership (P3) authority.

Privacy protection
The legislation declares the confidentiality of personally identifiable information and also:

- Prohibits disclosure of personally identifiable information except to the registered owner or lessee, entities responsible for services pertaining to collection of the road usage charge, and entities approved by the registered owner or lessee.
- Provides that location and daily metered use information must be destroyed within 30 days after payment processing, dispute resolution or noncompliance investigation. Exceptions: (1) when an owner or lessee consents; (2) aggregated data used for traffic management and research; (3) monthly summaries of metered use.
- Requires ODOT to provide for penalties for entities violating this section.
- Does not impose data restrictions where expressly approved by the volunteer.

How it works

1. The program accepts applications for volunteer taxpayers to participate. Once approved and enrolled in the program, the taxpayer chooses a method of reporting and sets up the vehicle for reporting miles, per the agreement.
2. The taxpayer reports metered use, receives an invoice, and pays the road usage charge.
3. The taxpayer receives a refund of the gas tax paid.

###

REGIONAL TRANSPORTATION PLAN

2012-2035 RTP

SUSTAINABLE COMMUNITIES STRATEGY

Towards a Sustainable Future

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

www.scag.ca.gov/rtp2012

Funding Strategies

Investing in our region's transportation system is critical to our economic prosperity. To compete nationally and internationally, Southern California needs a 21st century transportation system that improves mobility for both businesses and people. Without long-term strategic transportation investments and the revenue sources necessary to build and maintain those investments, our region will be at a competitive disadvantage for future generations.

WHAT ARE OUR FUNDING CHALLENGES?

Both state and federal gas taxes, the traditional means of funding transportation, have not increased since the 1990s

+

Vehicles are becoming more fuel efficient and will travel farther on less gasoline as technology advances to meet federal and state mandates

+

Gas taxes today are charged on a per gallon basis and do not fluctuate with the overall price at the pump

+

Costs for building/maintaining transportation infrastructure have continued to grow every year

= Gas tax revenue has declined to represent less than 1/3rd of our transportation funding, resulting in underinvestment while demand continues to grow

HOW DO WE ADDRESS OUR FUNDING CHALLENGES?

Since the 1980s, Southern California voters have approved county sales tax measures to backfill declining transportation funds, but substantial investment needs remain. To bolster available funding, the 2012 RTP recommends user-based strategies that reflect the true cost of transportation.

- Additional $0.15 per gallon adjustment to state and federal gas taxes to maintain historical purchasing power (starting 2017) and long-term transition to mileage-based user fees ($0.05 per mile to replace gas taxes starting 2025)
- Construction of new toll supported highways
- Leverage existing resources to maximize cash flow and take advantage of currently low borrowing and construction costs
- Expand partnerships with private sector entities to deliver transportation investments sooner and cost efficiently

QUICK FIGURES

FIGURE 1

2012 RTP Revenue Summary $524.7 Billion (in Nominal Dollars) FY2011-FY2035

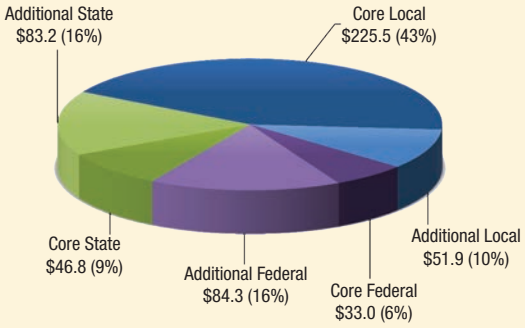
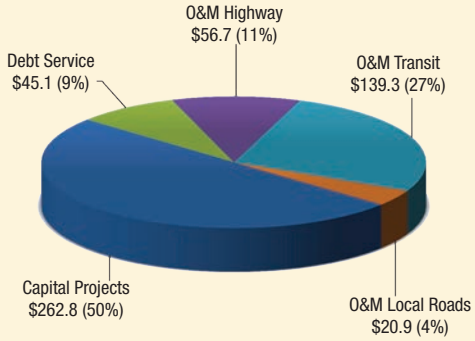


FIGURE 2

2012 RTP Expenditure Summary $524.7 Billion (in Nominal Dollars) FY2011–FY2035



An investment of less than $2 dollars per day per capita will achieve the region's mobility and air quality objectives.

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

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2347 updated: 2012.01.05

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 29, 2014

Reference No.: 4.10
Information Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Dennis T. Agar
Chief
Division of Traffic Operations

Subject: **HIGH OCCUPANCY VEHICLE LANE DEGRADATION AND MANAGED LANE POLICY AND PLANNING EFFORTS**

The California Department of Transportation (Department) will be presenting a discussion on managed lanes and High Occupancy Vehicle (HOV) Lane Degradation at the January 29, 2014, California Transportation Commission (Commission) Meeting.

BACKGROUND:

Federal law includes a performance standard for HOV lanes that are used by these vehicles. The law states that the average operating speeds during peak morning or evening hours cannot fall below 45 miles per hour more than ten percent of the time for 180 consecutive days. Any HOV lane that fails to meet this standard is considered "degraded". This requirement was introduced in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) in 2005.

The Moving Ahead for Progress in the 21st Century Act (MAP-21), effective October 2012, requires states to take action on degraded facilities within 180 days of identifying them as degraded. A list of potential actions was included; these actions include increasing occupancy requirements and prohibiting exempt vehicles. MAP-21 requires the United States Department of Transportation to enact sanctions if a state fails to comply. These sanctions include withholding payment of federal funds and withholding approval of projects.

Inherently low emission vehicles and hybrid vehicles may use HOV lanes in California without meeting occupancy requirements. These vehicles must have decals issued by the Department of Motor Vehicles. However, certain classes of hybrid vehicles were prohibited from accessing HOV lanes after July 1, 2011, unless they met occupancy requirements.

Certain HOV lanes in California may also be used by vehicles that do not meet occupancy requirements by paying a toll. An HOV lane that may be used by toll-paying vehicles is known as a HOT lane or an express lane.

SUMMARY:

23 United States Code 166 (d) (1) requires each State agency that allows vehicles to use an HOV facility to submit to the United States Secretary of Transportation an annual report that examines HOV performance. The 2011 California HOV Lane Degradation Determination Report (Report) examined

HOV lane performance during the morning and evening peak hours for the two 180-day periods from January through June and from July through December.

The Report showed that approximately 43 percent of HOV lanes were degraded during the first half of the year.

The Report also showed that approximately 49 percent of HOV lanes were degraded in the second half of the year. This increase was observed regardless of the fact that 85,000 hybrid vehicles were no longer permitted to access HOV lanes after July 1, 2011. This increase has been observed in previous years and is associated with seasonal increases in traffic volume during that time of the year.

Analysis indicates that recurrent congestion and other contributing factors lead to degradation. These other factors could include:

- Vehicles from general-purpose lanes merging into the HOV lane at the end of the HOV facility, causing congestion in the lane upstream.
- Vehicles from the HOV lanes merging into congested general-purpose lanes.
- "Rubbernecking" due to traffic incidents on a freeway.
- Inclement weather resulting in lower speeds.

In accordance with the requirements of MAP-21, an action plan was developed by the Department to address degraded facilities identified in the 2011 performance monitoring effort. Caltrans proposed both short term and long term strategies to reduce or eliminate degradation, including:

- Increased enforcement by the California Highway Patrol.
- Improved incident response times by the Freeway Service Patrols.
- Improvements in roadway detection.
- Infrastructure improvements such as additional HOV lanes, modifications to HOV lane access openings, and elimination of bottlenecks on general purpose lanes.
- Active traffic management strategies such as the metering of freeway on ramps and freeway-to-freeway connectors.
- Conversion to high occupancy toll (HOT) lanes where proposed by regional transportation agencies.

Changing the occupancy requirements on HOV lanes was a strategy that the Department did not actively pursue in the action plan due to concerns about resulting underutilization of the HOV lanes and additional congestion in adjacent general purpose lanes. Two proposed HOV to HOT lane conversions listed in the 2011 action plan include an increase in occupancy. The Department also did not propose to prohibit inherently low emission vehicles (ILEV) and hybrid vehicles from HOV lanes because these vehicles constituted a low percentage of the users of HOV lanes. Furthermore, prohibiting these vehicles runs counter to Executive Order B–16–2012, which directs State agencies to take action to support and incentivize the purchase and use of these vehicles.

The Department is currently awaiting a formal response from the Federal Highway Administration (FHWA) on the 2011 action plan. This response is expected by the time of the Commission meeting and will be shared as part of the formal presentation.

The Department has completed the 2012 California HOV Lane Degradation Determination Report, and has developed a draft action plan for degraded facilities identified in the analysis. Based on the response from FHWA on the 2011 action plan, the 2012 action plan may need to be reviewed and revised.

The Department is currently in the process of updating existing Deputy Directive 43 to address managed lane operations on the State Highway System. The updated policy will address State and local roles, responsibilities, and expectations regarding HOV and HOT lane operations, including the need to address performance deficiencies such as degradation. There are ongoing discussions with regional transportation agency partners regarding the policy.

The Department will also be seeking consultant support in the development of a statewide Managed Lanes Master Plan by summer 2014. The Master Plan will provide a statewide concept of transportation operations for managed lanes. It will consider current managed lane operations, integrate various on-going managed lanes development activities, and address the operational, institutional, technical, and performance challenges and issues associated with managed lanes. The objective is to develop unified and seamless managed lane networks in each of the State's urban areas that can adapt to changing regional needs.

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: January 29, 2014

Reference No.: 4.15
Information

From: ANDRE BOUTROS
Executive Director

Subject: **PRESENTATION OF THE PROPOSED 2014 SHOPP**

SUMMARY:

Government Code section 14526.5.(c) requires the Department to submit to the Commission not later than January 31 of each even-numbered year the State Highway Operation and Protection Program (SHOPP). The Department submitted the Proposed 2014 SHOPP on January 10, 2014.

A draft of the 2014 SHOPP was made available to transportation planning agencies for review and comment in November 2013. The Proposed 2014 SHOPP includes comments received from the regional agencies.

Attached for Commission review and comment is the Executive Summary of the Proposed 2014 SHOPP. The entire document is available on the Department's SHOPP page at:

http://www.dot.ca.gov/hq/transprog/shopp.htm

Commission comments will be included in the final 2014 SHOPP to be approved at the March 2014 Commission meeting.

BACKGROUND:

Pursuant to Government Code section 14526.5.(d), the Commission shall approve and submit the SHOPP to the Legislature and the Governor not later than April 1 of each even-numbered year.

Also per section 14526.5.(d), the Commission may review the SHOPP relative to its overall adequacy, level of annual funding needed to implement the program, and the impact of those expenditures on the state transportation improvement program.

Per section 14526.5.(a), projects included in the program shall be limited to capital improvements relative to maintenance, safety, and rehabilitation of state highways and bridges which do not add a new traffic lane to the system.

Funding for the SHOPP is not subject to Sections 188 and 188.8 of the Streets and Highways Code.

Attachment

PROPOSED 2014 SHOPP

STATE HIGHWAY OPERATION AND PROTECTION PROGRAM

FISCAL YEARS 2014-15 through 2017-18

Prepared by the CALIFORNIA DEPARTMENT OF TRANSPORTATION

CALIFORNIA STATE TRANSPORTATION AGENCY

In accordance with Government Code section 14526.5

January 10, 2014

EXECUTIVE SUMMARY

The 2014 State Highway Operation and Protection Program (SHOPP) was prepared by the California Department of Transportation (Department) in accordance with Government Code section 14526.5, Streets and Highways Code section 164.6, and the strategies outlined in the Department's Policy for Management of the SHOPP. The 2014 SHOPP is a four-year program of projects for Fiscal Years (FYs) 2014-15 through 2017-18, that have the purpose of collision reduction, restoring damaged roadways, bridge preservation, roadway preservation, roadside preservation, mobility enhancement, and preservation of other transportation facilities related to the state highway system.

The 2014 SHOPP is the culmination of a two-year cycle that began with rehabilitation needs and priorities identified in the 2013 Ten-Year State Highway Operation Protection Program Plan (2013 Plan) and is constrained by the forecast of funding in the adopted 2014 State Transportation Improvement Program Fund Estimate (2014 Fund Estimate).

The adopted 2014 Fund Estimate, which relies on current law and revenue projections to estimate available funding, forecasts an average annual of $2.3 billion of SHOPP program capacity. As described in the 2013 Plan, the estimated goal-constrained need for the rehabilitation and reconstruction of the aging state highway system is $8.2 billion per year.[1] As a result of the approximately $6 billion annual shortfall, potential impacts may include delays of needed rehabilitation and reconstruction projects on the state highway system that cannot be funded, an inability to fix new and ongoing deterioration of the highways, and cost increases when needed rehabilitation work is ultimately undertaken.[2]

The new projects selected for programming in the 2014 SHOPP are based on the highest priority statewide needs. Programming in the SHOPP is not based on county shares, historical percentages, or a predetermined formula.

Since funding is insufficient to preserve and maintain the existing transportation infrastructure, the Department will continue to focus available resources on the most critical categories of projects in the SHOPP (safety, mandates, bridge, and pavement preservation). Few improvements to maintenance facilities, repairs to roadside rest areas, and mobility improvements will be made.

[1] Final 2013 Ten-Year State Highway Operation and Protection Program Plan, California Department of Transportation, March 2013
[2] 2014 State Transportation Improvement Program Fund Estimate, California Department of Transportation, August 2013

2014 State Highway Operation and Protection Program
Funding Summary for Fiscal Years 2014-15 through 2017-18
($ Millions)

Program Funding		**2014-15**	**2015-16**	**2016-17**	**2017-18**	**Total**
2014 Fund Estimate		$2,200	$2,300	$2,300	$2,300	$9,100
ER Reimbursement		$140	$140	$140	$140	$560
Programmed		**2014-15**	**2015-16**	**2016-17**	**2017-18**	**Total**
Major Damage Restoration		200	351	12	13	577
Collision Reduction		559	670	253	229	1,712
Mandates		135	149	178	56	517
Bridge Preservation		528	566	295	457	1,847
Roadway Preservation		510	321	637	914	2,382
Mobility		17	37	125	25	204
Roadside Preservation		-	18	-	-	18
Facilities		-	-	-	-	-
	Subtotal	$1,950	$2,112	$1,500	$1,694	$7,256
Reserved		**2014-15**	**2015-16**	**2016-17**	**2017-18**	**Total**
Major Damage Restoration		140	140	240	240	760
Collision Reduction		20	3	59	87	168
Mandates		-	-	32	11	43
Bridge Preservation		-	29	37	33	99
Roadway Preservation		-	-	264	125	389
Mobility		-	5	-	-	6
Roadside Preservation		1	1	1	1	3
Facilities		-	-	-	-	-
	Subtotal	$161	$178	$633	$497	$1,468
Programmed and Reserved		**2014-15**	**2015-16**	**2016-17**	**2017-18**	**Total**
Major Damage Restoration		340	491	252	253	1,337
Collision Reduction		579	673	312	316	1,880
Mandates		135	149	210	66	560
Bridge Preservation		528	595	332	490	1,945
Roadway Preservation		510	321	901	1,039	2,771
Mobility		17	42	125	25	209
Roadside Preservation		1	19	1	1	21
Facilities		-	-	-	-	-
	Subtotal	$2,110	$2,290	$2,133	$2,191	$8,724
Minor Program Reservation		150	150	150	150	600
Program Contingency		80	-	157	99	336
	Total	**$2,340**	**$2,440**	**$2,440**	**$2,440**	**$9,660**

Note: The SHOPP is developed in thousands and rounded for this table. Numbers may not add due to rounding.

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: January 29, 2014

Reference No.: 4.21
Action

From: ANDRE BOUTROS
Executive Director

Subject: **CALIFORNIA FREIGHT MOBILITY PLAN AND NATIONAL PRIMARY FREIGHT NETWORK UPDATE**

ISSUE:

Caltrans will provide a presentation on the California Freight Mobility Plan (CFMP) development and draft comments prepared in response to the proposed National Primary Freight Network (PFN).

Should the California Transportation Commission (Commission) provide comments on the CFMP currently being prepared by Caltrans? Should the Commission provide comments to the U.S. Department of Transportation on the proposed PFN?

RECOMMENDATION:

Staff recommends that the Commission provide comments, if any, on the CFMP process and direct staff to prepare a letter for transmittal to Caltrans.

Staff also recommends that the Commission direct staff to transmit the attached letter to the U.S. Department of Transportation regarding the proposed PFN. The letter includes recommendations for the:

- Inclusion of all freight modes in the PFN.
- Expansion of the proposed 27,000 centerline miles to close gaps and missing segments.
- Consideration of seasonal freight routes.
- Creation of a national freight funding program.
- Collaboration with other states.
- Reduction to proposed ten-year PFN updating cycle.

BACKGROUND:

California Freight Mobility Plan (CFMP)

Caltrans is required, under Section 14036 of the California Government Code, to prepare a ten-year State Rail Plan updated biennially and which must contain both a passenger element and a freight element.

Moving Ahead for Progress in the 21st Century (MAP-21) requires the U.S. Department of Transportation to "encourage" each state to develop a freight plan that provides a comprehensive plan for the immediate and long-range planning activities and investments for the State with respect to freight. MAP-21 also encourages each state to establish a freight advisory committee consisting of a representative cross-section of public and private sector freight stakeholders to participate in the development of that plan.

Assembly Bill (AB) 14 (Lowenthal, Chapter 223, Statutes of 2013) requires the California State Transportation Agency (CalSTA) to prepare a state freight plan in compliance with the relevant provisions of MAP-21. The state freight plan must also provide a comprehensive plan to govern the immediate and long-range planning activities and capital investments of the state with respect to the movement of freight. Additionally, the bill requires CalSTA to establish a freight advisory committee representing a cross-section of public and private sector freight stakeholders, including representatives of ports, shippers, carriers, freight-related associations, the freight industry workforce, the Commission, Caltrans, the Public Utilities Commission, the State Lands Commission, the State Air Resources Board, regional and local governments, and environmental, safety, and community organizations. Pursuant to AB 14, the state freight plan is due to the Legislature, and the Governor, and certain agencies by December 31, 2014, and updated every 5 years thereafter.

By delegation from the Business, Transportation and Housing Agency (now CalSTA), Caltrans assumed the responsibility of producing the CFMP and forming and facilitating the California Freight Advisory Committee (CFAC).

Caltrans Division of Transportation Planning is currently developing the CFMP, an update to the Goods Movement Action Plan (GMAP). Similar to the GMAP, the CFMP will address current freight conditions, identify important trends, and respond to major issues in goods movement across all modes and regions of California. In addition, the updated plan will respond to a number of contemporary issues in terms of community impacts, trucking, new legislation, regional differences and linkages, and greenhouse gas emissions reduction strategies.

The CFMP will revisit and, as appropriate, renew the underlying GMAP goals to promote economic growth, encourage job creation, and increase mobility, while enhancing public safety and security and addressing the environmental challenges of moving goods via the State's highways, railways, airports, and seaports.

National Freight Network

Pursuant to MAP-21, the U.S. Department of Transportation Secretary shall establish a National Freight Network to assist States in strategically directing resources toward improved system performance for efficient movement of freight on highways, including national highway system, freight intermodal connectors and aerotropolis transportation systems.

On November 19, 2013, the U.S. Department of Transportation published in the Federal Register the draft initial designation of the highway PFN request for comments. Comments were initially due December 19th; however the comment period was initially extended thirty days to January 17, 2014, and subsequently extended to February 15, 2014. Caltrans Division of Transportation Planning has been coordinating with the CFAC in the drafting of comments to the U.S. Department of Transportation.

The National Freight Advisory Committee (NFAC) was established under the authority of the U.S. Department of Transportation, in accordance with the provisions of the Federal Advisory Committee Act (FACA), as amended, 5 U.S.C., App. 2. The objective of NFAC is to provide information, advice, and recommendations to the U.S. Secretary of Transportation on matters relating to freight transportation in the United States and the implementation of the freight provisions of MAP-21.

Attachment 1: Draft Letter to U.S. Department of Transportation
Attachment 2: Draft California's National Freight Policy Recommendations

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January 29, 2014

Docket Management Facility
U.S. Department of Transportation
1200 New Jersey Avenue, SE, W12-140
Washington, D.C. 20590-0001

RE: Federal Highway Administration (FHWA, [Docket No. FHWA-2013-0050]; Designation of the Primary Freight Network

Dear Sir or Madam,

The California Transportation Commission (Commission) appreciates the importance that MAP-21 has focused on the efficient movement of goods to ensure our nation's prosperity and protect our environment. In particular, we appreciate the multifaceted efforts of the United States Department of Transportation to guide the development of a National Strategic Freight Plan. At this time, the Commission welcomes this opportunity to comment on the proposed designation of the Primary Freight Network (PFN).

Our freight moves on a system of systems and we recommend a continual focus on an integrated, comprehensive multi-modal network. As currently defined, the PFN is limited to highways and not representative of a "typical freight move". Furthermore, the Commission believes that the statutory cap of 27,000 centermiles is too restrictive to create a unified PFN. This statutory cap results in numerous gaps and missing segments in California, and thus not a continuous freight network. Many of these gaps and missing segments constitute the "first and last mile" connections to primary freight facilities, such as seaport, airports, intermodal yards, and border ports of entry. As an alternative, the more comprehensive 41,000 centerline miles plan identified by the U.S. Department of Transportation (U.S. DOT) during the PFN process would address the majority of gaps and missing segments.

Also within California there are several freight routes that have seasonal peak traffic such as in the agricultural and extractive industry regions. California's Central Valley, the Central Coast

and the North State are nationally and internationally significant exporters of agricultural, forest and mineral products. The freight mileage on these routes, averaged over an entire year, do not meet the PFN threshold yet still accommodate high numbers of truck traffic during the limited planting, harvesting, extraction and processing seasons. These regions are currently not represented under the proposed 27,000 or the conceptual 41,000 mile PFN. Any increase in the centerline miles of the PFN needs to include a provision for these seasonal freight routes. This is particularly important as we work to achieve our nation's goal of doubling our exports within 5 years.

The Commission supports FHWA's goal of strategically directing resources toward improving system performance for the movement of freight. The designation of a National Freight Network (NFN) is an important step towards achieving this goal, particularly if federal resources are specifically directed for the NFN. Critical to the success of the national freight program will be a substantial and sustainable funding source afforded protections to ensure that such funds are directed solely for the intended purposes and not stockpiled or circumvented for non-freight related programs or projects.

Additionally, it is important that the NFN is developed through strong collaboration between states. The Commission urges a more holistic approach looking at freight corridors that reach beyond the confines of individual state lines in order to provide an effective and seamless freight network.

Given the dynamic nature of trade and e-commerce, the proposed ten-year PFN update cycle limits the ability to respond to shifting trends in national and international trade patterns. In order to address this issue, the Commission recommends the updating cycle be reduced, or at a minimum, provide an amendment process that enables states to request and receive approval for PFN changes between ten-year updates.

The stability of California and the national economy is directly linked to providing a robust and reliable freight network which includes a comprehensive network of highways, railroads, ports, air cargo, and border ports of entry. The identification of the PFN moves the state and the nation in that direction; however action is necessary to create an integrated multimodal system and to ensure that sufficient and sustainable funding is secured to implement and maintain a successful national freight network. The Commission appreciates the opportunity to comment and will continue to look for future opportunities to collaborate.

Sincerely,

JAMES C. GHIELMETTI
Chair

cc: Commissioners, California Transportation Commission
Senator Mark DeSaulnier, Chair, Senate Transportation Committee
Assembly Member Bonnie Lowenthal, Chair, Assembly Transportation Committee
Brian P. Kelly, Secretary, California State Transportation Agency
Vince Mammano, Division Administrator, Federal Highway Administration
Malcolm Dougherty, Director, Department of Transportation

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California's National Freight Policy Recommendations

The national transportation program, Moving Ahead for Progress in the 21st Century (MAP-21), encourages states to develop state freight plans that are consistent with national guidance. Such guidance was needed and now that the plan development process is underway, states and the Federal Government can plan for coordinated actions to improve the efficiency, reliability, sustainability, and safety of the entire freight system while working toward eliminating impacts to communities and the environment.

In an increasingly competitive world, it is vital that the United States have an integrated, continually improving freight transportation system that is well maintained and operated. However, without a long-term, dedicated funding mechanism that generates new revenue and does not appropriate transportation funds from other programs, the state and national freight plans cannot be implemented, regardless of how innovative they may be. The reauthorization of MAP-21 must create a freight program that includes substantial new funding that is allocated on performance-based criteria.

California is the unparalleled trade gateway to the Nation, which is evidenced by the State having the highest concentration of goods movement dependent industries and associated employment in the country (e.g., transportation and warehousing, retail trade, manufacturing, construction and wholesale trade). The State is one of the 10 largest economies in the world with a gross state product of over $2 trillion. As a global trade leader, freight is critical to the State's economy and by extension, California's freight based economy is critical to the national economy. Federal freight policies must be responsive to California's position as an international trade leader that:

- handles more than 40 percent of all the waterborne, containerized cargo entering the nation;
- processes more than $665 billion in two-way trade value annually;
- has the most extensive supply chain in the nation, encompassing manufacturing, retail and wholesale trade, construction, transportation, and warehousing sectors;
- generates 600,000 direct jobs at our seaports, airports and border crossings, and 1.6 million logistics jobs in the Southern California region alone; and
- supports more than 3 million logistics jobs throughout the nation from containerized trade.

California's commitment to improving its freight system is unmatched in the U.S. In 2006, voters approved a set of transportation state bond programs that included the $2 billion Trade Corridors Improvement Fund (TCIF). The TCIF program is implementing approximately 70 high priority freight projects with a value in excess of $6 billion in total private and public funding along key trade corridors that serve State, national, and international trade. These investments include seaport, railroad, international land border crossing, and highway truck projects. California is already heavily investing its funds to improve the State's freight transportation system and attracting substantial private and public matching funds. We strongly encourage the Federal Government to follow our example and invest morein the national freight transportation system.

Despite the critical importance of freight movement to our country's economy, there are impacts to local and regional economies, environment, and communities that must be mitigated simultaneously when making freight system improvements. Therefore, improving and sustaining the freight system is not only about system reliability, efficiency, safety, and job creation, it is also about stewardship of communities and the environment as freight is processed in and moved through those communities and the State.

Impacts from an inadequately funded and maintained freight transportation system have broad consequences from damage to vehicles using highways with poor pavement quality, travel time delays, lost productivity, higher greenhouse gas (GHG) emissions, reduced delivery time reliability, increased transportation costs, reduced competitiveness, loss of business investments, and an extensive list of additional negative impacts that compound over time. Without a program of strategic investments to adequately fix and maintain the existing freight system, expand capacity, employ new technologies, increase efficiency, and reduce impacts to communities and the environment, U.S. productivity and global competitiveness will suffer, consumer costs will increase, and trade investments will lag. A new Federal funding program must be established to address freight mobility, on all modes. The new funding program would incentivize state and local investment and leverage the widest array of public and private financing. The program must focus on the freight system as a whole, rather than viewing the Nation's transportation infrastructure as several different systems that occasionally interact.

Create a Federal Freight Funding Program

Under the next transportation reauthorization, it is critical that a dedicated, sustainable, and flexible freight funding program that includes a firewall against off-system uses be established. This should be in addition to, not in lieu of, existing transportation funding programs. Below are recommendations on funding sources and principles for the Federal freight program.

- **Potential Funding Sources**
    - A dedicated funding stream, linked with a new Freight Trust Fund, paid for by all users of the freight system.
    - Explore options to incentivize private investment. Some possibilities are increased use of public-private partnerships or offering special-purpose tax credit bonds.
    - Support and explore all potential sources of funding, innovative financing tools (like credit programs, qualified tax credit bonds, and tax code incentives), and leveraging opportunities at all levels and sectors.

- **Principles for the Federal Freight Program**
    - Utilize performance-based criteria for allocating funds. Funding should be allocated efficiently, in a way that guarantees the highest return on each dollar spent, and ensures that allocation intended to improve goods movement and reduce its impacts are actually directed towards that purpose. Funds should be dispersed through a competitive, performance-based process, rather than by formula.
    - Target funding to key national priority freight corridors and the full set of multi-modal facilities associated with the corridor.
    - Environmental and community impact reduction projects should be eligible for funding under the freight program.
    - Priority should be given to zero-emission and near zero-emission freight projects and projects that mitigate both regional and local environmental impacts from freight.
    - Priority should be given to projects which will maintain and utilize existing infrastructure to sustain and grow the throughput, velocity, efficiency, and economy of freight

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movement. Prioritizing in this manner will build upon critical investments already made by states, local agencies, and their private sector partners.

- Priority should be given to projects which are located in states and local jurisdictions that have adopted rules, regulations, incentives, and operating agreements which will necessarily provide for higher levels of environmental benefits, particularly with respect to air quality and GHG emissions. Prioritizing in this manner will encourage broader adoption of such measures and reward states and local jurisdictions that have taken a leadership role in addressing impacts from freight movement.
- To the maximum extent possible, expend revenues generated from any new user fees in the corridors where they are collected.
- To ensure that the Freight Program is sustainable for the long term, funding sources should ensure that alternative fuel vehicles also pay a fair amount for using the freight system.

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General Funding Recommendations

- Balance the Highway Trust Fund. Whether through user fees, enhanced, and/or indexed fuel tax increase, tolls, pricing, or any combination of measures. Do not continue to deficit finance our nation's transportation infrastructure.

- The California Freight Advisory Committee echoes the National Freight Advisory Committee's unanimously approved recommendation to pass legislation that will ensure that the Harbor Maintenance Tax is utilized for its intended purpose - to keep the nation's harbors and channels dredged and maintained at their maximum authorized depth for the safe shipping of commerce. In recent years, more fees have been collected than expended and the Harbor Maintenance Trust Fund contains a significant surplus. At the same time, there is a growing backlog of dredging needs throughout the nation's harbors, including California harbors.

- Identify options for levying user fees on those beneficiaries of trust fund investments who do not currently contribute to the Harbor Maintenance Trust Fund. These include commercial fishing vessels and private recreational craft that pay no fees, as well as domestic freight carriers.

- Evaluate the potential benefits of altering the Harbor Maintenance Trust Fund tax in such a way that a portion of the tax would be levied based on ship volume instead of only cargo value, thereby adapting to the costs associated with larger ships. Currently, only port authorities and governments cover these costs, as they alone are responsible for channel deepening, equipment replacement, and dock renovations.

- Preserve and build upon the Projects of National and Regional Significance program, which has been a significant source of funding for freight movement infrastructure improvements.

- Replace the 12% Federal Excise Tax on the purchase of new freight equipment with an equivalent increase in Federal Diesel Fuel Taxes so that the funding shift is revenue neutral. Transitioning freight equipment and truck fleets to low emission and zero-emission models is

expensive on an individual unit and fleet basis. Adding the 12% Federal Excise Tax substantially increases the purchase cost and discourages private investment in deploying new technologies. For the equipment or truck operator, it is often more economical to continue using old, higher polluting models for their full life-cycle, then to turnover the equipment for new, low emission models. The tax structure should support, not hinder the transition to a cleaner, more efficient freight industry.

- Allow revenue generating activities at publicly owned rest and truck stops on the National Highway System (NHS) with generated funding reinvested in maintenance, operations, rehabilitation, mitigation, and expansion of rest and truck stops in the state on the NHS.

- Create a funding program for shortline railroads for capital improvements such as improved grade crossings, track gauge upgrades, locomotive retrofits to meet air quality requirements, and other improvements.

- Specify that federally recognized Native American tribal governments are eligible recipients of federal freight transportation funds.

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National Freight Network Recommendations

The parameters for the National and Primary Freight Network (PFN) set by MAP-21 are not adequate to identify the nation's complex, dynamic, and connected freight network. Below are recommendations for consideration during the next reauthorization.

- Do not set a mileage limit for the next iteration of the PFN. Forcing the network to adhere to an arbitrary mileage limit leads to significant network gaps and leaves out vital freight corridors and facilities. Goods move across the country on a complex, interconnected network which should be reflected in the PFN, without gaps. For the highway system, the result would be similar to the 41,518 centerline mile network identified in the draft released on November 19, 2013.

- Use a corridor focus that identifies the full set of associated multi-modal facilities. It is important, not only to California but to the entire nation, that the PFN adequately reflect the intermodal movement of freight trucked from docks to rail for long haul to the rest of the nation. For the cargo, each mode is a component of a multi-national, multi-state linked trip.

- Update the National Freight Network every five years. Given the complexity of the movement of goods and its dynamic nature, it would be prudent to re-evaluate the Primary Freight Network more frequently than every ten years.

- Create an amendment process for the PFN that enables states to make interim adjustments. With the approval of the U.S. Department of Transportation, enable states to address necessary changes between the 10-year updates. Nationally, there will likely be numerous instances where a previously designated PFN segment is no longer appropriate due to highway relocation or shifts freight travel patterns.

- Establish a methodology to establish urban freight corridors and network segments that puts states in the lead role of making such determinations.

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- Either eliminate the 25% threshold for truck volumes for the designation of Critical Rural Freight Corridors or create an additional measure that uses Average Annual Daily Truck Traffic (AADTT). California has many rural highways with high truck counts and also high automotive counts. The large number of automobiles dilute the truck percentage even though AADTT may exceed 3,000 – 5,000 but not reach the 25% threshold. With California's extensive agricultural sector and focus on row and tree crops, there are large numbers of agriculture related trucks on rural highways.

- Create a Critical Rural Freight Corridor designation mechanism that takes into account seasonal truck volumes. Many rural highways have very high truck counts and percents at certain times of the year serving the agricultural, forestry, and extractive industries. But during other times, truck counts and percents are quite low on those same highways. Averaged over a year, the highway does not meet minimum thresholds, though the thresholds may be met for many months of the year.

- Add a component to the Critical Rural Freight Corridor designation that addresses the need to provide freight access to federally recognized Native American Tribal Government lands.

- Expand the Primary Freight Network to reflect all its modes. Include major seaports, maritime navigation channels connecting to seaports included in the PFN, railroads and major intermodal yards, air cargo airports, commercial border ports of entry, and other key freight facilities.

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Community and Environmental Impact Reduction Recommendations

The freight industry, while providing essential jobs for community residents and being a critical component of the larger economy, generates negative community and environmental impacts in terms of health, noise, glare, vibrations, air quality, water quality, traffic congestion, and infrastructure degradation. Freight planning and funding must address these issues as part of developing a sustainable freight transportation system on a project-by-project basis and at the programmatic level.

- In addition to the existing national air quality requirements, include GHG reductions as a goal of the national freight program and make projects that achieve a specified level of GHG reduction eligible for an enhanced federal funding share.

- Create a separate federal railroad grade separation program targeted to rail lines on a newly-designated primary freight rail network. Focus on crossings with the highest vehicle delays and crashes.

- Create a truck parking program to increase parking opportunities so that trucks do not have to park in neighborhoods, on freeway ramps, and other locations that impact communities and create various social and environmental problems.

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4.22

PROPOSITION 1B SAVINGS

INFORMATION ON THIS ITEM WILL BE
PROVIDED PRIOR TO THE JANAURY 29, 2014
CALIFORNIA TRANSPORTATION COMMISSION MEETING

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: January 29, 2014

Reference No.: 4.11
Action

From: ANDRE BOUTROS
Executive Director

Subject: **ADOPTION OF AERONAUTICS PROGRAM POLICY GUIDANCE**

ISSUE:

Should the California Transportation Commission (Commission) adopt the Aeronautics Program Policy Guidance?

RECOMMENDATION:

Commission staff recommends that the Commission adopt the Aeronautics Program Policy Guidance.

BACKGROUND:

Section 21706 of the Public Utilities Code requires the Commission to adopt procedures that set forth the Commission's priorities and application process for funding from the Aeronautics Account in the State Transportation Fund.

The purpose of the Aeronautics Program Policy Guidance is to set forth the Commission's policy for carrying out its planning and funding roles within its purview and to assist and advise the Department, regional transportation agencies, and grant applicants in carrying out its roles.

Attachment:
Aeronautics Program Policy Guidance – Resolution G-14-3

California Transportation Commission

POLICY GUIDANCE
GENERAL AVIATION FUNDING
Resolution G-14-03

1. Purpose and Scope of Guidance. The State Aeronautics Act, Part 1 of Division 9 of the Public Utilities Code (PUC), commencing with Section 21001, defines the roles and responsibilities of the Department of Transportation and the California Transportation Commission for aeronautics. PUC Article 4, Chapter 4, commencing with Section 21680 defines roles and responsibilities for the allocation and administration of grants for eligible public-use airports from the Aeronautics Fund. PUC Chapter 6 commencing with Section 21701 defines roles and responsibilities for eligible public-use airport planning.

   The purpose of this guidance is to set forth the Commission's policy for carrying out its planning and funding roles under the Act in order to assist and advise the Department, regional transportation agencies, and grant applicants in carrying out their roles. This guidance does not address Department procedures that are not within the purview of the Commission.

   Under the Aeronautics Act, there are three separate categories of general aviation funding from the Aeronautics Fund:

   - Annual Credits. PUC Section 21682 provides that the Department shall establish individual revolving fund subaccounts for each eligible airport and shall credit to each subaccount $10,000 annually. This credit program is administered solely by the Department.

   - Airport Improvement Program (AIP) Matching Grants. PUC Section 21683.1 provides that the Department, upon allocation by the Commission, may pay a public entity 5% of the amount of a federal AIP grant.

   - Acquisition and Development (A&D) Grants. PUC Section 21683.2 provides that remaining funds shall be used, at the discretion of the Commission, for airport and aviation purposes.

   PUC Section 21701 mandates that the Department prepare and revise the California Aviation System Plan (CASP), including a 10-year Capital Improvement Plan (CIP). The Department is mandated to revise the CIP biennially and to revise all other elements of the CASP every five years. Under the statute, the Department submits the CASP and its revisions to the Commission, which shall review and hold public hearings on them, and adopt or revise and adopt them.

2. Allocation Plan. The Commission will approve funding allocations only when allocations are consistent with an annual allocation plan prepared by the Department and approved by the Commission. The allocation plan should include an estimate of funds available and a project priority list that identifies project cost estimates and is consistent with priorities identified in the adopted CASP. The allocation plan will also include the annual A&D local match percentage as described in Section 6 below. The Commission will approve an allocation plan only when it is consistent with the CASP and the CASP has been revised within the statutory time frame. The

Allocation Plan will include the three-year Aeronautics Program that the Department prepares under its current procedures.

Airport Improvement Program (AIP) Matching Grants

3. AIP Lump Sum Allocations. The Commission will approve a lump sum allocation each year for use by the Department in carrying out its responsibilities to fund AIP Matching Grants. The Department may suballocate these funds and may rescind its suballocations subject to the following terms and conditions:

- The Department may not suballocate an amount greater than the allocation.
- Department suballocations will comply with the eligibility and matching requirements of PUC Section 21683.1.
- The Department will suballocate funds only to projects included in the most recently adopted CIP.
- The Department will not suballocate funds until the federal grant offer is accepted by the applicant.
- The Department will not suballocate funds for design, right-of-way, or construction prior to documentation of environmental clearance under the California Environmental Quality Act (CEQA) and National Environmental Policy Act.
- Upon completion of the project or termination of the federal grant, the Department will rescind any remaining portion of the suballocation within 60 days of termination notice or of final payment.
- The Department will report to the Commission each quarter on the status of all suballocations, including balances not suballocated and any rescissions made. At the conclusion of each fiscal year and prior to the submission of the subsequent year's annual allocation plan, the Department will provide to the Commission a year-end report on the status of the lump sum allocation including all suballocations and rescissions made for the fiscal year.

Acquisition and Development (A&D) Grants

4. A&D Allocations. The Commission may allocate funds for an individual A&D Grant after receiving a request and recommendation from the Department. The Commission will approve an A&D allocation through an action on a properly noticed item on the agenda of a public Commission meeting. An allocation approved by the Commission is available only for the amount and purpose for which the Commission has approved it, and the allocation may not be amended by action of the Department. The Commission may amend an allocation upon the request and recommendation of the Department.

In compliance with Section 21150 of the Public Resources Code, the Commission may not allocate funds to local agencies for design, right-of-way, or construction prior to documentation of environmental clearance under the California Environmental Quality Act (CEQA). As a matter of policy, the Commission will not allocate funds for design, right-of-way, or construction of a federally funded project prior to documentation of environmental clearance under the National Environmental Policy Act. Exceptions to this policy may be made in instances where federal law allows for the acquisition of right-of-way prior to completion of National Environmental Policy Act review.

5. Project Eligibility. The Commission will allocate funds for an A&D grant only when the following conditions are met. The Department will review these conditions when making its allocation recommendation to the Commission:

   - The projects is included the approved Allocation Plan and adequate funding capacity is available.
   - The allocation will not be used as local match for a federal AIP grant.
   - The applicant is prepared to provide the required local match percentage.
   - Project services costs do not exceed 12% of the total project cost.
   - The applicant has not started or completed work on the project.
   - The applicant has provided documentation of CEQA compliance.

6. Deposit of Local Match. All A&D allocations are subject to the local match requirement of PUC Section 21684. That statute mandates that no payment be made for an A&D project unless the applicant deposits in its special aviation fund a certain percentage of the nonfederal cost of the project, with that percentage to be established annually by the Commission at not less than 10% nor more than 50%. The Commission will establish this percentage each year through the approval of the annual allocation plan.

7. Timely Use of Funds. A&D project allocations will be subject to the timely use of funds.

   (a) It is a condition of Commission project allocations that a project construction contract is awarded within 12 months from the date of allocation.

   (b) It is a condition of Commission project allocations that the funds are available to reimburse expenditures made up to 36 months after award of the contract.

   (c) It is a condition of Commission project allocations that the funds are available only to reimburse expenditures that are invoiced within 180 days.

   (d) It is a condition of Commission project allocation that any funds remaining shall be returned to the Aeronautics Account within 60 calendar days of final payment.

   (e) The Commission may approve a one-time extension of any of these periods, upon the request and recommendation of the Department, as an amendment of the project allocation.

   (f) Allocations or portions of allocations for which these conditions are not met are rescinded, and any remaining funds should be credited by the Department to the Aeronautics Fund and reported to the Commission as available for allocation to other projects.

8. Quarterly Reports. The Department will report to the Commission each quarter on the status of all A&D grants, including timely use of funds. The Commission will rely on these quarterly reports when evaluating allocation capacity, allocation plan revisions, or the allocation plan for the following fiscal year.

California Aviation System Plan (CASP)

9. Adoption of the CASP. PUC Sections 21702 and 21703 mandate that the Department prepare the California Aviation System Plan (CASP), including the 10-year Capital Improvement Program (CIP), and submit it to the Commission. PUC Section 21705 mandates that the Commission review the CASP, as prepared by the Department, hold public hearings and, based on the hearings, adopt or revise and adopt the CASP. Following this mandate, the Commission will hold hearings and take action on each CASP revision prepared by the Department, including revisions to the CIP.

10. Project Priorities and Selection. PUC Section 21706 mandates that the Department utilize the procedures and methodology adopted by the Commission for determining A&D project priorities. The procedures and methodology will be those proposed by the Department and adopted as part of the CASP.

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: January 29, 2014

Reference No.: 4.19
Information

From: ANDRE BOUTROS
Executive Director

Subject: **HIGHWAY RAILROAD CROSSING SAFETY ACCOUNT PROGRAM–GUIDELINES UPDATE**

SUMMARY:

In accordance with the Highway Railroad Crossing Safety Account Program (HRCSA) Guidelines, all funds programmed in the 2012 HRCSA Program that are not allocated by June 30, 2014, will be reprogrammed into the 2014 HRCSA Program. As the Commission anticipates funds subject to reprogramming, staff drafted an update to the HRCSA Guidelines to establish a schedule for the 2014 programming process. All other provisions of the HRCSA Guidelines adopted by the Commission remain in effect. The Commission will adopt the 2014 HRCSA Program of projects for the funds available at its October 2014 meeting. The 2014 Program will be valid for the 2014-15 and 2015-16 fiscal years.

Attached are the Draft 2014 HRCSA Guidelines. The Commission will adopt the Guidelines at its March 2014 meeting.

BACKGROUND:

Proposition 1B, approved by the voters in November 2006, authorized the issuance of $19.925 billion in State general obligation bonds for specific transportation programs, including $250 million to fund the HRCSA program. The HRCSA program includes two sub-programs. Part 1 provides $150 million for highway railroad grade separations derived from the California Public Utilities Commission's (PUC) Section 190 grade separation priority list. Part 2 provides $100 million for non-Section 190 high-priority grade crossing improvements.

The Commission, at its April 2008 meeting, adopted the HRCSA Guidelines. The Guidelines require that the program be updated every two years, and any savings generated from the projects be reprogrammed into a new two year program. The initial HRCSA Program of projects was adopted on August 27, 2008. Since then, the Commission held two additional programming cycles, establishing the 2010 HRCSA Program and the 2012 HRCSA Program. At the conclusion of the 2012 HRCSA Program in June 2014, additional savings allowing for a 2014 HRCSA Program is anticipated.

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Highway-Railroad Crossing Safety Account Program Guidelines

General Program Policy

1. Authority and purpose of guidelines. The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B on November 7, 2006, authorized $250 million to be deposited in the Highway-Railroad Crossing Safety Account (HRCSA) to be available, upon appropriation by the Legislature, to the Department of Transportation (Caltrans), as allocated by the California Transportation Commission (CTC), for the completion of high-priority grade separation and railroad crossing safety improvements.

   In 2007, the Legislature enacted implementing legislation (SB 88) that designated the Commission as the administrative agency for the HRCSA program and directed the Commission to adopt guidelines to establish the criteria and process to allocate funds to an eligible project in the HRCSA program. SB 88 also specified various administrative and reporting requirements for all Proposition 1B programs.

2. Two HRCSA Subprograms. Proposition 1B authorized the $250 million for the HRCSA in two parts:

   (a) Part 1. Proposition 1B provided that $150 million from the HRCSA shall be made available for allocation to projects on the priority list established by the Public Utilities Commission (PUC) pursuant to the process established in Chapter 10 (commencing with Section 2450) of Division 3 of the Streets and Highways Code, with two exceptions: (1) a dollar for dollar match of non-state funds shall be provided for each project, and (2) the $5 million maximum in Section 2454 shall not apply to HRCSA funds.

   (b) Part 2. Proposition 1B provided that the other $100 million from the HRCSA shall be made available to high-priority railroad crossing improvements, including grade separation projects, that are not part of the process established in Chapter 10 (commencing with Section 2450) of Division 3 of the Streets and Highways Code. These may include projects at any of the following:

      (a) Crossings where freight and passenger rail share the affected rail line.
      (b) Crossings with a high incidence of motor vehicle-rail or pedestrian-rail collisions.
      (c) Crossings with a high potential for savings in rail and roadway traffic delay.
      (d) Crossings where an improvement will result in quantifiable emission benefits.
      (e) Crossings where the improvement will improve the flow of rail freight to or from a port facility.

All funds programmed in the *2012* HRCSA Program that are not allocated by June 30, *2014*, as required under the Guidelines, will be reprogrammed into a *2014* HRCSA program. The CTC will adopt a *2014* HRCSA program of projects for the funds available under each part from projects nominated by Caltrans, regional agencies or recipient local agencies. A single nomination will be considered for funding from either part of the program, as appropriate. The principal differences between the two parts of the HRCSA program are:

- PUC priority list. Projects to be funded from Part 1 must be on the priority list established by the PUC pursuant to Section 2452 of the Streets and Highways Code. Projects to be funded under Part 2 may be, but need not be, on the PUC priority list.

- Match. Projects to be funded from Part 1 require at least a one-to-one match of local, federal or private funds. In accordance with subdivision (d) of Section 2454 of the Streets and Highways Code, no allocation shall be made unless the railroad agrees to contribute 10 percent of the cost of the project. Projects to be funded from Part 2 do not require any specific match or railroad contribution. However, the CTC will give higher priority for funding from Part 2 to projects with a non-state match.

- Program Year. As the new PUC priority list to be adopted by July 1, *2014*, will be valid only for the *2014-15* and *2015-16* fiscal years, the CTC will program Part 1 funding only for projects that are expected to be ready for a project construction allocation by June *2016*. The CTC anticipates that it will allocate all of the remaining funds for Part 1 by June *2016*. If it has not allocated all available Part 1 funding by that time, the CTC will update the HRCSA program of projects to reflect the PUC priority list to be adopted by July 1, *2016*.

  For Part 2, the *2014* program of projects may include projects scheduled for construction at any time through June *2016*. However, the CTC will give higher priority for funding for Part 2 to projects with earlier delivery.

3. Eligibility of applicants and projects. The Commission will consider HRCSA allocations to Caltrans or to a public agency responsible for development of a proposed project. Eligible projects are the capital costs of high-priority grade separation and railroad crossing safety improvements projects. HRCSA projects to be funded under Part 1 will be matched at least dollar-for-dollar by local, federal, or private funds, including the railroad contribution required pursuant to subdivision (d) of Section 2454 of the Streets and Highways Code. Other state funds, including State Transportation Improvement Program and other Proposition 1B funds, may be used for a project but will not be counted as match.

   Under statute, the project recipient agency must provide a project funding plan that demonstrates that the non-HRCSA funds in the plan (local, state, or federal) are reasonably expected to be available and sufficient to complete the project. The Commission expects that HRCSA project funding will usually be limited to the costs of construction. Project development and right-of-way costs should be covered with other

funding, and the expenditure of non-state funds on project development and right-of-way costs may be counted as project match. The expenditure of funds prior to the approval of Proposition 1B will not be counted as project match or as part of the project cost. The Commission expects, however, a full-funding picture of the project.

The useful life of an HRCSA project shall not be less than the required useful life for capital assets pursuant to the State General Obligation Bond Law, specifically subdivision (a) of Section 16727 of the Government Code. That section generally requires that projects have an expected useful life of 15 years or more.

4. Program Schedule. The Commission intends to implement the program of projects on the following schedule:

CTC adoption of HRCSA guidelines.	*March 20, 2014.*
HRCSA project applications due.	*July 1, 2014.*
Public hearing on HRCSA applications.	*August 20, 2014*
Commission staff recommendations issued.	*September 19, 2014.*
CTC adopts the 2012 HRCSA program of projects.	*October 8, 2014.*

5. Project nominations. Project nominations and their supporting documentation will form the primary basis for the Commission's HRCSA program of projects. Each project nomination should include:

- A cover letter with signature authorizing and approving the application.
- A programming request form (Appendix A) and a project fact sheet that includes a map of the project location and that describes the project scope, useful life, cost, funding plan, delivery milestones, and major project benefits. Cost estimates should be escalated to the year of proposed implementation. The project delivery milestones should include the start and completion dates for environmental clearance, land acquisition, design, construction bid award, construction completion, and project closeout.
- A brief narrative that provides:
    - A concise description of the project scope and anticipated benefits (outputs and outcomes) proposed for HRCSA funding.
    - A specific description of non-HRCSA funding to be applied to the project and the basis for concluding that the non-HRCSA funding is reasonably expected to be available.
    - A description of the project delivery plan, including a description of the known risks that could impact the successful implementation of the project and a description of the response plan for the known risks. The risks considered should include, but not be limited to, risks associated with deliverability and engineering issues, community involvement, railroad agreement, and funding commitments. For projects that may be funded under

Part 1, the project delivery plan should address the requirements precedent to an allocation in Section 2456 of the Streets and Highways Code.

- A description of the function of the proposed crossing project within the appropriate rail and highway corridors, including how the project would improve safety, operations and the effective capacity of the rail corridor and of streets and highways in the area.
- A description and quantification of project benefits, citing any documentation in support of estimates of project benefits. Where applicable and available, this should include a description of how the project would reduce rail and highway travel times, improve safety by reducing deaths and injuries, and reduce emissions from rail and motor vehicles. Where appropriate, this should also include the potential for enabling or improving high speed train operation and the project's location relative to the High-Speed Rail Corridor.

- Documentation supporting the benefit and cost estimates cited in the application. This should be no more than 10 pages in length, citing or excerpting, as appropriate, the project study report, environmental document, regional transportation plan, and other studies that provide quantitative measures of the project's costs and benefits, including safety, mobility, and emission reduction benefits.

6. Submittal of project nominations. For the *2014* HRCSA program of projects, the Commission will consider only projects for which a nomination and supporting documentation are received in the Commission office by 12:00 noon, July 1, *2014*, in hard copy. A nomination from a regional agency will include the signature of the Chief Executive Officer or other authorized officer of the agency. A nomination from Caltrans will include the signature of the Director of Transportation or a person authorized by the Director to submit the nomination. A nomination from a city, county, or other public agency will include the signature from an officer authorized by the city council, board of supervisors, or other agency board. Where the project is to be implemented by an agency other than the nominating agency, the nomination will also include the signature of the Chief Executive Officer or other authorized officer of the implementing agency.

The Commission requests that each project nomination include three copies of the cover letter, the project fact sheet, and the narrative description, together with two copies of all supporting documentation. All nomination materials should be addressed or delivered to:

Andre Boutros, Executive Director
California Transportation Commission
Mail Station 52, Room 2222
1120 N Street
Sacramento, CA 95814

Project Selection and Programming

7. Program of projects based on applications. The Commission will develop its HRCSA program from the nominations received by the nomination due date. The program may take into account the amount of funds appropriated.

8. Project application scoring. For Part 2 of the program, the Commission will evaluate and score project nominations according to the following weighting:

   A. 50%, the effectiveness of the project in providing transportation benefits, including the improvement of safety, operations, and effective capacity of rail and highway facilities in a corridor and the potential for facilitating development of the High-Speed Rail Corridor. The Commission will measure operational improvement and capacity benefits in terms of hours of delay saved per dollar expended. The Commission will measure safety benefits in terms of the estimated reduction in the number of deaths and injuries.

   B. 20%, the date by which the project will be ready for award of the construction contract, giving higher priority to projects delivered earlier.

   C. 10%, the degree to which the project reduces local and regional emissions of diesel particulates and other air pollutants.

   D. 20%, the financial contribution from non-state funds in the HRCSA project, giving higher priority to projects with a higher non-state contribution.

9. Evaluation committee. The Department of Transportation will form a committee to conduct a review and objective evaluation of project nominations, with representatives of staff from the Department of Transportation, the Public Utilities Commission, the High-Speed Rail Authority, and the California Transportation Commission. The evaluation will include consideration of the potential for project funding from Section 190 of the Streets and Highway Code.

10. The Commission will adopt its *2014* HRCSA program of projects after holding at least one public hearing. The Commission anticipates that its adopted HRCSA program for Part 2 will include a priority list that exceeds the funding available to be programmed, just as the priority list established by the PUC has consistently exceeded the amount of funding available for that list. The Commission may, if it finds it necessary or appropriate, advise potential applicants to submit new or revised applications at any time after the program adoption.

Project Delivery

11. Project baseline agreements. Within three months after the adoption of a project into the HRCSA program of projects, the Commission, Caltrans and the implementing agency,

together with the regional agency and any entity committed to providing supplementary funding for the project, will execute a project baseline agreement, which will set forth the project scope, benefits, delivery schedule, and the project budget and funding plan. The Commission may delete a project for which no project baseline agreement is executed, and the Commission will not consider approval of a project allocation prior to the execution of a project baseline agreement.

12. Quarterly delivery reports: As a part of the project baseline agreement, the Commission will require the implementing agency to submit quarterly reports on the activities and progress made toward implementation of the project, including those project development activities taking place prior to an HRCSA allocation and including the status of supplementary funding identified in the adopted HRCSA program.

    As mandated by Government Code Section 8879.50, the Commission shall forward these reports, on a semiannual basis, to the Department of Finance. The purpose of the reports is to ensure that the project is being executed in a timely fashion and is within the scope and budget identified when the decision was made to fund the project. If it is anticipated that project costs will exceed the approved project budget, the implementing agency will provide a plan to the Commission for achieving the benefits of the project by either downscoping the project to remain within budget or by identifying an alternative funding source to meet the cost increase. The Commission may either approve the corrective plan or direct the implementing agency to modify its plan. Where a project allocation has not yet been made, the Commission may amend the program of projects to delete the project.

13. Amendments to program of projects. The Commission may approve an amendment of the HRCSA program in conjunction with its review of a project corrective plan as described in Section 12. The implementing agency may also request and the Commission may approve an amendment of the program at any time. An amendment need only appear on the agenda published 10 days in advance of the Commission meeting. It does not require the 30-day notice that applies to a STIP amendment.

14. Allocations from the HRCSA. The Commission will consider the allocation of funds from the HRCSA for a project or project component when it receives an allocation request and recommendation from Caltrans, in the same manner as for the STIP. The recommendation will include a determination that all necessary orders of the PUC have been executed, that all necessary agreements with affected railroads have been executed, and that sufficient HRCSA funding and all identified and committed supplementary funding are available. The Commission will approve the allocation if the funds are available, the allocation is necessary to implement the project as included in the adopted HRCSA program, and the project has the required environmental clearance.

15. Final delivery report. Within six months of the project becoming operable, the implementing agency will provide a final delivery report to the Commission on the scope of the completed project, its final costs as compared to the approved project budget, its duration as compared to the project schedule in the project baseline agreement, and performance outcomes derived from the project as compared to those described in the

project baseline agreement. The Commission shall forward this report to the Department of Finance as required by Government Code Section 8879.50.

The implementing agency will also provide a supplement to the final delivery report at the completion of the project to reflect final project expenditures at the conclusion of all project activities. For the purpose of this section, a project becomes operable at the end of the construction phase when the construction contract is accepted. Project completion occurs at the conclusion of all remaining project activities, after acceptance of the construction contract.

16. Audit of project expenditures and outcomes. The Department of Transportation will ensure that project expenditures and outcomes are audited. For each HRCSA project, the Commission expects the Department to provide a semi-final audit report within 6 months after the final delivery report and a final audit report within 12 months after the final delivery report. The Commission may also require interim audits at any time during the performance of the project.

    Audits will be performed in accordance with Generally Accepted Government Auditing Standards promulgated by the United States Government Accountability Office. Audits will provide a finding on the following:

    - Whether project costs incurred and reimbursed are in compliance with the executed project baseline agreement or approved amendments thereof; state and federal laws and regulations; contract provisions; and Commission guidelines.
    - Whether project deliverables (outputs) and outcomes are consistent with the project scope, schedule and benefits described in the executed project baseline agreement or approved amendments thereof.

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: January 29, 2013

Reference No.: 4.23
Action

From: ANDRE BOUTROS
Executive Director

Subject: **TRADE CORRIDORS IMPROVEMENT FUND - PROGRAM AMENDMENT AND BASELINE AMENDMENT**
RESOLUTION TCIF-P-1314-11B

ISSUE:

Should the California Transportation Commission (Commission) approve the proposed Trade Corridors Improvement Fund (TCIF) Program amendment to: continue Project 6, the *Tehachapi Rail Improvement Project*, in the TCIF Program; maintain the $12.270 million of TCIF funds on the project; and approve a Baseline Amendment to update the delivery schedule?

RECOMMENDATION:

Commission staff recommends that the Commission approve the proposed TCIF Program Amendment to maintain the *Tehachapi Rail Improvement Project* in the TCIF program with $12.270 million of TCIF funds in the project and approve the Baseline Amendment.

BACKGROUND:

The Northern California Trade Corridor Coalition (NCTCC), the Department of Transportation (Caltrans), and BNSF Railway (BNSF) propose to continue Project 6, the Tehachapi Rail Improvement Project, in the TCIF Program, maintain the $12.270 million of TCIF funds on the project and revise the delivery schedule through a Baseline Amendment.

The project will connect Walong and Mercel siding to create 2.8 miles of double track and extend cliff siding to accommodate prevailing system train length. The total cost of the project is estimated at $26.040 million. This project was programmed in the original TCIF program in April 2008. The project was not delivered by the December 2013 deadline as it was unable to complete the Environmental process. Per Commission Policy, all projects that are not delivered by the December 2013 deadline will be dropped from the program and the funds are subject to be reprogrammed to other projects.

The NCTCC and Caltrans support continued inclusion of the project in the TCIF Program (see attached letters).

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: January 29, 2013

Reference No.: 4.5
Action

From: ANDRE BOUTROS
Executive Director

Subject: **TRADE CORRIDORS IMPROVEMENT FUND - PROGRAM AMENDMENT RESOLUTION TCIF-P-1314-09**

ISSUE:
Should the California Transportation Commission (Commission) amend the Trade Corridors Improvement Fund (TCIF) Program to reflect the following actions?

Los Angeles/Inland Corridor

- TCIF Project 96: *Fairway Drive Grade Separation Project*, increase TCIF funds by $15 million from savings generated in the region.

- Add *Raymond Avenue Grade Separation Project* to the TCIF Program as TCIF Project 99 and program $11.89 million in TCIF funds to the project from savings generated in the region.

RECOMMENDATION:
Commission staff recommends that the Commission approve the proposed TCIF Program Amendment to increase TCIF funds to Projects 96, *Fairway Drive Grade Separation Project*, and add *Raymond Avenue Grade Separation Project* to the TCIF Program.

BACKGROUND:
Project 96
The Southern California Consensus Group (SCCG) and the Alameda Corridor-East Construction Authority (ACE) propose to amend the TCIF program by increasing the TCIF funds to Project 96, Fairway Drive Grade Separation Project, by $15 million. The total TCIF funds programmed to this project will increase from $56 million to $71 million.

The Fairway Drive Grade Separation Project will construct a roadway underpass on Fairway Drive and a double track railroad bridge on the Los Angeles subdivision of the Union Pacific Railroad. The project will eliminate the existing at grade crossing. This project was programmed in the TCIF program in August 2013. At the time of programming the project design plans were 85 percent complete. Since then, the project design plans have been completed and the final cost estimate for construction has increased. Since additional award savings have been realized in the Los Angeles/Inland Corridor Region, the SCCG and ACE propose to add additional TCIF funds to this project (see attached letters).

The SCCG supports the proposed amendment to the TCIF program (see attached letter).

Project 99
The SCCG and the Orange County Transportation Authority (OCTA) propose to amend the TCIF program by including Raymond Avenue Grade Separation Project in the Los Angeles/Inland Corridor element of the TCIF program and program $11.89 million of TCIF funds to the project.

The Raymond Avenue Grade Separation Project will construct an underpass for vehicular traffic by lowering Raymond Avenue below the BNSF mainline rail lines. A rail bridge will be constructed for the two existing mainline tracks with space for a third track. This project was originally programmed in the TCIF program in 2008. In April 2012 the project was deleted from the program to maximize the use of available funding in other TCIF projects. Since OCTA achieved award savings from the Lakeview Avenue Grade Separation Project (TCIF Project 40) of $11.89 million, SCCG and ACE proposed to place these TCIF savings on the Raymond Avenue Grade Separation Project (see attached letters). The total cost of the project is estimated at $112.190 million.

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: January 29, 2014

Reference No.: 4. 6
Action

From: ANDRE BOUTROS
Executive Director

Subject: **TRADE CORRIDORS IMPROVEMENT FUND PROGRAM (TCIF) PROJECT BASELINE AGREEMENTS – RESOLUTION TCIF-P-1314-10**

ISSUE:
Should the California Transportation Commission (Commission) approve the project Baseline Agreements for: TCIF Project 95, Puente Avenue Grade Separation Project; TCIF Project 96, Fairway Drive Grade Separation Project; and TCIF Project 99, Raymond Avenue Grade Separation Project?

RECOMMENDATION:
Commission staff recommends that the Commission approve the TCIF Project Baseline Agreements and establish these agreements as the basis for project delivery and monitoring.

BACKGROUND:
In accordance with the Commission's TCIF Guidelines, the projects' sponsoring agencies have provided executed Project Baseline Agreements. Commission staff reviewed the Project Baseline Agreements and determined that each agreement sets forth the proposed project scope, measurable expected performance benefits, delivery schedule, and project budget and funding plan; is consistent with the Commission's TCIF Guidelines; and includes the required signatures.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 29, 2014

Reference No.: 4.13
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Rachel Falsetti
Division Chief
Transportation Programming

Subject: **STATE ROUTE 99 CORRIDOR BOND PROGRAM-PRUDENT RESERVE POLICY RESOLUTION R99-P-1314-04**

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) reduce the State Route (SR) 99 Corridor Program Reserve from $16,464,000 to $10,853,000 to address unforeseen expenses for the ongoing Proposition 1B SR 99 Corridor Construction Program.

BACKGROUND:

At the March 2013 Commission meeting, following a detailed project-specific analysis of risks, the Department recommended and the Commission approved a reserve of $25,000,000 for the SR 99 Corridor. At the June 2013 Commission meeting, the Department recommended keeping the SR 99 Corridor reserve at $25,000,000. At the October 2013 Commission meeting, the Department recommended and the Commission approved reducing the SR 99 Corridor reserve to $16,464,000 from SR 99 bond funds.

To date, four SR 99 Corridor contracts valued at about $26 million have completed construction, while an additional 22 contracts valued at about $710 million are under construction, and one contract valued at $44 million has yet to be awarded.

The Department has reevaluated the SR 99 bond fund reserve and determined that the reserve can be reduced to $10,853,000, which will provide sufficient capacity to allocate $7,000,000 to the Cartmill Interchange project (PPNO 6410) in Tulare County at this month's Commission meeting. The total reserve is $23,961,000 including other backup funding sources.

RESOLUTION R99-P-1314-04:

Be it Resolved, that the California Transportation Commission does hereby reduce the Proposition 1B State Route 99 Corridor Program Reserve from $16,464,000 to $10,853,000.

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: January 29, 2013

Reference No.: 4.7
Action

From: ANDRE BOUTROS
Executive Director

Subject: **STATE ROUTE 99 BOND PROGRAM AMENDMENT- ADD CARTMILL INTERCHANGE INTO THE PROGRAM AND APPROVE THE BASELINE AGREEMENT- RESOLUTION R99-P-1314-03**

ISSUE:
Should the California Transportation Commission (Commission) amend the State Route 99 (SR99) Bond Program by adding the *Cartmill Interchange Project* to the SR99 program, program $7 million in SR99 funds, and approve the project Baseline Agreement?

RECOMMENDATION:
Commission staff recommends that the Commission:

- Approve the proposed SR99 Program Amendment to add into the SR99 program the *Cartmill Interchange Project*, and
- Approve the Baseline Agreement and establish this agreement as the basis for project delivery and monitoring.

BACKGROUND:
The Department of Transportation (Department) and the City of Tulare propose to amend the SR99 program by including the Cartmill Interchange Project in the SR99 program and programming $7 million in SR99 funds to the project.

The Cartmill Interchange project is located in the County of Tulare near the City of Tulare. The project will: replace the existing interchange with a modified partial cloverleaf design; replace the existing overcrossing structure across SR 99; include new alignments on all the ramps; widened Cartmill Avenue to six lanes; and construct a new Akers Street to replace the existing Drive 103 frontage road. The total cost of the project is estimated at $36.050 million. The Department and the City of Tulare propose to program $7 million from award savings realized in the SR99 program.

An executed Project Baseline Agreement has been provided. Commission staff reviewed the Project Baseline Agreement and determined that it sets forth the proposed project scope, measureable expected performance benefits, delivery schedule, project budget and funding plan; is consistent with the Commission's SR99 Guidelines; and includes the required signatures.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 29, 2014

Reference No.: 2.5f.
Information Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Ron Sheppard
Acting Division Chief
Budgets

Subject: **INFORMATIONAL REPORTS – DELEGATED ALLOCATIONS EMERGENCY G-11, SHOPP G-03-10 SAFETY, AND MINOR G-05-05**

SUMMARY:

Since the period reported at the last California Transportation Commission (Commission) meeting, the California Department of Transportation (Department) allocated or sub-allocated:

- $6,900,000 for seven emergency construction projects, pursuant to the authority granted under Resolution G-11 *(2.5f.(1))*.
- $5,907,000 for eight State Highway Operation and Protection Program (SHOPP) Minor A projects, pursuant to the authority granted under Resolution G-05-05 *(2.5f.(4))*.

As of December 12, 2013, the Department has allocated or sub-allocated the following for Fiscal Year (FY) 2013-14:

- $50,736,000 for 32 emergency construction projects.
- $28,268,000 for seven safety delegated projects.
- $12,174,000 for 15 SHOPP Minor A projects.

BACKGROUND:

The Commission, by Resolution G-11, as amended by Resolution G-00-11, delegated to the Department authority to allocate funds to correct certain situations caused by floods, slides, earthquakes, material failures, slip outs, unusual accidents or other similar events.

This authority is operative whenever such an event:

1. Places people or property in jeopardy.
2. Causes or threatens to cause closure of transportation access necessary for:
    a. Emergency assistance efforts.
    b. The effective functioning of an area's services, commerce, manufacture or agriculture.
    c. Persons in the area to reach their homes or employment.

3. Causes either an excessive increase in transportation congestion or delay, or an excessive increase in the necessary distances traveled.

Resolution G-11 authorizes the Department to allocate funds for follow-up restoration projects associated with, and that immediately follow an emergency condition response project. Resolution G-11 also requires the Department to notify the Commission, at their next meeting, whenever such an emergency allocation has been made.

On March 30, 1994, the Commission delegated to the Department authority to allocate funds under Resolution G-11, as amended by Resolution G-00-11, for seismic retrofit projects. This authority allows the Department to begin work without waiting for the next Commission meeting to receive an allocation.

On March 28, 2001, the Commission approved Resolution G-01-10, as amended by Resolution G-03-10, delegating to the Department authority to allocate funds for SHOPP safety and pavement rehabilitation projects. This authority allows the Department to begin work without waiting for the next Commission meeting to receive an allocation.

Resolution G-05-05 authorizes the Department to sub-allocate funds for Minor projects. At the June 2013 meeting, the funding and project listing for the FY 2013-14 Lump Sum Minor Construction Program was approved by the Commission under Resolution FM-12-06.

The SHOPP, as approved by the Commission, is a four-year program of projects with the total annual proposed expenditures limited to the biennial Commission-approved Fund Estimate. The Commission, subject to monthly reporting and briefings, has delegated to the Department the authority to amend programmed projects, the authority to allocate funds for safety projects, and the authority to allocate funds to emergency projects. The Department uses prudent business practices to manage the combination of individual project cost increases and savings to meet Commission policies.

In all cases, the delegated authority allows the Department to begin work without waiting for the next Commission meeting to receive an allocation.

The Department has complied with the National Environmental Policy Act and the California Environmental Quality Act requirements in preparing these projects.

Attachment

Project# Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Project ID Adv. Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5f.	**Informational Report – Emergency G-11 Allocations** ***(2.5f.(1))***			
1 $700,000 Alameda 04-Ala-13 9.0	In Oakland, at 0.1 mile south of Broadway Terrace. On May 5, 2012, high groundwater triggered a slide at this location causing the rock slope protection (RSP) to spill onto the roadway shoulder. The slide caused damage to an existing sewer system and adjacent private property. The initial allocation was to construct a micro-pile slope stressing system and horizontal drains to stabilize the slope. This supplemental allocation is due to the discovery of different soil conditions during construction than was originally anticipated resulting in increased scope of work including an additional wall, retaining wall lengths extension, toe of slope re-design, additional soil nails, and increased soil nail lengths. The work scope changes also resulted in additional working days necessary to complete the repairs. Initial G-11 Allocation 08/22/12: $6,700,000 Supplemental G-11 Allocation 11/26/13: $ 700,000 Revised Allocation: $7,400,000	04-0143Q SHOPP/12-13 0412000640 4 1SS604 Emergency	2012-13 302-0042 SHA 20.20.201.130	$700,000
2 $1,600,000 San Mateo 04-SM-280 8.9/9.0	Near San Carlos, at 1.8 miles south of Route 92. On October 9, 2013, a sinkhole developed in the median at the above location. The sinkhole was found to be caused by a failed section of an underground 33-inch corrugated metal pipe (CMP). Video camera inspection of the CMP revealed a 1000-foot section of the pipe invert has rotted away causing soil material to wash out creating voids under the roadway. This project is to replace the damaged section of the CMP and backfill the sinkhole area, as well as other underground voids created along the pipe. Initial G-11 Allocation 11/07/13: $1,600,000	04-0488G SHOPP/13-14 0414000176 4 1J2704 Emergency	2012-13 302-0042 SHA 20.20.201.130	$1,600,000
3 $350,000 Sonoma 04-Son-37 0.1	Near Novato, at the Petaluma River Bridge No. 27-0013. On October 22, 2013, a steel finger joint at Bent 20 of eastbound Route 37 failed across both lanes. Further investigation showed that the remaining intact segment of the joint was loose and rocking as vehicles passed over it. Maintenance crews placed steel plates bolted into the bridge as an interim measure to maintain the bridge open, but the plates required daily monitoring as they become loose under traffic load. This project is necessary to reconstruct the failed steel finger joint and prevent lane closures and vehicle damage. Initial G-11 Allocation 11/07/13: $350,000	04-0488F SHOPP/13-14 0414000181 4 1J3004 Emergency	2012-13 302-0042 SHA 20.20.201.130	$350,000
4 $2,450,000 Los Angeles 07-LA-710 22.6/23.0	In the city of Commerce, at East Yard Overhead (Bridge No. 53-842). On October 27, 2013, an accident involving a tanker truck carrying approximately 8,000 gallons of crude oil resulted in a spill onto the shoulders and highway drainage system and a fire engulfing and damaging all areas affected by the spill. A portion of the wreckage fell over the bridge and onto the railroad tracks beneath. The fire damaged bridge rail, signs, guardrail, and drainage facilities. This project is to repair/replace all the damage caused by the spill and the subsequent fire. Initial G-11 Allocation 11/06/13: $2,450,000 (Additional $50,000 was allocated for right of way purposes).	07-4647 SHOPP/13-14 0714000119 4 4X1304 Emergency	2012-13 302-0042 SHA 20.20.201.130	$2,450,000

2.5 Highway Financial Matters

Project# Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Project ID Adv. Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5f. Informational Report – Emergency G-11 Allocations *(2.5f.(1))*				
5 $400,000 Riverside 08-Riv-78 1.3/1.5	Near Ripley, from north of Palo Verde to 35th Avenue. On November 8, 2013 a tanker truck transporting gasoline overturned and spilled approximately 5,200 gallons on the roadway and surrounding areas. The following day, a hazardous materials cleaning contractor began removing contaminated soil and water. An estimated 3,000 cubic yards of soil and 8,000 gallons of water were removed from the area. This project is necessary to repair the damaged roadway and re-open the highway to traffic. The clean-up effort was done under a separate contract and is not part of this allocation. Initial G-11 Allocation 11/20/13: $400,000	08-0066P SHOPP/13-14 0814000108 4 1E8304 Emergency	2012-13 302-0042 SHA 20.20.201.130	$400,000
6 $400,000 San Joaquin 10-SJ-4 0.0	Near Brentwood, at the Old River Bridge No. 29-0045. In June 2013, inspection of this movable bridge revealed severe mechanical problems including worn-out shaft and pinion gear, worn-out bearings of the balance wheels, and uneven and loose tracks. The initial allocation was to remove and replace the worn out parts in order to maintain maritime and highway traffic and avoid lengthy highway traffic detours. During the final stages of accepting the replacement work, and while conducting final tests of opening and closing the drawspan, additional components failed leaving the bridge stuck in the open position causing major traffic delays. Maintenance crews were finally able to bring the bridge to the closed position after a 3-hour delay. This supplemental request is necessary to replace bearing B1 7, a collar on shaft S19, and the center wedge drive gearbox to allow the opening and closing of this bridge and maintain the flow of highway and maritime traffic. Initial G-11 Allocation 07/25/13: $390,000 Supplemental G-11 Allocation 11/13/13: $400,000 Revised Allocation: $790,000	10-3022 SHOPP/13-14 1014000004 4 0Y6704 Emergency	2012-13 302-0042 SHA 20.20.201.130	$400,000
7 $1,000,000 Orange 12-Ora-1 11.8/11.9	Near Laguna Beach, at the El Moro Canyon area. On November 1, 2013, a rockslide occurred at this location. Maintenance crews started cleanup and closed the No. 2 lane. Investigation of the slope revealed overhanging outcrops with fissure cracking and signs of imminent failure, including scatter fall of rocks and debris. This project is to remove excess debris and slope outcropping along the vertical slope/cliff face. Initial G-11 Allocation 11/12/13: $1,000, 000	12-2318 SHOPP/13-14 1214000067 4 0N6104 Emergency	2012-13 302-0042 SHA 20.20.201.130	$1,000,000

2.5 Highway Financial Matters

#	Dist	County	Route	Postmiles	Location/Description	EA	Program Code	Original Est. FM-09-06	Allocation
2.5f.	**Informational Report – Minor Construction Program – Resolution G-05-05 Delegated Allocations *(2.5f.(4))***								
1	02	Tri	36	15.8/16.0	Remove and replace existing structural section to improve pavement profile near Forest Glen from 1.0 mile west to 0.7 mile west of Glen Creek Road.	4F4004	201.120	$410,000	$470,000
2	05	SB	101	46.9	Replace plumbing system and restroom fixtures; modify water, wastewater, mechanical and electrical systems; repair tiles, stall partitions, doors and windows; and add new crew and storage area at the Safety Roadside Rest Area near Gaviota.	1A6204	201.250	$1,000,000	$1,000,000
3	06	Tul	99	22.4	Cold plane asphalt concrete overlay at Philip Raine Safety Roadside Rest Area.	0Q2904	201.121	$580,000	$665,000
4	07	LA	60	0.5	Replace broken concrete pavement and structure approach slabs.	3P7204	201.120	$350,000	$320,000
5	07	LA	187	4.3	Install left-turn phasing signals, upgrade traffic signal, install curb ramps, reconstruct raised median islands and restripe lane lines.	4T5904	201.310	$650,000	$738,000
6	08	Riv	10	71.8/72.3	Upgrade existing sewage treatment facilities at Cactus City Safety Roadside Rest Area (SRRA), install new septic tank, lift station, wetland system and replace valves.	0L9004	201.250	$1,000,000	$998,000
7	08	SBd	15	12.8	Widen and signalize exit ramps at Sierra Avenue interchange in the cities of Fontana and Rialto at Sierra Avenue Undercrossing to 1.9 miles south of the Glen Helen Parkway Undercrossing.	0G2904	201.310	$1,000,000	$731,000
8	10	SCl	152	Var.	Install 3 Changeable Message Signs (CMS) to advise travelers of vital road and weather conditions and traffic congestions.	0Q8004	201.315	$917,000	$985,000

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 29, 2014

Reference No.: 3.1
Information Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Rachel Falsetti
Division Chief
Transportation Programming

Subject: **MONTHLY REPORT ON PROJECTS AMENDED INTO THE SHOPP BY DEPARTMENT ACTION**

SUMMARY:

Since the December 2013 report to the California Transportation Commission (Commission), the California Department of Transportation (Department) has amended 15 new capital projects into the 2012 State Highway Operation and Protection Program (SHOPP), as summarized in the attachment. The Department maintains annual reservations to fund anticipated safety, emergency, and other high priority projects that need to be amended into the 2012 SHOPP. The amendments noted below will be funded from Major Damage Restoration, Safety Improvements and Bridge Preventative Maintenance Reservations and 2012 SHOPP savings.

2012 SHOPP Summary of New Projects by Category	No.	FY 2013/14 ($1,000)	FY 2014/15 ($1,000)	FY 2015/16 ($1,000)	FY 2016/17 ($1,000)
Major Damage Restoration	6	$5,850	$22,000		
Collision Reduction	6	$1,230	$1,660	$18,736	
Bridge Preservation	3	$6,101		$4,940	
Total Amendments	15	$13,181	$23,660	$23,676	

BACKGROUND:

In each even numbered year, the Department prepares a four-year SHOPP defining major capital improvements necessary to preserve and protect the State Highway System. Periodically, the Department amends the SHOPP to address newly identified needs prior to the next programming cycle. This report identifies 15 capital projects amended into the 2012 SHOPP.

The “List of New 2012 SHOPP Capital Project Amendments” provides specific project information.

Attachment

List of New 2012 SHOPP Capital Project Amendments

This list provides an overview of projects the Department has amended into the 2012 SHOPP since the December 2013 report. Copies of the actual amendments have been provided to Commission staff.

Amend # PPNO	Dist-Co-Rte PM EA Project ID	Project Location and Description of Work	R/W Cost Const. Cost ($1,000)	FY	Support Costs ($1,000)		Program Code Leg. /Congr. Dists. Perf. Meas.
Major Damage Restoration							
12H-377 5011A	12-Ora-405 8.4 0N540 12 1400 0057	In Costa Mesa, at Red Hill Avenue Overcrossing southern approach. Reconstruct failed slope embankment, retaining walls, and approach slab to re-open all lanes of local roadway.	$5,200 (R/W) $16,800 (C)	14/15	PA & ED PS & E RW Sup Con Sup Total	$400 $3,000 $650 $2,350 $6,400	201.131 Assembly: 74 Senate: 37 Congress: 48 1 Location
12H-378 0488G	4-SM-280 8.9/9.0 1J270 04 1400 0176	Near San Carlos, at 1.8 miles south of Route 92. Repair drainage pipe.	$1,600 (C)	13/14	PA & ED PS & E RW Sup Con Sup Total	$0 $0 $0 $400 $400	201.130 Assembly: 22 Senate: 8 Congress: 13 1 Location
12H-379 0488F	4-Son-37 0.1 1J300 04 1400 0181	Near Novato, at the Petaluma River Bridge # 27-0013. Repair bridge joint assembly.	$350 (C)	13/14	PA & ED PS & E RW Sup Con Sup Total	$0 $0 $0 $120 $120	201.130 Assembly: 6 Senate: 3 Congress: 6 1 Location
12H-380 4647	7-LA-710 22.6/23.0 4X130 07 1400 0119	In the city of Commerce, at East Yard Overhead Bridge. Repair roadway.	$50 (R/W) $2,450 (C)	13/14	PA & ED PS & E RW Sup Con Sup Total	$0 $0 $5 $500 $505	201.130 Assembly: 46 Senate: 22 Congress: 34 1 Location
12H-381 0066P	8-Riv-78 1.3/1.5 1E830 08 1400 0108	Near Ripley, from north of Palo Verde to 35th Avenue. Repair roadway.	$400 (C)	13/14	PA & ED PS & E RW Sup Con Sup Total	$0 $30 $0 $120 $150	201.130 Assembly: 80 Senate: 37 Congress: 45 1 Location
12H-382 2318	12-Ora-1 11.8/11.9 0N610 12 1400 0067	Near Laguna Beach, at the El Moro Canyon area. Stabilize roadway slope.	$1,000 (C)	13/14	PA & ED PS & E RW Sup Con Sup Total	$50 $20 $10 $125 $205	201.130 Assembly: 70 Senate: 35 Congress: 47 1 Location

Amend # PPNO	Dist-Co-Rte PM EA Project ID	Project Location and Description of Work	R/W Cost Const. Cost ($1,000)	FY	Support Costs ($1,000)		Program Code Leg. /Congr. Dists. Perf. Meas.
Collision Reduction							
12H-374 6237	3-Sac-50 Var 4F130 03 1400 0040	In Sacramento County, on Routes 5, 50 and 80 at various locations; also in Butte County, on Route 191 (PM 7.1/7.3). Place high friction surface treatment.	$1,660 (C)	14/15	PA & ED PS & E RW Sup Con Sup Total	$110 $120 $7 $290 $527	201.010 Assembly: 3 Senate: 3, 6 Congress: 3 621 Collisions reduced
12H-375 3030	10-SJ-5 39.0/39.4 0Y690 10 1400 0033	Near Lodi and Manteca, on Routes 5 and 99 at various locations. Increase pavement surface friction.	$1,230 (C)	13/14	PA & ED PS & E RW Sup Con Sup Total	$47 $196 $1 $97 $341	201.010 Assembly: 26 Senate: 12 Congress: 11 140 Collisions reduced
12H-384 0134M	8-SBd-10 12.0/12.8 1C710 08 1300 0002	In and near Fontana, from east of Etiwanda Avenue to west of Cherry Avenue. Modify drainage.	$1,295 (C)	15/16	PA & ED PS & E RW Sup Con Sup Total	$328 $505 $17 $341 $1,191	201.010 Assembly: 52 Senate: 20 Congress: 35 23 Collisions reduced
12H-385 0179H	8-SBd-18 T8.3/R17.7 0R220 08 1200 0032	In and near the city of San Bernardino, from 2.1 miles north of 30th Street to Route 138. Install median barrier.	$20 (R/W) $7,242 (C)	15/16	PA & ED PS & E RW Sup Con Sup Total	$1,311 $1,012 $13 $1,241 $3,577	201.010 Assembly: 33, 40 Senate: 23 Congress: 8, 31 94 Collisions reduced
12H-386 0238R	8-SBd-95 R57.2/80.5 1C910 08 1300 0082	Near Needles, from Route 40 to the Nevada state line. Install ground-in rumble strips.	$765 (C)	15/16	PA & ED PS & E RW Sup Con Sup Total	$288 $397 $3 $174 $862	201.010 Assembly: 33 Senate: 18 Congress: 8 40 Collisions reduced
12H-387 2545	12-Ora-5 1.2/2.2 0M490 12 1200 0090	In San Clemente, at El Camino Real. Realign mainline horizontal curve, construct new approach slabs, and install warning sign structure and beacons.	$14 (R/W) $9,400 (C)	15/16	PA & ED PS & E RW Sup Con Sup Total	$0 $1,940 $142 $1,633 $3,715	201.010 Assembly: 73 Senate: 38 Congress: 48 70 Collisions reduced

Amend # PPNO	Dist-Co-Rte PM EA Project ID	Project Location and Description of Work	R/W Cost Const. Cost ($1,000)	FY	Support Costs ($1,000)		Program Code Leg. /Congr. Dists. Perf. Meas.
Bridge Preservation							
12H-376 3028	10-SJ-12 0.0 0Y880 10 1400 0041	In San Joaquin County, at the Mokelumne River Bridge No. 29-0043. Rehabilitate bridge deck.	$3 (R/W) $4,098 (C)	13/14	PA & ED PS & E RW Sup Con Sup Total	$0 $300 $3 $586 $889	201.119 Assembly: 10 Senate: 14 Congress: 11 1 Bridge
12H-383 4723	7-LA-105 R0.3/R2.5 30500 07 1400 0087	In and near the cities of Los Angeles and Hawthorne, at Airport Viaduct between Route 1 and Route 405. Apply deck methacrylate treatment, replace joint seal, repair minor deck spalls, and remove and replace striping.	$4,940 (C)	15/16	PA & ED PS & E RW Sup Con Sup Total	$30 $970 $0 $790 $1,790	201.119 Assembly: 62 Senate: 26 Congress: 43 3 Bridges
12H-389 3031	10-SJ-12 R4.4 1C020 10 1400 0061	Near Lodi, at the Little Potato Slough Bridge No. 29-0101. Repair bridge.	$2,000 (C)	13/14	PA & ED PS & E RW Sup Con Sup Total	$0 $30 $0 $312 $342	201.110 Assembly: 17 Senate: 5 Congress: 11 1 Bridge

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 29, 2014

Reference No.: 3.2a.
Information Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Rachel Falsetti
Division Chief
Transportation Programming

Subject: **STATUS OF CONSTRUCTION CONTRACT AWARD FOR STATE HIGHWAY PROJECTS**

SUMMARY:

The California Department of Transportation is presenting this item to provide the status of construction contract award for projects on the State Highway System allocated in Fiscal Year (FY) 2012-13 and FY 2013-14.

In FY 2012-13, the California Transportation Commission (Commission) voted 278 state-administered State Transportation Improvement Program (STIP), State Highway Operation and Protection Program (SHOPP), and Proposition 1B projects on the State Highway System. As of December 26, 2013, 265 projects totaling $1.75 billion have been awarded. Funds for one project have lapsed.

In FY 2013-14, the Commission has voted 119 state-administered STIP, SHOPP, and Proposition 1B projects on the State Highway System. As of December 26, 2013, 38 projects totaling $576.8 million have been awarded.

BACKGROUND:

Starting with July 2006 allocations, projects are subject to Resolution G-06-08 (adopted June 8, 2006), which formalizes the condition of allocation that requires projects to be ready to proceed to construction within six months of allocation. The policy also requires that projects that are not awarded within four months of allocation be reported to the Commission.

FY 2012-13 Allocations

Month Allocated	No. Projects Voted	Voted Projects $ X 1000	No. Projects Awarded	No. Projects Funds Lapse	Awarded Projects $ X 1000	No. Projects Pending Bid Opening/ Award	No. Projects Awarded within 4 months	No. Projects Awarded within 6 months
August 2012	74	$484,107	74	0	$408,644	0	39	56
September 2012	15	$88,281	14	0	$70,659	1	7	13
October 2012	18	$35,814	18	0	$34,465	0	12	17
December 2012	26	$133,477	25	0	$94,967	1	18	24
January 2013	14	$53,491	14	0	$46,820	0	12	13
March 2013	40	$120,390	40	0	$117,158	0	33	39
May 2013	47	$278,203	40	1	$188,602	6	23	40
June 2013	44	$557,253	40	0	$489,380	4	16	35
TOTAL	278	$1,751,016	265	1	$1,450,695	12	160	237

Note: 1. Total awarded amount reflects total project allotment, including G-12 and supplemental funds.
2. Excludes non-construction Transportation Enhancement (TE) projects and combined locally-administered TE.
3. FY 2012-13 table includes projects with financial contribution only, Department delegated safety, and emergency projects.

FY 2013-14 Allocations

Month Allocated	No. Projects Voted	Voted Projects $ X 1000	No. Projects Awarded	No. Projects Funds Lapse	Awarded Projects $ X 1000	No. Projects Pending Bid Opening/ Award	No. Projects Awarded within 4 months	No. Projects Awarded within 6 months
August 2013	58	$321,690	42	0	$132,050	16	35	42
October 2013	34	$149,696	17	0	$29,058	17	17	17
December 2013	27	105,410	8	0	$13,450	19	8	8
TOTAL	119	$576,796	67	0	$174,558	52	60	67

Note: 1. Total awarded amount reflects total project allotment, including G-12 and supplemental funds.
2. Excludes non-construction Transportation Enhancement (TE) projects and combined locally-administered TE.
3. FY 2013-14 table includes projects with financial contribution only, Department delegated safety, and emergency projects.

Attachment

FY 2012-13 Project Allocation Status

Dist-PPNO	EA	Co-Rte	Work Description	Allocation Date	Award Deadline	Allocation Amount	Project Status
07-0309S	1170U	LA-10	Construct HOV lanes, widen bridges, and realign ramps.	27-Sep-12	31-Dec-13	$8,260	Bids opened 12/19/13. Pending award. A time extension for this project was approved on 5/4/13.
07-0309N	1170U	LA-10		6-Dec-12	31-Dec-13	$34,200	
07-4507	4T560	LA-107	Intersection improvements.	6-May-13	31-May-14	$310	All bids were rejected. A time extension for this project was approved on 12/10/13.
01-0125X	26202	MEN-101	Willits Bypass mitigation project.	7-May-13	31-Jul-15	$26,290	Project will be re-advertised. A time extension for this project was approved on 12/10/13.
04-0107F	4A260	ALA-580	Install and upgrade Metal Beam Guard Rail.	7-May-13	30-Apr-14	$507	Bids opened 12/11/13. Pending award. A time extension for this project was approved on 12/10/13.
06-6547	0M420	FRE-180	Construct concrete barrier.	7-May-13	31-Mar-14	$446	Advertise date 12/30/13. Bid opening date 2/12/14. A time extension for this project was approved on 12/10/13.
11-0129D	0223U	SD-5	Re-align and widen Genesee southbound off-ramp.	7-May-13	31-May-15	$8,000	Project is to be re-advertised. A time extension for this project was approved on 12/10/13.
11-0129P	06500	SD-5		7-May-13	31-May-15	$8,423	
11-0972	07670	IMP-86	Construct maintenance facility.	7-May-13	31-May-14	$9,773	Project will be re-scoped and re-advertised due to high bids received. A time extension for this project was approved on 10/8/13.
11-0778	00270	SD-5	Construct auxiliary lane and widen connector.	11-Jun-13	31-Dec-13	$5,052	Project advertised on 9/3/13. Bid opening date 1/16/14. Concurrent time extension I being requested.
11-1008	26501	SD-163	Repair and restore important features of historic corridor.	11-Jun-13	31-Dec-13	$5,272	Advertise Date 1/20/14. Bid opening date 2/27/14. Concurrent time extension I being requested.
11-1032	40670	SD-5	Rehabilitate pavement.	11-Jun-13	31-Dec-13	$53,315	Advertise Date 12/9/13. Bid opening date 2/13/14. Concurrent time extension is being requested.

FY 2013-14 Project Allocation Status

Dist-PPNO	EA	Co-Rte	Work Description	Allocation Date	Award Deadline	Allocation Amount	Project Status
04-0483J	2A250	SCL-152	Realign roadway and construct retaining wall.	10-Jul-13	31-Jan-14	$18,394	Project advertised on 8/19/13. Bid opening date 4/29/14. Concurrent time extension I being requested.
01-0181A	40280	MEN-101	Rehabilitate culverts and construct rock weir.	6-Aug-13	28-Feb-14	$1,525	Advertise Date 1/20/14. Bid opening date 2/26/14.
03-3118	2F150	ED-49	Widen highway for left turn channelization.	6-Aug-13	28-Feb-14	$1,250	Bids opened 9/25/13. Pending award.
03-5095	3E100	PLA-80	Improving Vertical Clearance.	6-Aug-13	28-Feb-14	$26,122	Bids opened 11/6/13. Pending award.
04-5301L	0A534	SOL-80	Realign I-80 to connect directly with the I-80/SR-12 interchange.	6-Aug-13	28-Feb-14	$26,952	Bids opened 11/20/13. Pending award.
04-0044C	0A710	ALA-880	Widen roads, reconstruct ramps with HMA, replace 2 conc overcrossings.	6-Aug-13	28-Feb-14	$62,133	Project advertised on 9/30/13. Bid opening date 2/5/14. Concurrent time extension is being requested.
04-0756F	1A290	SON-12	Replace bridge and widen approaches.	6-Aug-13	28-Feb-14	$10,578	Project advertised on 8/26/13. Bid opening date 1/8/14.
04-0159N	1A671	ALA-580	Rehabilitate Bridge Deck.	6-Aug-13	28-Feb-14	$7,996	Bids opened 9/25/13. Pending award.
04-8085A	2A620	SOL-12	Widen shoulders and intersections and place HMA.	6-Aug-13	28-Feb-14	$2,936	Bids opened 11/6/13. Pending award.
04-0609K	4A510	SF-280	Hinge Replacement	6-Aug-13	28-Feb-14	$6,994	Bids opened 12/4/13. Pending award.
04-0392C	4S050	SCL-9	Construct Tie-Back wall and a new drainage systems.	6-Aug-13	28-Feb-14	$1,939	Bids opened 10/9/13. Pending award. Concurrent time extension is being requested.
04-0322C	4S450	MRN-1	Construct steel soldier piles and install MBGR.	6-Aug-13	28-Feb-14	$1,150	Delay to award due to bidders qualifications. Concurrent time extension is being requested.
07-4156	21595	LA-5	Widening freeway and reconstruct overhead and overcrossing structures	6-Aug-13	28-Feb-14	$7,000	Project advertised on 10/14/13. Bid opening date 1/9/14. Concurrent time extension is being requested.
07-4437	3X390	LA-1	Construct steel solder pile wall	6-Aug-13	28-Feb-14	$2,678	Bids opened 11/7/13. Pending award.
10-7364	0G350	SJ-12	Rehabilitate bridge deck.	6-Aug-13	28-Feb-14	$1,178	Project will be awarded by deadline.
12-3577A	0H208	ORA-55	SLOPE REPAIR	6-Aug-13	28-Feb-14	$4,860	Bids opened 11/7/13. Pending award.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 29, 2014

Reference No.: 3.2b.
Information Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Rihui Zhang
Acting Division Chief
Local Assistance

Subject: **MONTHLY STATUS OF CONSTRUCTION CONTRACT AWARD FOR LOCAL ASSISTANCE STIP PROJECTS, PER RESOLUTION G-06-08**

SUMMARY:

The California Department of Transportation (Department) is presenting this item for information purposes only. The item provides the status of locally-administered State Transportation Improvement Program (STIP) projects that received a construction allocation in Fiscal Year (FY) 2011-12, FY 2012-13 and FY 2013-14.

In FY 2011-12, the Commission allocated $105,182,000 to construct 77 locally-administered STIP projects. As of December 13, 2013, 75 projects totaling $103,936,000 have been awarded and one project has been approved for a time extension. One project (PPNO 06-B002P) has lapsed.

In FY 2012-13, the Commission allocated $62,832,000 to construct 65 locally-administered STIP projects. As of December 13, 2013, 53 projects totaling $47,258,000 have been awarded. Nine projects have been approved for time extensions and a concurrent time extension is being requested for one project.

In FY 2013-14, the Commission allocated $32,887,000 to construct 19 locally-administered STIP projects. As of December 13, 2013, one project totaling $501,000 has been awarded. Four projects have concurrent time extension requests.

BACKGROUND:

Resolution G-06-08, adopted June 8, 2006, requires projects to be ready to proceed to construction within six months of allocation. The policy also requires Department to report to the Commission on those projects that have not been awarded within four months of allocation.

FY 2011-12 Allocations

Month Allocated	No. Projects Voted	Voted Projects $ X 1000	No. Projects Awarded	No. Projects Lapse	No. Projects Pending Award	No. Projects Awarded within 4 months	No. Projects Awarded within 6 months
August 2011	5	$19,418	5	0	0	0	3
September 2011	2	$1,007	2	0	0	0	2
October 2011	1	$501	1	0	0	0	1
December 2011	7	$4,666	6	1	0	0	5
January 2012	7	$5,089	7	0	0	1	4
February 2012	7	$13,614	7	0	0	2	4
March 2012	3	$2,633	3	0	0	0	1
April 2012	8	$4,644	8	0	0	2	1
May 2012	7	$6,191	7	0	0	2	2
June 2012	30	$47,419	29	0	1	4	11
TOTAL	77	$105,182	75	1	1	11	34

FY 2012-13 Allocations

Month Allocated	No. Projects Voted	Voted Projects $ X 1000	No. Projects Awarded	No. Projects Lapse	No. Projects Pending Award	No. Projects Awarded within 4 months	No. Projects Awarded within 6 months
August 2012	9	$6,577	9	0	0	4	3
September 2012	3	$3,198	3	0	0	0	2
October 2012	3	$4,085	3	0	0	0	3
December 2012	4	$878	4	0	0	2	0
January 2013	0	$0	0	0	0	0	0
March 2013	6	$4,654	6	0	0	2	1
May 2013	11	$9,789	8	0	3	2	6
June 2013	29	$33,651	20	0	9	8	12
Total	65	$62,832	53	0	12	18	27

FY 2013-14 Allocations

Month Allocated	No. Projects Voted	Voted Projects $ X 1000	No. Projects Awarded	No. Projects Lapse	No. Projects Pending Award	No. Projects Awarded within 4 months	No. Projects Awarded within 6 months
Aug 2013	8	$14,111	1	0	7	1	0
Oct 2013	7	$14,871	0	0	7	0	0
Dec 2013	4	$3,905	0	0	4	0	0
Total	19	$32,887	1	0	18	1	0

Note: Excludes STIP Planning, Programming, and Monitoring allocations and locally-administered STIP Regional Rideshare Program allocations, as no contract is awarded for these programs.

Local STIP Projects, Beyond Four Months of Construction Allocation, Not Yet Awarded

Agency Name	Project Title	PPNO	Allocation Date	Award Deadline		Allocation Amount	Project Status
San Diego Association of Governments	Bayshore Bikeway Segments 4 & 5	11-7421S	28-Jun-12	31-Aug-14	(1)	$995,000	The project will be awarded by the extended deadline.
City of Dinuba	Downtown Plaza Streetscape Alta Heritage Square	06-6537	7-May-13	28-Feb-14	(2)	$100,000	The project will be awarded by the extended deadline.
City of Kingsburg	Railroad Depot Restoration	06-B002Q	7-May-13	31-May-14	(2)	$1,107,000	The project will be awarded by the extended deadline.
SANDAG	Sweetwater Bikeway - Plaza Bonita Segment	11-7421X	7-May-13	30-Nov-14	(2)	$1,224,000	The project will be awarded by the extended deadline.
City of Rialto	Pacific Electric Inland Empire Trail	08-1111L	12-Jun-13	31-Mar-14	(3)	$2,000,000	The project will be awarded by the extended deadline.
City of Manteca	Louise Avenue Enhancements	10-0018C	12-Jun-13	31-Mar-14	(3)	$940,000	The project will be awarded by the extended deadline.
City of Ventura	California Street Enhancement	07-3565M	12-Jun-13	30-Apr-14	(3)	$920,000	The project will be awarded by the extended deadline.
City of Camarillo	Landscaping Enhancement	07-3565N	12-Jun-13	30-Apr-14	(3)	$1,150,000	The project will be awarded by the extended deadline.
City of Marina	Imjin Parkway Class II Bike Lane	05-2297	12-Jun-13	30-Jun-14	(3)	$2,000,000	The project will be awarded by the extended deadline.
City of Santa Monica	Santa Monica Bike Share Program	07-4544	12-Jun-13	30-Jun-15	(3)	$1,543,000	The project will be awarded by the extended deadline.
City of Folsom	Folsom Lake Class I Bikeway	03-6575	12-Jun-13	31-Dec-13		$690,000	A concurrent 12-month time extension being requested
City of Visalia	Packwood Creek Waterway Trail	06-6564	12-Jun-13	31-Dec-13		$250,000	The project will be awarded by the deadline
Town of Mammoth	Canyon Boulevard Street Improvements	09-2546	12-Jun-13	31-Dec-13		$3,650,000	The project will be awarded by the deadline
City of Mount Shasta	Alma Street Rehabilitation	02-2453	6-Aug-13	28-Feb-13		$2,050,000	The project will be awarded by the deadline
City of Tulelake	Tulelake Street Rehabilitation	02-2471	6-Aug-13	28-Feb-13		$600,000	The project will be awarded by the deadline
City of Weed	Black Butte Drive and Vista Drive Rehabilitation	02-2448	6-Aug-13	28-Feb-13		$1,200,000	A concurrent 2-month time extension being requested
City of Sacramento	Sacramento City College Pedestrian Overcrossing	03-6577	6-Aug-13	28-Feb-13		$6,963,000	A concurrent 8-month time extension being requested
County of Marin	Sir Francis Drake Blvd Westbound Class II Bike Lane	04-2127Q	6-Aug-13	28-Feb-13		$329,000	The project will be awarded by the deadline
City of Clovis	Sunnyside/Shepherd Trail Head Rest Area	06-B002S	6-Aug-13	28-Feb-13		$1,897,000	The project will be awarded by the deadline
City of Long Beach	Downtown Long Beach Pine Avenue Streetscape Improvements	07-4542	6-Aug-13	28-Feb-13		$571,000	A concurrent 6-month time extension being requested
Grand Total						**$30,179,000**	

(1) This extended deadline was approved in Dec 2012 (Waiver-12-68)
(2) This extended deadline was approved in Oct 2013 (Waiver-13-42)
(3) This extended deadline was approved in Dec 2013 (Waiver-13-52)

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 29, 2014

Reference No.: 4.17
Information Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Rachel Falsetti
Division Chief
Transportation Planning

Subject: **TRAFFIC CONGESTION RELIEF PROGRAM - ANNUAL REPORT**

SUMMARY:

The California Transportation Commission's (Commission) Traffic Congestion Relief Program (TCRP) guidelines require lead agencies to periodically report on project status; Commission policy requires these reports annually. The California Department of Transportation (Department) assists the Commission in reporting on TCRP activity and does so by administering the annual reporting process.

The Department reported on TCRP activity for the Fiscal Year (FY) 2012-13 by compiling and summarizing data provided by lead agencies, which the Commission used in its annual report to the Legislature on the status of the TCRP.

BACKGROUND:

The Traffic Congestion Relief Act of 2000 (Assembly Bill [AB] 2928, Chapter 91, Statutes of 2000 and Senate Bill [SB] 1662, Chapter 656, Statutes of 2000) created the Traffic Congestion Relief Program (TCRP) and the Traffic Congestion Relief Fund (TCRF), and committed $4.9 billion to 141 specific projects. The $4.9 billion in revenues for the TCRP were comprised of:

- $1.6 billion to the TCRF in FY 2000-01 from a General Fund transfer and directly from gasoline sales tax revenues.
- $3.3 billion to the TCRF from Transportation Investment Fund (TIF) transfers over five years ($678 million per year for the first four years, and the remaining balance of $602 million in the fifth year).

AB 438 (Chapter 113, Statutes of 2001) delayed the five-year schedule for the TIF transfers by two years, from the original FY 2001-02 through 2005-06, to FY 2003-04 through 2007-08. AB 438 also authorized a series of loans to the General Fund, including a $482 million loan from the TCRF. The Governor proposed to repay the loan with tribal gaming revenues. The current projection is that these repayments are not slated to begin until 2020-21

Proposition 42, approved by California voters in 2002, suspended TIF transfers into the TCRF, with partial suspension in FY 2003-04 ($389 million) and full suspension in FY 2004-05 ($678 million), and only allowed enough transfers to reimburse prior TCRP allocations. As a result, a total of $1.1 billion in Proposition 42 transfers were suspended and loaned to the General Fund. After a $323 million repayment in FY 2006-07 the loan balance was $744 million.

Proposition 1A, approved by voters in November 2006, addressed the Proposition 42 suspensions occurring on or before July 1, 2007, and required the balance be repaid no later than June 30, 2016. The $744 million balance is being repaid in nine equal installments of $82.7 million per year through FY 2015-16. An outstanding loan balance of $413.4 million remains. Combined with the $482 million TCRF loan balance, approximately $895.4 million remains available for future TCRP allocations.

TCRP Allocation Plan

In August 2008, the Commission directed Commission Staff to work with the Department and the Regions to develop allocation criteria recommendations for future fiscal years beyond 2008-09. The TCRP Allocation Plan was adopted at the Commission's September 2008 meeting.

The Allocation Plan aligns the available annual allocation capacity with allocation priorities by fiscal year. The Allocation Plan consists of two tiers: Tier 1 includes projects that have higher priority for funding; and Tier 2 includes all other projects which would be allocated on a first-come, first-served basis only after the annual Tier 1 allocations have been met. Recently, Tier 1 allocations have been limited to the funding level provided by the annual Proposition 1A loan repayments, the only reliable funds available for future TCRP allocations. Tier 2 projects would receive allocations upon availability of the Tribal Gaming revenues.

PROGRAM STATUS

The Commission has approved $4.6 billion in TCRP applications through June 30, 2013; including at least a partial programming of funds for each of the 141 designated projects. Application approval is equivalent to programming a project, and defines the scope, cost, and schedule of a project or project component, and generally includes expenditures projected for future years.

The Commission allocated a total of $88.142 million for TCRP activities in FY 2012-13. As of June 30, 2013, approximately $4.2 billion has been allocated to TCRP projects, of which approximately $3.9 billion has been expended for ongoing TCRP projects.

	Traffic Congestion Relief Fund ($1000s)			
	In Statute	Programmed	Allocated	Expended
Total All Projects	$4,909,000	$4,578,000	$4,185,000	$3,877,000

According to TCRP statutes (Government Code Sec.14556-14556.52) and Commission guidelines, agencies may substitute alternate projects, subject to approval by the Commission. Of the 141 projects identified in statute, 38 have been subdivided into 105 sub-projects, for a total of 208 projects approved by the Commission. Of the total 208 approved projects, a total of 132 projects have been completed as of June 30, 2013. Agencies reported 11 of those projects were completed during FY 2012-13. Of the total 132 completed projects, about half have been completed without being subdivided.

Number of TCRP Projects	
141	Whole, Undivided Projects Identified in Statute
(38)	Whole Projects Subdivided, for a Total of 104 Projects
103	Whole, Undivided Projects
103	Whole, Undivided Projects
105	Total, Subdivided Projects
208	Total Approved Projects, Undivided and Subdivided
208	Total Projects, Undivided and Subdivided
(132)	Total Projects Completed by 06/30/2013
76	**Ongoing Projects**

Completed/Ongoing TCRP Projects	
70	Undivided Projects Completed
62	Subdivided Projects Completed
132	Total Approved Projects Completed
103	Undivided Projects
(70)	Undivided Projects Completed
33	Undivided Projects Ongoing
105	Subdivided Projects
(62)	Subdivided Projects Completed
43	Subdivided Projects Ongoing
76	**Ongoing Projects**

Projects in TCRP Allocation Plan	
15	Tier 1 Projects in Allocation Plan
4	Tier 1 Projects with components in Tier 2
37	Tier 2 Projects in Allocation Plan
56	Total Projects in Allocation Plan

Attachments

Traffic Congestion Relief Program
Future Allocations Plan
($ in 1,000s)

Reference No. 4.17
January 29, 2014
Attachment 1

								TCRP Allocation Plan - TIER 1 Projects										
TCRP #	Dist	Co	Title	Type	Total TCRP	Previously Allocated TCRP	Future TCRP Amount	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20
1.2	04	SCL/ ALA	BART to San Jose; extend BART from Warm Springs to Downtown San Jose	Mass Transit	$ 648,567	$ 609,528	**$ 39,039**	$ -	$ -	$ -	$ -	$ -	$ 39,039	$ -	$ -	$ -	$ -	$ -
4	04	ALA	Route 680; add NB and SB HOV lanes over Sunol Grade	Capital Outlay	$ 58,500	$ 58,500	**$ -**	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
18	04	MRN/ SON	Route 101; widen to 6 lanes, Novato-Petaluma (Novato Narrows) - Marin-Sonoma Narrows	Capital Outlay	$ 16,500	$ 16,500	**$ -**	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
18.2	04	MRN/ SON	Route 101; widen to 6 lanes, Novato-Petaluma (Novato Narrows) - San Antonio Curve Corr.	Capital Outlay	$ 2,900	$ 2,900	**$ -**	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
28	04	CC	BART Richmond Station Additional Parking	Mass Trans	$ 4,000	$ 1,180	**$ 2,820**	$ -	$ -	$ -	$ -	$ -	$ -	$ 2,820	$ -	$ -	$ -	$ -
31	04	ALA	Route 580; add EB and WB HOV lanes from Tassajara Road to Vasco Road	Capital Outlay	$ 18,000	$ 18,000	**$ -**	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
39	07	LA	Route 405; add northbound HOV over Sepulveda Pass	Capital Outlay	$ 90,000	$ 66,000	**$ 24,000**	$ -	$ -	$ -	$ -	$ -	$ 8,000	$ 8,000	$ 8,000	$ -	$ -	$ -
40	07	LA	Route 10; add HOV lanes on San Bernardino Freeway over Kellog Hill	Capital Outlay	$ 90,000	$ 59,073	**$ 30,927**	$ -	$ -	$ -	$ -	$ -	$ 10,309	$ 10,309	$ 10,309	$ -	$ -	$ -
41.2	07	LA	HOV Lanes on Rte 5 from Rte 170 to Rte 118	Capital Outlay	$ 40,251	$ 34,142	**$ 6,109**	$ -	$ -	$ -	$ -	$ -	$ -	$ 6,109	$ -	$ -	$ -	$ -
42	07	LA	I-5 Widening; Orange County Line to Route 605	Capital Outlay	$ 125,000	$ 85,334	**$ 39,666**	$ -	$ -	$ -	$ -	$ -	$ 19,833	$ 19,833	$ -	$ -	$ -	$ -
52	07	LA	HOV & aux lanes, Waterford-Rt 10	Capital Outlay	$ 9,648	$ 9,648	**$ -**	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
98	06	FRE	Peach Avenue; Widen to four-lane (R/W Only)	Local Asstce	$ 2,050	$ 650	**$ 1,400**	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,400	$ -	$ -	$ -	$ -
111	06	KIN	Route 198 Expressway, Rte 43 to Rte 99	Capital Outlay	$ 14,000	$ 14,000	**$ -**	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
113	06	KER	Route 46 Expressway, Segment 3	Capital Outlay	$ 2,880	$ 2,880	**$ -**	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
146	08	RIV	Construction of Palm Avenue Interchange	Capital Outlay	$ 10,000	$ -	**$ 10,000**	$ -	$ -	$ -	$ -	$ -	$ -	$ 10,000	$ -	$ -	$ -	$ -
					TIER 1 Allocations -		**$ 423,403**	**$ 99,145**	**$ 69,835**	**$ 88,139**	**$ 88,142**	**$ 78,142**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
					TIER 1 Totals -		**$ 577,364**	$ 99,145	$ 69,835	$ 88,139	$ 88,142	$ 78,142	$ 77,181	$ 58,471	$ 18,309	$ -	$ -	$ -
				PROPOSITION 1A Payments -			**$578,746**	**$ 82,678**	**$ 82,678**	**$ 82,678**	**$ 82,678**	**$ 82,678**	**$ 82,678**	**$ 82,678**				
			Running Total - TCRP Available after Tier 1 Allocs -					$ (16,467)	$ (3,624)	$ (9,085)	$ (14,549)	$ (10,013)	$ (4,516)	$ 19,691	$ 1,382			
								FY 2009-10	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	2019-20 and after
					Tribal Gaming Payments -			$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 68,000	$ 100,000	$ 314,000
			Yearly Total Available (Prop 1A + Tribal Gaming)-					$ 82,678	$ 82,678	$ 82,678	$ 82,678	$ 82,678	$ 82,678	$ 82,678	$ -	$ 68,000	$ 100,000	$ 314,000
					Running Total Available -			$ 82,678	$ 165,356	$ 248,034	$ 330,712	$ 413,390	$ 496,068	$ 578,746	$ 578,746	$ 646,746	$ 746,746	$ 1,060,746

Traffic Congestion Relief Program
Completed Projects
Attachment 2

Total Completed Projects: 132

TCRP #	PPNO	District	County	Title
3	T0003	4	SCL	Route 101; widen freeway from four to eight lanes-Bernal Road to Burnett Avenue.
5	0468E	4	SCL	Rte 101; add NB lane to fwy thru San Jose, Rte 87 to Trimble Rd
6	T0060	4	SCL	Route 262; major investment study, Route 680 to Route 880 near Warm Springs.
7.1	T0071	4	SCL	CalTrain; expand service to Gilroy.
7.2	T0072	4	SCL	CalTrain; Caltrain Service Improvement Project
8	0409C	4	SCL	Route 880; reconstruct Coleman Avenue Interchange near San Jose Airport.
9.1	T0091	4	ALA/SCL	Capitol Corridor; improve intercity rail line between Oakland and San Jose. Harder Road Overcrossing Project.
9.2	2086	4	ALA	Capitol Corridor; Emeryville Station track and platform improvements.
9.4	2064	4	ALA/SCL	Capitol Corridor; Oakland to San Jose intercity track improvements.
10		4	Bay Area	Regional Express Bus; acquire low-emission buses in nine counties.
11	T0110	4	Bay Area	San Francisco Bay Southern Crossing; complete feasibility and financial studies for new San Francisco Bay crossing (new bridge, HOV/Transit bridge or second BART tube) in Alameda and San Francisco or San Mateo Counties. Segment I - 2000 SF Bay Crossing.
11.1	T0111	4	MTC	San Francisco Bay Southern Crossing; Video Tolling
12.1	2011H	4	CC	BART Extension Eastward From Pittsburg/Bay Point
13	T0130	4	Bay Area	CalTrain Peninsula Corridor; acquire rolling stock, add passing tracks, and construct pedestrian access structure at stations.
16.1	0190D	4	CC	Route 4; widen freeway to eight lanes from Railroad through Loveridge Road.
20.1	2134	4	SF	San Francisco Muni 3rd Street Light Rail Extension
20.2	T0202	4	SF	San Francisco Muni Third Street Light Rail
21	T0210	4	SF	San Francisco Muni Ocean Avenue Light Rail.
22	0619A	4	SF	Doyle Drive Replacement
24	T0240	4	SOL	Vallejo Baylink Ferry; expand Baylink Vallejo-San Francisco service.
25.1	T0251	4	SOL	I-80/I-680/Route 12 Interchange in Fairfield Major Investment Study/Corridor Study.
25.2	5301K	4	SOL	I-80/I-680/Route 12 Interchange Connector, Phase 2
25.3	5301K	4	SOL	I-80/I-680/Route 12 Interchange
27.1	2009L	4	ALA/CC	Vasco Road Safety and Transit Enhancement Project-Parking Structure for VC Project.
27.2	T0272	4	ALA/CC	Vasco Road Safety and Transit Enhancement Project-Parking Structure for VC Project.
27.3	T0273	4	ALA/CC	Vasco Road Safety and Transit Enhancement Project-Parking Structure for VC Project.
29	T0290	4	ALA/CC	AC Transit; buy two fuel cell buses and fueling facility for demonstration project.
30	T0300	4	MRN	Implementation of commuter rail passenger service from Cloverdale south to San Rafael & Larkspur in Marin and Sonoma Counties.
32.1	T0321	1	HUM	North Coast Railroad; repair and upgrade track. Subparagraph (a)(2) defray administrative costs.
32.2	T0322	1	HUM	North Coast Railroad; repair and upgrade track. Sub-paragraph (b) completion of rail line from Lombard to Willits.
32.3	T0323	1	Various	North Coast Rail Authority; Complete Rail Line
32.6	T0326	1	HUM	North Coast Railroad; repair and upgrade track. Sub-paragraph (f) debt reduction.
32.8		1	HUM	North Coast Railroad; Repayment of Q Fund
32.9	T0329	1	Various	North Coast Railroad; long-term stabilization
33	T0330	7	LA	Bus Transit-Acquire low-emision buses for LA County MTA bus service.
34	T0340	7	LA	Blue Line to Los Angeles; new rail line Pasadena to Los Angeles.
35.1	T0351	7	LA	Pacific Surfliner; triple track intercity rail line add run-through-tracks thru LA Union Station.
35.3	T0353	7	LA	Pacific Surfliner; triple track intercity railline
36	2890	7	LA	Eastside Transit Corridor
37.1	4025	7	LA	Los Angeles Mid-City Transit Improvements.
37.2	3447	7	LA	Exposition Light Rail Transit Corridor, Phase 1
38.1	2891	7	LA	Los Angeles - San Fernando Valley Transit Extension.
38.2	T0382	7	LA	LA-S Fernando Vly Transit Ext; (B) build an N-S corridor bus transit project interfacing w/ East-West Burbank-Chandler corridor project & Ventura Blvd Rapid
44	T0440	7	LA	Route 47 (Terminal Island Freeway)
45	T0450	7	LA	Route 710; complete Gateway Corridor Study, Los Angeles/Long Beach ports to Route 5.
46	T0460	7	LA	Route 1; reconstruct intersection at Route 107 in Torrance in Los Angeles County.
48	T0480	7	LA/VEN	Route 101; corridor analysis and PSR to improve corridor from Route 170 to Route 23 in Thousand Oaks.
51	T0510	7	LA	NB Route 405/101 Connector Gap Closure
52	2333	7	LA	GARVEE Debt Service (Rte 405-Waterford Ave-Rte 10)
53	T0530	7	LA	Automated Signal Corridors (ATSAC).
54.1	2318	7	LA	Alameda Corridor East; build grade seps on BNSF & UP RR ines, downtown LA to co line ACE
56	3071	8	SBD	Metrolink; track and signal improvements on Metrolink; San Bernardino line.
59	T0590	8	SB	I-10/Live Oak Canyon Interchange Improvement
60.1	T0601	8	SB	Route 15; Southbound Truck Climbing Lane
60.2	0176A	8	SB	Route 15 ; Southbound Truck Climbing Lane
61	T0610	8	RIV	Rte 10; reconst Apache Trail IC east of Banning in Riverside County.
62	0092A	8	RIV	Route 91; Add HOV Lanes; Adams Street to Route 60/215 Junction
62.1	0121L	8	RIV	Route 215 Corridor; Rte 60/91/215 Connectors
64.2	4678	12	ORA	Rte 91; E,B aux lane & E/B 91 to N/B 71 connector ramp
70.1	T0701	12	ORA	Route 22; add HOV lanes on Garden Grove Freeway, Route I-405 to Route 55 in Orange Co. – Construction of soundwalls .
70.2	T0702	12	ORA	Route 22; Add HOV lanes on Garden Grove Freeway
73	9656	12	ORA	Alameda Corridor East; (Orangethorpe Corridor) build grade seps on BNSF line.
74.1	2071	11	SD	Pacific Surfliner; double track intercity rail line w/n San Diego Co, add maintenance yard (Oceanside Double Tracking).
74.2		11	SD	Pacific Surfliner; double track intercity rail line within San Diego County - improvements to the LOSSAN Corridor.
74.4	T0744	11	SD	Pacific Surfliner; double track intercity rail line within San Diego County - Track and signal improvements at Fallbrook.
74.5		11	SD	Pacific Surfliner; double track intercity rail line within San Diego County - Encinitas Passing Track.
74.6		11	SD	Pacific Surfliner; double track intercity rail line within San Diego County - Leucadia Blvd Grade Separation.
74.7		75	SD	In Encinitas, between La Costa Boulevard and Chesterfield Drive. Construct a grade separated pedestrian crossing in the vicinity of Santa Fe Drive. (TCRP
74.8	T0748	11	SD	Pacific Surfliner; double track intercity rail line within San Diego County - CP O'Neil to CP Flores Double Track.
74.9	T0749	11	SD	Pacific Surfliner; Santa Margarita River Bridge and Doubletrack
74.10		11	SD	Pacific Surfliner; within San Diego Co. (Carlsbad Doubletrack)

Traffic Congestion Relief Program
Completed Projects
Attachment 2

TCRP #	PPNO	District	County	Title
75.1	T0751	11	SD	San Diego Transit Buses – Acquire CNG buses, purchase three fueling facilities, and expand one fueling facility.
75.2	T0752	11	SD	San Diego Transit Buses; acquire 85 low-emission buses.
76	T0760	11	SD	Coaster Commuter Rail; acquire one new train set to expand commuter rail.
76.1	T0761	11	SD	Coaster Commuter Rail; acquire one new train set to expand commuter rail.
78	7413	11	SD	East Village access; improve access to light rail from new in-town East Village development.
79	8192A	11	SD	North County Light Rail; build new 20-mile light rail line from Oceanside to Escondido.
80	7307	11	SD	Mid-Coast University City Extension, PS&E
81	T0810	11	SD	San Diego Ferry; acquire low-emission high-speed ferryboat for new off-coast service.
82.1	0129X	11	SD	Route 5/805 Widening & Interchange (Stage 3)
82.2	0701	11	SD	Route 5/805 North Coast Corridor Project (Stage 1A)
83.1	0683	11	SD	Route 15; managed lanes north of San Diego (State 1-Transit elements)
83.2	0223B	11	SD	I-15 Managed Lanes
85	0271E	11	SD	Route 56; new freeway between I-5 and I-15 in the city of San Diego
87.1	T0871	11	SD	Routes 94/125; build two new freeway connector ramps at Route 94/125 in Lemon Grove.
89	T0890	6	FRE	Route 99; improve Shaw Avenue interchange in northern Fresno
90	1530	6	FRE	Route 99; widen freeway to 6 lanes, Kingsburg to Selma in Fresno County
91	0090F	6	FRE	Route 180 - Clovis Ave to Temperance Ave
92	2092	75	KIN	San Joaquin Corridor; improve track & signals near Hanford in Kings Co
93	T0930	6	FRE	Rte 180; complete envl studies to extend Rte 180 w. fr. Mendota to I-5
94	1490	6	FRE	Highland Avenue 4 Lane
96	T0096	6	FRE	Friant Rd; widen to 4 ln from Copper Ave to Rd 206.
97	T0970	6	FRE	Operational improvements on Shaw, Chestnut, Willow, and Barstow Avenues near CSU, Fresno.
99.1	T0991	6	SJ	San Joaquin Corridor; improve track and signals along San Joaquin intercity rail line in seven counties. CALWA to BOWLES.
99.3	2025	75	MAD	Madera Amtrak Station Relocation
100	T1000	10	SJ	SJ Valley Emergency Clean Air Attainment Program; incentives for the reduction of emissions from heavy-duty diesel engines operating within the eight-county San Joaquin Valley region.
101	T1010	5	SC	Santa Cruz Metropolitan Transit District bus fleet; acquisition of low-emission buses.
102.1	916	5	SB	Route 101 access; State Street smart corridor Advanced Traffic Corridor System (ATSC) technology – Outer State Street Signal System.
103	E013	6	KER	7th Standard Road Widening
107	7965B	10	SJ	Widen freeway to 6 lanes, Tracy to I-5
108	7213	10	SJ	Rte 5; add NB lane to fwy thru Mossdale "Y", Rte 205 to Rte 120
111	A4360B	6	KIN	Rte 198; build 10 miles of new 4-lane expway from Rte 99 to Hanford
117	0R01	3	SAC	Folsom Light Rail; extend light rail tracks from 7th Street and K Street to the Amtrak Depot in Sacramento, and extend Folsom light rail.
118	T1180	3	SAC	Sacramento Emergency Clean Air/Transportation Plan (SECAT).
119.1	T1191	3	SAC	Convert Sacramento Regional Transit bus fleet to low emission and provide Yolobus service by the Yolo County Transportation District. Project Deleted
119.2	T1192	3	SAC	Convert Sacramento Regional Transit bus fleet to low emission and provide Yolobus service by the Yolo County Transportation District.
121	T1210	6	KER	Metropolitan Bakersfield System Study; to reduce congestion in the city of Bakersfield.
123	2029	11	SD	Oceanside Transit Center; parking structure.
127	T1270	4	SCL	Route 85/Route 87; interchange completion; addition of two direct connectors.
128	2308F	2	SHA	Airport Road; Reconstruction and Intersection Improvement Project
129	T1290	8	SBD	Route 62; traffic & pedestrian safety and utility
133	T1330	3	SAC	Feasibility studies for grade separation projects for Union Pacific Railroad at Elk Grove Boulevard and Bond Road.
134	0223A	3	SAC	Route 50/Sunrise Boulevard; interchange modifications.
135	0247J	3	SAC	Route 99/Sheldon Road; interchange project.
138	T1380	6	KIN/TUL	Cross Valley Rail; upgrade track from Visalia to Huron.
139.1	T1391	4	SF	Balboa Park BART Station; phase I expansion - BART Project Improvements.
139.2	T1392	4	SF	Balboa Park BART Station; phase I expansion - Historic Geneva Office Building.
140	T1400	6	TUL	City of Goshen; overpass for Route 99.
141	2110	4	ALA	Union City; pedestrian bridge over Union Pacific rail lines.
142	T1420	7	LA	West Hollywood; repair, maintenance, and mitigation of Santa Monica Boulevard.
144	T1440	4	SF/MRN	Seismic retrofit of the national landmark Golden Gate Bridge.
145	T0145	7	LA	Construction of a new siding in Sun Valley between Sheldon Street and Sunland Boulevard.
148.2	T1482	11	IMP	Route 98; widening of 8 miles between Route 111 and Route 7 from 2 lanes to 4 lanes.
149	T1490	5	SCr	Purchase of low-emission buses for express service on Route 17.
150	T1500	5	SCr	Santa Cruz Metro Center
151	T0151	7	LA	Purchase of 5 alternative fuel buses for the Pasadena Area Rapid Transit System.
152	T1520	7	LA	Pasadena Blue Line transit-oriented mixed-use development.
153	T0153	7	LA	Pasadena Blue Line utility relocation.
154	T0154	7	LA	Route 134/I-5 interchange study.
156	1014	4	ALA	BART Trans Bay Tube Seismic Retrofit
158.1	T1581	7	LA	Remodel the intersection of Olympic Boulevard, Mateo Street, and Porter Street.
159	0789A	4	SON	Route 101 HOV Lanes; Route 12 to Steele Lane

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 29, 2014

Reference No.: 2.2c.(1)
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared By: Katrina Pierce
Division Chief
Environmental Analysis

Subject: **APPROVAL OF PROJECTS FOR FUTURE CONSIDERATION OF FUNDING**

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission), as a responsible agency, approve the attached Resolutions E-14-01, E-14-02, and E-14-03.

ISSUE:

01-Hum-299, PM 19.3/19.8
RESOLUTION E-14-01

The attached resolution proposes to approve for future consideration of funding the following project for which a Mitigated Negative Declaration (MND) has been completed:

- State Route 299 (SR 299) in Humboldt County. Roadway improvements on a portion of SR 299 near the community of Blue Lake. (PPNO 2306)

This project in Humboldt County will construct eight-foot wide shoulders and close a 1,100-foot gap in the climbing lane segments on a portion of SR 299 near the community of Blue Lake. The project is programmed in the 2012 State Highway Operation and Protection Program. The total estimated cost is $4,645,000 for capital and support. Construction is estimated to begin in Fiscal Year 2013-14. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2012 State Highway Operation and Protection Program.

A copy of the MND has been provided to Commission staff. The project will result in no significant impacts to the environment. The following resource areas may be impacted by the project: biological and visual resources. Avoidance and minimization measures will reduce any potential effects on the environment.

These measures include, but are not limited to, off-site watershed restoration and planting, clearing and grubbing will take place during a limited operating period, and disturbed soil areas will be replanted. As a result, an MND was completed for this project.

Attachment 1

ISSUE:

04-SM-101, PM 1.60/2.20
RESOLUTION E-14-02

The attached resolution proposes to approve for future consideration of funding the following project for which a Negative Declaration (ND) has been completed:

- United States Route 101 (US 101) in San Mateo County. Reconstruct an existing interchange on US 101 at Willow Road in the cities of Menlo Park and Palo Alto. (PPNO 0690A)

This project in San Mateo County will reconstruct the existing interchange at US 101 and Willow Road in the cities of Menlo Park and Palo Alto. The project is programmed in the 2012 State Transportation Improvement Program. The total estimated cost is $32,951,000 for capital and support. Construction is estimated to begin in Fiscal Year 2015-16. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2012 State Transportation Improvement Program.

A copy of the ND has been provided to Commission staff. The project will result in no significant impacts to the environment. As a result, an ND was completed for this project.

Attachment 2

ISSUE:

06-Tul-99, PM 31.2/32.5
RESOLUTION E-14-03

The attached resolution proposes to approve for future consideration of funding the following project for which a Mitigated Negative Declaration (MND) has been completed:

- State Route 99 (SR 99) in Tulare County. Construct improvements to an existing interchange on SR 99 at Cartmill Avenue in the city of Tulare. (PPNO 6410)

This project in Tulare County will modify the existing interchange at SR 99 and Cartmill Avenue in the city of Tulare. The project is being recommended for programming in the Proposition 1B State Route 99 Bond Program at the January 2014 Commission meeting. The total estimated cost is $36,050,000 for capital and support. Construction is estimated to begin in Fiscal Year 2013-14. The scope, as described for the preferred alternative, is consistent with the project scope programmed in the State Route 99 Bond Program.

A copy of the MND has been provided to Commission staff. The project will result in no significant impacts to the environment. The following resource area may be impacted by the project: biological resources. Avoidance and minimization measures will reduce any potential effects on the environment. These measures include, but are not limited to, conducting preconstruction surveys, restricting construction activities to certain timeframes, educating construction personnel, establishing exclusion zones, and compensating for loss of habitat. As a result, an MND was completed for this project.

Attachment 3

ATTACHMENT 1

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
01-Hum-299, PM 19.3/19.8
Resolution E-14-01

1.1 **WHEREAS,** the California Department of Transportation (Department) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:

- State Route 299 (SR 299) in Humboldt County. Roadway improvements on a portion of SR 299 near the community of Blue Lake. (PPNO 2306)

1.2 **WHEREAS**, the Department has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and

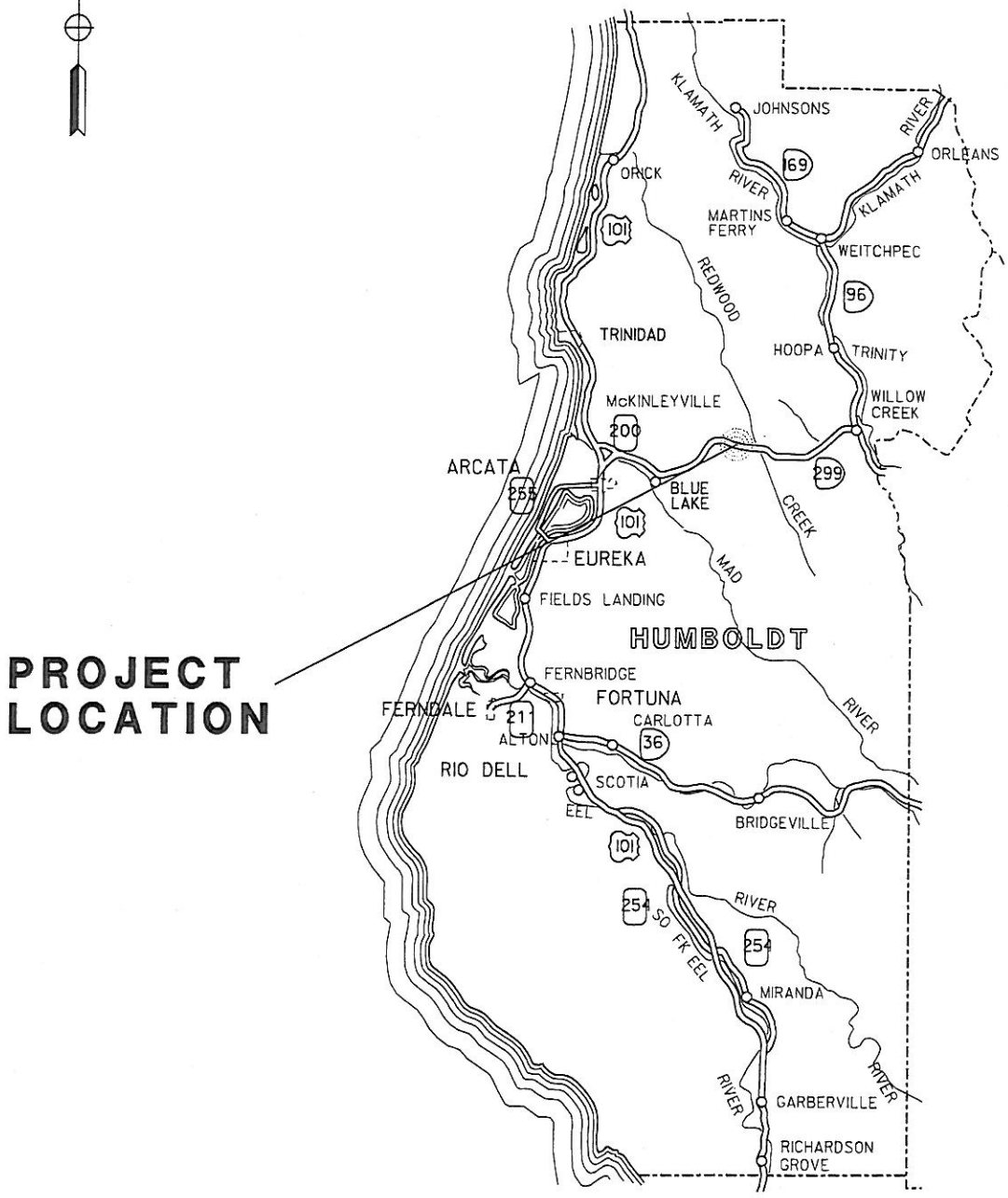
1.3 **WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Mitigated Negative Declaration; and

1.4 **WHEREAS,** the project will not have a significant effect on the environment.

2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby approve the above referenced project to allow for future consideration of funding.

VICINITY MAP

No Scale



PROJECT LOCATION

ACORN
CURVE IMPROVEMENT
01-HUM-299 PM 19.3/19.8
EA: 01-0A3600
EFIS: 0100020289

ATTACHMENT 2

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
04-SM-101, PM 1.60/2.20
Resolution E-14-02

1.1 **WHEREAS,** the California Department of Transportation (Department) has completed a Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:

- United States Route 101 (US 101) in San Mateo County. Reconstruct an existing interchange on US 101 at Willow Road in the cities of Menlo Park and Palo Alto. (PPNO 0690A)

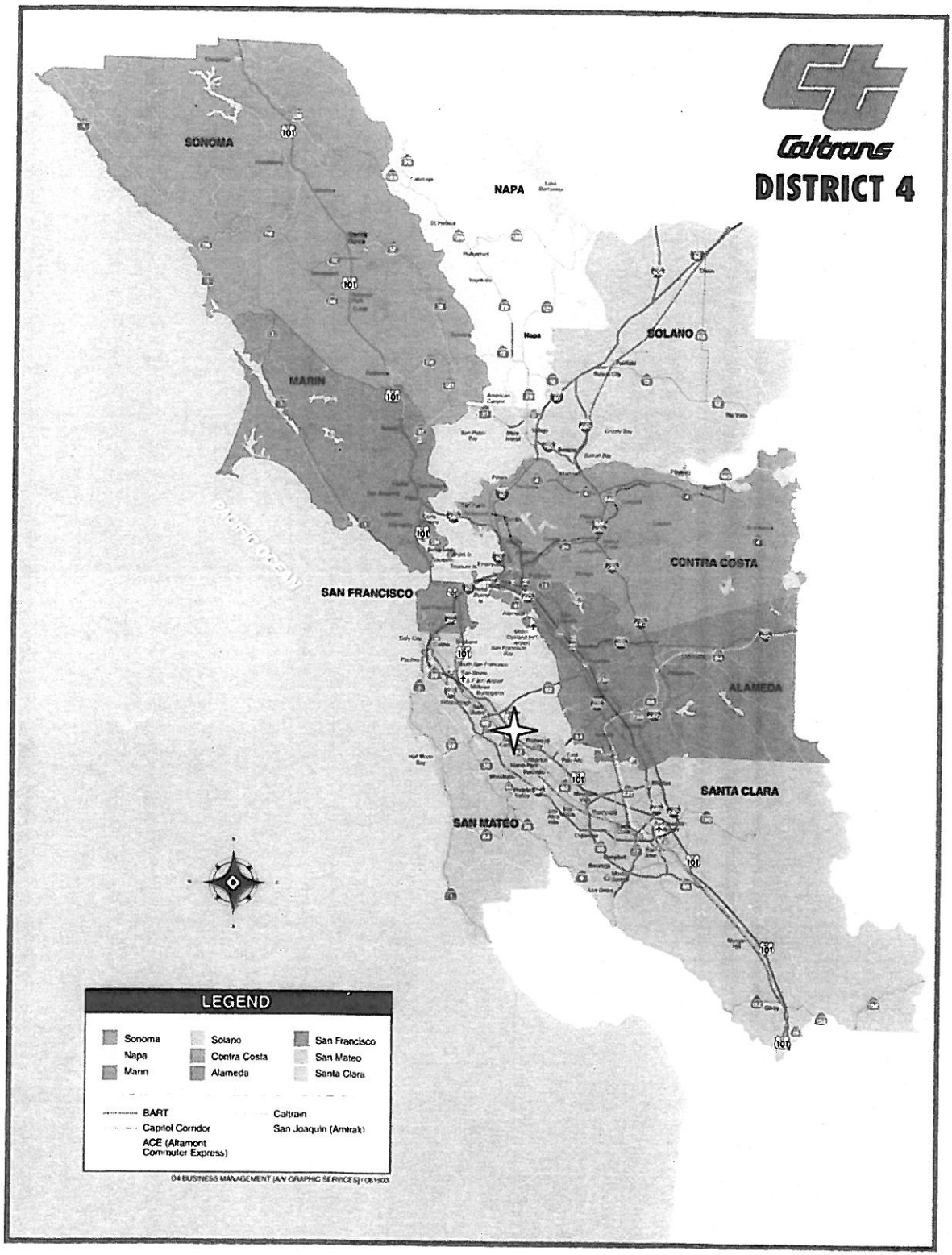
1.2 **WHEREAS**, the Department has certified that the Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and

1.3 **WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Negative Declaration; and

1.4 **WHEREAS,** the project will not have a significant effect on the environment.

2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby approve the above referenced project to allow for future consideration of funding.

Figure 1 – Project Vicinity Map



ATTACHMENT 3

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
06-Tul-99, PM 31.3/32.6
Resolution E-14-03

1.1 **WHEREAS,** the California Department of Transportation (Department) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:

- State Route 99 (SR 99) in Tulare County. Construct improvements to an existing interchange on SR 99 at Cartmill Avenue in the city of Tulare. (PPNO 6410)

1.2 **WHEREAS**, the Department has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and

1.3 **WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Mitigated Negative Declaration; and

1.4 **WHEREAS,** the project will not have a significant effect on the environment.

2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby approve the above referenced project to allow for future consideration of funding.

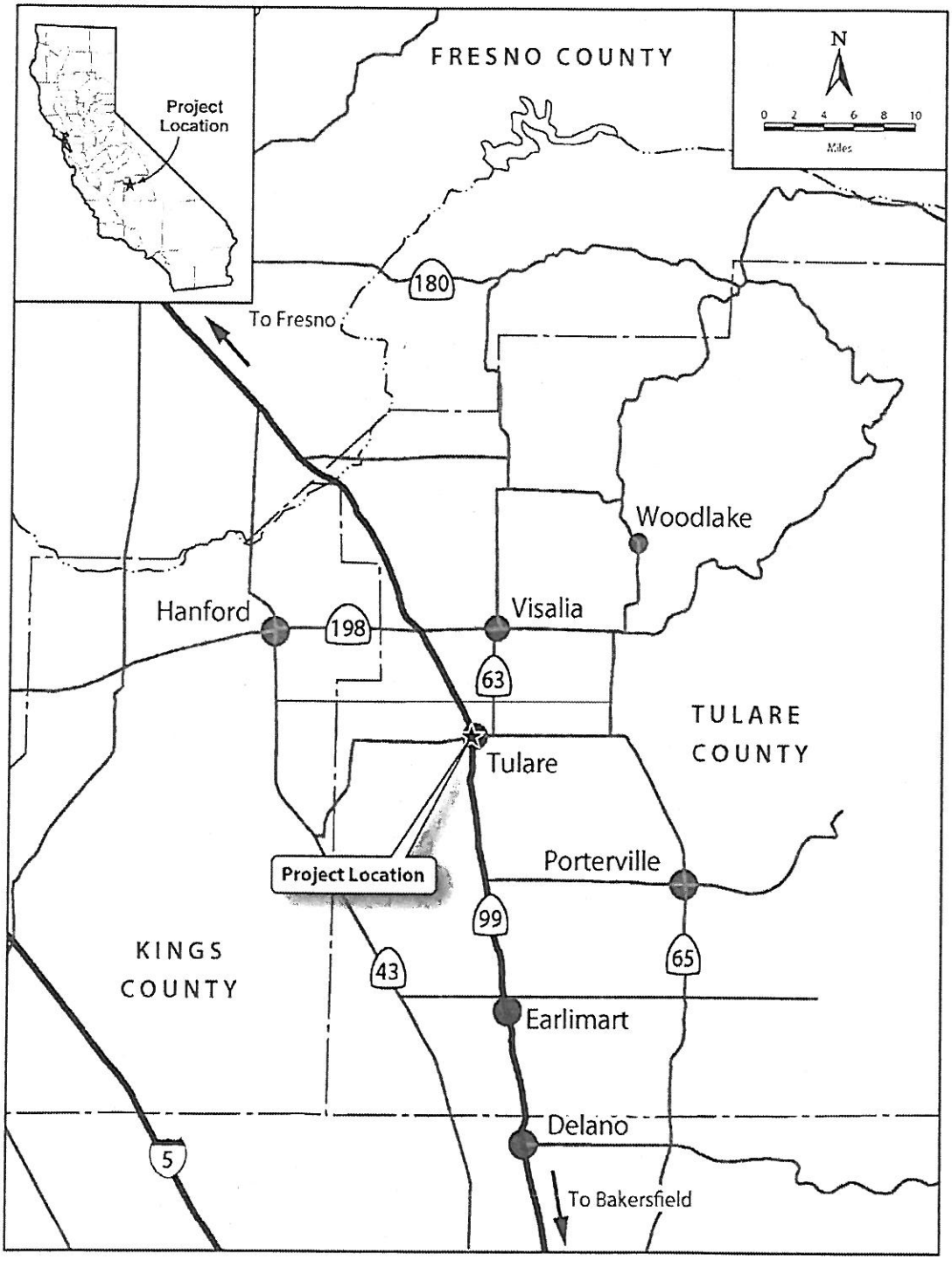


Figure 1-1 Project Vicinity

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: January 29, 2014

Reference No.: 2.2c (2)
Action

From: ANDRE BOUTROS
Executive Director

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING MITIGATED NEGATIVE DECLARATION FOR THE SODA BAY ROAD COLE CREEK BRIDGE REPLACEMENT PROJECT (RESOLUTION E-14-04)**

ISSUE:

Should the Commission, as a Responsible Agency, accept the Mitigated Negative Declaration (MND) for the Soda Bay Road Cole Creek Bridge Replacement Project (project) in Lake County and approve the project for future consideration of funding?

RECOMMENDATION:

Staff recommends that the Commission accept the MND and approve the project for future consideration of funding.

BACKGROUND:

The County of Lake (County) is the CEQA lead agency for the project. The project is located on Soda Bay Road at Cole Creek near the community of Kelseyville. The project will replace the existing bridge with a new 40-foot wide by 46-foot long structure, constructed in the same alignment as the existing bridge, with minor widening of the Cole Creek channel to accommodate flood flows.

On October 27, 2011 the County adopted the final MND for the bridge replacement project and found that the project will not have a significant effect on the environment after mitigation. On December 14, 2011 Caltrans determined the project to be categorically excluded from NEPA pursuant to 23 CFR 771.117(d)(3).

Impacts that require mitigation measures to be reduced to a less than significant level relate to Air Quality, Biological Resources, Cultural Resources, Geology & Soils, Hazardous Materials, Hydrology & Water Quality, Land Use, Noise, and Transportation & Traffic. Mitigation measures include, but are not limited to: implementation of dust, erosion control and stormwater pollution prevention measures during construction activities; restricting construction activities to the dry season, implementation of measures to avoid and minimize impacts to nesting birds, bats and other wildlife, implementation of a re-vegetation plan, implementation of an Archaeological Data

Recovery Plan, disposal and/or remediation of any hazardous construction materials on site, efforts to minimize wildfire potential, utilizing construction equipment furnished with noise control devices and restricting construction hours to minimize noise disturbance, and measures to notify emergency services of and minimize traffic delays.

On December 2, 2013 the County confirmed that the preferred alternative set forth in the final environmental document is consistent with the project scope of work programmed by the Commission.

The project is estimated to cost approximately $2,409,909, and is funded with Federal ($1,996,696), STIP ($226,893), and Local ($186,320) funds. Construction is estimated to begin in fiscal year 2013/14.

Attachments
- Resolution E-14-04
- Project Location

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
01 – Lake County
Resolution E-14-04

1.1 **WHEREAS,** the County of Lake has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:

- Soda Bay Road Cole Creek Bridge Replacement Project

1.2 **WHEREAS,** the County of Lake has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and

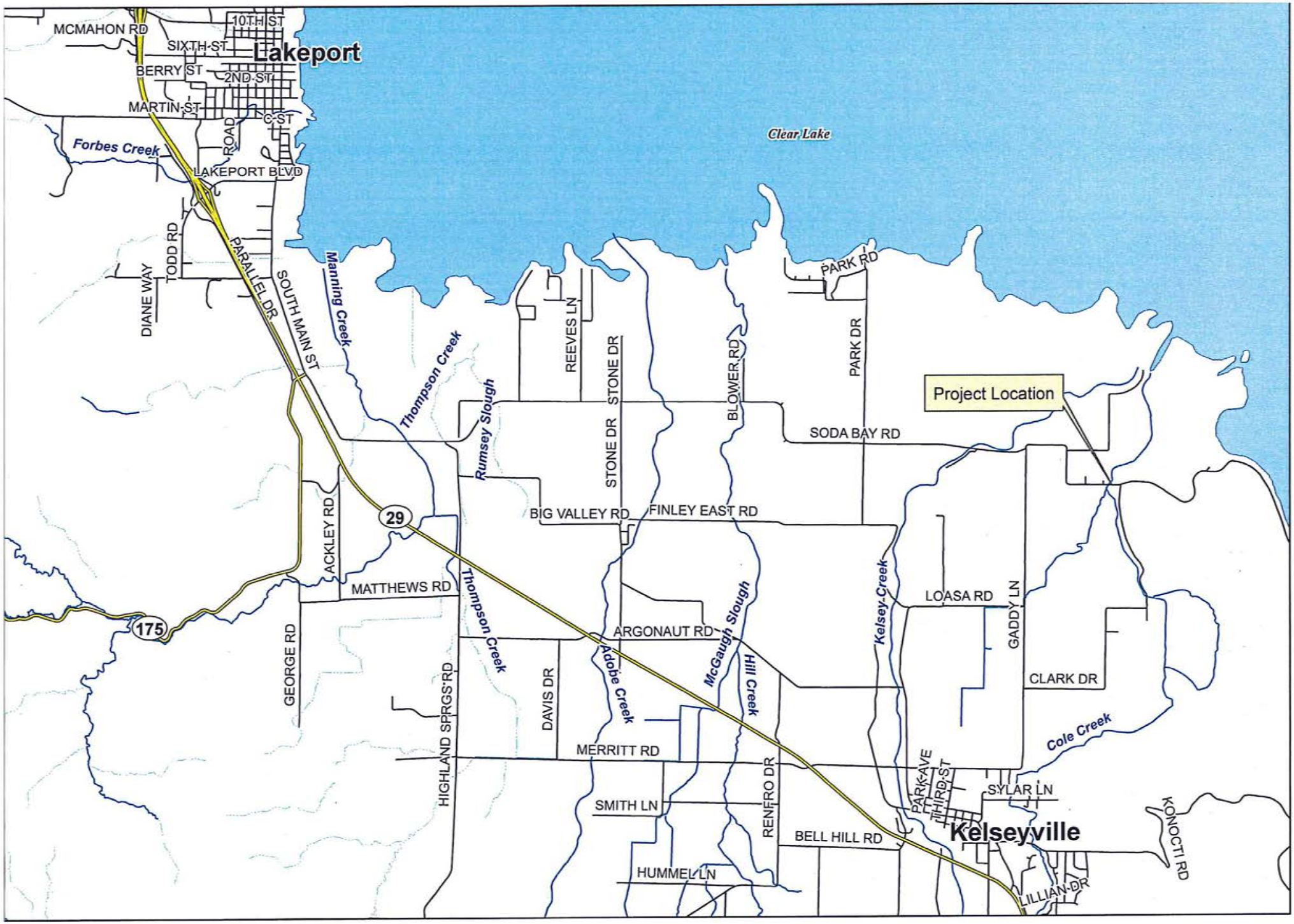
1.3 **WHEREAS,** the project will replace the existing bridge with a new 40-foot wide by 46-foot long structure, constructed in the same alignment as the existing bridge, with minor widening of the Cole Creek channel to accommodate flood flows; and

1.4 **WHEREAS,** the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Final Mitigated Negative Declaration; and

1.5 **WHEREAS,** the County of Lake found that the proposed project would not have a significant effect on the environment; and

1.6 **WHEREAS,** the County of Lake approved the Final Mitigated Negative Declaration.

2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby accept the Final Mitigated Negative Declaration and approve the above referenced project to allow for future consideration of funding.



Replacement of Soda Bay Rd Bridge
over Cole Creek
BRLS-5914(025

0 2,000 4,000 8,000 Feet

Reference Scale: 1 inch = 4,000 feet (1:48,000)
Projection: California State Plane Zone II - NAD 83 - Feet

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 29, 2014

Reference No.: 2.3c.
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Timothy Craggs, Chief
Division of Design

Subject: **RELINQUISHMENT RESOLUTIONS**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) approve the relinquishment resolutions, summarized below, that will transfer highway facilities no longer needed for the State Highway System to the local agency identified in the summary.

ISSUE:

It has been determined that each facility in the specific relinquishment resolutions summarized below is not essential to the proper functioning of the State Highway System and may be disposed of by relinquishment. Upon the recording of the approved relinquishment resolutions in the county where the facilities are located, all rights, title and interest of the State in and to the facilities to be relinquished will be transferred to the local agencies identified in the summary. The facilities are safe and drivable. The local authorities have been advised of the pending relinquishments a minimum of 90 days prior to the Commission meeting pursuant to Section 73 of the Streets and Highways Code. Any exceptions or unusual circumstances are described in the individual summaries.

RESOLUTIONS:

Resolution R-3893 – 05-SBt-25-PM 49.9/52.2
(Request No. 11409) – 1 Segment

Relinquishes right of way in the city of Hollister on Route 25 (Tres Pinos Road, Nash Road, San Benito Street, and San Felipe Road) between Sunnyslope Road and Bolsa Road, under terms and conditions stated in the letter dated December 18, 2013, determined to be in the best interests of the State. Authorized by Chapter 523, Statutes of 2013, which amended Section 325 of the Streets and Highways Code.

Resolution R-3894 – 11-SD-15-PM R45.9
(Request No. R27187) – 1 Segment

Relinquishes right of way in the county of San Diego along Route 15 on Dulin Road, consisting of a reconstructed city street. The County, by freeway agreement dated May 19, 1971, and by letter dated September 24, 2013, agreed to accept title upon relinquishment by the State. The 90-day notice period expires January 15, 2014.

Resolution R-3895 – 11-SD-805-PM 21.5
(Request No. R31149) – 1 Segment

Relinquishes right of way in the city of San Diego along Route 805 on Balboa Avenue, consisting of a reconstructed city street. The City, by Resolution dated October 29, 2013, waived the 90-day notice requirement and agreed to accept title upon relinquishment by the State.

Resolution R-3896 – 12-Ora-91-PM R18.15/R18.86
(Request No. R120056) – 1 Segment

Relinquishes right of way in the county of Orange, to the Orange County Flood Control District, a political entity governed by the Orange County Board of Supervisors, along Route 91 between the boundary common to Orange and Riverside Counties, and 0.7 miles westerly thereof, consisting of collateral facilities. The Orange County Flood Control District, by resolution dated February 9, 2010, waived the 90-day notice requirement and agreed to accept title upon relinquishment by the State.

Resolution R-3897 – 04-Mrn-101-PM 11.6/11.9
(Request No. 56103) – 3 Segments

Relinquishes right of way in the city of San Rafael along Route 101 on Myrtle Avenue, Grand Avenue, and Linden Lane, consisting of collateral facilities. The City, by letter dated December 3, 2013, waived the 90-day notice requirement and agreed to accept title upon relinquishment by the State.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 29, 2014

Reference No: 2.4b.
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Brent L. Green
Chief
Division of Right of Way and
Land Surveys

Subject: **RESOLUTIONS OF NECESSITY**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) adopt Resolutions of Necessity (Resolution) C-21165 through C-21178, summarized on the following pages.

ISSUE:

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

Moreover, for each of the proposed Resolutions, the property owners are not contesting the following findings contained in Section 1245.230 of the Code of Civil Procedure:

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

The only remaining issues with the property owners are related to compensation.

BACKGROUND:

Discussions have taken place with the owners, each of whom has been offered the full amount of the Department's appraisal and, where applicable, advised of any relocation assistance benefits to which the owners may subsequently be entitled. Adoption of the Resolutions will not interrupt our efforts to secure equitable settlement. In accordance with statutory requirements, each owner has been advised that the Department is requesting the Resolution at this time. Adoption will assist the Department in the continuation of the orderly sequence of events required to meet construction schedules.

C-21165 - Rikuo Corporation, a California Corporation
08-SBd-58-PM R25.82 - Parcel 22823-1, 2, 3 - EA 043519.
Right of Way Certification (RWC) Date: 04/15/14; Ready to List (RTL) Date: 05/15/14. Expressway - realign and widen State Route (SR) 58 to four-lane expressway. Authorizes condemnation of land in fee for a State highway, extinguishment of abutter's rights of access, and permanent easements for State highway purposes. Located in the unincorporated area of Hinkley between Valley Wells Road and Locust Street.
Assessor's Parcel Numbers (APN) 0494-122-03, -04; 0494-311-18; 0494-312-23.

C-21166 - Dorothy A. Ohai
08-SBd-58-PM R26.38 - Parcel 22832-1, 2 - EA 043519.
RWC Date: 04/15/14; RTL Date: 05/15/14. Expressway - realign and widen SR 58 to four-lane expressway. Authorizes condemnation of land in fee for a State highway, extinguishment of abutter's rights of access, and a permanent easement for State highway purposes. Located in the unincorporated area of Hinkley at 36644 and 36620 Hinkley Road. APNs 0494-312-19, -20, -21.

C-21167 - Reynolds Ohai
08-SBd-58-PM R26.38 - Parcel 22833-1, 2, 3 - EA 043519.
RWC Date: 04/15/14; RTL Date: 05/15/14. Expressway - realign and widen SR 58 to four-lane expressway. Authorizes condemnation of land in fee for a State highway, extinguishment of abutter's rights of access, a permanent easement for State highway purposes, and a temporary easement for construction purposes. Located in the unincorporated area of Hinkley at 36658 Hinkley Road. APN 0494-312-17.

C-21168 - Reynolds Ohai
08-SBd-58-PM R 26.52 - Parcel 22836-1 - EA 043519.
RWC Date: 04/15/14; RTL Date: 05/15/14. Expressway - realign and widen SR 58 to four-lane expressway. Authorizes condemnation of a permanent easement for State highway purposes. Located in the unincorporated area of Hinkley, south of SR 58 on Hinkley Road.
APNs 0494-312-32; 0494-201-04.

C-21169 - Pacific Gas and Electric Company
08-SBd-58-PM R26.53 - Parcel 22839-1, 2 - EA 043519.
RWC Date: 04/15/14; RTL Date: 05/15/14. Expressway - realign and widen SR 58 to four-lane expressway. Authorizes condemnation of permanent easements for State highway purposes and extinguishment of abutter's rights of access. Located in the unincorporated area of Hinkley at 36717 Hinkley Road. APN 0494-201-39.

C-21170 - Pacific Gas and Electric Company
08-SBd-58-PM R26.42 - Parcel 22849-1 - EA 043519.
RWC Date: 04/15/14; RTL Date: 05/15/14. Expressway - realign and widen SR 58 to four-lane expressway. Authorizes condemnation of a permanent easement for State highway purposes. Located in the unincorporated area of Hinkley at 36275 Hinkley Road. APN 0494-031-64.

C-21171 - Pacific Gas and Electric Company
08-SBd-58-PM R26.89 - Parcel 22850-1 - EA 043519.
RWC Date: 04/15/14; RTL Date: 05/15/14. Expressway - realign and widen SR 58 to four-lane expressway. Authorizes condemnation of a permanent easement for State highway purposes and extinguishment of abutter's rights of access. Located in the unincorporated area of Hinkley approximately 1,300 feet south of SR 58 on Serra Road. APN 0494-201-01.

C-21172 - Molly Hwang, et al.
08-SBd-58-PM R27.60 - Parcel 22854-1, 2, 3 - EA 043519.
RWC Date: 04/15/14; RTL Date: 05/15/14. Expressway - realign and widen SR 58 to four-lane expressway. Authorizes condemnation of land in fee for a State highway, extinguishment of abutter's rights of access, and permanent easements for State highway purposes. Located in the unincorporated area of Hinkley approximately 0.3 mile south of SR 58 on Mountain View Road. APN 0494-251-09.

C-21173 - Pacific Gas and Electric Company
08-SBd-58-PM R28.60 - Parcel 22858-1, 2, 3 - EA 043519.
RWC Date: 04/15/14; RTL Date: 05/15/14. Expressway - realign and widen SR 58 to four-lane expressway. Authorizes condemnation of permanent easements for State highway purposes and extinguishment of abutter's rights of access. Located in the unincorporated area of Hinkley approximately 0.3 mile south of SR 58 on Summerset Road. APN 0494-241-01.

C-21174 - Michael D. Hanify, et al.
08-SBd-58-PM R30.64 - Parcel 22874-1 - EA 043519.
RWC Date: 04/15/14; RTL Date: 05/15/14. Expressway - realign and widen SR 58 to four-lane expressway. Authorizes condemnation of land in fee for a State highway. Located in the unincorporated area of Hinkley at 36511 Lenwood Road. APN 0497-231-01.

C-21175 – BNSF Railway Company
08-SBd-58-PM R30.49 - Parcel 22875-1, 2, 3 - EA 043519.
RWC Date: 04/15/14; RTL Date: 05/15/14. Expressway - realign and widen SR 58 to a four-lane expressway. Authorizes condemnation of temporary easements for highway construction, and a permanent easement for right of way. Located in the unincorporated area of Hinkley near Lenwood Road, north side of SR 58. APN 0497-231-35.

C-21176 - Pacifc Gas and Electric Company
08-SBd-58-PM R28.98 - Parcel 22921-1 - EA 043519.
RWC Date: 04/15/14; RTL Date: 05/15/14. Expressway - realign and widen SR 58 to four-lane expressway. Authorizes condemnation of land in fee for a State highway and extinguishment of abutter's rights of access. Located in the unincorporated area of Hinkley at 36611 Anson Avenue. APN 0494-241-06.

C-21177 - Pacific Gas and Electric Company
08-SBd-58-PM R26.32 - Parcel 23041-1, 2 - EA 043519.
RWC Date: 04/15/14; RTL Date: 05/15/14. Expressway - realign and widen SR 58 to four-lane expressway. Authorizes condemnation of a permanent easement for State highway purposes and a temporary easement for construction purposes. Located in the unincorporated area of Hinkley at 21564 Hinkley Road. APNs 0494-312-13, -15.

C-21178 – BNSF Railway Company
10-SJ-4-PM 17.9 - Parcel 16476-1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14 – EA 0S1109.
RWC Date: 05/24/13; RTL Date: 05/29/13. Freeway – extend freeway. Authorizes condemnation of temporary easements for construction purposes, permanent easement for aerial and footing areas. Located in the city of Stockton at west end of SR 4 to Port of Stockton Expressway. APNs 163-310-01, -02.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 29, 2014

Reference No.: 2.4d.
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Brent L. Green
Chief
Division of Right of Way
and Land Surveys

Subject: **DIRECTOR'S DEEDS**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) authorize the execution of the Director's Deeds summarized below. The conveyance of excess State owned real property, including exchanges, is pursuant to Section 118 of the Streets and Highways Code.

The Director's Deeds, included in this item, involve an estimated current value of $2,095,610. The State will receive a return of $2,834,600 from the sale of these properties. A recapitulation of the items presented and corresponding maps are attached.

ISSUE:

01-01-Hum-101 PM 79.14 — Eureka
Disposal Unit #DD 7910-01-02 — 0.28 Acre
Convey to: BAS Properties, Inc. — $121,510 ($141,200 Public sale estimate)
Public sale. The vacant excess property is zoned multi-family residential but is located in an area with heavy industrial and commercial influences. The only current legal physical access to the property is through an adjoining alley. Although the highest and best use of the property would be as industrial or commercial, this would require city approval of a zoning change and permits for legal access to local public streets. The selling price represents the highest bid received, which is above the advertised minimum bid of $112,960, at the first public sealed bid auction.

02-03-ED-50 PM 18.9 — Placerville
Disposal Unit #DE 006676-01-01 — 0.07 acre
#DE 006676-01-02 — 0.05 acre
#DE 006676-01-03 — 0.26 acre
Convey to: City of Placerville — $22,800 ($22,800 Appraisal)
Direct sale at the appraised value to the city of Placerville. The City submitted a decertification request to the Department for the purchase of road, public utility and temporary construction easements for construction of the city's Blair Lane Improvement Project. The easements purchased are located on a Caltrans Maintenance Station property.

03-03-Sac-244 PM 1.9 Sacramento
Disposal Unit #DK 015575-01-02 0.23 acre
Quitclaim to: Joseph A. & Betty J. Stellabott $0 (Appraisal N/A)
Change in vesting. The original quitclaim conveyance was approved and recorded in 2012. This quitclaim is to correct the title vesting.

04-04-Ala-92 PM 8.2 Hayward
Disposal Unit #DD 033885-01-01 0.49 acre
#DD 033886-01-01 0.21 acre
#DD 033887-01-01 0.22 acre
Convey to: Sunny Aujla, Inc. $ 230,000 ($150,000 Public sale estimate)
Public sale. It was discovered after the first auction that the properties have 50% to 60% wetlands coverage. As a result of this discovery, the buyer felt it was not worth the initial bid amount and withdrew his purchase. The parcel was auctioned a second time using a sealed bid process. Selling price represents the highest offer received at a second public sale. There were four bidders.

05-04-Ala-238 PM 13.5 Hayward
Disposal Unit #DD 032762-01-01 0.17 acre
Convey to: KOR Inc. $0 (Appraisal N/A)
Change in vesting. This public sale was approved at the October 2013 Commission meeting. The buyer subsequently asked for a change of vesting.

06-04-Ala- 238 PM 13.5X Hayward
Disposal Unit #DD 032765-01-01 0.17 acre
Convey to: KOR Inc. $251,000 ($250,000 Public sale estimate)
Public sale. Selling price represents the highest bid received at first public sale. There were two bidders.

07-04-Ala-238 PM 12.6X Hayward
Disposal Unit #DD 036239-01-01 0.31 acre
Convey to: Xiaoqing Ma, a married woman as her sole and separate property $408,000 ($374,320 Public sale estimate)
Public sale. Selling price represents the highest bid received at first public sale. There were six bidders.

08-04-Ala-238 PM 12.6 Hayward
Disposal Unit #DD 036240-01-01 0.32 acre
Convey to: Anthony Ayeni $363,000 ($130,000 Public sale estimate)
Public sale. Selling price represents the highest bid received at public sale. There were 10 bidders.

09-04-Ala-238 PM 12.6 Hayward
Disposal Unit #DD 036241-01-01 0.22 acre
Convey to: Hayward Holdings, Inc. $400,000 ($120,000 Public sale estimate)
Public sale. Selling price represents the highest bid received at the first public sale. There were two bidders.

10-04-Ala-238 PM 12.6X — Hayward
Disposal Unit #DD 036277-01-01 — 0.17 acre
Convey to: Xiaoqing Ma, a married woman as her sole and separate property — $380,000 ($320,000 Public sale estimate)
Public sale. Selling price represents the highest bid received at the first public sale. There were five bidders.

11-04-Ala-238 PM 12.6X — Hayward
Disposal Unit #DD 036279-01-01 — 0.21 acre
Convey to: Malek Davar Garrousian, a married man as his sole and separate property — $300,000 ($229,000 Public sale estimate)
Public sale. This property was sold at public auction to the highest bidder. The successful bidder withdrew his option to purchase so property was then sold to second highest bidder. There were four bidders.

12-04-Ala-238 PM 13.2X — Hayward
Disposal Unit #DD 038923-01-01 — 0.22 acre
Convey to: Xiaoqing Ma, a married woman as her sole and separate property — $170,000 ($170,000 Public sale estimate)
Public sale. Selling price represents the highest bid received at first public sale. There was one bidder.

13-04-Ala-880 PM 33.6 — Oakland
Disposal Unit #DK 050578-X2-XX — 0.02 acre
Convey to: Jayne Moser & Terrance Moser — $0 (Appraisal N/A)
Direct conveyance for no monetary consideration. Conveyance is to clear an expired temporary construction easement from the record title.

14-04-Ala-880 PM 33.6 — Oakland
Disposal Unit #DK 050578-X3-XX — 0.06 acre
Convey to: Jayne Moser & Terrance Moser — $0 (Appraisal N/A)
Direct conveyance for no monetary consideration. Conveyance is to clear an expired temporary construction easement from the record title.

15-04-Ala-880 PM 33.6 — Oakland
Disposal Unit #DK 050581-X2-XX — 0.15 acre
Convey to: E. Bay Asian Local Dev. Corp. — $0 Appraisal N/A)
Direct conveyance for no monetary consideration. Conveyance is to clear an expired temporary construction easement from the record title.

16-04-Ala-880 PM 33.6 — Oakland
Disposal Unit #DK 050581-X3-XX — 0.09 acre
Convey to: East Bay Asian Local Dev. Corp. & Jubilee West Inc. — $0 (Appraisal N/A)
Direct conveyance for no monetary consideration. Conveyance is to clear an expired temporary construction easement from the record title.

17-04-CC-4 PM 22.6 Pittsburg
Disposal Unit #DK 006966-02-01 0.21 acre
Convey to: Randy G. Baugh $180,340 (Appraisal $180,340)
Finding "A". Selling price represents the appraised value received from the only adjoining owner.

18-04-CC-80 PM 2.1 El Cerrito
Disposal Unit #DK 051180-X1-X1 0.01 acre
Convey to: Successor Agency to the El Cerrito Redevelopment Agency $0 (Appraisal N/A)
Direct conveyance for no monetary consideration. Conveyance is to clear an expired temporary construction easement from the record title.

19-04-CC-80 PM 2.1 El Cerrito
Disposal Unit #DK 051181-X1-X1 0.05 acre
Convey to: Successor Agency to the El Cerrito Redevelopment Agency $0 (Appraisal N/A)
Direct conveyance for no monetary consideration. Conveyance is to clear an expired temporary construction easement from the record title.

20-04-CC-80 PM 2.2 Richmond
Disposal Unit #DK 051190-X1-X1 0.04 acre
Convey to: Hide Oshima et al $0 (Appraisal N/A)
Direct conveyance for no monetary consideration. Conveyance is to clear an expired temporary construction easement from the record title.

21-04-CC-80 PM 2.2 Richmond
Disposal Unit #DK 051196-X1-X1 0.05 acre
Convey to: Martha Miyamoto $0 (Appraisal N/A)
Direct conveyance for no monetary consideration. The conveyance is to clear an expired temporary construction easement from the record title.

22-04-CC-80 PM 2.2 Richmond
Disposal Unit #DK 051197-X1-X1 0.02 acre
Convey to: George T Jr. Berry Trustee $0 (Appraisal N/A)
Direct conveyance for no monetary consideration. Conveyance is to clear an expired temporary construction easement from the record title.

23-04-Son-12 PM 55.1 Sonoma
Disposal Unit #DK 061312-X2-XX 0.01 acre
Convey to: Robert S. and Courtney C. Berger $0 (Appraisal N/A)
Direct conveyance for no monetary consideration. Conveyance is to clear an expired temporary construction easement from the record title.

24-7-LA-5 PM 5.9 Norwalk
Disposal Unit #DE 079994-01-02 0.031 acre
Convey to: City of Norwalk $2,900 ($2,900 Appraisal)
Direct Sale. Conveyance consists of a 10' x 134.54' permanent water line easement to connect two separate water distribution centers. Sale price represents the fair market value of the easement rights.

25-7-LA-5 PM 6.0 Norwalk
Disposal Unit #DE 080247-01-02 0.024 acre
Convey to: City of Norwalk $3,200 ($3,200 Appraisal)
Direct Sale. Conveyance consists of a 10' x 104.53' permanent water line easement to connect two separate water distribution centers. Sale price represents the fair market value of the easement rights.

26-10-SJ-99 PM 17.6 Stockton
Disposal Unit #DE 016195-01-01 0.029 acre
Convey to: Pacific Gas & Electric Company $1,350 ($1,350 Appraisal)
Direct Sale. Conveyance is pursuant to Utility Agreement 10-3826.25. Sale price reflects the buyer's share of liability for a replacement utility easement.

27-10-SJ-99 PM 17.4 Stockton
Disposal Unit #DE 016255-01-02 0.022 acre
Convey to: Pacific Gas & Electric Company $500 ($500 Appraisal)
Direct Sale. Conveyance is pursuant to Utility Agreement 10-3826.13. Sale price reflects the buyer's share of liability for a replacement utility easement.

28-11-Imp-111 PM 20.7 Imperial
Disposal Unit #DK 32334-6 &7 0.7 acre
Convey to: James Douglas & Nevin Louis House, et al $0 (Appraisal N/A)
Direct conveyance for no monetary consideration of a utility easement for operation, and use of a water delivery system pursuant to the Right of Way contract executed on June 16, 2003.

SUMMARY OF DIRECTOR'S DEEDS - 2.4d.
PRESENTED TO CALIFORNIA TRANSPORTATION COMMISSION - January 29, 2014

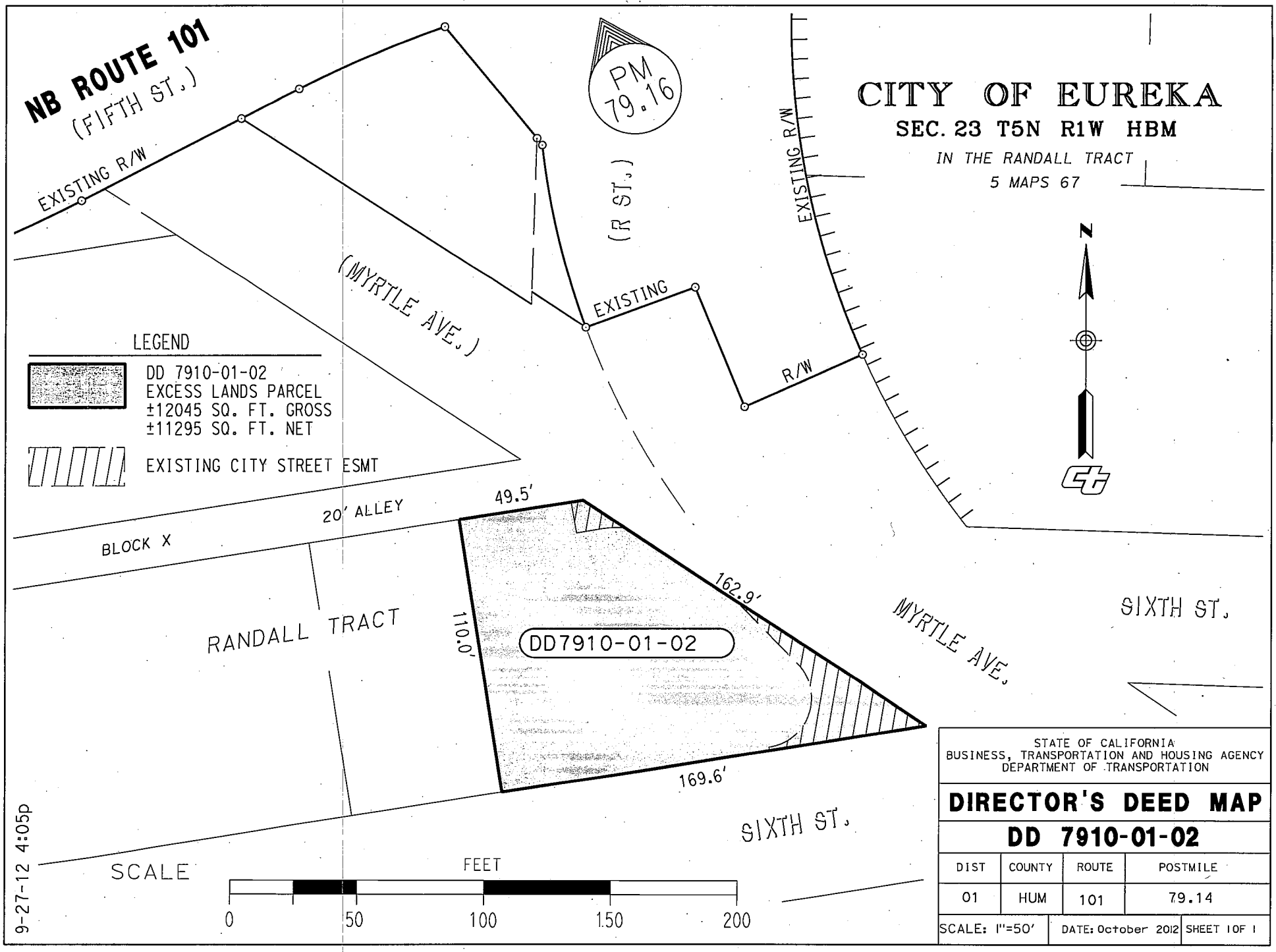
Table I - Volume by Districts

District	Direct Sales	Public Sales	Non-Inventory Conveyances	Other Funded Sales	Total Items	Current Estimated Value	Return From Sales	Recovery % % Return From Sales / Current Value
01		1				141,200.00	121,510.00	86%
02					0			
03	2				2	22,800.00	22,800.00	100%
04	11	9			20	1,923,660.00	2,682,340.00	139%
05					0			
06					0			
07	2				2	6,100.00	6,100.00	100%
08					0			
09					0			
10	2				2	1,850.00	1,850.00	100%
11	1				1	0.00	0.00	
12					0			
Total	**18**	**10**			28	**$2,095,610.00**	**$2,834,600.00**	135%

Table II - Analysis by Type of Sale

Type of Sale	# of Items	Current Estimated Value	Return From Sales	Recovery % % Return From Sales / Current Value
Direct Sales	18	$211,090.00	$211,090.00	100%
Public Sales	10	$1,884,520.00	$2,623,510.00	139%
Non-Inventory Conveyances				
Sub-Total	28	**$2,095,610.00**	**$2,834,600.00**	135%
Other Funded Sales	0			
Total	**28**	**$2,095,610.00**	**$2,834,600.00**	**135%**

Attachment A

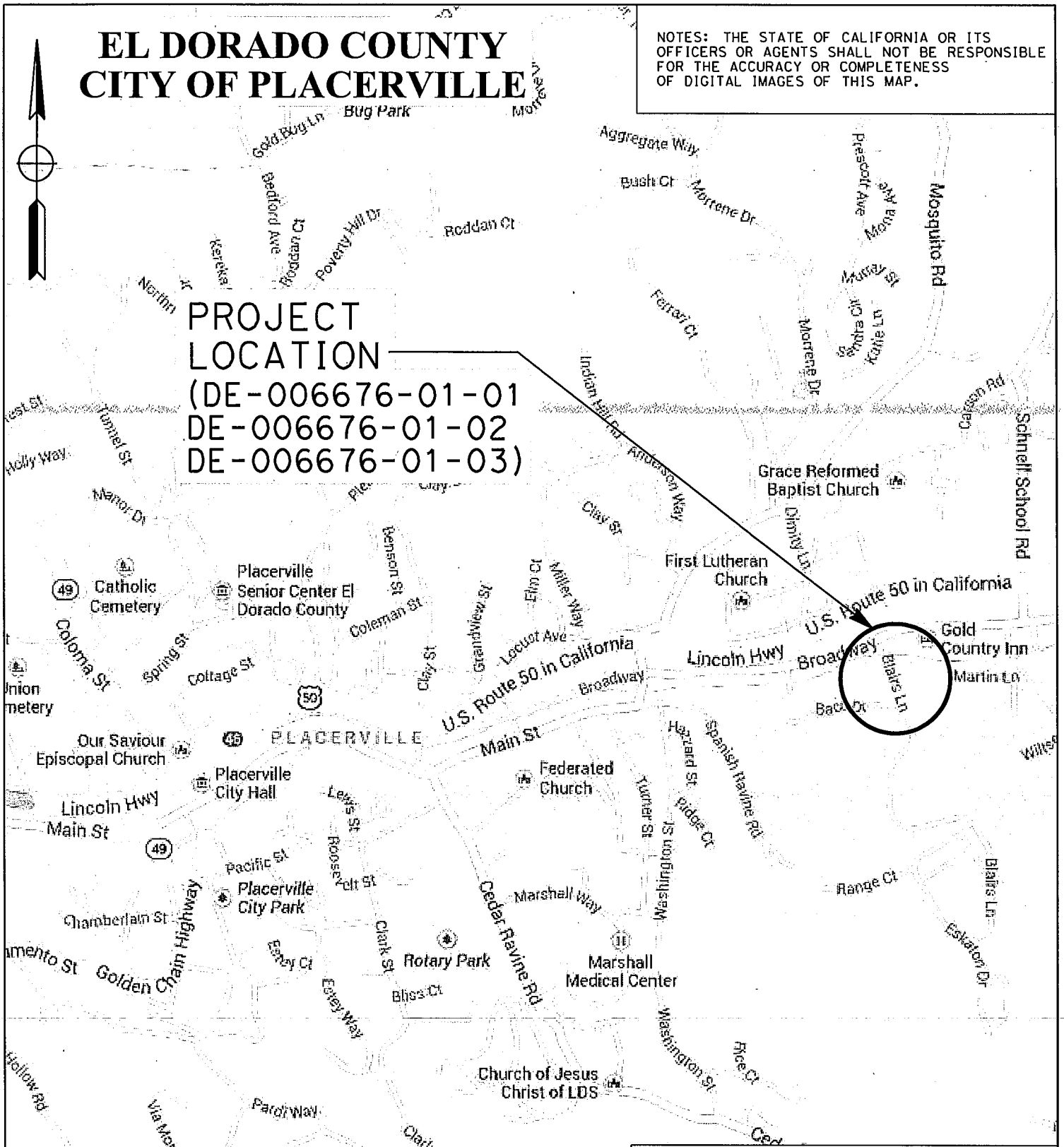


9-27-12 4:05p

Attachment 1

EL DORADO COUNTY
CITY OF PLACERVILLE

NOTES: THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF DIGITAL IMAGES OF THIS MAP.

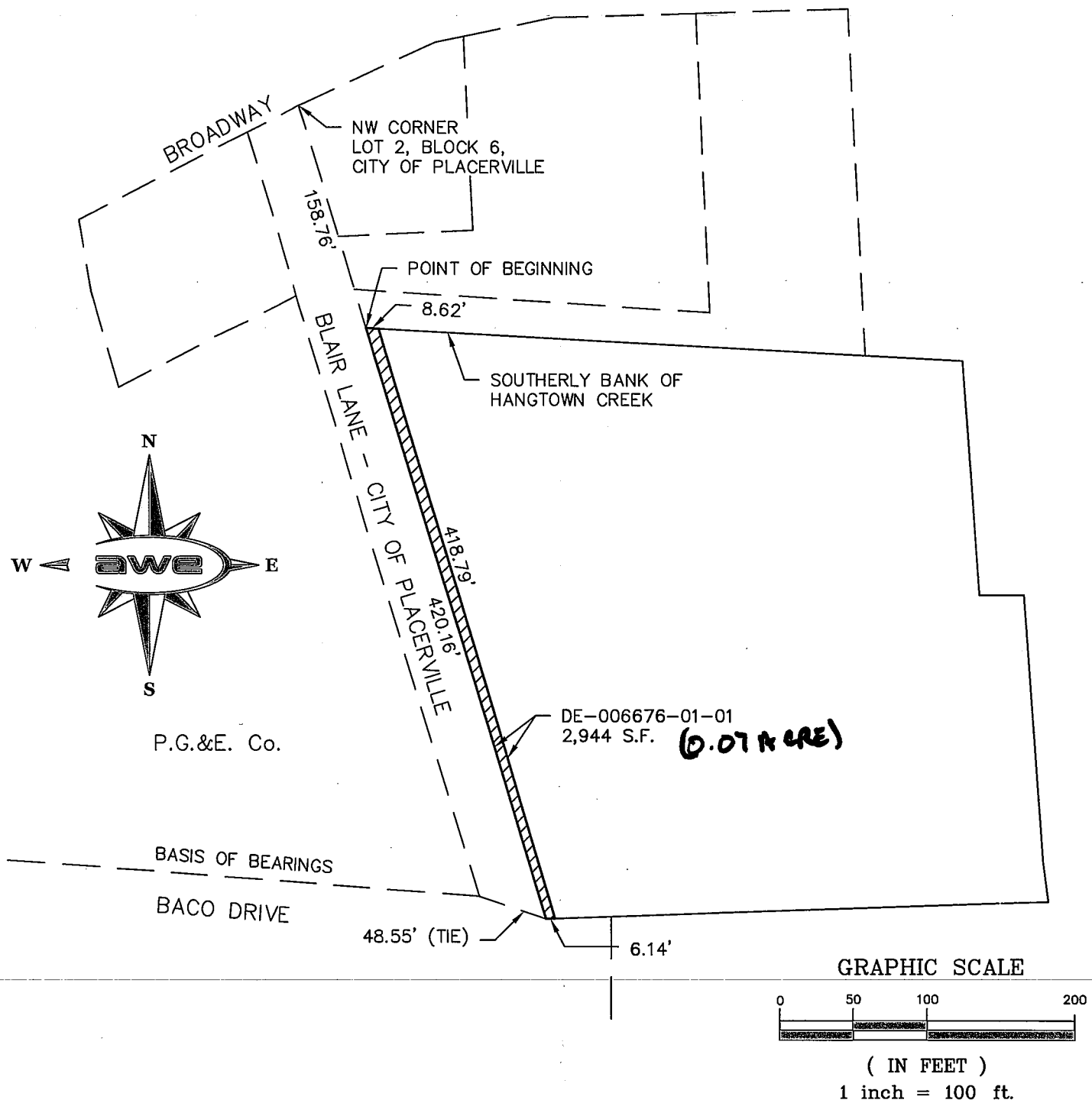


STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORATION

RIGHT OF WAY
DIRECTORS DEED
DE-006676-01-01
DE-006676-01-02
DE-006676-01-03

DISTRICT	COUNTY	ROUTE	SHEET NO.	TOTAL SHEETS
03	ED	CR	1	1

Attachment 2A



GRAPHIC SCALE

0 50 100 200

(IN FEET)
1 inch = 100 ft.

RIGHT OF WAY DIRECTOR'S DEED
DE-006676-01-01
03-ED-LOCAL ROAD

AREA

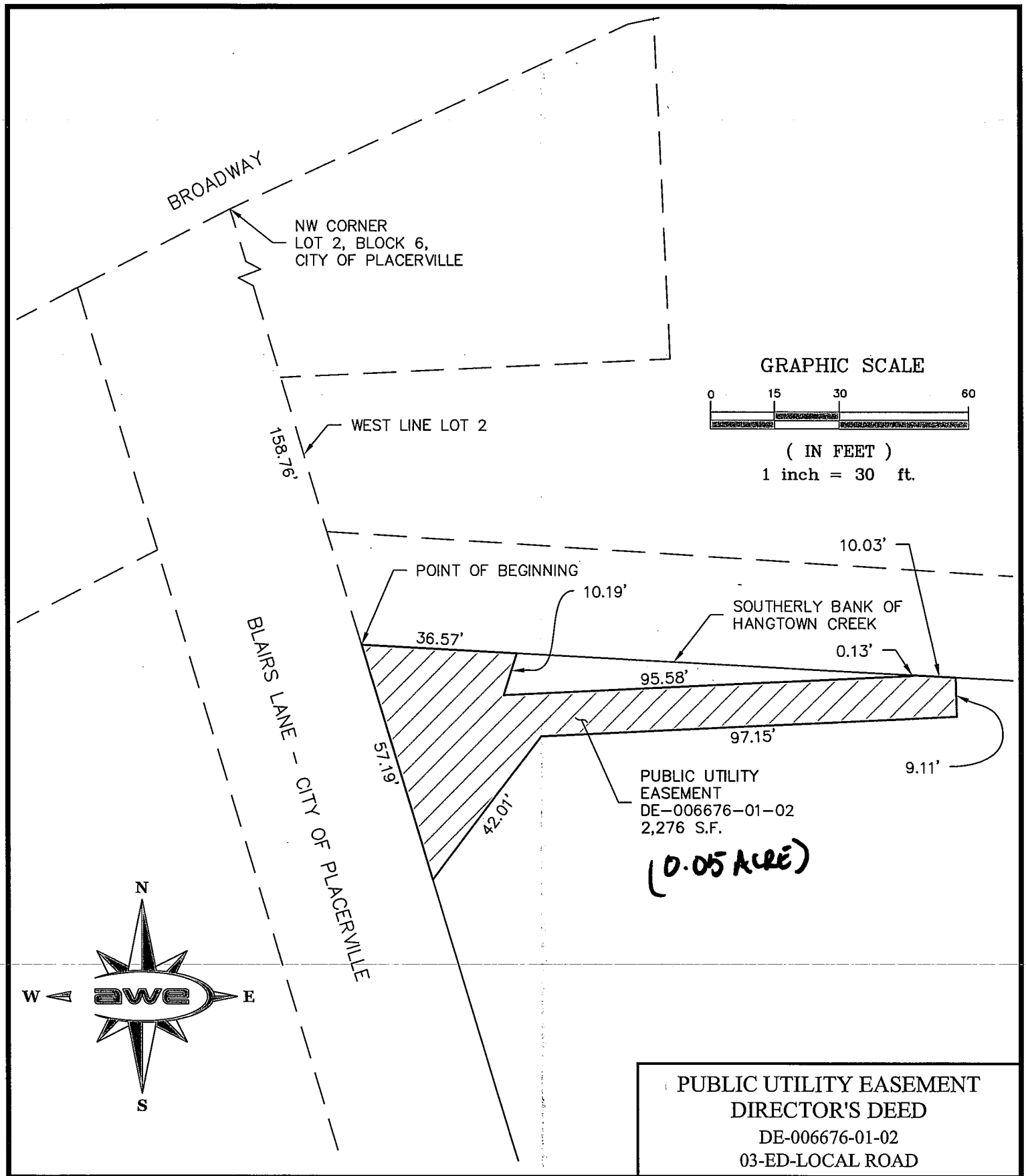
WEST ENGINEERS, INC.
7478 SANDALWOOD DRIVE, SUITE 400
CITRUS HEIGHTS, CA 95621
(916) 725-5551 - FAX (916) 725-5808
CIVIL ENGINEERING - PLANNING - SURVEYING

EXHIBIT 'B'
ROAD EASEMENT
APN: 004-131-35

CITY OF PLACERVILLE
COUNTY OF EL DORADO, CALIFORNIA

SCALE 1"=100'
DEC., 2013
SHEET
OF
06023

Attachment 2B



PUBLIC UTILITY EASEMENT
DIRECTOR'S DEED
DE-006676-01-02
03-ED-LOCAL ROAD

awe
AREA WEST ENGINEERS, INC.
ENGINEERING - SURVEYING - PLANNING
7478 SANDALWOOD DRIVE, SUITE 400
CITRUS HEIGHTS, CA 95621
(916) 725-5551 (916) 725-5808 (FAX)
AWE@AREAWESTENG.COM

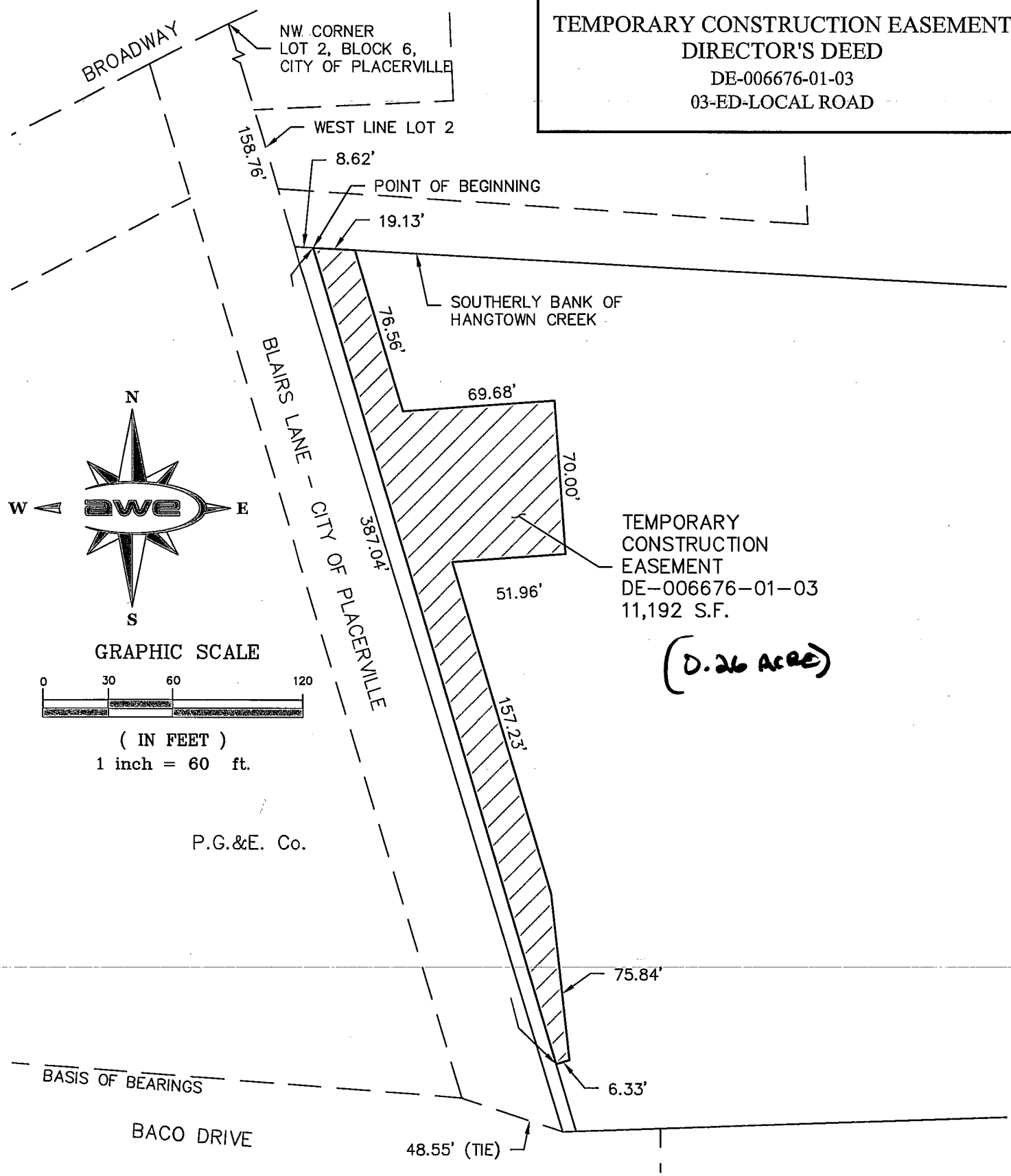
EXHIBIT 'B'
PUBLIC UTILITY EASEMENT
APN: 004-131-35

CITY OF PLACERVILLE
COUNTY OF EL DORADO, CALIFORNIA

SCALE 1"=30'
DEC., 2013
SHEET
OF
06023

Attachment 2C

TEMPORARY CONSTRUCTION EASEMENT
DIRECTOR'S DEED
DE-006676-01-03
03-ED-LOCAL ROAD



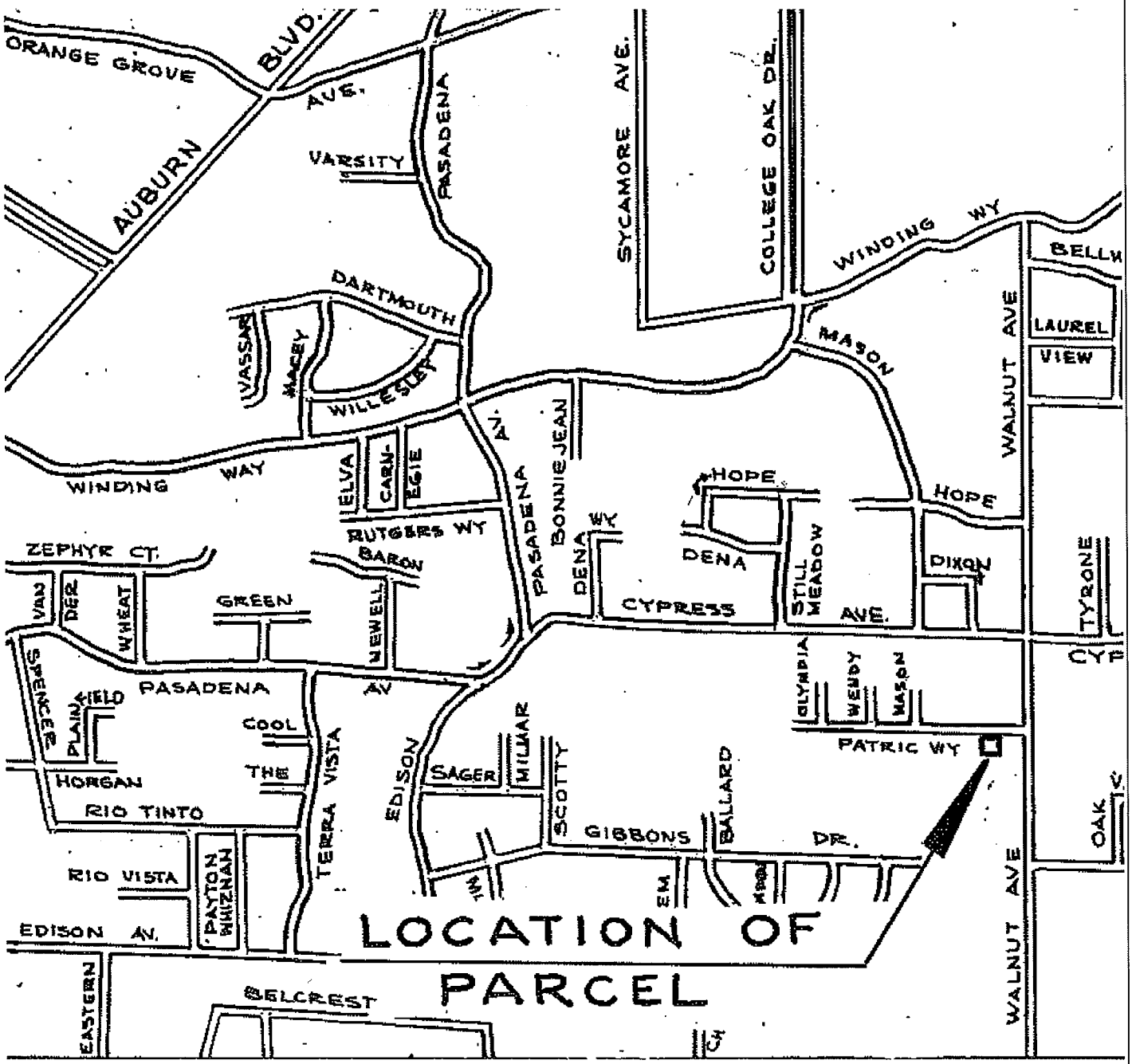
AREA WEST ENGINEERS, INC.
ENGINEERING - SURVEYING - PLANNING
7478 SANDALWOOD DRIVE, SUITE 400
CITRUS HEIGHTS, CA 95621
(916) 725-5551 (916) 725-5808 (FAX)
AWE@AREAWESTENG.COM

EXHIBIT 'B'
TEMPORARY CONSTRUCTION EASEMENT
APN: 004-131-35

CITY OF PLACERVILLE
COUNTY OF EL DORADO, CALIFORNIA

SCALE 1"=60'
DEC., 2013
SHEET
OF
06023

Attachment 2D



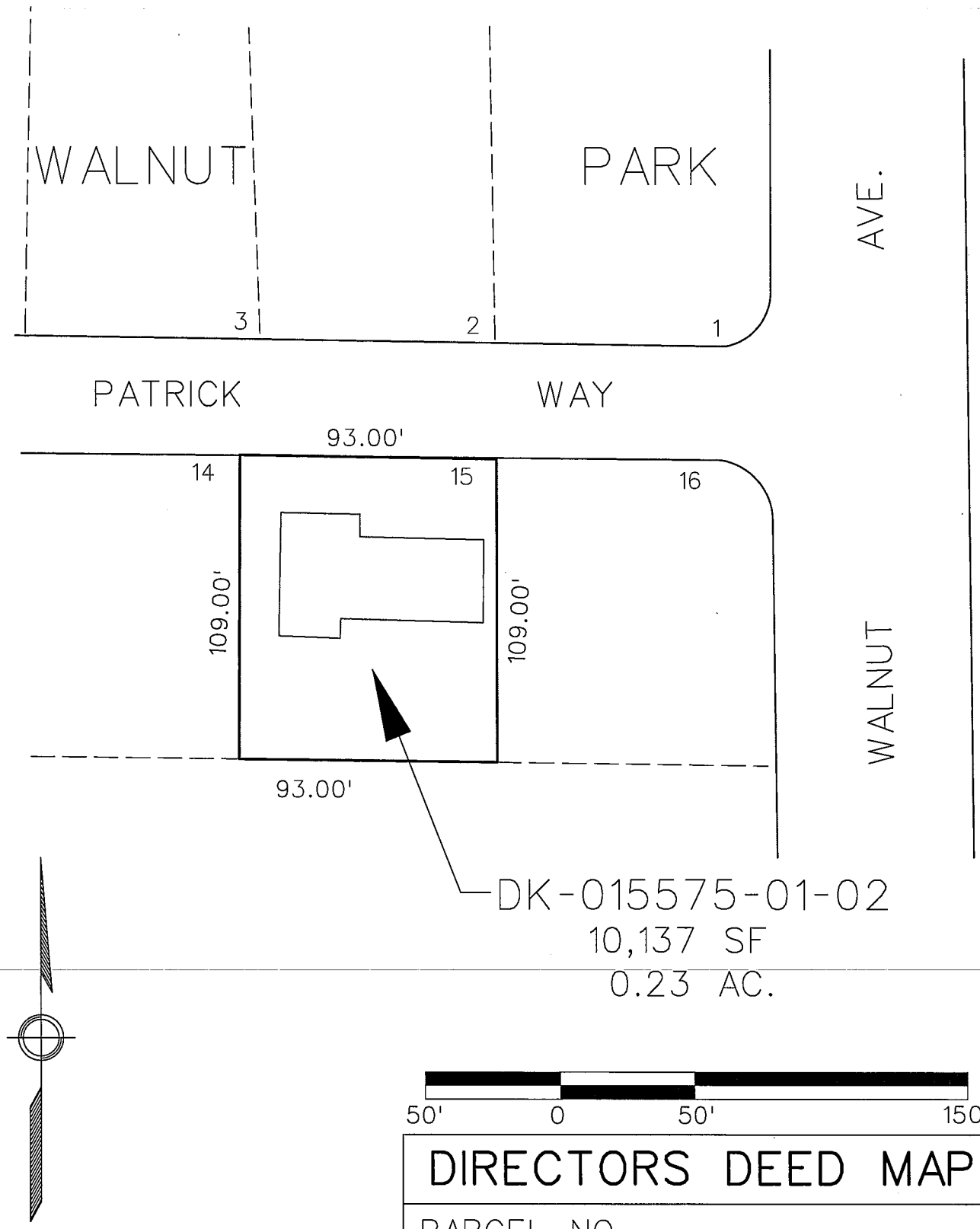
LOCATION MAP

DIRECTORS DEED MAP

PARCEL NO.
DK-015575-01-02

DIST.	CO.	RTE.	P.M.	SHEET
03	SAC	244	1.9	1 OF 2

Attachment 3A



DIRECTORS DEED MAP

PARCEL NO.
DK-015575-01-02

DIST.	CO.	RTE.	P.M.	SHEET
03	SAC	244	1.9	2 OF 2

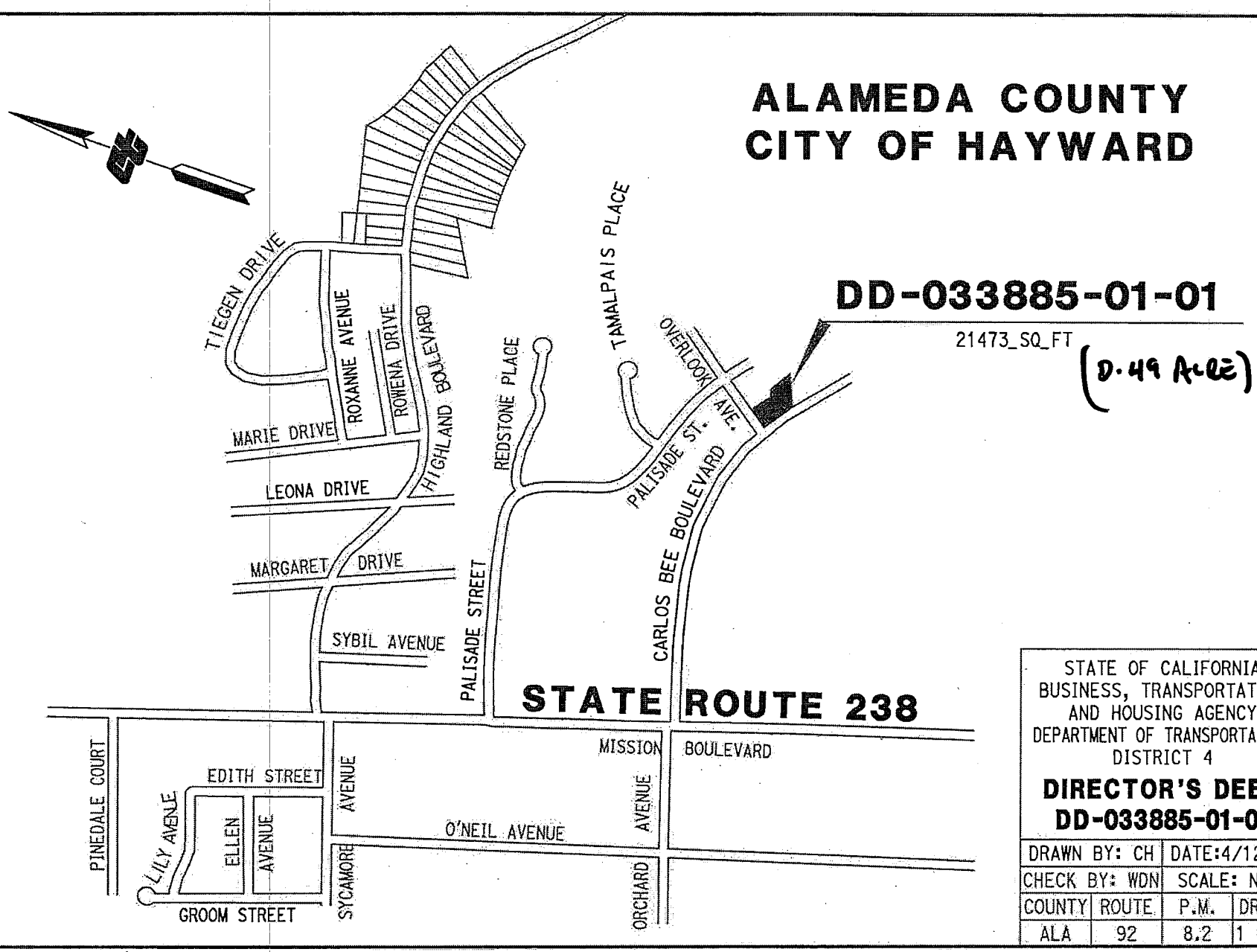
Attachment 3B

ALAMEDA COUNTY
CITY OF HAYWARD

DD-033885-01-01

21473_SQ_FT

(0.49 Acre)



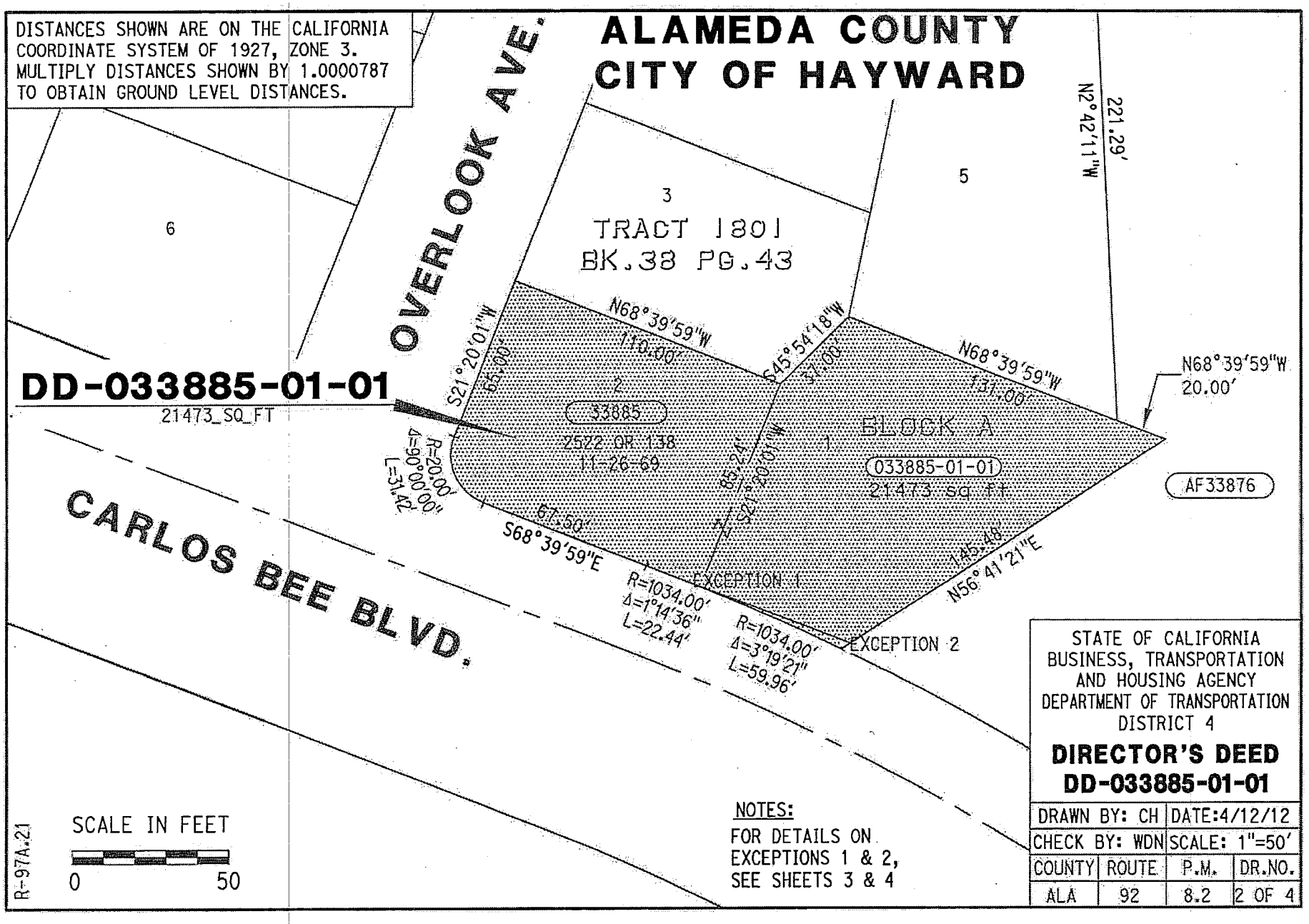
STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DD-033885-01-01

DRAWN BY: CH		DATE:4/12/12	
CHECK BY: WDN		SCALE: NTS	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	92	8.2	1 OF 4

R-97A.00

Attachment 4A

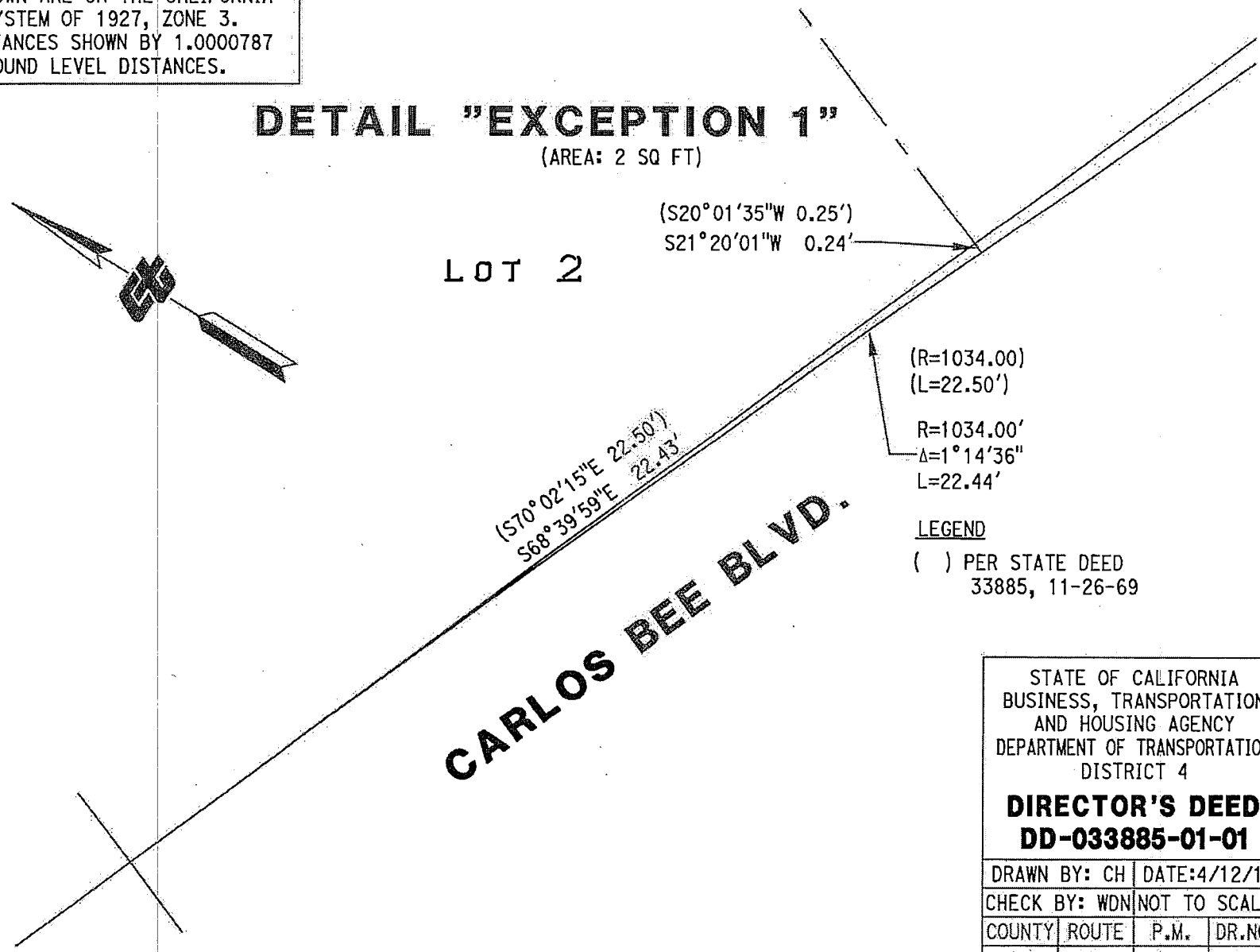


Attachment 4B

DISTANCES SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000787 TO OBTAIN GROUND LEVEL DISTANCES.

DETAIL "EXCEPTION 1"

(AREA: 2 SQ FT)



LEGEND

( ) PER STATE DEED 33885, 11-26-69

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DD-033885-01-01

DRAWN BY: CH		DATE:4/12/12	
CHECK BY: WDN		NOT TO SCALE	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	92	8.2	3 OF 4

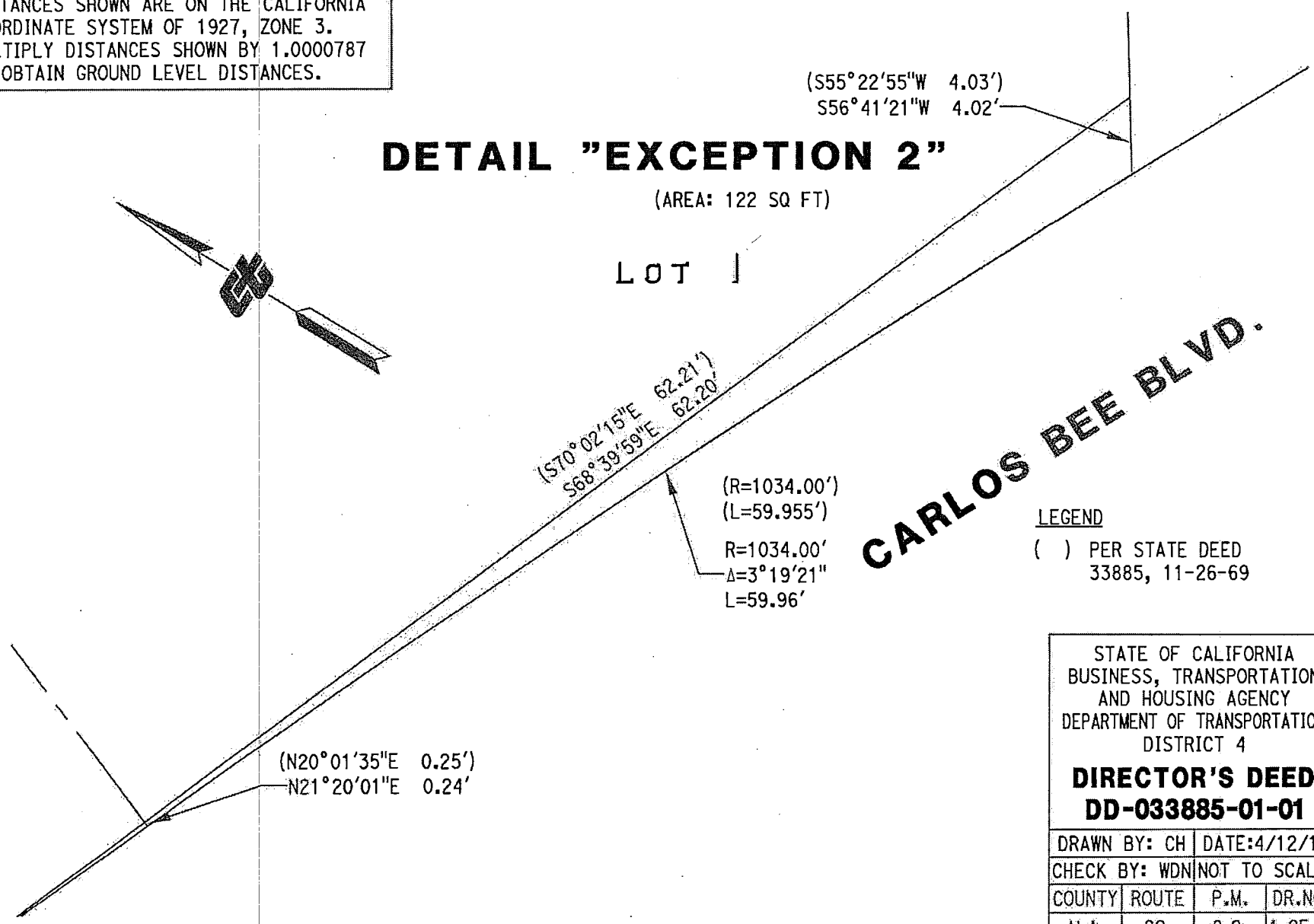
R-97A.21

Attachment 4C

DISTANCES SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000787 TO OBTAIN GROUND LEVEL DISTANCES.

DETAIL "EXCEPTION 2"

(AREA: 122 SQ FT)



LEGEND

( ) PER STATE DEED 33885, 11-26-69

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DD-033885-01-01

DRAWN BY: CH		DATE:4/12/12	
CHECK BY: WDN		NOT TO SCALE	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	92	8.2	4 OF 4

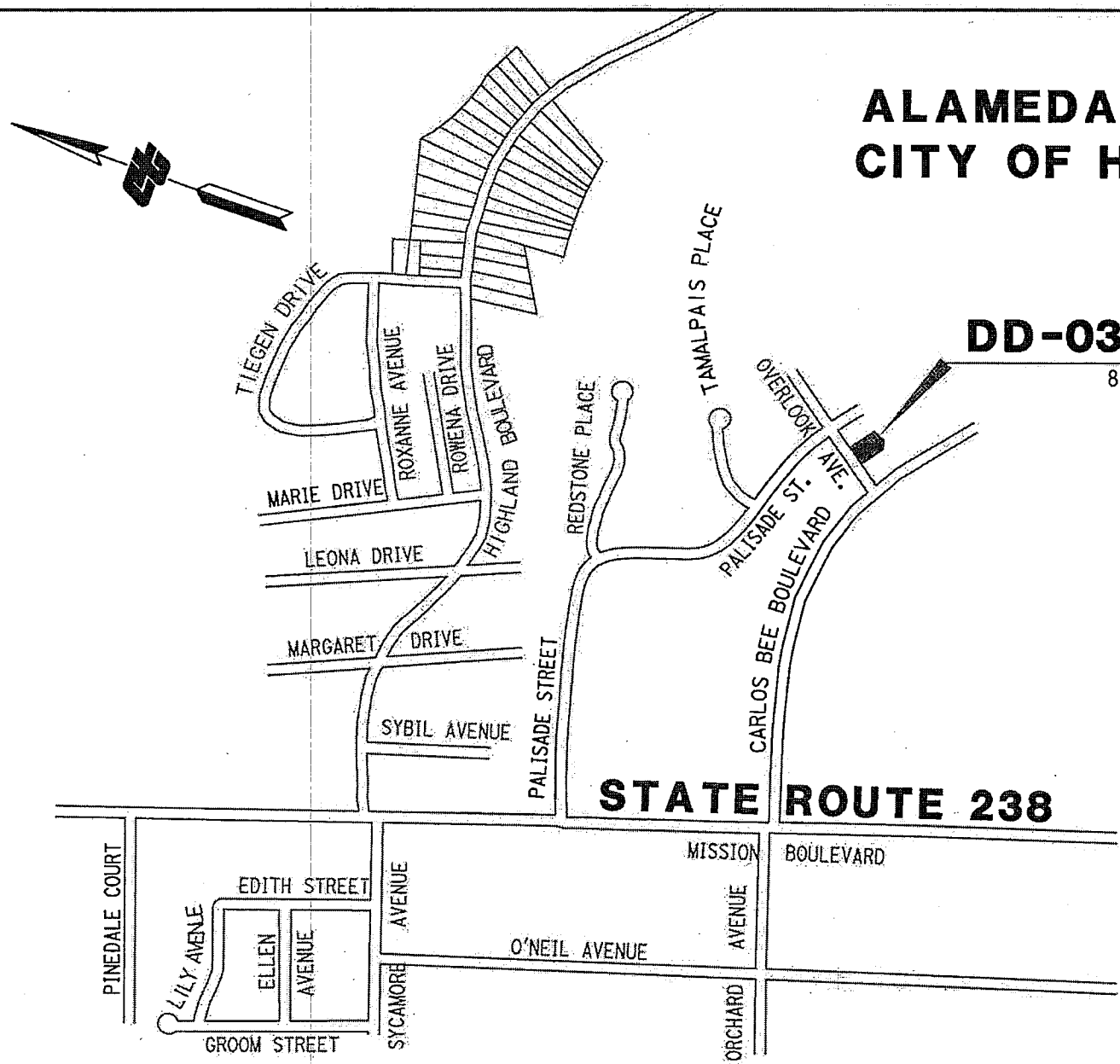
R-97A.21

Attachment 4D

ALAMEDA COUNTY
CITY OF HAYWARD

DD-033886-01-01

8995_SQ_FT



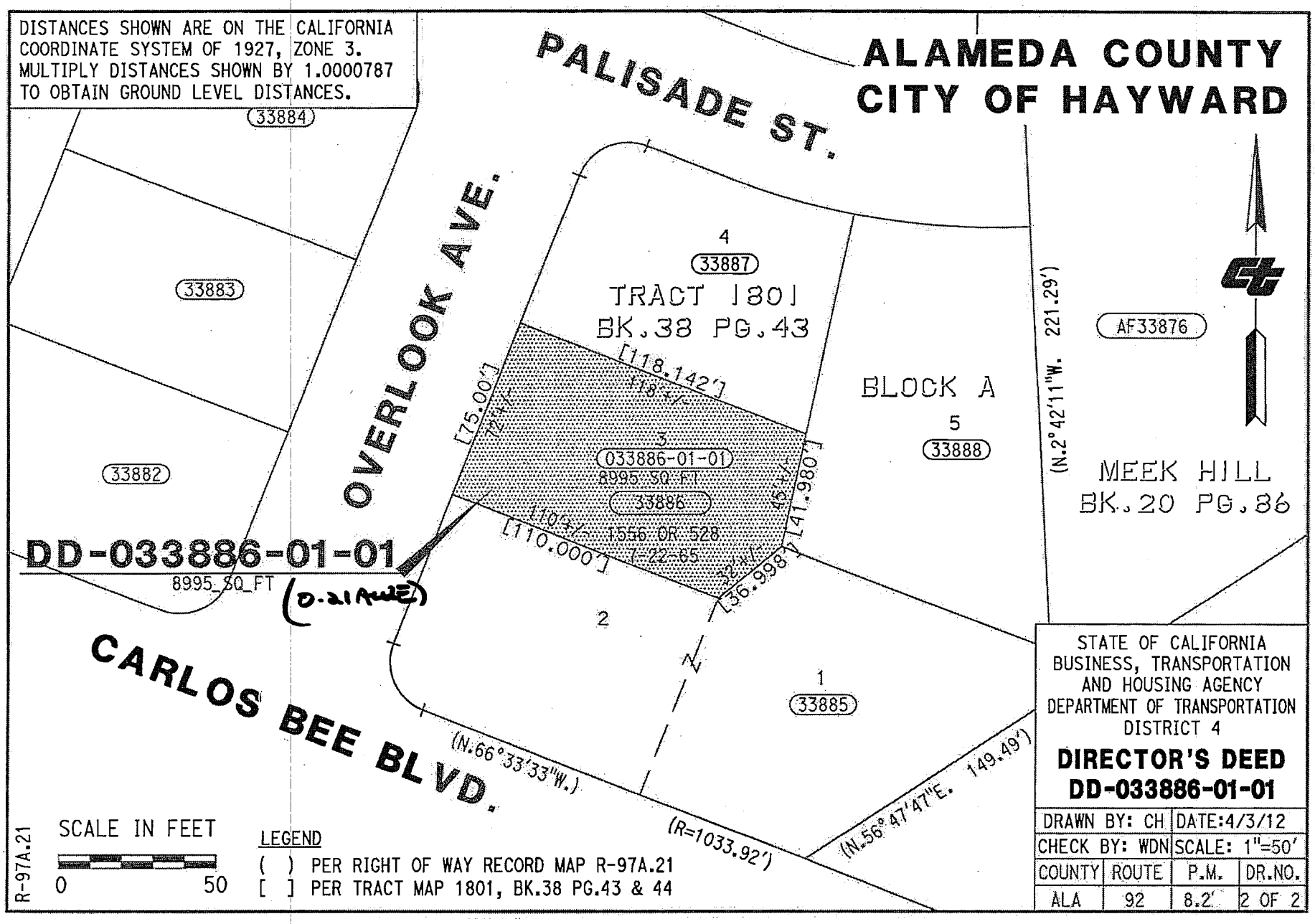
STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DD-033886-01-01

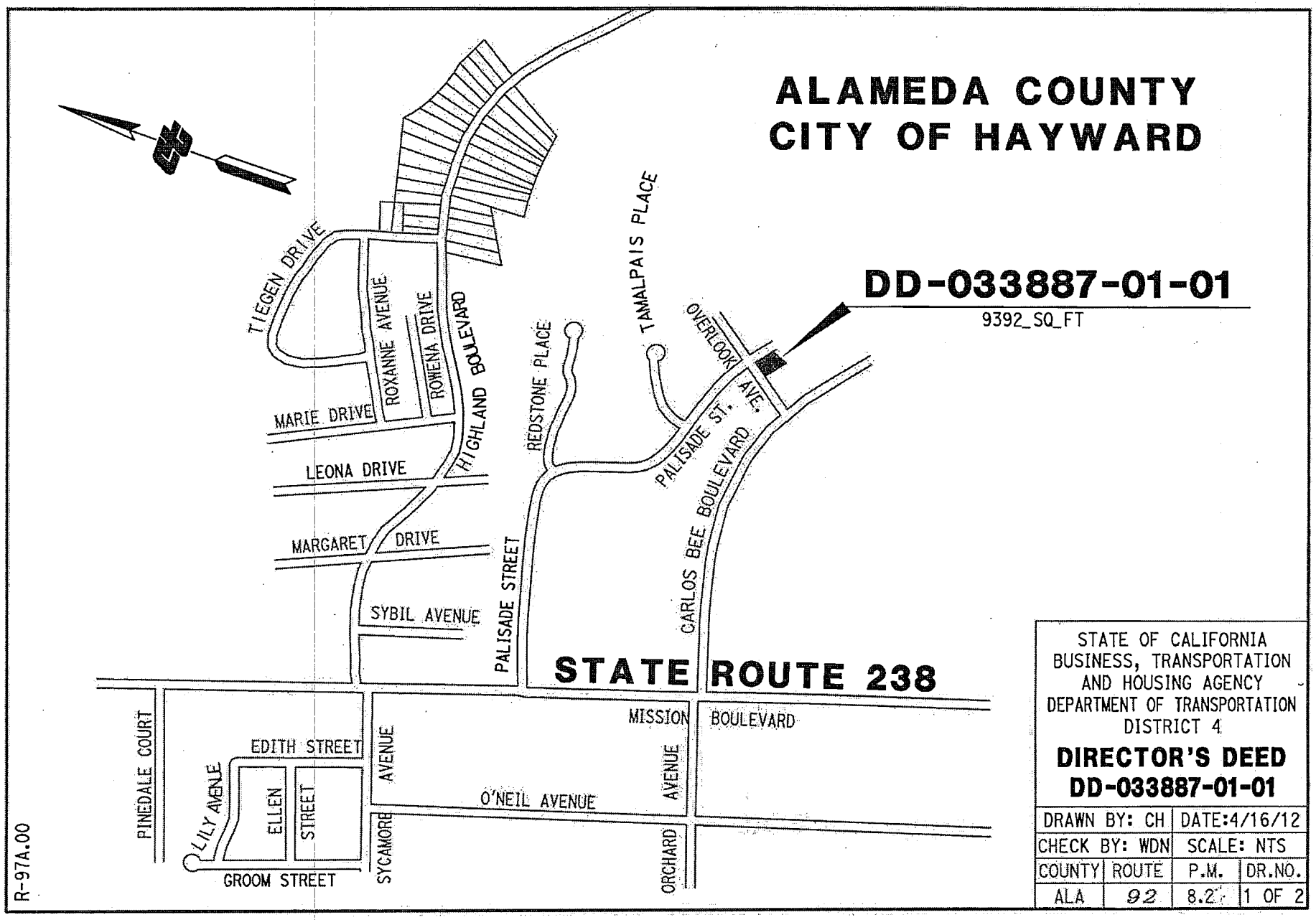
DRAWN BY: CH		DATE:4/3/12	
CHECK BY: WDN		SCALE: NTS	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	92	8.2	1 OF 2

R-97A.00

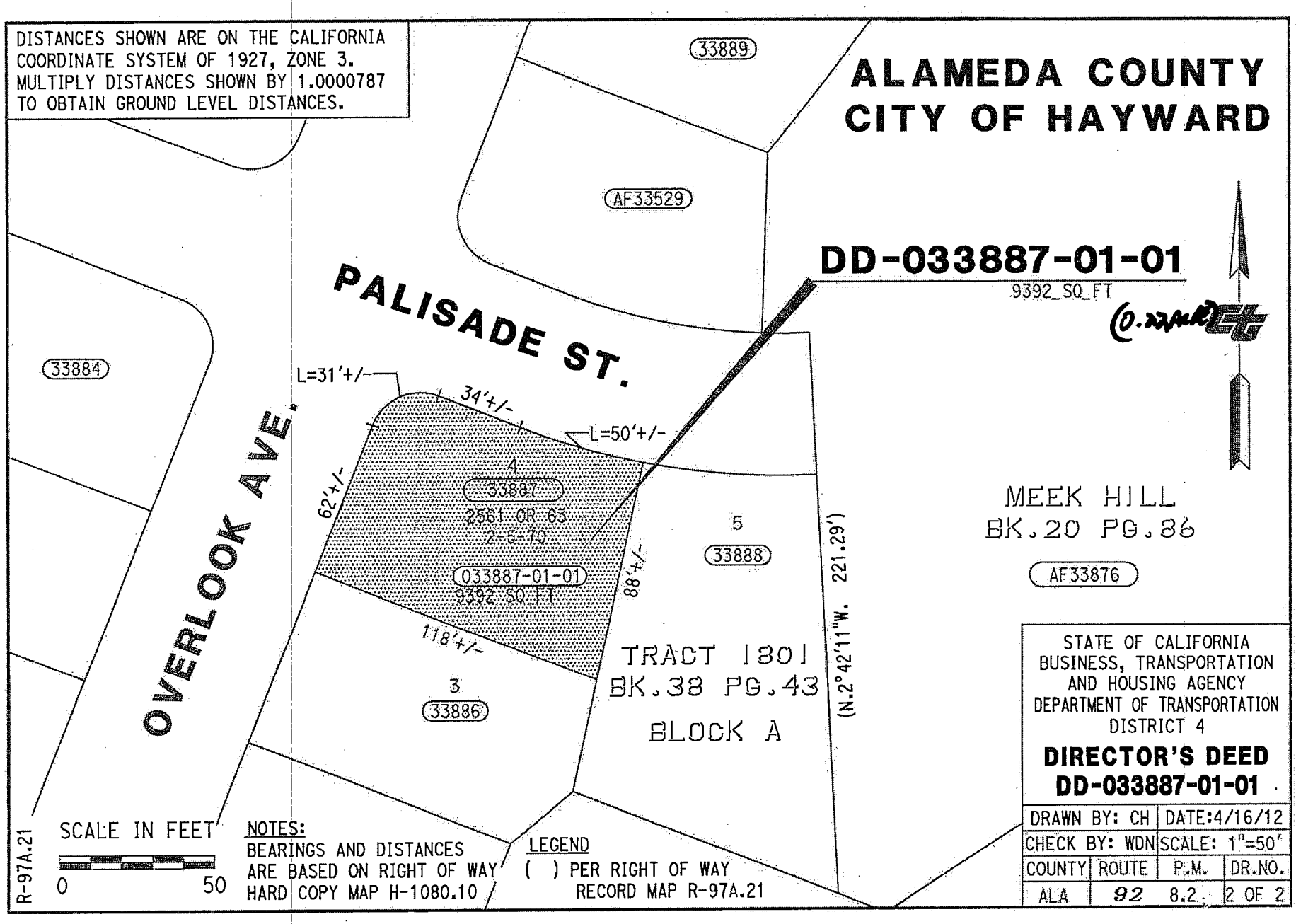
Attachment 4E



Attachment 4F

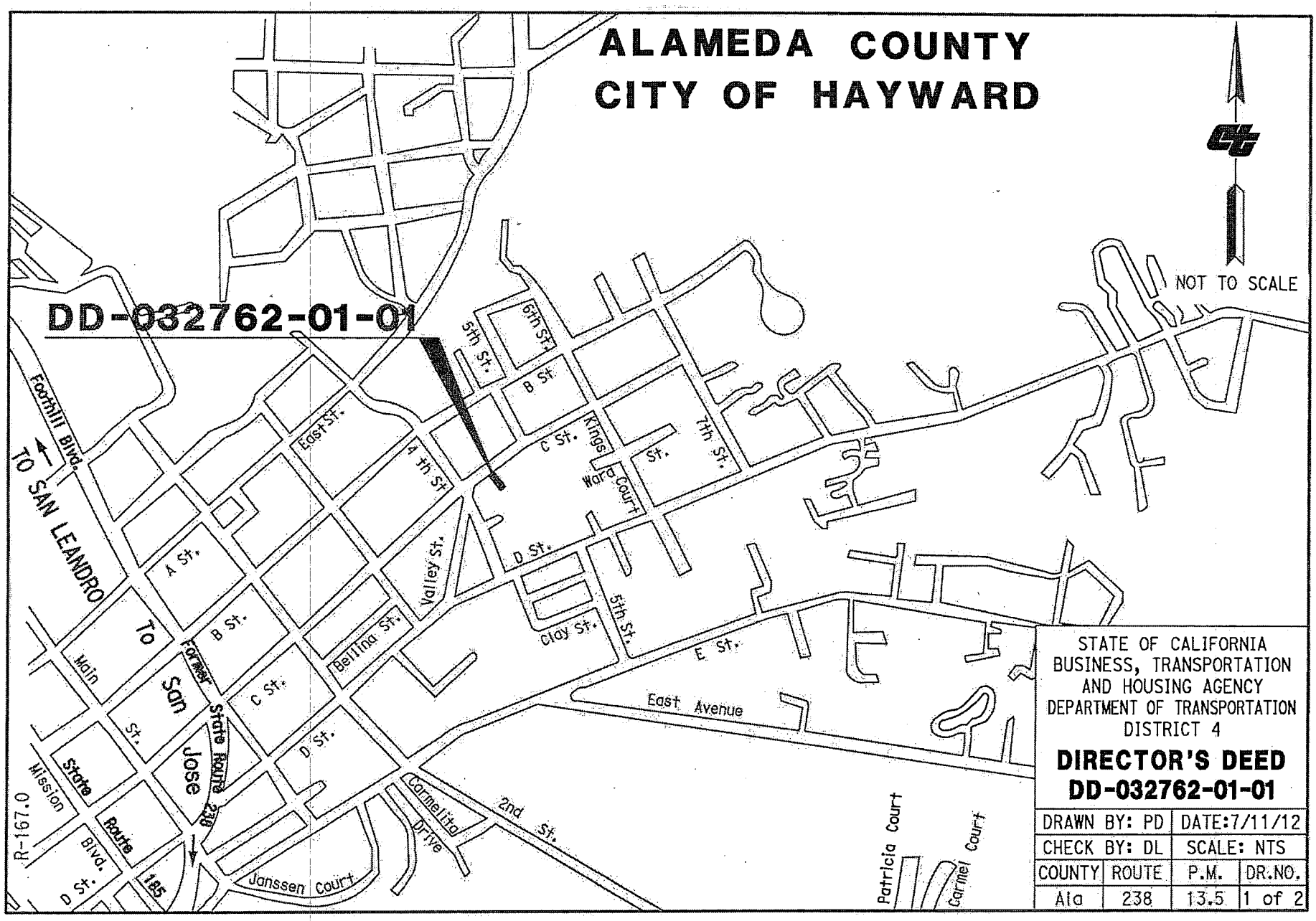


Attachment 4G



Attachment 4H

ALAMEDA COUNTY
CITY OF HAYWARD



STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

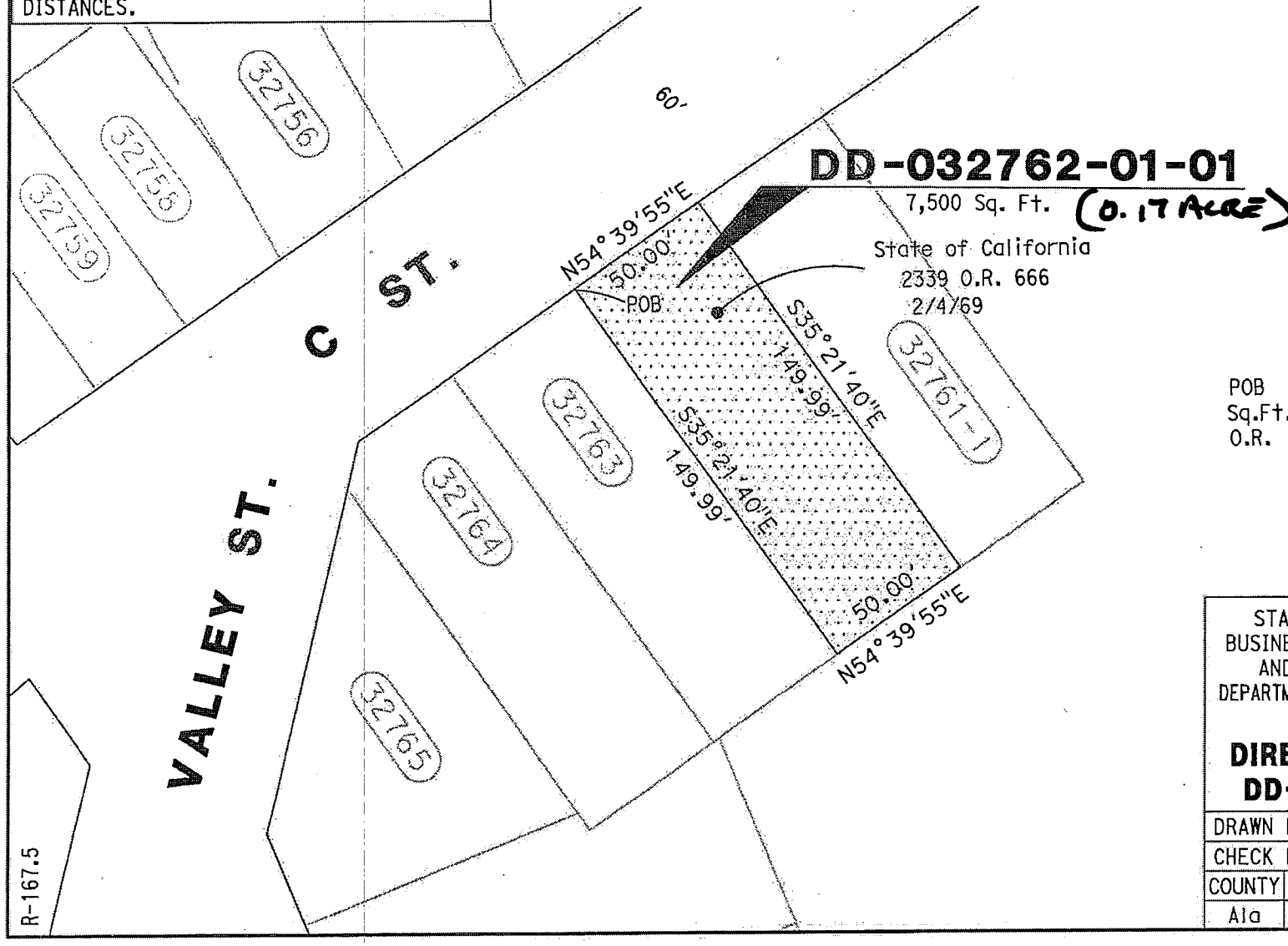
DIRECTOR'S DEED
DD-032762-01-01

DRAWN BY: PD		DATE:7/11/12	
CHECK BY: DL		SCALE: NTS	
COUNTY	ROUTE	P.M.	DR.NO.
Ala	238	13.5	1 of 2

Attachment 5A

BEARINGS & DISTANCES SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000787 TO OBTAIN GROUND LEVEL DISTANCES.

ALAMEDA COUNTY
CITY OF HAYWARD



SCALE IN FEET

0 50

1"= 50'

Legend

POB	Point of Beginning
Sq.Ft.	Square feet
O.R.	Official Records

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

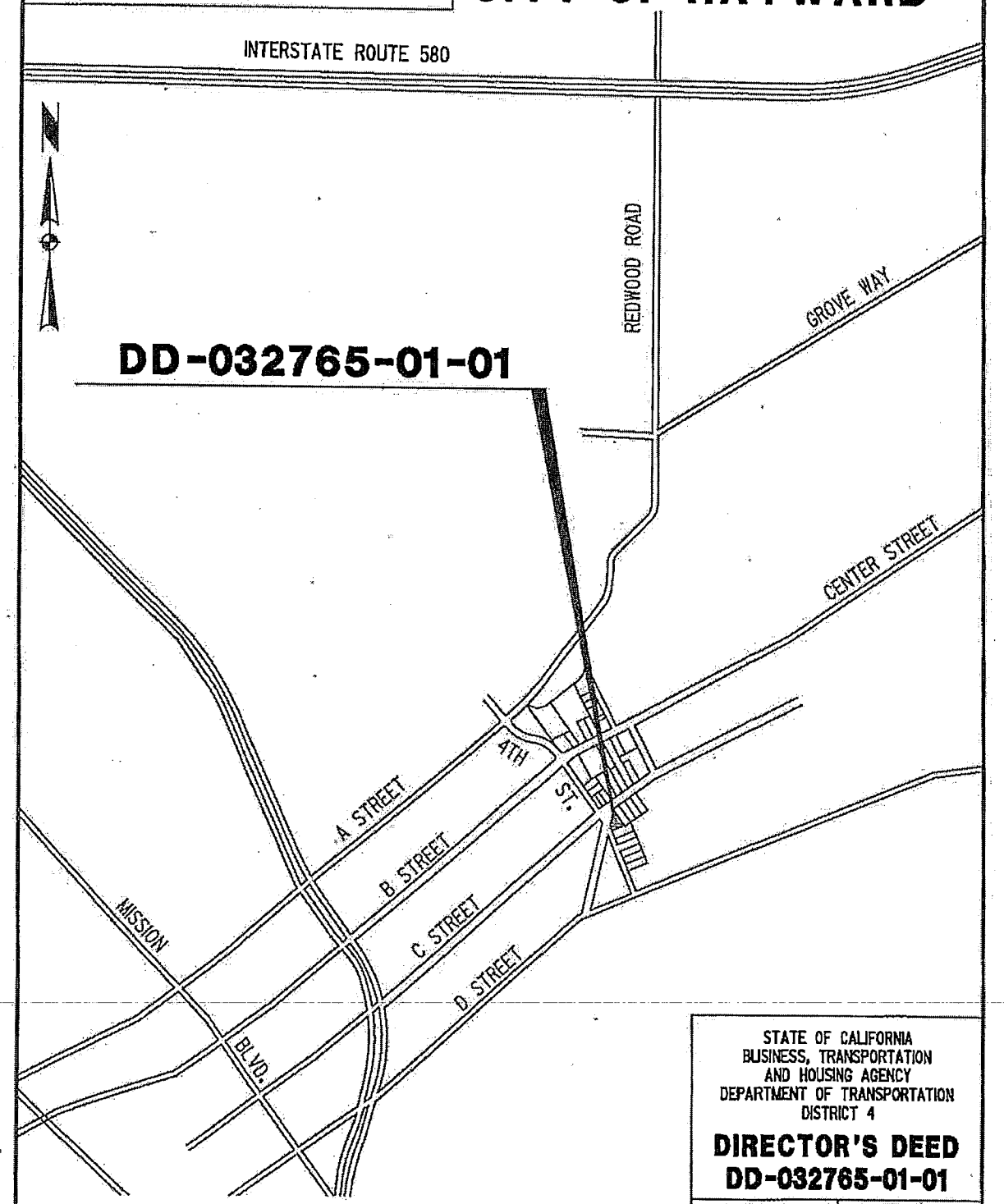
DIRECTOR'S DEED
DD-032762-01-01

DRAWN BY: PD		DATE:7/11/12	
CHECK BY: DL		SCALE: 1"=50'	
COUNTY	ROUTE	P.M.	DR.NO.
Ala	238	13.5	2 of 2

Attachment 5B

DISTANCES SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000787 TO OBTAIN GROUND LEVEL DISTANCES.

ALAMEDA COUNTY
CITY OF HAYWARD



R-167.5
A-726.4

SCALE IN FEET
0 1000

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

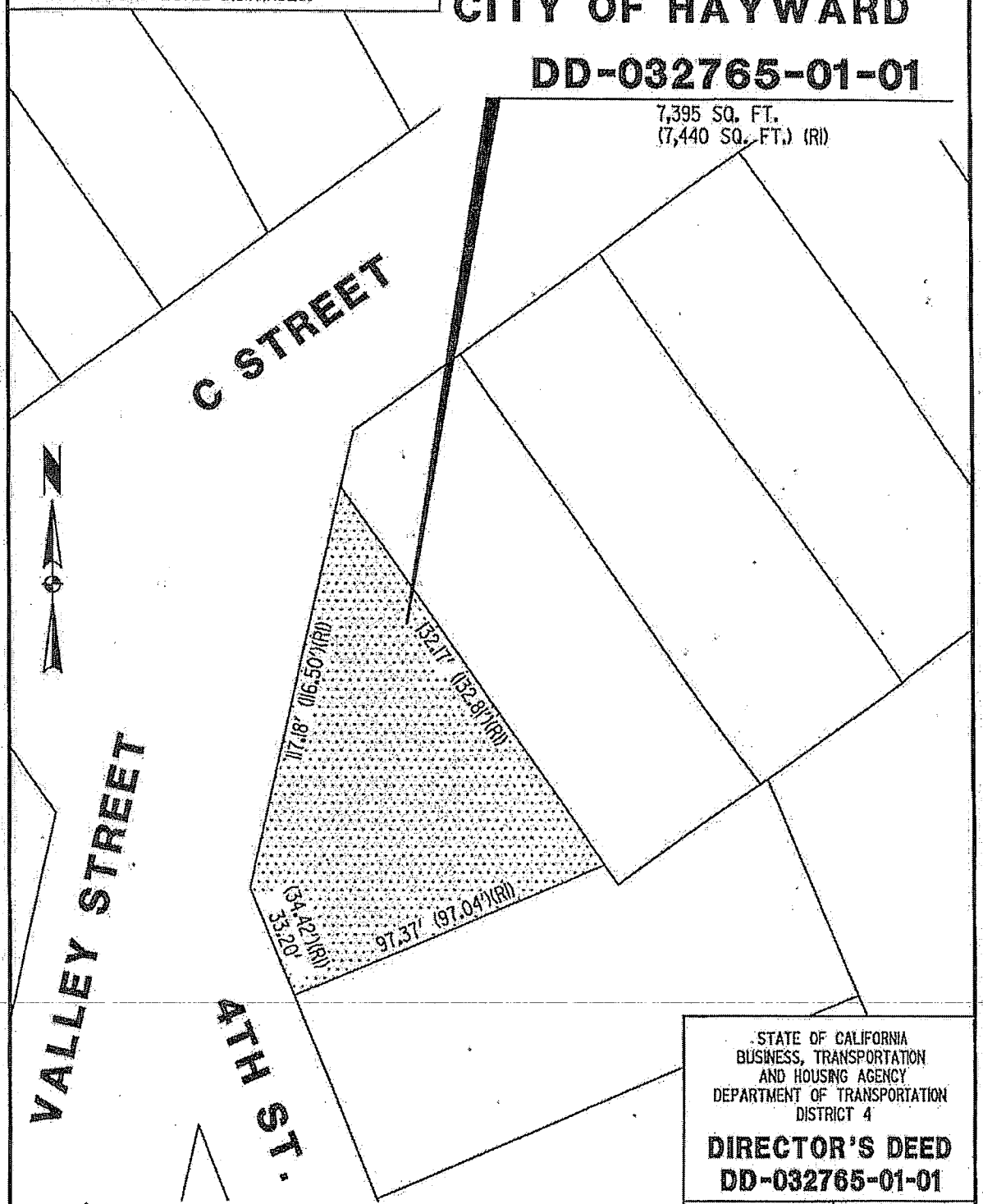
DIRECTOR'S DEED
DD-032765-01-01

DRAWN BY: SR		DATE: 2/9/10	
CHECK BY: PD		SCALE: 1"=1000'	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	238	13.5X	1 OF 2

Attachment 6A

DISTANCES SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000787 TO OBTAIN GROUND LEVEL DISTANCES.

ALAMEDA COUNTY
CITY OF HAYWARD
DD-032765-01-01



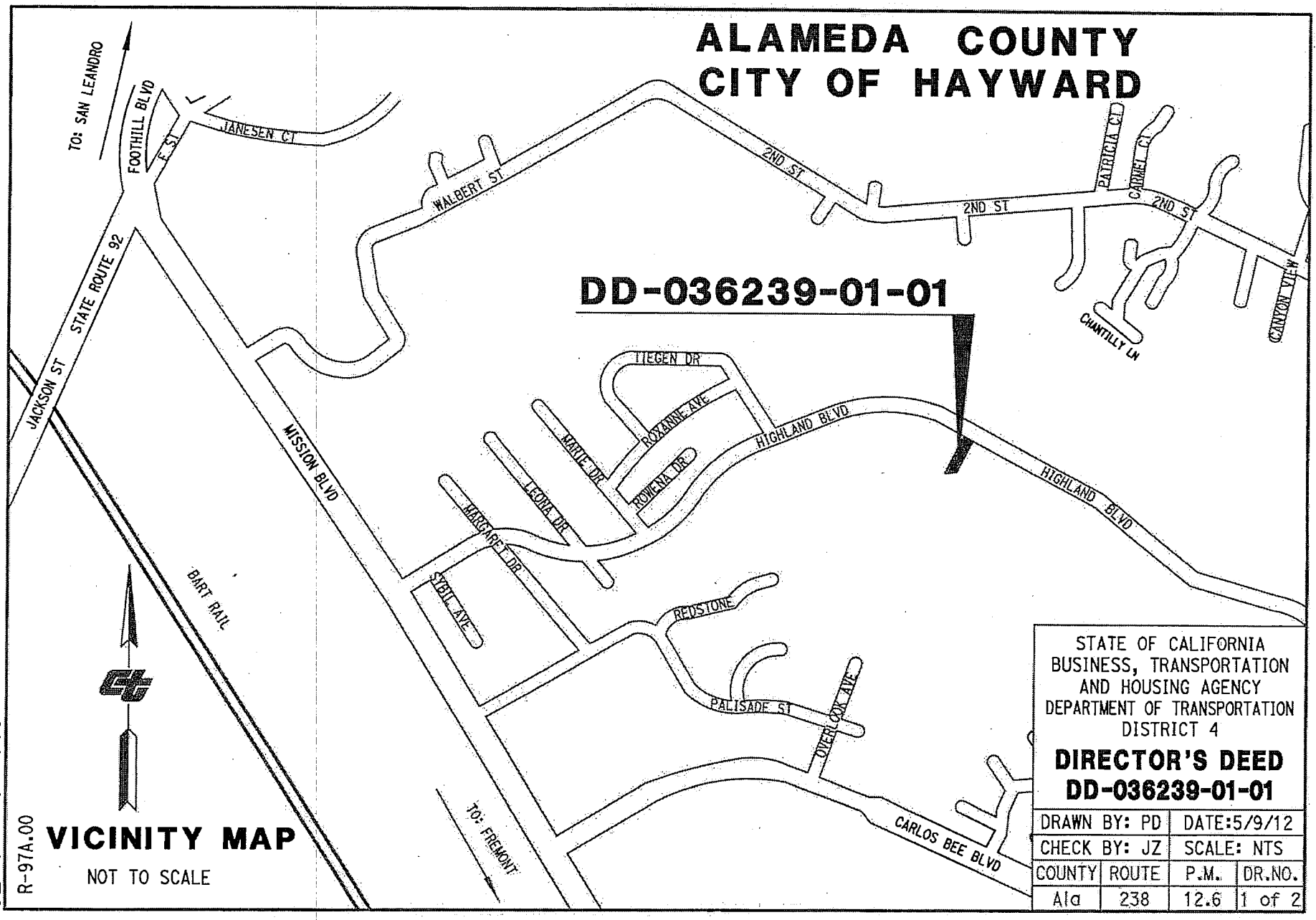
STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DD-032765-01-01

DRAWN BY: SR		DATE: 2/9/10	
CHECK BY: PD		SCALE: 1"=40'	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	238	13.5X	2 OF 2

R-167.5
A-726.4

Attachment 6B



R-97A.00

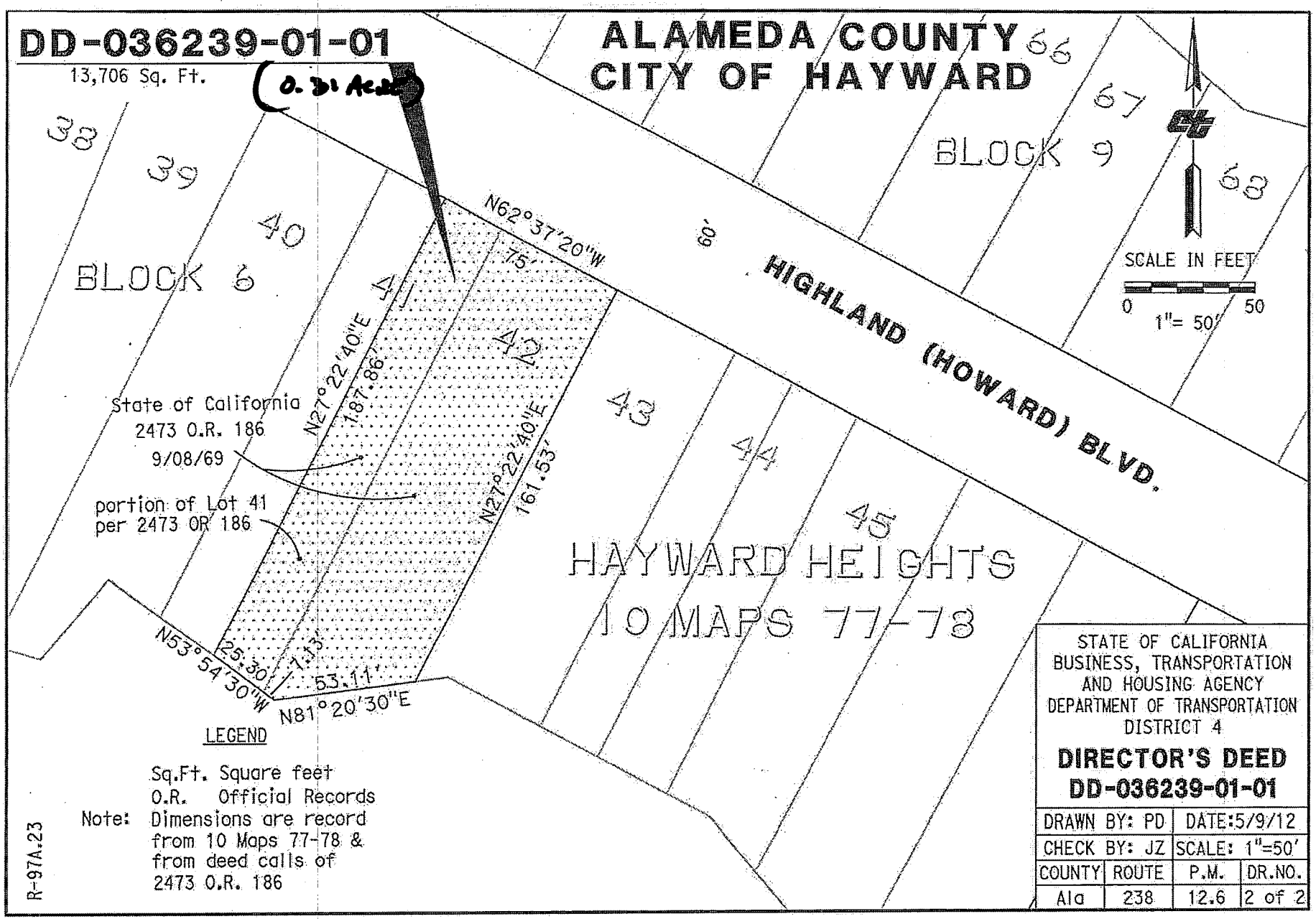
Attachment 7A

DD-036239-01-01

13,706 Sq. Ft.

(0.31 Acre)

ALAMEDA COUNTY
CITY OF HAYWARD



LEGEND

Sq.Ft. Square feet
O.R. Official Records

Note: Dimensions are record from 10 Maps 77-78 & from deed calls of 2473 O.R. 186

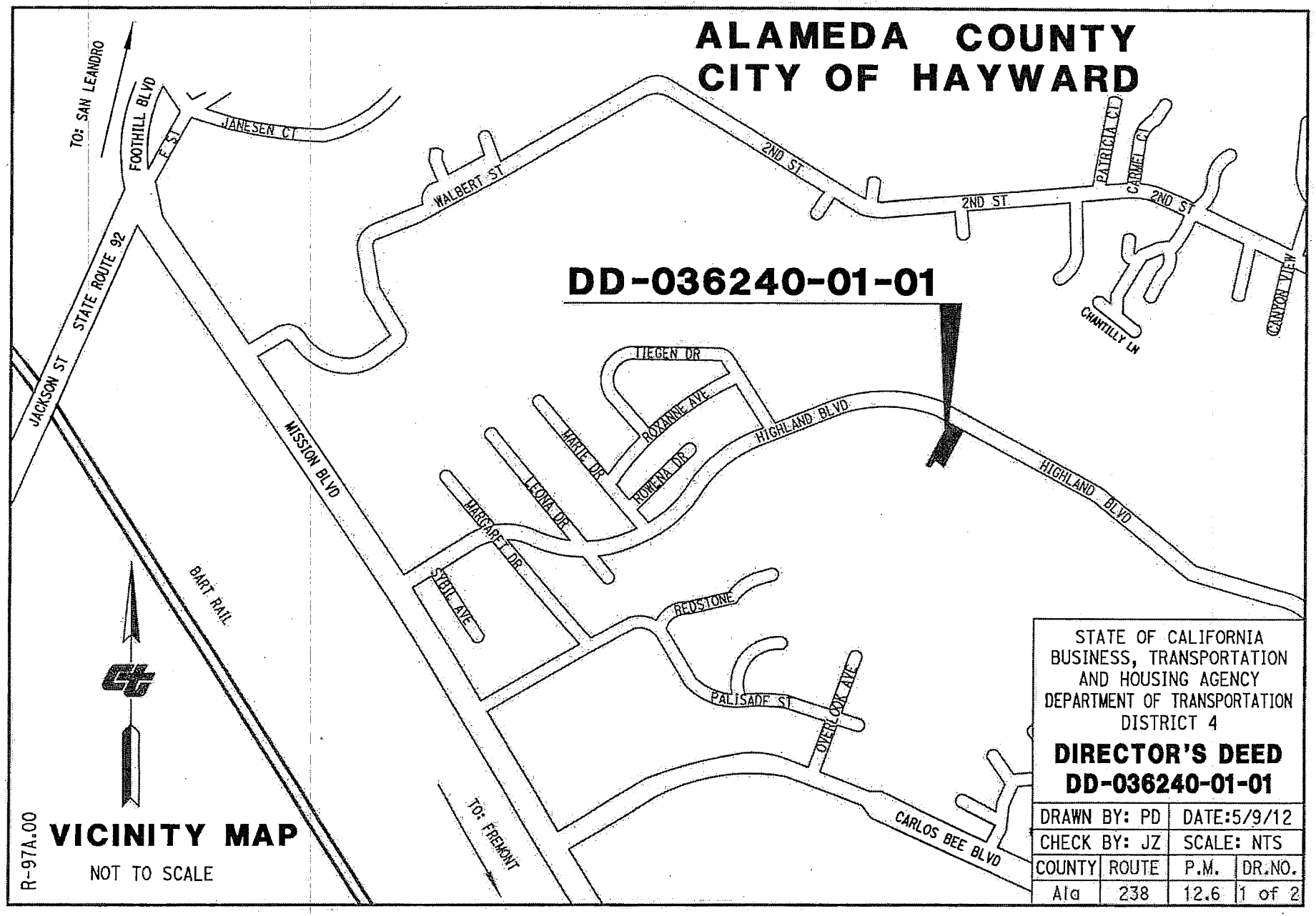
R-97A.23

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DD-036239-01-01

DRAWN BY: PD		DATE:5/9/12	
CHECK BY: JZ		SCALE: 1"=50'	
COUNTY	ROUTE	P.M.	DR.NO.
Ala	238	12.6	2 of 2

Attachment 7B



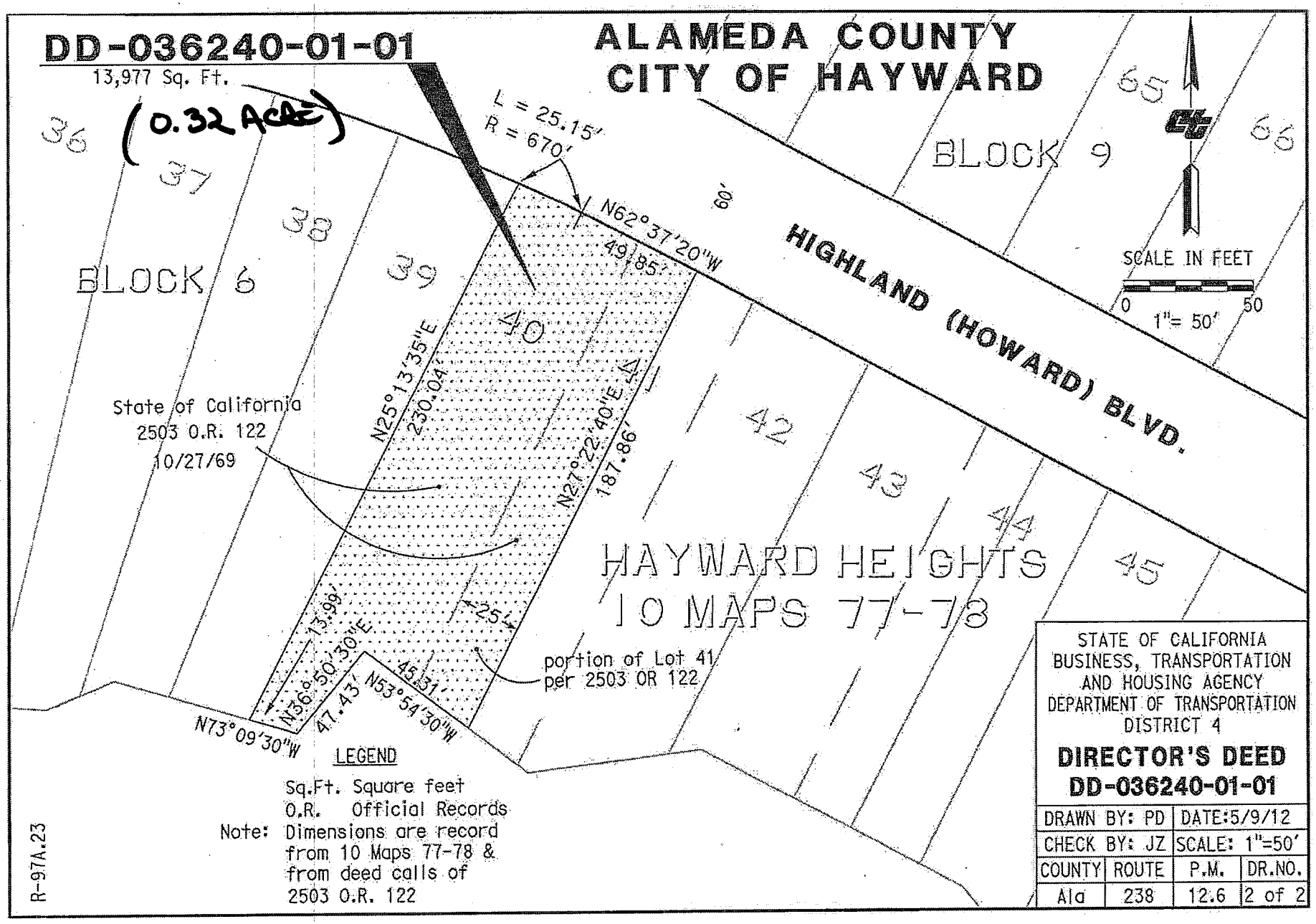
Attachment 8A

DD-036240-01-01

13,977 Sq. Ft.

(0.32 ACRE)

ALAMEDA COUNTY
CITY OF HAYWARD



LEGEND

Sq.Ft. Square feet
O.R. Official Records
Note: Dimensions are record from 10 Maps 77-78 & from deed calls of 2503 O.R. 122

R-97A.23

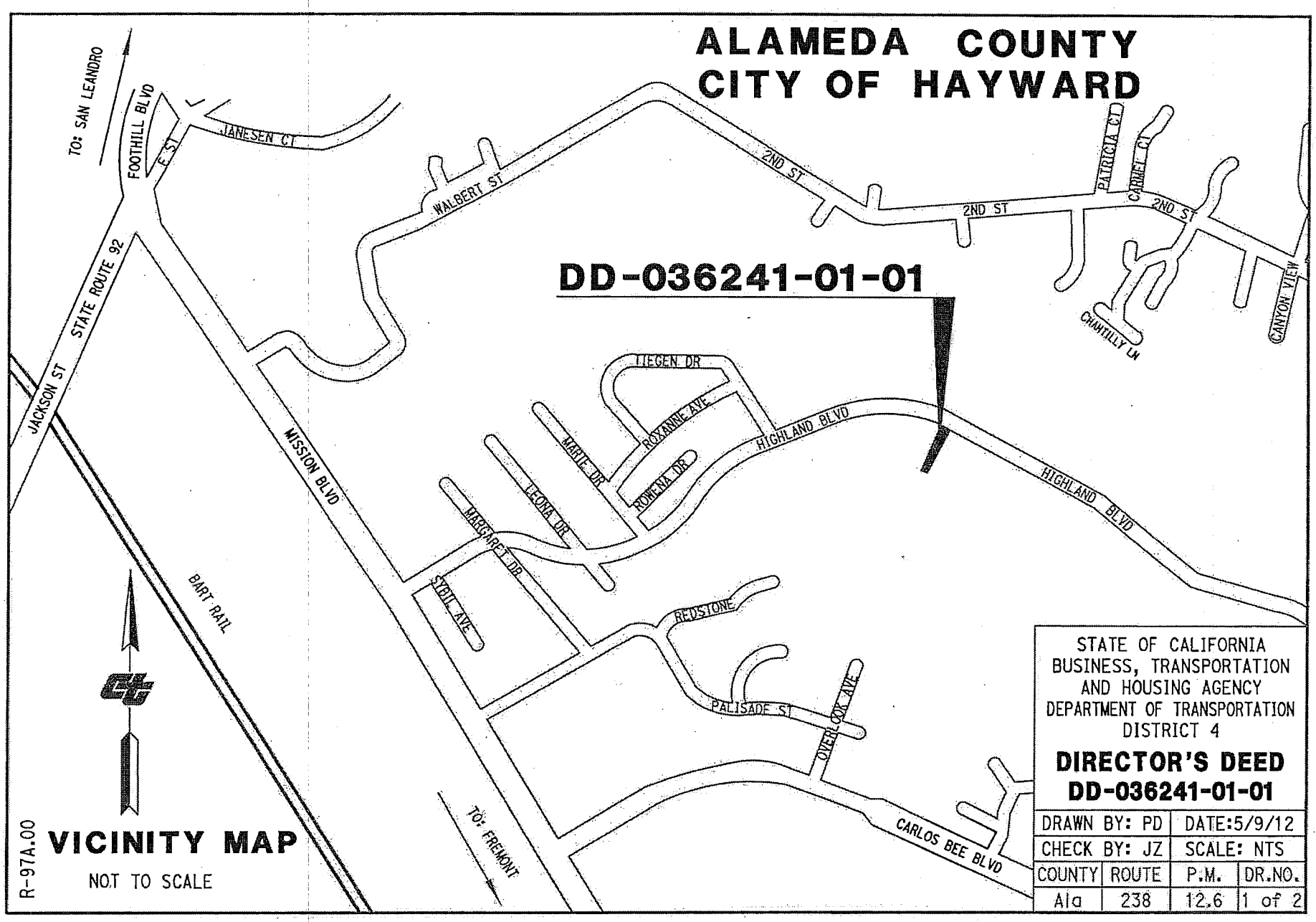
STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DD-036240-01-01

DRAWN BY: PD		DATE:5/9/12	
CHECK BY: JZ		SCALE: 1"=50'	
COUNTY	ROUTE	P.M.	DR.NO.
Ala	238	12.6	2 of 2

Attachment 8B

ALAMEDA COUNTY
CITY OF HAYWARD



STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DD-036241-01-01

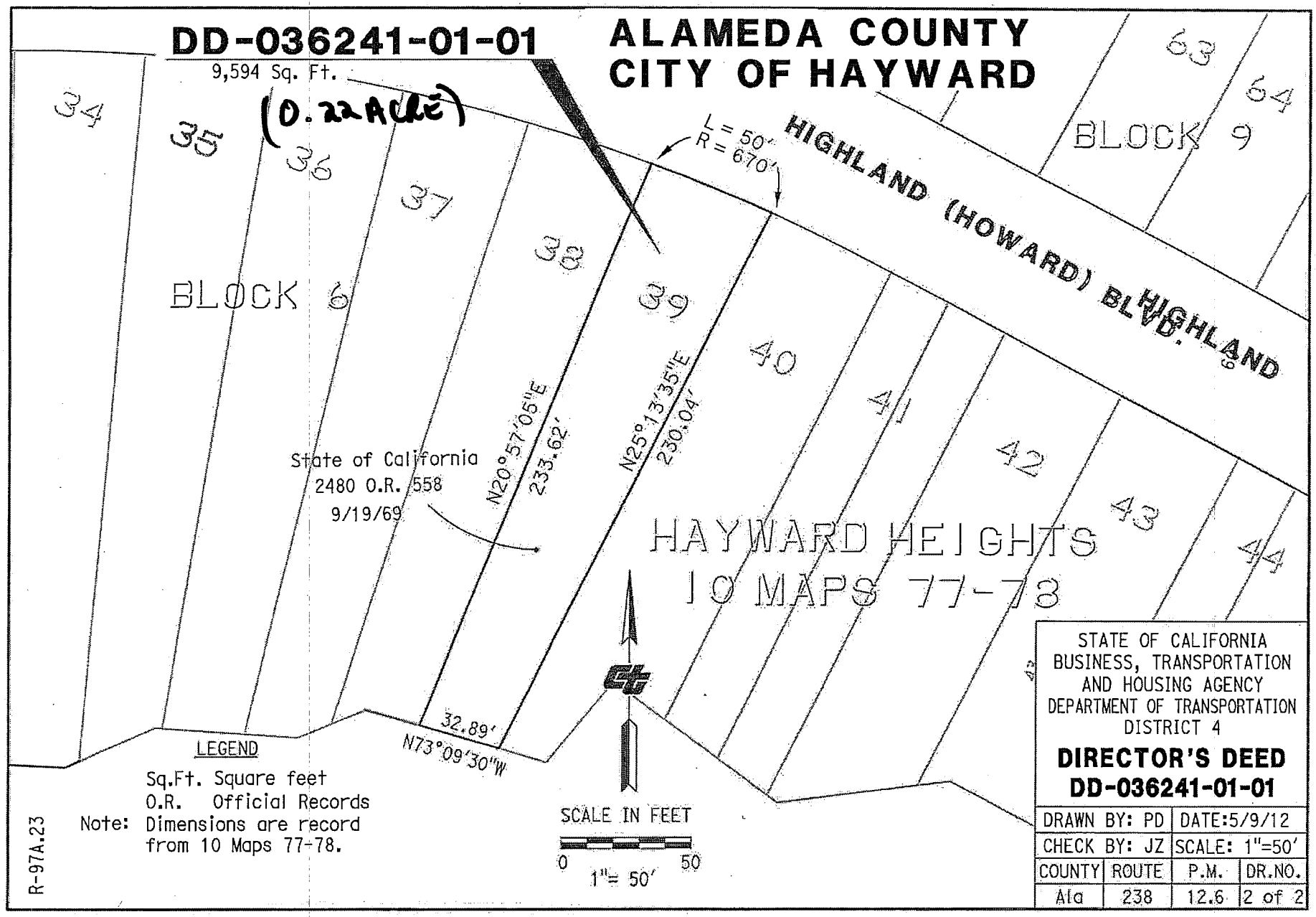
DRAWN BY: PD		DATE:5/9/12	
CHECK BY: JZ		SCALE: NTS	
COUNTY	ROUTE	P.M.	DR.NO.
Ala	238	12.6	1 of 2

DD-036241-01-01

9,594 Sq. Ft.

(0.22 ACRE)

ALAMEDA COUNTY
CITY OF HAYWARD



LEGEND

Sq.Ft. Square feet
O.R. Official Records

Note: Dimensions are record from 10 Maps 77-78.

R-97A.23

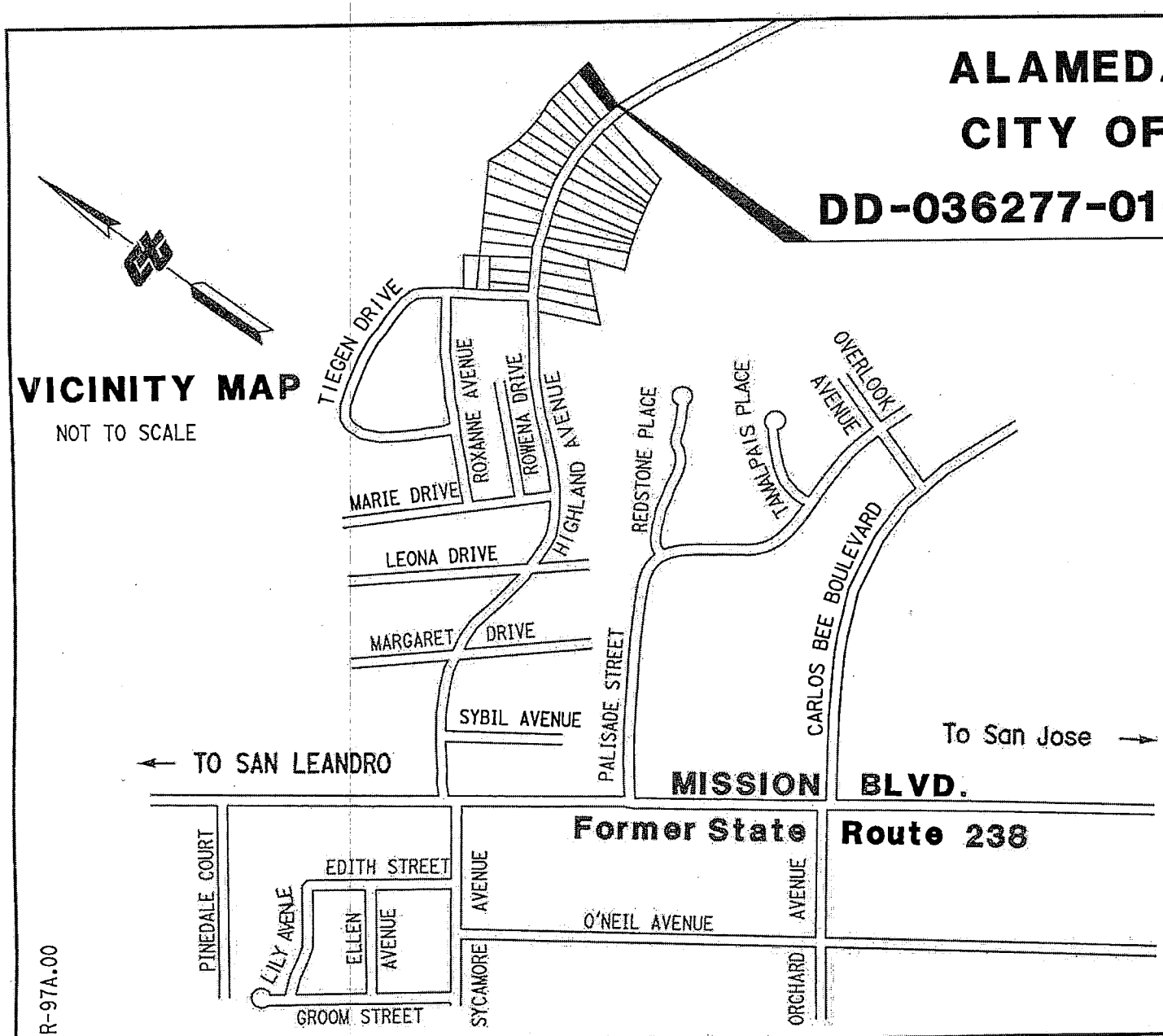
STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DD-036241-01-01

DRAWN BY: PD		DATE:5/9/12	
CHECK BY: JZ		SCALE: 1"=50'	
COUNTY	ROUTE	P.M.	DR.NO.
Ala	238	12.6	2 of 2

Attachment 9B

ALAMEDA COUNTY
CITY OF HAYWARD
DD-036277-01-01



STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DD-036277-01-01

DRAWN BY: PD		DATE:1/20/12	
CHECK BY: JZ		SCALE: None	
COUNTY	ROUTE	P.M.	DR.NO.
Ala	238	12.6X	1 of 2

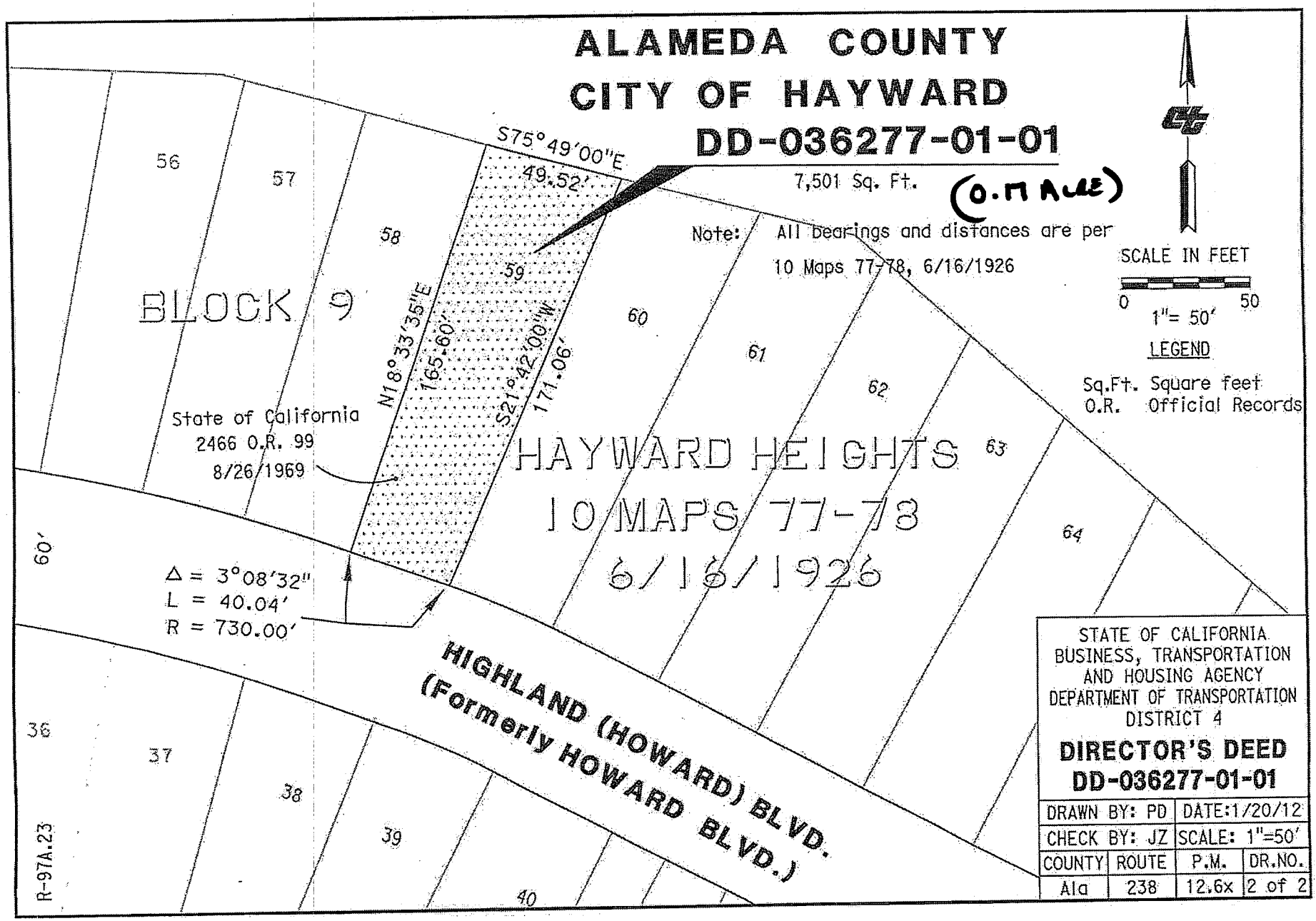
R-97A.00

Attachment 10A

ALAMEDA COUNTY
CITY OF HAYWARD
DD-036277-01-01

7,501 Sq. Ft. (0.17 Acre)

Note: All bearings and distances are per 10 Maps 77-78, 6/16/1926



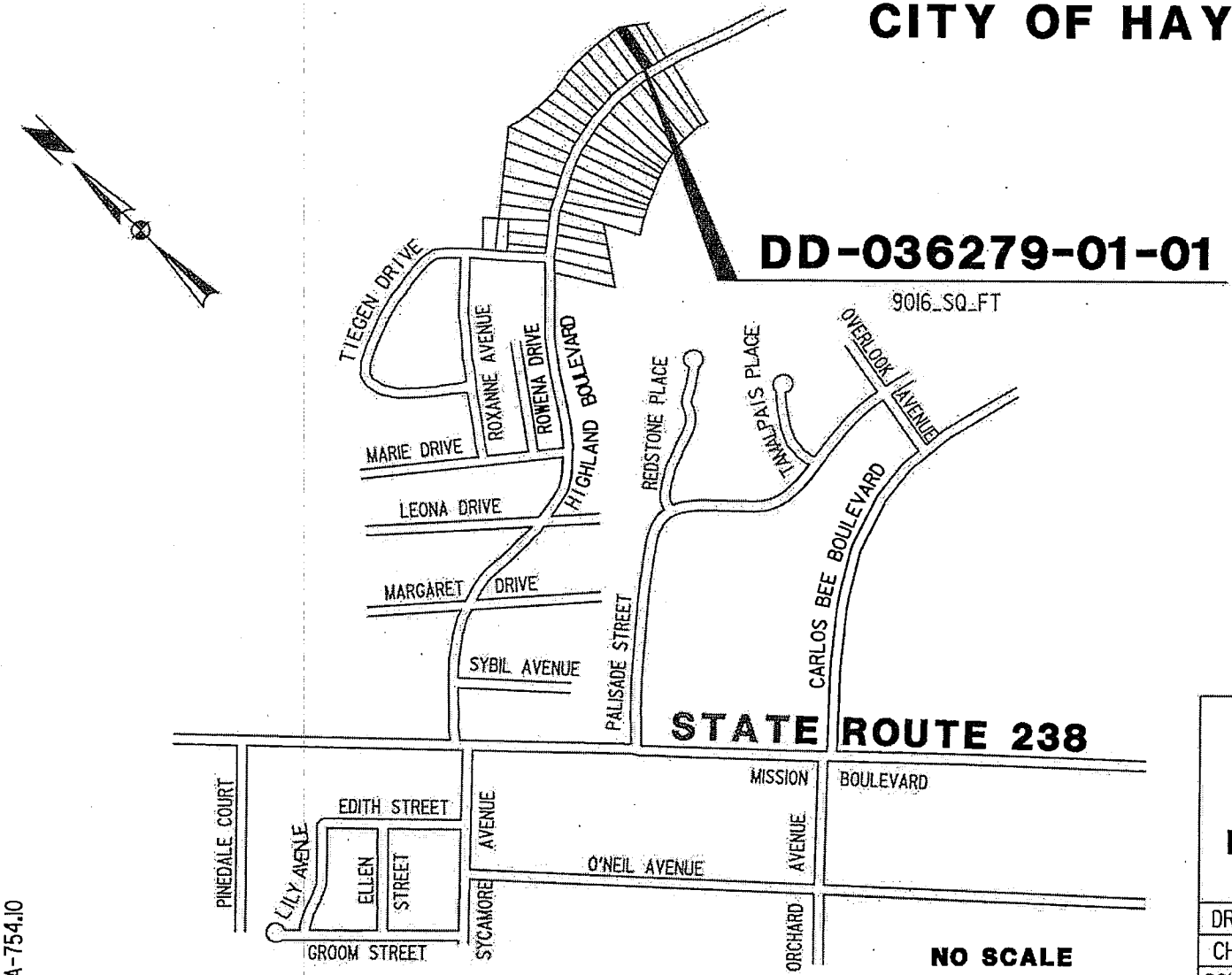
STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DD-036277-01-01

DRAWN BY: PD		DATE:1/20/12	
CHECK BY: JZ		SCALE: 1"=50'	
COUNTY	ROUTE	P.M.	DR.NO.
Ala	238	12.6x	2 of 2

Attachment 10B

ALAMEDA COUNTY
CITY OF HAYWARD



STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DD-036279-01-01

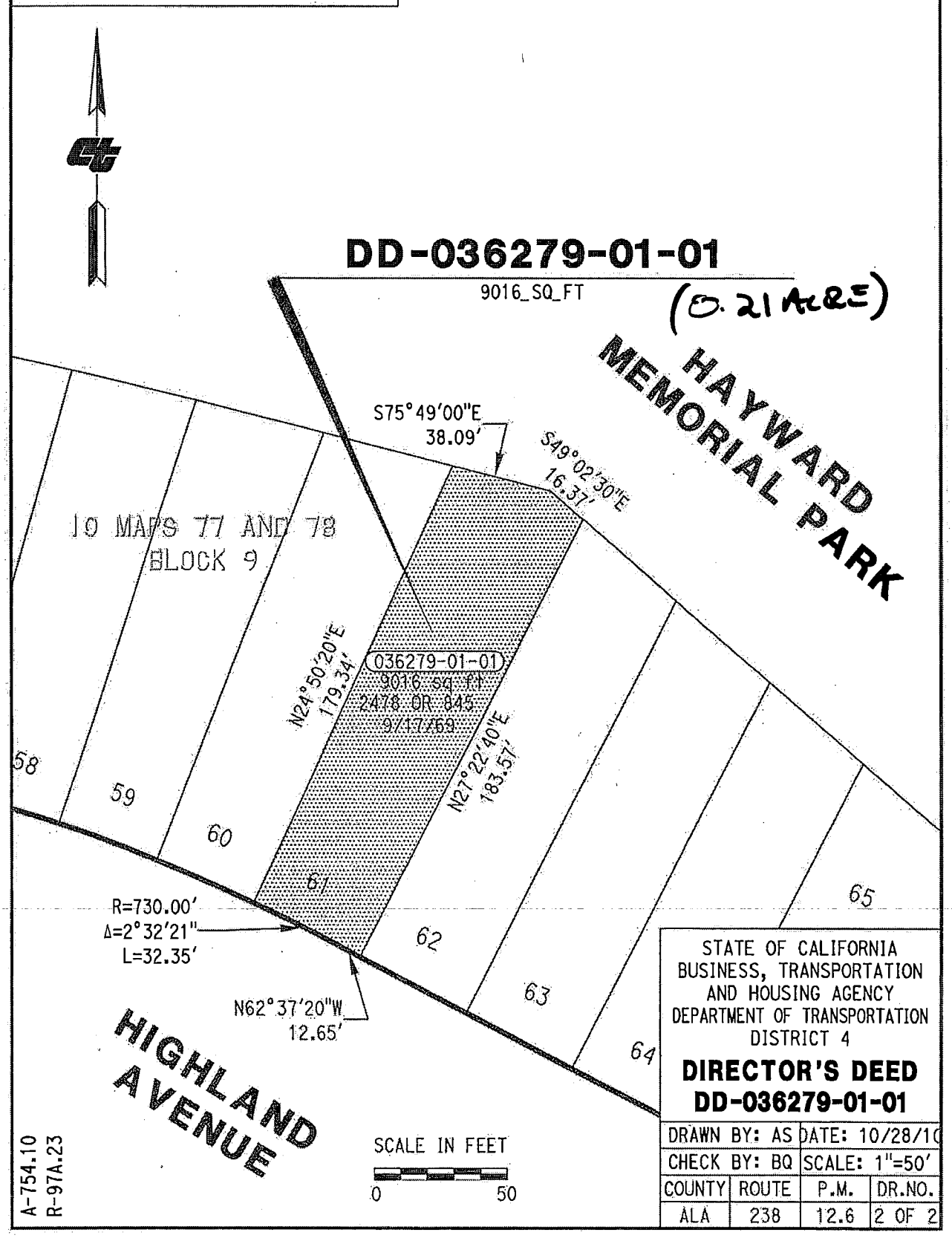
DRAWN BY: AS		DATE: 10/28/10	
CHECK BY: BQ		NO SCALE	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	238	12.6X	1 OF 2

R-97A.23
A-754.10

Attachment 11A

DISTANCE SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000787 TO OBTAIN GROUND LEVEL DISTANCES.

ALAMEDA COUNTY
CITY OF HAYWARD



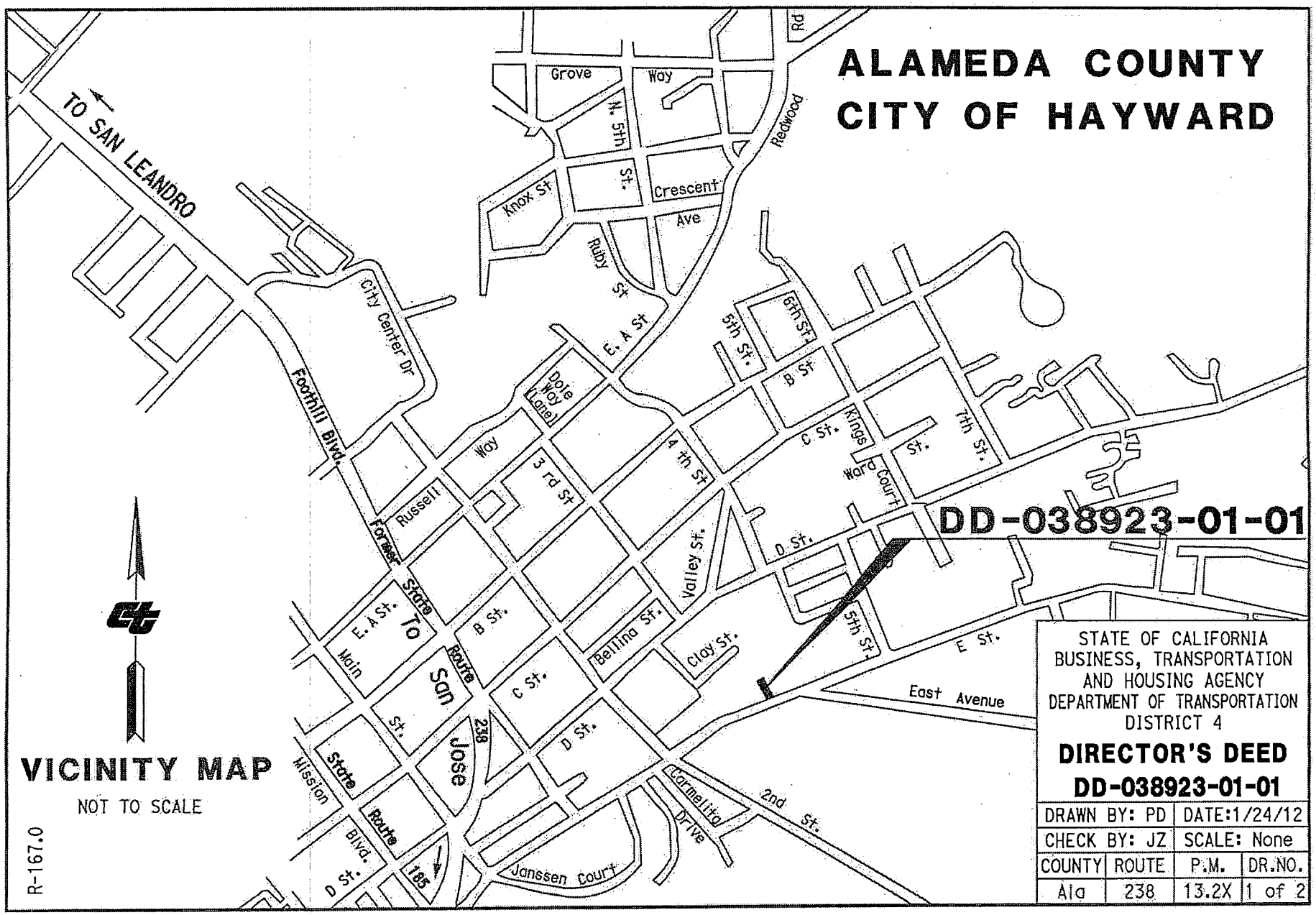
A-754.10
R-97A.23

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DD-036279-01-01

DRAWN BY: AS		DATE: 10/28/10	
CHECK BY: BQ		SCALE: 1"=50'	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	238	12.6	2 OF 2

Attachment 11B



R-167.0

Attachment 12A

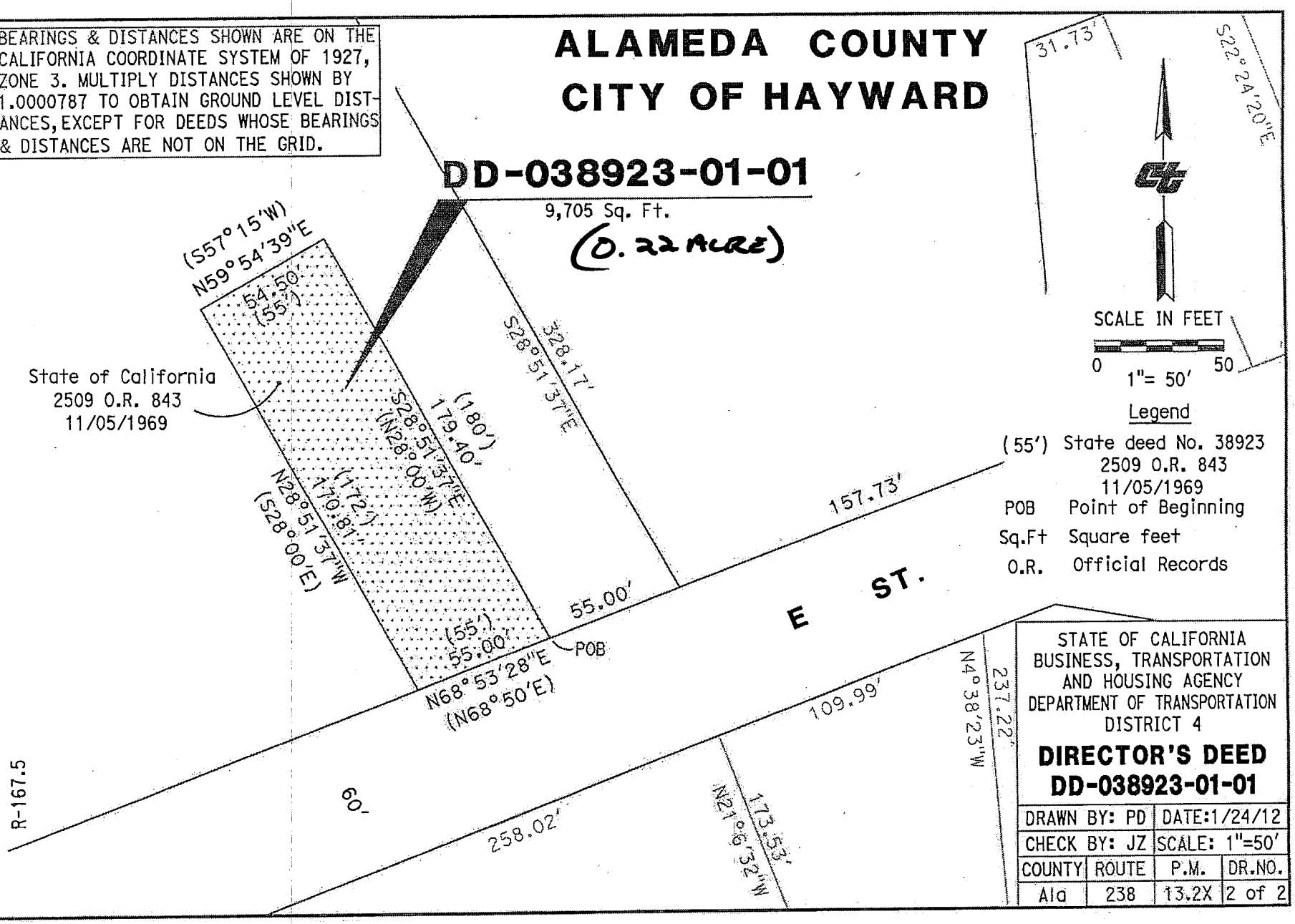
BEARINGS & DISTANCES SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000787 TO OBTAIN GROUND LEVEL DISTANCES, EXCEPT FOR DEEDS WHOSE BEARINGS & DISTANCES ARE NOT ON THE GRID.

ALAMEDA COUNTY
CITY OF HAYWARD

DD-038923-01-01

9,705 Sq. Ft.

(0.22 ACRE)



Legend

(55')	State deed No. 38923 2509 O.R. 843 11/05/1969
POB	Point of Beginning
Sq.Ft	Square feet
O.R.	Official Records

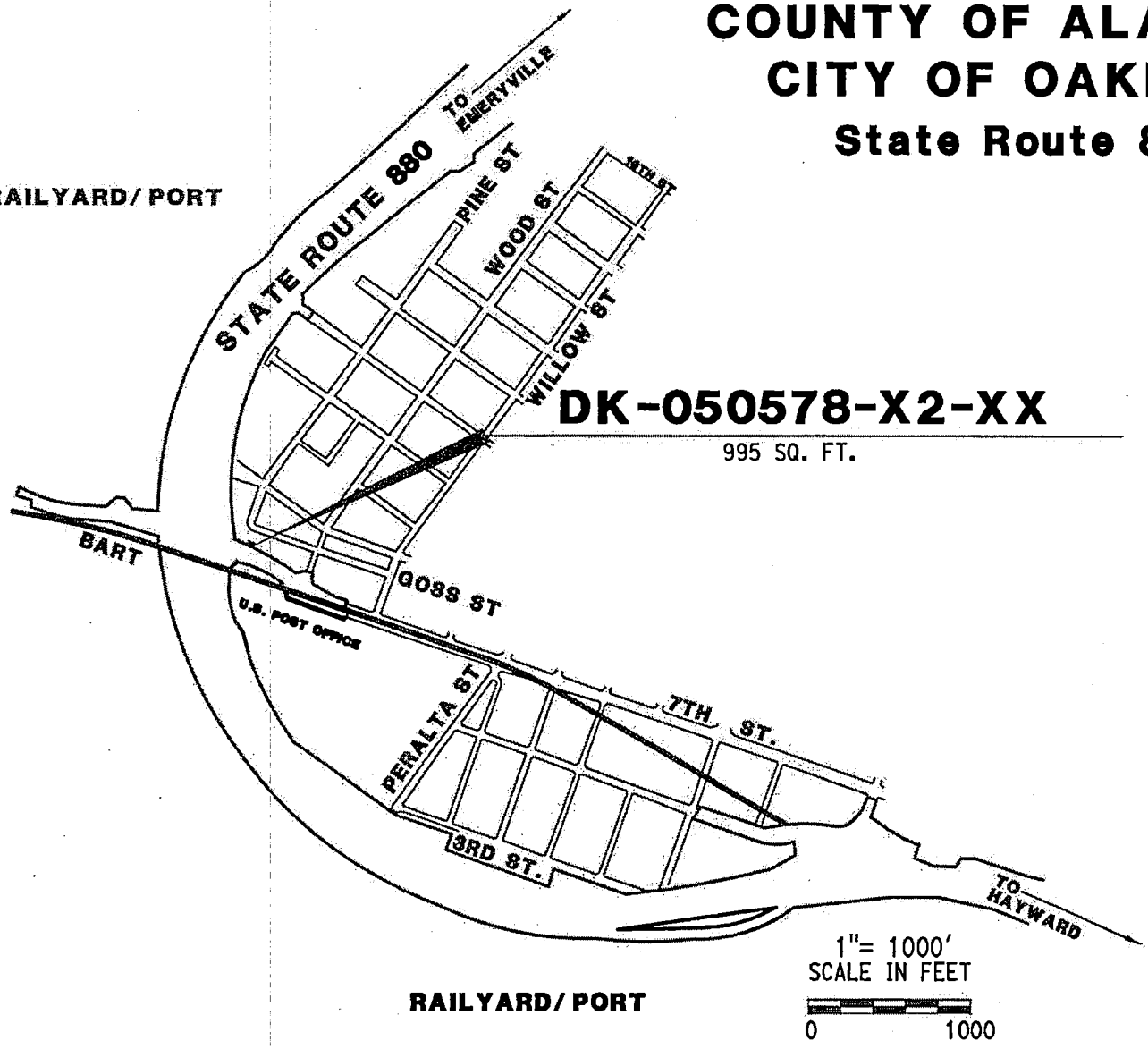
STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DD-038923-01-01

DRAWN BY: PD		DATE:1/24/12	
CHECK BY: JZ		SCALE: 1"=50'	
COUNTY	ROUTE	P.M.	DR.NO.
Ala	238	13.2X	2 of 2

Attachment 12B

COUNTY OF ALAMEDA
CITY OF OAKLAND
State Route 880



STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DK-050578-X2-XX

DRAWN BY: DC		DATE: 7/15/13	
CHECK BY: WN		SCALE:1"=1000'	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	880	33.4	1 OF 2

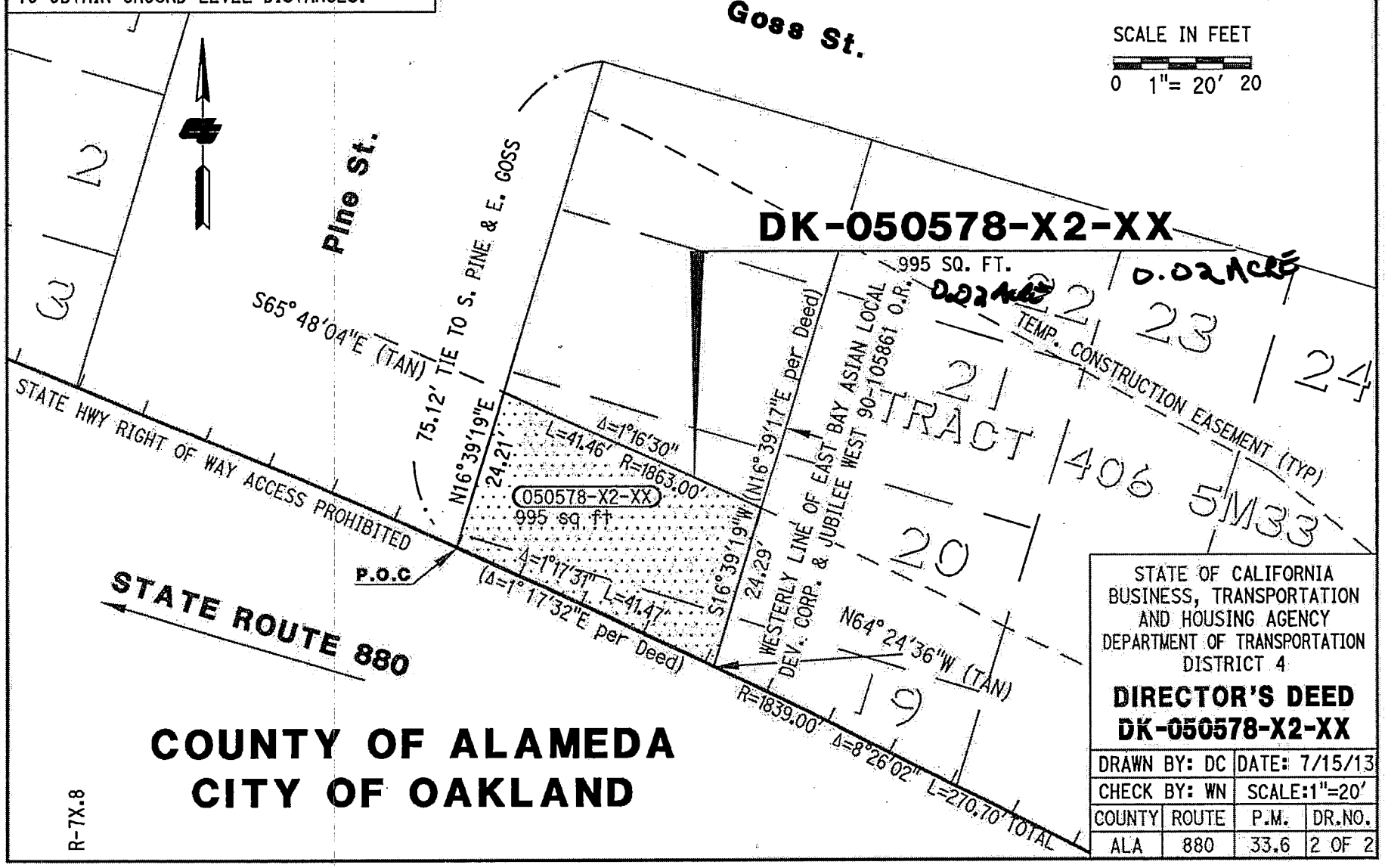
R-7X.6

Attachment 13A

DISTANCES SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000720 TO OBTAIN GROUND LEVEL DISTANCES.

LEGEND
P.O.C POINT OF COMMENCEMENT
(TAN) TANGENT BEARING

SCALE IN FEET
0 1"= 20' 20



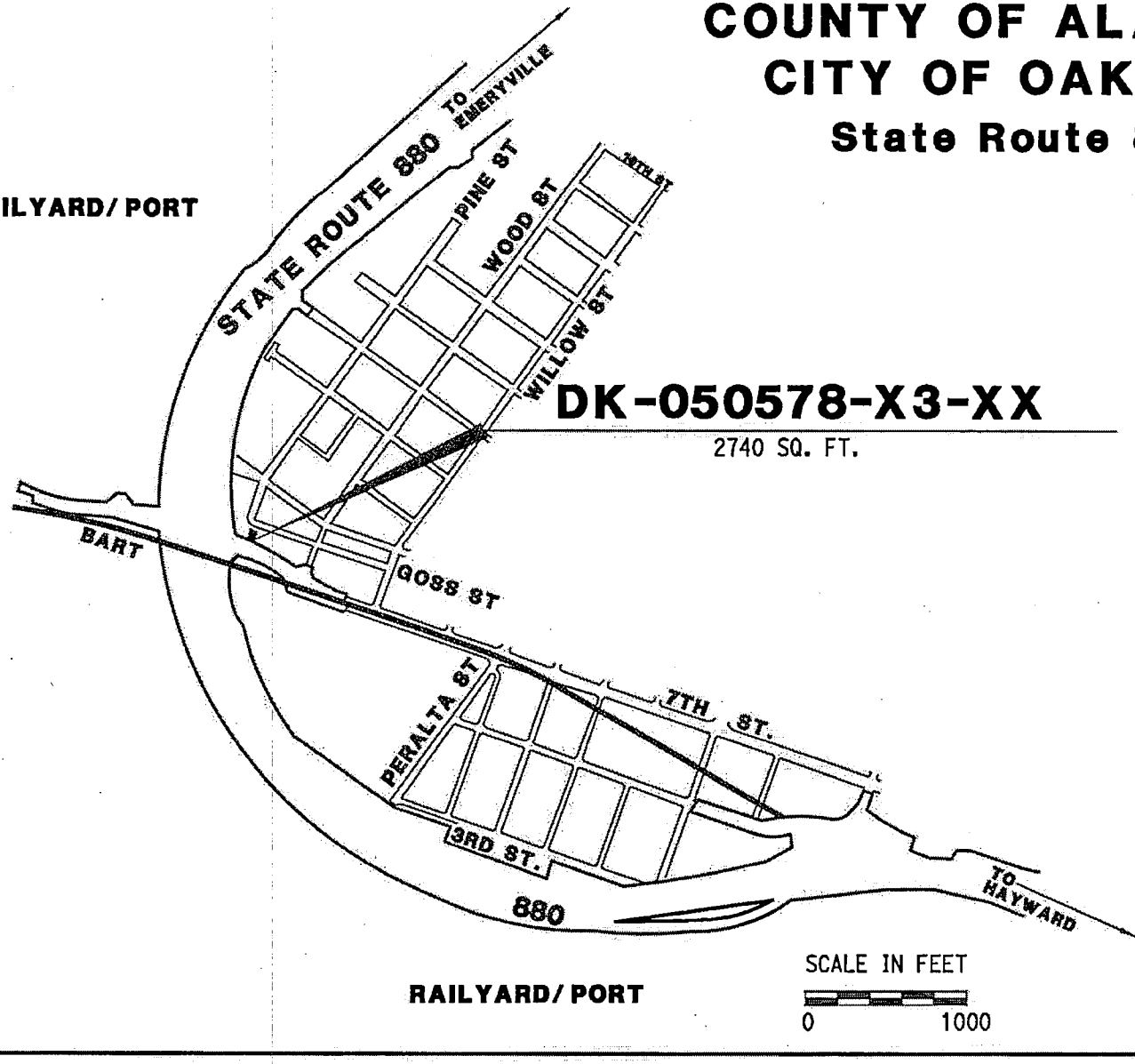
STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DK-050578-X2-XX

DRAWN BY: DC		DATE: 7/15/13	
CHECK BY: WN		SCALE:1"=20'	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	880	33.6	2 OF 2

Attachment 13B

COUNTY OF ALAMEDA
CITY OF OAKLAND
State Route 880



STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DK-050578-X3-XX

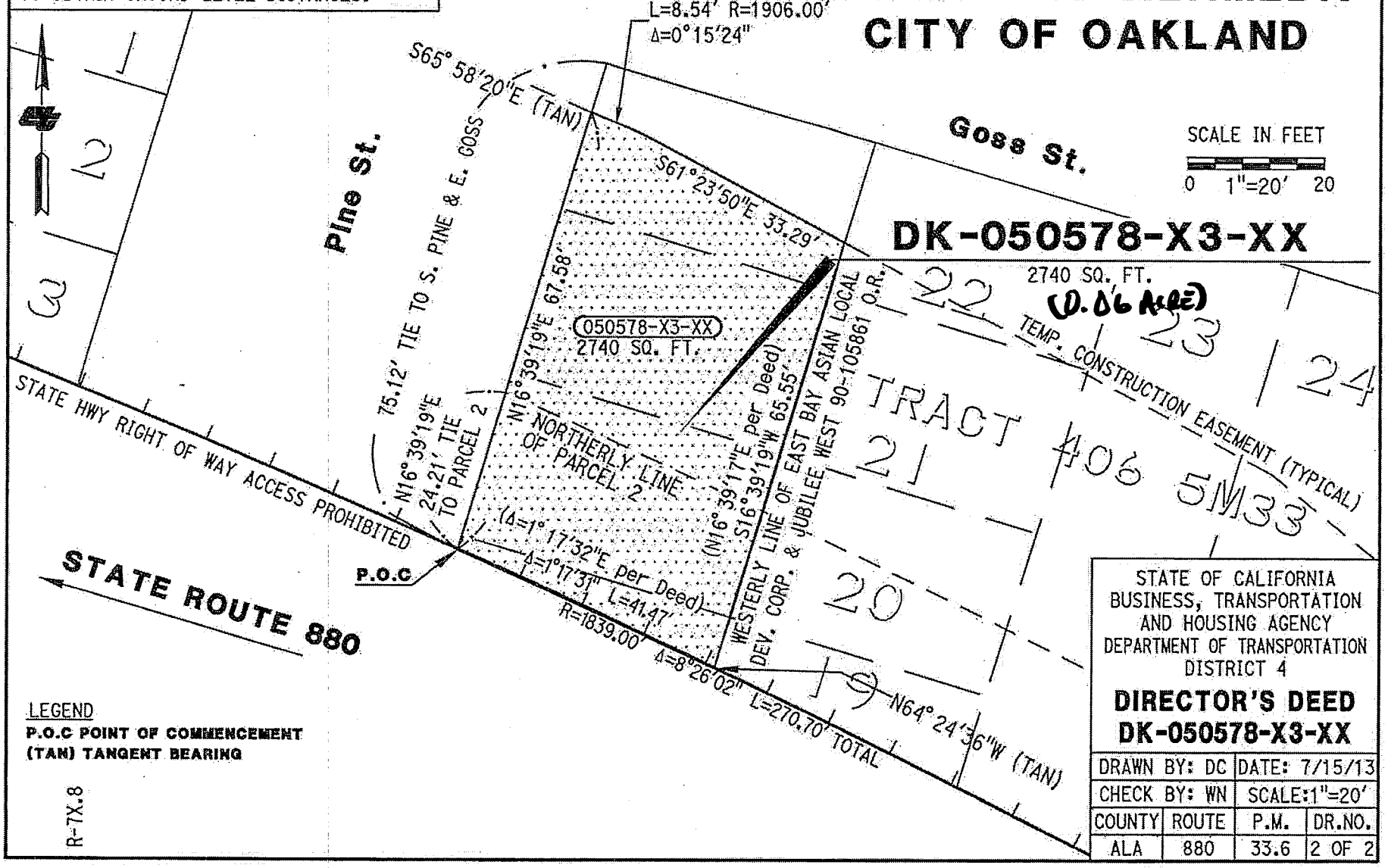
DRAWN BY: DC		DATE: 7/15/13	
CHECK BY: WN		SCALE:1"=1000'	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	880	33.6	1 OF 2

R-7X.6

Attachment 14A

DISTANCES SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000720 TO OBTAIN GROUND LEVEL DISTANCES.

COUNTY OF ALAMEDA
CITY OF OAKLAND



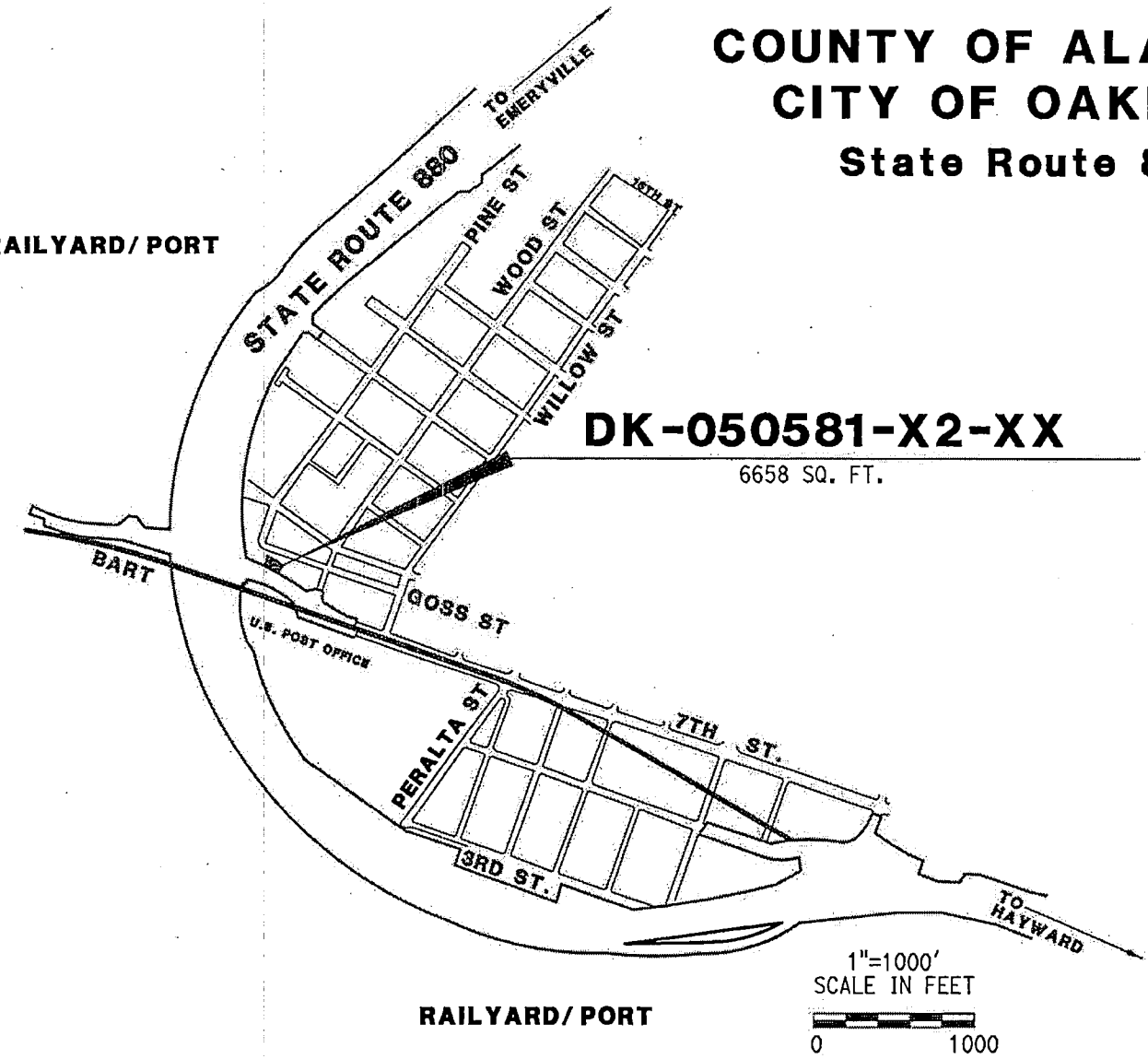
STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DK-050578-X3-XX

DRAWN BY: DC		DATE: 7/15/13	
CHECK BY: WN		SCALE:1"=20'	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	880	33.6	2 OF 2

Attachment 14B

COUNTY OF ALAMEDA
CITY OF OAKLAND
State Route 880



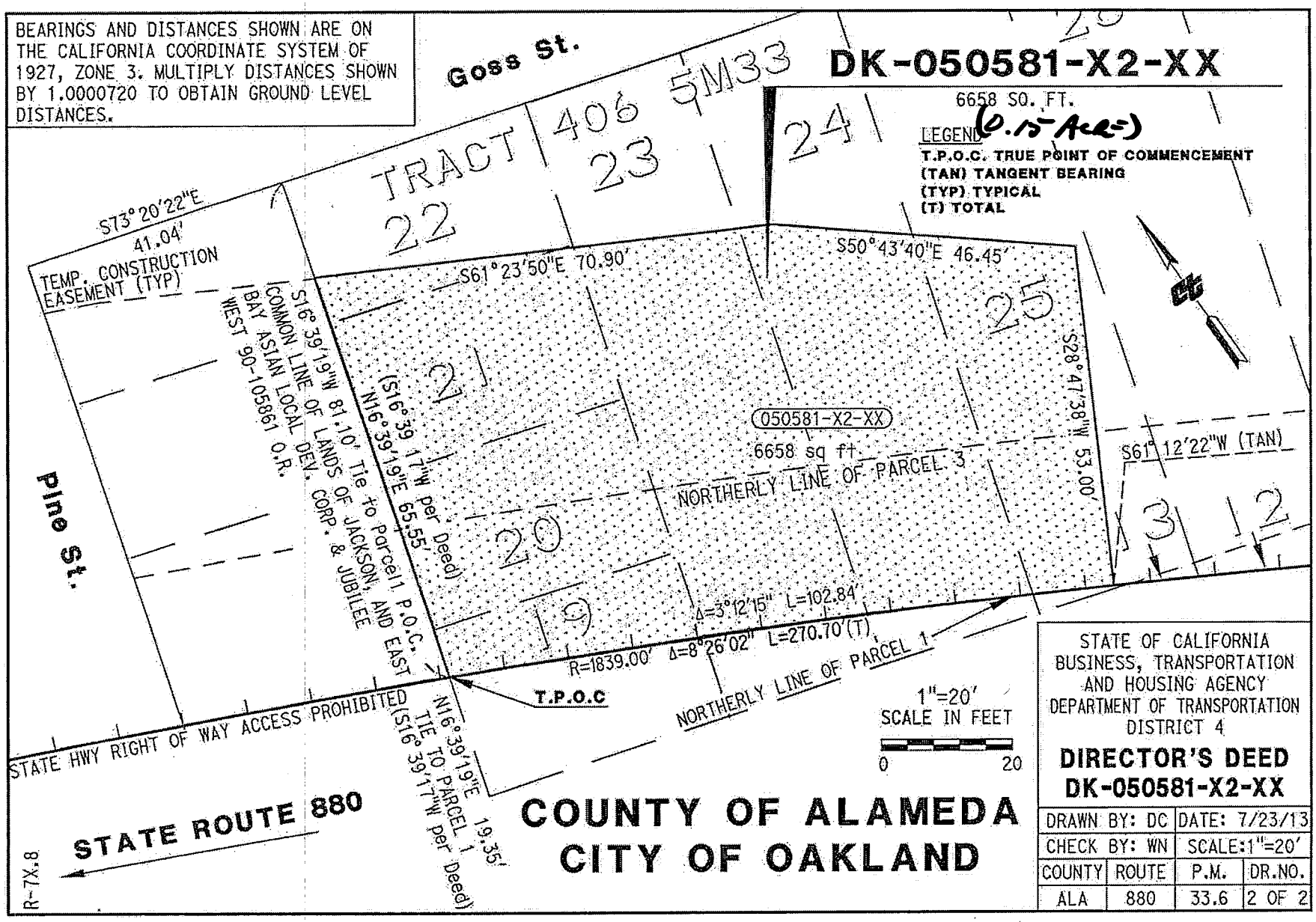
STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DK-050581-X2-XX

DRAWN BY: DC		DATE: 7/23/13	
CHECK BY: WN		SCALE:1"=1000'	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	880	33.6	1 OF 2

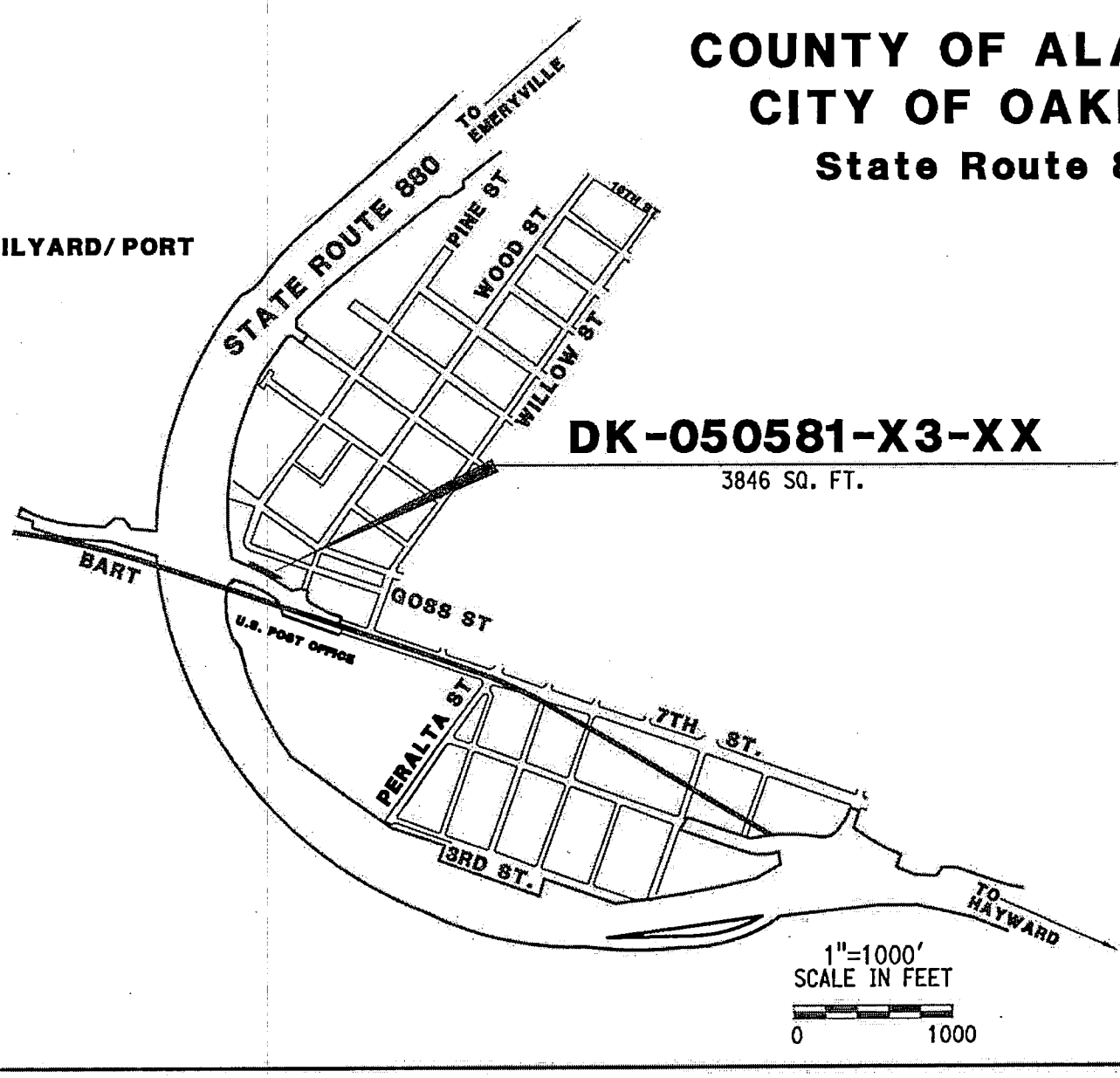
R-7X.8

Attachment 15A



Attachment 15B

COUNTY OF ALAMEDA
CITY OF OAKLAND
State Route 880



STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DK-050581-X3-XX

DRAWN BY: DC		DATE: 7/23/13	
CHECK BY: WN		SCALE:1"=1000'	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	880	33.6	1 OF 2

R-7X.6

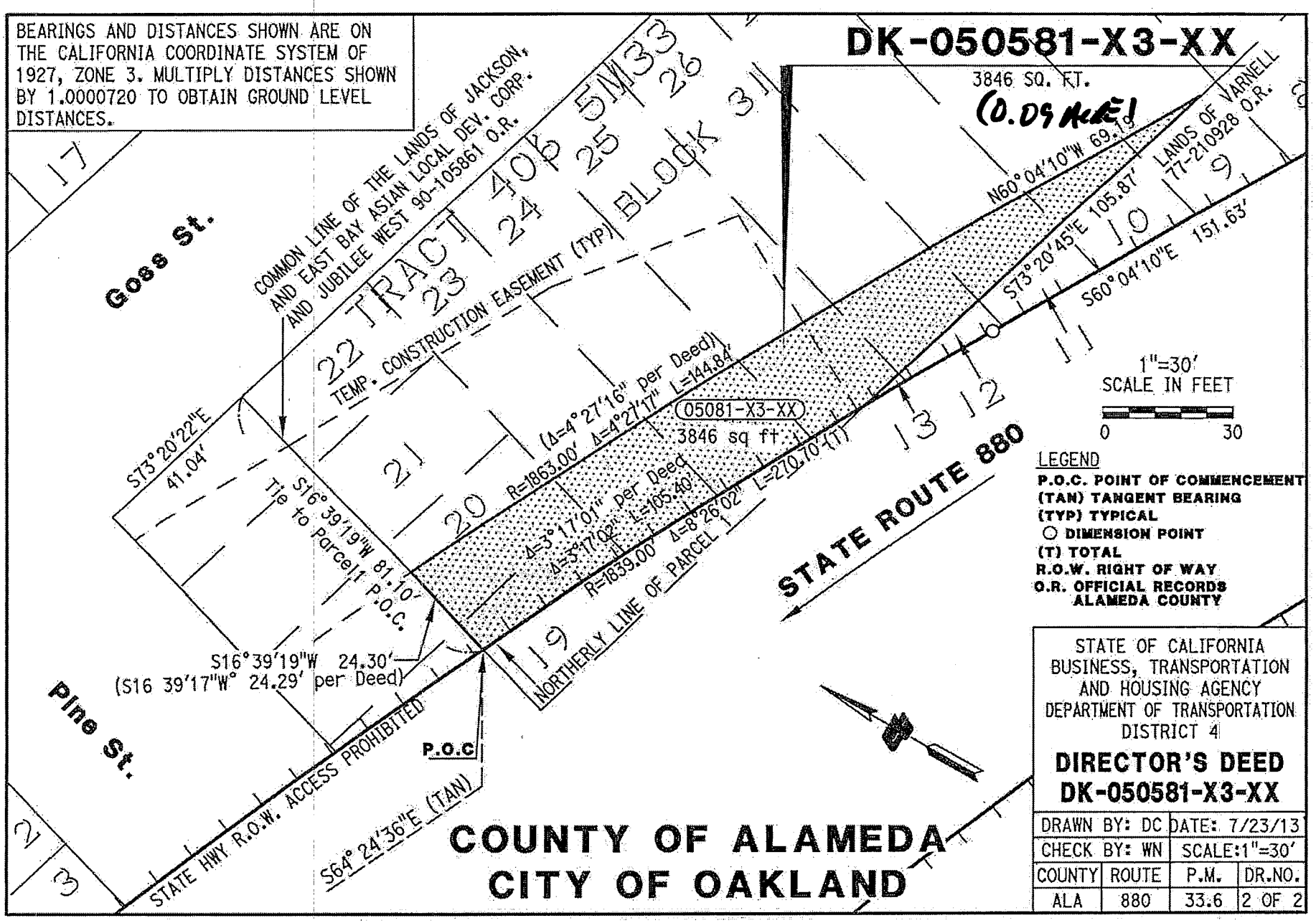
Attachment 16A

BEARINGS AND DISTANCES SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000720 TO OBTAIN GROUND LEVEL DISTANCES.

DK-050581-X3-XX

3846 SQ. FT.

(0.09 ACRE)



COUNTY OF ALAMEDA
CITY OF OAKLAND

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

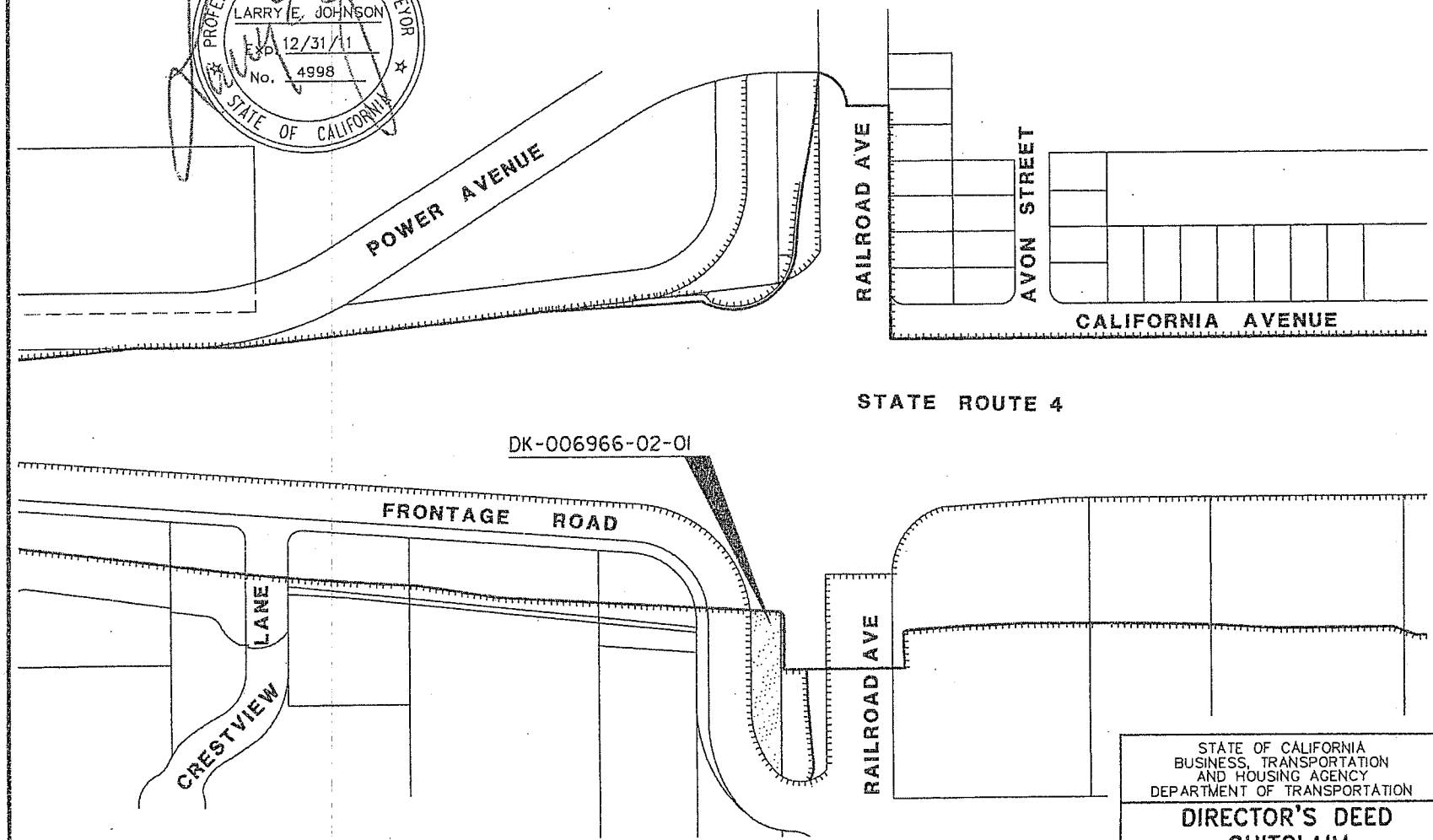
DIRECTOR'S DEED
DK-050581-X3-XX

DRAWN BY: DC		DATE: 7/23/13	
CHECK BY: WN		SCALE:1"=30'	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	880	33.6	2 OF 2

Attachment 16B

CITY OF PITTSBURG
COUNTY OF CONTRA COSTA

PROFESSIONAL LAND SURVEYOR
LARRY E. JOHNSON
EXP. 12/31/11
No. 4998
STATE OF CALIFORNIA



LEGEND

= ACCESS CONTROLLED

= EXCESS LAND (AREA=0.21acres ±)

MARK THOMAS & COMPANY, INC.
Providing Engineering, Surveying, and Planning Services
1243 Alpine Road
Walnut Creek, CA 94596
(925) 938-0383

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION

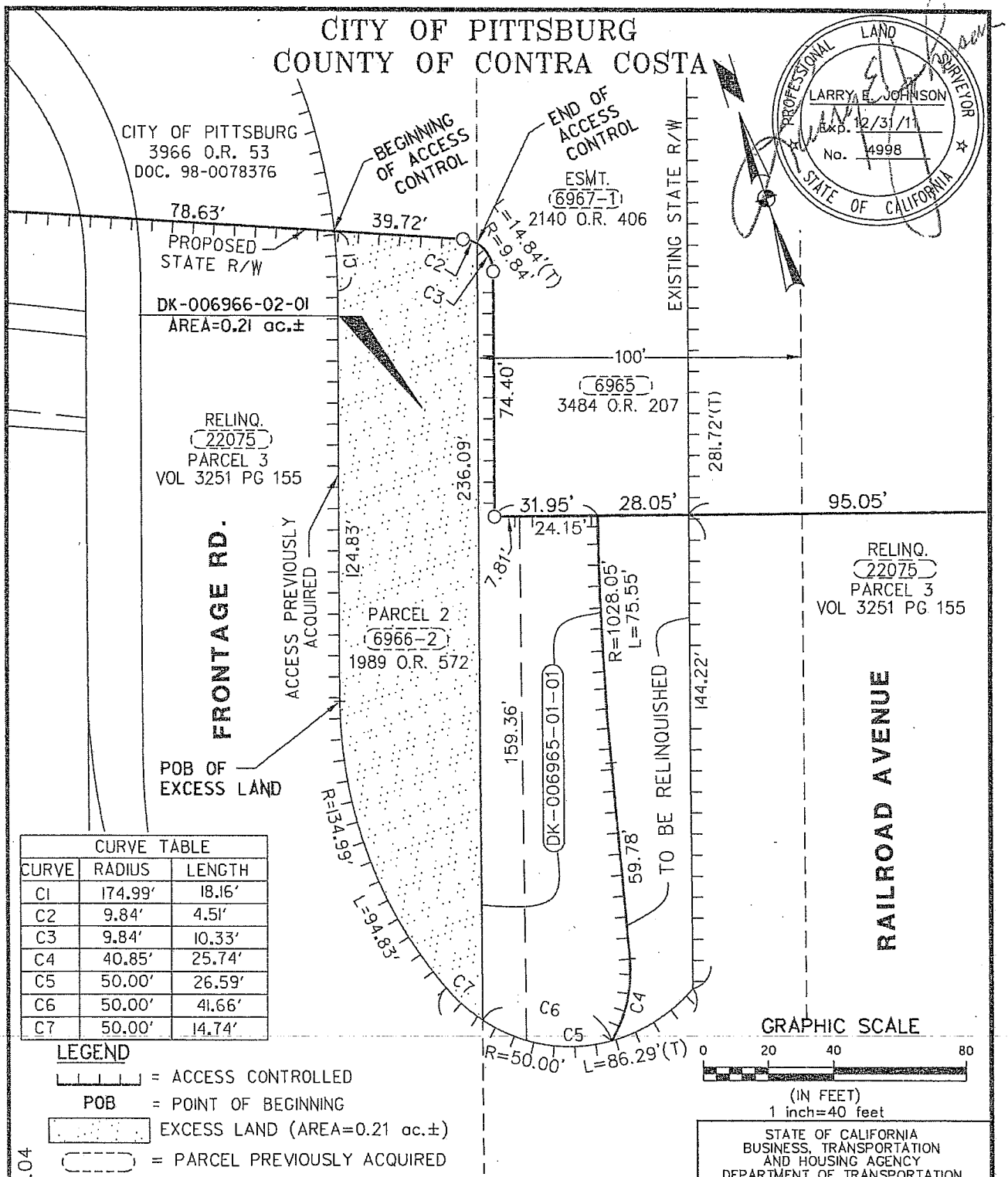
DIRECTOR'S DEED
QUITCLAIM
DK-006966-02-01

DR. BY: MLP			DATE: 08/03/2010
CKD. BY: LEJ			NO SCALE
CO.	RTE.	P.M.	DR. No.
CC	4	22.6	1 OF 2

O:\SURVEY\81\81-500DB ROUTE 4\Cadd\Excess Land\DK South Railroad\DK-006966-02-01_South_key map imperial.dwg

Attachment 17A

CITY OF PITTSBURG
COUNTY OF CONTRA COSTA



CURVE TABLE		
CURVE	RADIUS	LENGTH
C1	174.99'	18.16'
C2	9.84'	4.51'
C3	9.84'	10.33'
C4	40.85'	25.74'
C5	50.00'	26.59'
C6	50.00'	41.66'
C7	50.00'	14.74'

LEGEND

= ACCESS CONTROLLED

POB = POINT OF BEGINNING

EXCESS LAND (AREA=0.21 ac.±)

= PARCEL PREVIOUSLY ACQUIRED

R-10346.04

MARK THOMAS & COMPANY, INC.
Providing Engineering, Surveying, and Planning Services
1243 Alpine Road
Walnut Creek, CA 94596
(925) 938-0383

Distances used are based on the CCS 1983, Zone 3; Distances are in feet unless otherwise noted. Multiply distances by 1.0000639 to obtain ground level distances.

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION

DIRECTOR'S DEED
QUITCLAIM
DK-006966-02-01

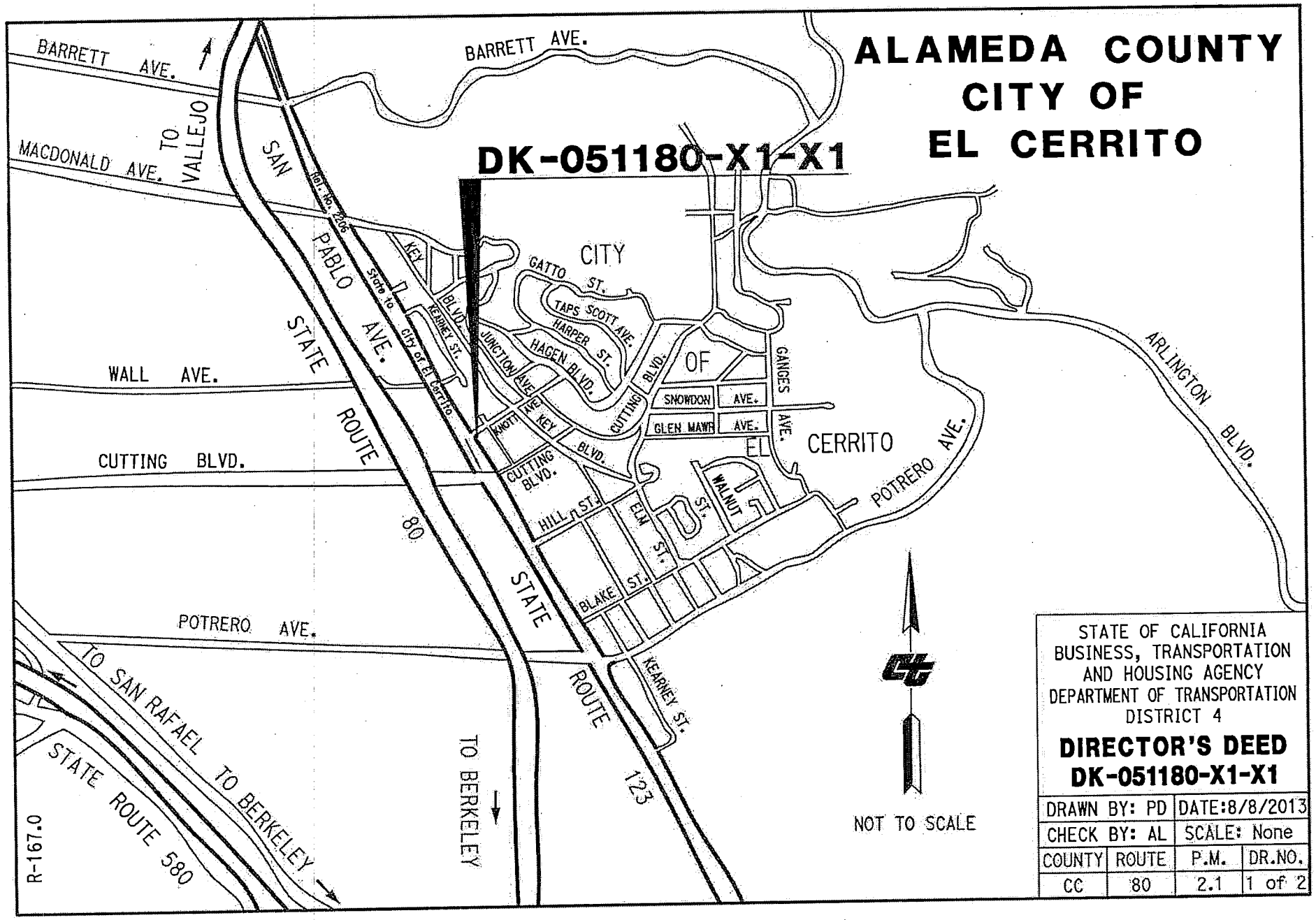
DR. BY: MLP			DATE: 08/03/2010
CKD. BY: LEJ			SCALE: 1"=40'
CO.	RTE.	P.M.	DR. No.
CC	4	22.6	2 OF 2

C:\SURVEY\81\81-50008 ROUTE 4\Cadd\Excess Land\DK South Railroad\DK-006966-02-01_SOUTH Imperial.dwg

Attachment 17B

ALAMEDA COUNTY
CITY OF
EL CERRITO

DK-051180-X1-X1



STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DK-051180-X1-X1

DRAWN BY: PD		DATE:8/8/2013	
CHECK BY: AL		SCALE: None	
COUNTY	ROUTE	P.M.	DR.NO.
CC	80	2.1	1 of 2

Attachment 18A

BEARINGS & DISTANCES SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000717 TO OBTAIN GROUND LEVEL DISTANCES.

CONTRA COSTA COUNTY

CITY OF EL CERRITO

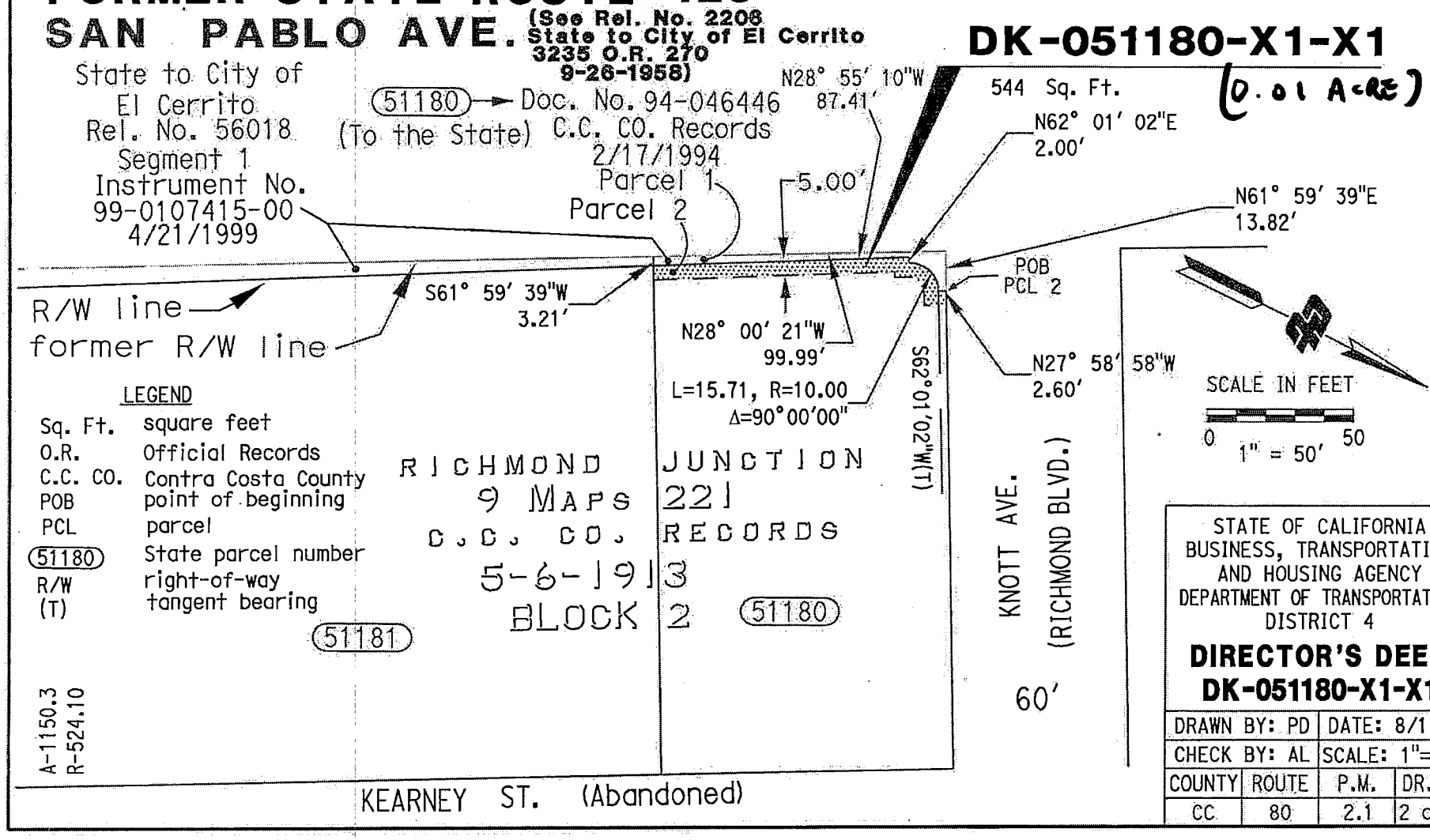
FORMER STATE ROUTE 123

SAN PABLO AVE.

(See Rel. No. 2208 State to City of El Cerrito 3235 O.R. 270 9-26-1958)

DK-051180-X1-X1

(0.01 Acre)



LEGEND

Sq. Ft.	square feet
O.R.	Official Records
C.C. CO.	Contra Costa County
POB	point of beginning
PCL	parcel
51180	State parcel number
R/W	right-of-way
(T)	tangent bearing

A-1150.3
R-524.10

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

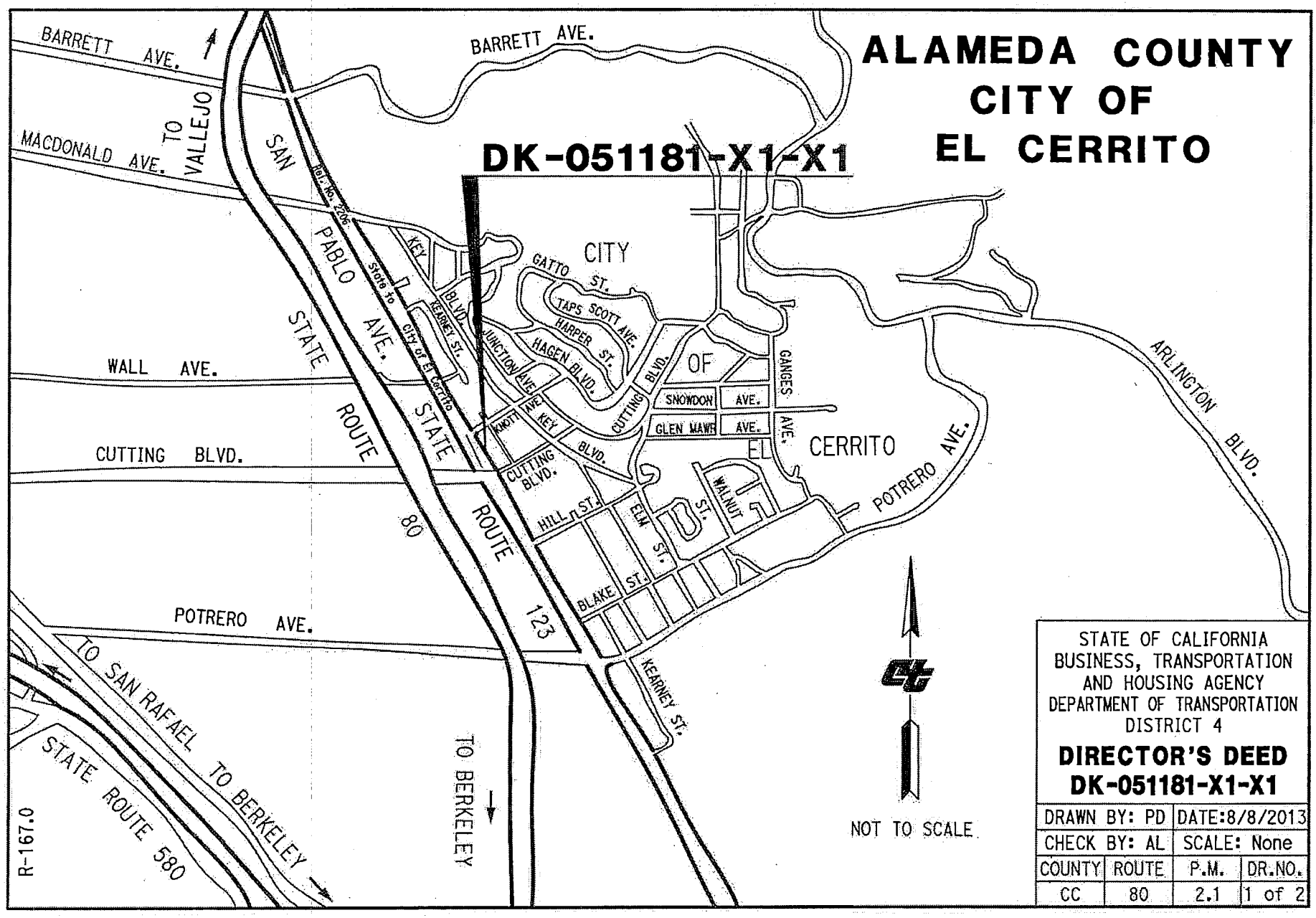
DIRECTOR'S DEED
DK-051180-X1-X1

DRAWN BY: PD		DATE: 8/1/13	
CHECK BY: AL		SCALE: 1"=50'	
COUNTY	ROUTE	P.M.	DR.NO.
CC	80	2.1	2 of 2

Attachment 18B

ALAMEDA COUNTY
CITY OF
EL CERRITO

DK-051181-X1-X1



STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DK-051181-X1-X1

DRAWN BY: PD		DATE:8/8/2013	
CHECK BY: AL		SCALE: None	
COUNTY	ROUTE	P.M.	DR.NO.
CC	80	2.1	1 of 2

Attachment 19A

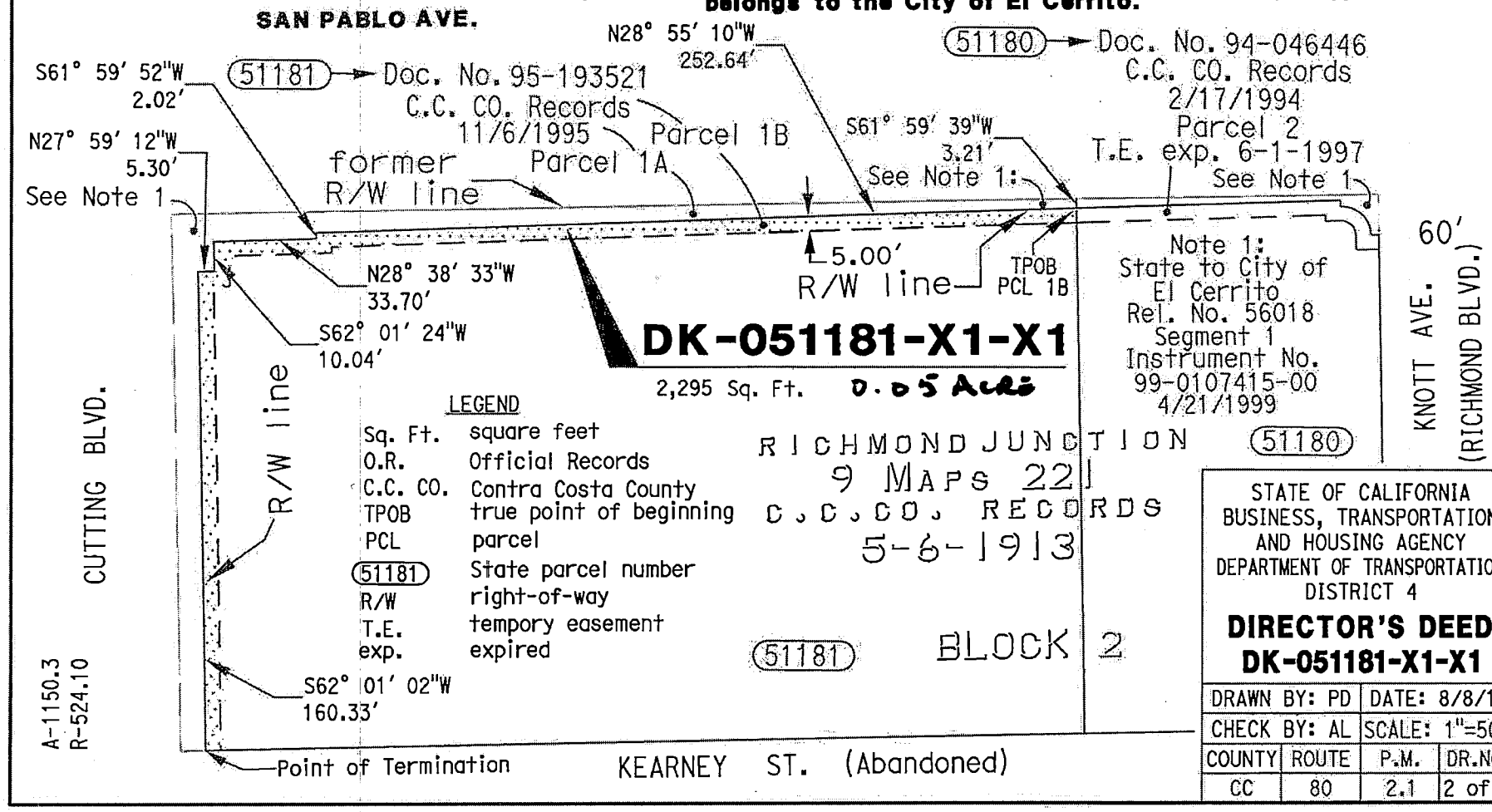
BEARINGS & DISTANCES SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000717 TO OBTAIN GROUND LEVEL DISTANCES.

CONTRA COSTA COUNTY
CITY OF EL CERRITO

FORMER STATE ROUTE 123 (See Rel. No. 2206 State to City of El Cerrito 3235 O.R. 270, 9-26-1958)

Note: STATE ROUTE 123 currently terminates on San Pablo Ave. at the northerly line of Cutting Blvd.. San Pablo Ave. north of this line belongs to the City of El Cerrito.

SCALE IN FEET
0 1" = 50' 50



A-1150.3
R-524.10

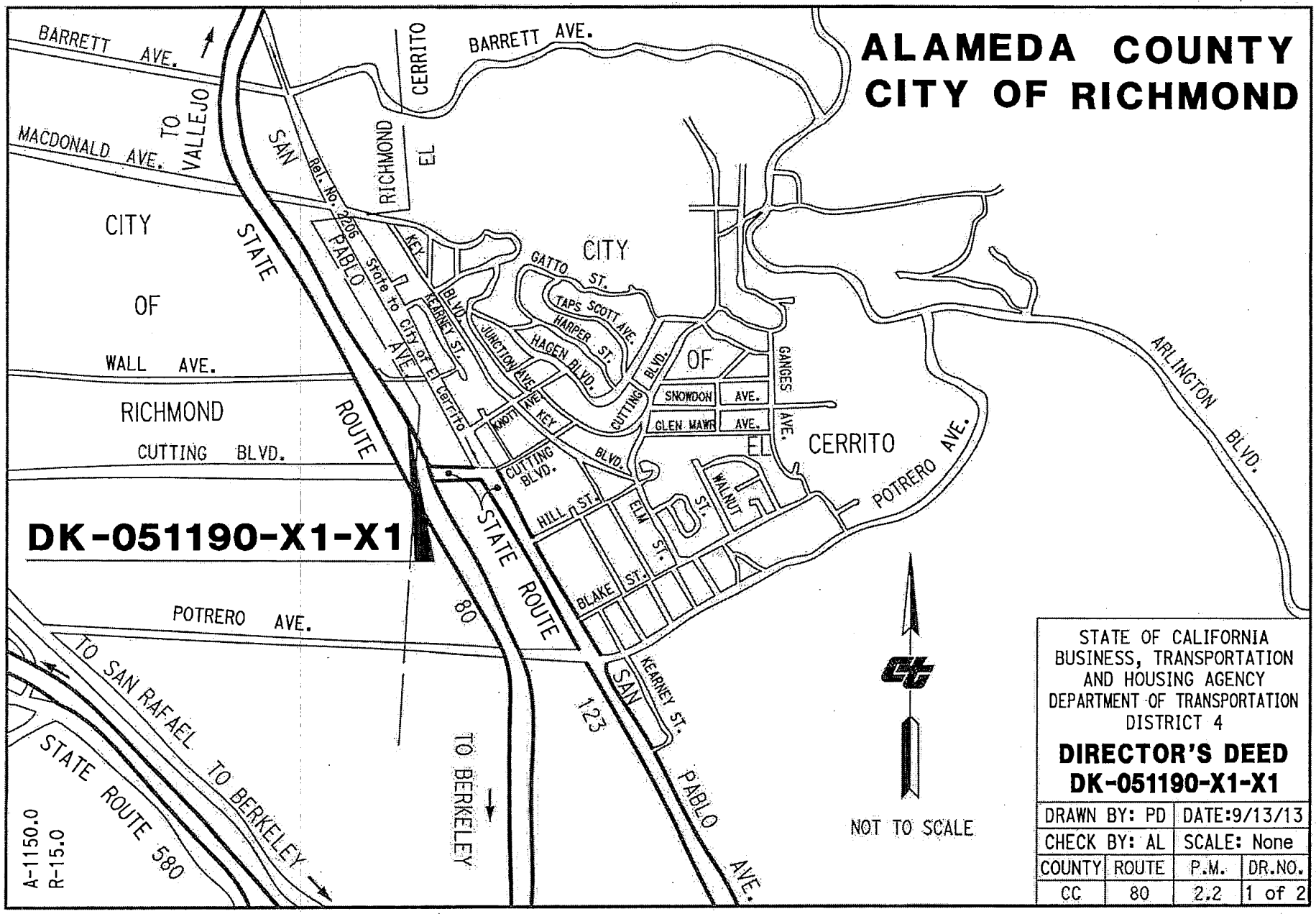
STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DK-051181-X1-X1

DRAWN BY: PD		DATE: 8/8/13	
CHECK BY: AL		SCALE: 1"=50'	
COUNTY	ROUTE	P.M.	DR.NO.
CC	80	2.1	2 of 2

Attachment 19B

ALAMEDA COUNTY
CITY OF RICHMOND



DK-051190-X1-X1

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

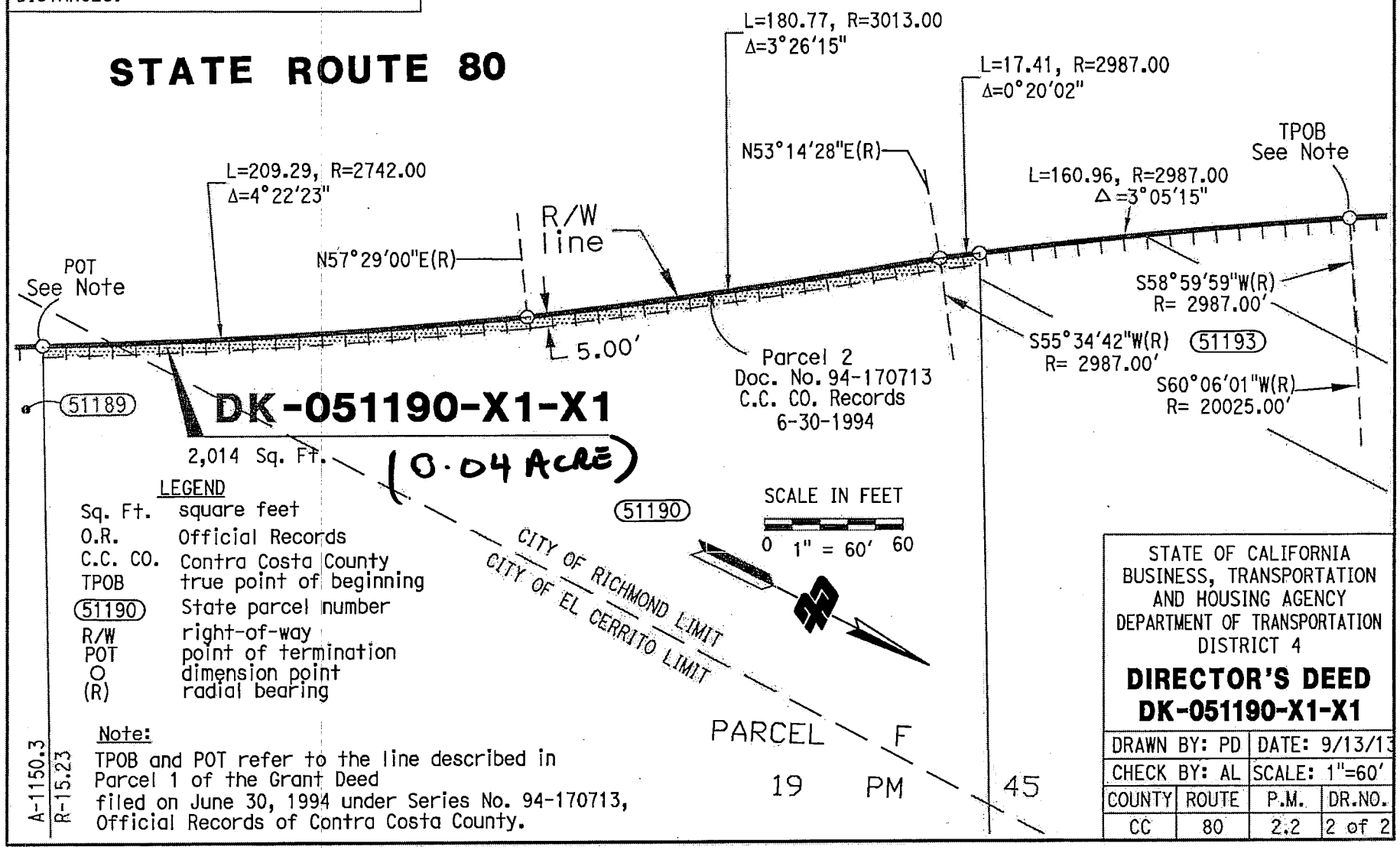
DIRECTOR'S DEED
DK-051190-X1-X1

DRAWN BY: PD		DATE:9/13/13	
CHECK BY: AL		SCALE: None	
COUNTY	ROUTE	P.M.	DR.NO.
CC	80	2.2	1 of 2

Attachment 20A

BEARINGS & DISTANCES SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000717 TO OBTAIN GROUND LEVEL DISTANCES.

CONTRA COSTA COUNTY
CITY OF RICHMOND



LEGEND

Sq. Ft.	square feet
O.R.	Official Records
C.C. CO.	Contra Costa County
TPOB	true point of beginning
(51190)	State parcel number
R/W	right-of-way
POT	point of termination
O	dimension point
(R)	radial bearing

Note:
TPOB and POT refer to the line described in Parcel 1 of the Grant Deed filed on June 30, 1994 under Series No. 94-170713, Official Records of Contra Costa County.

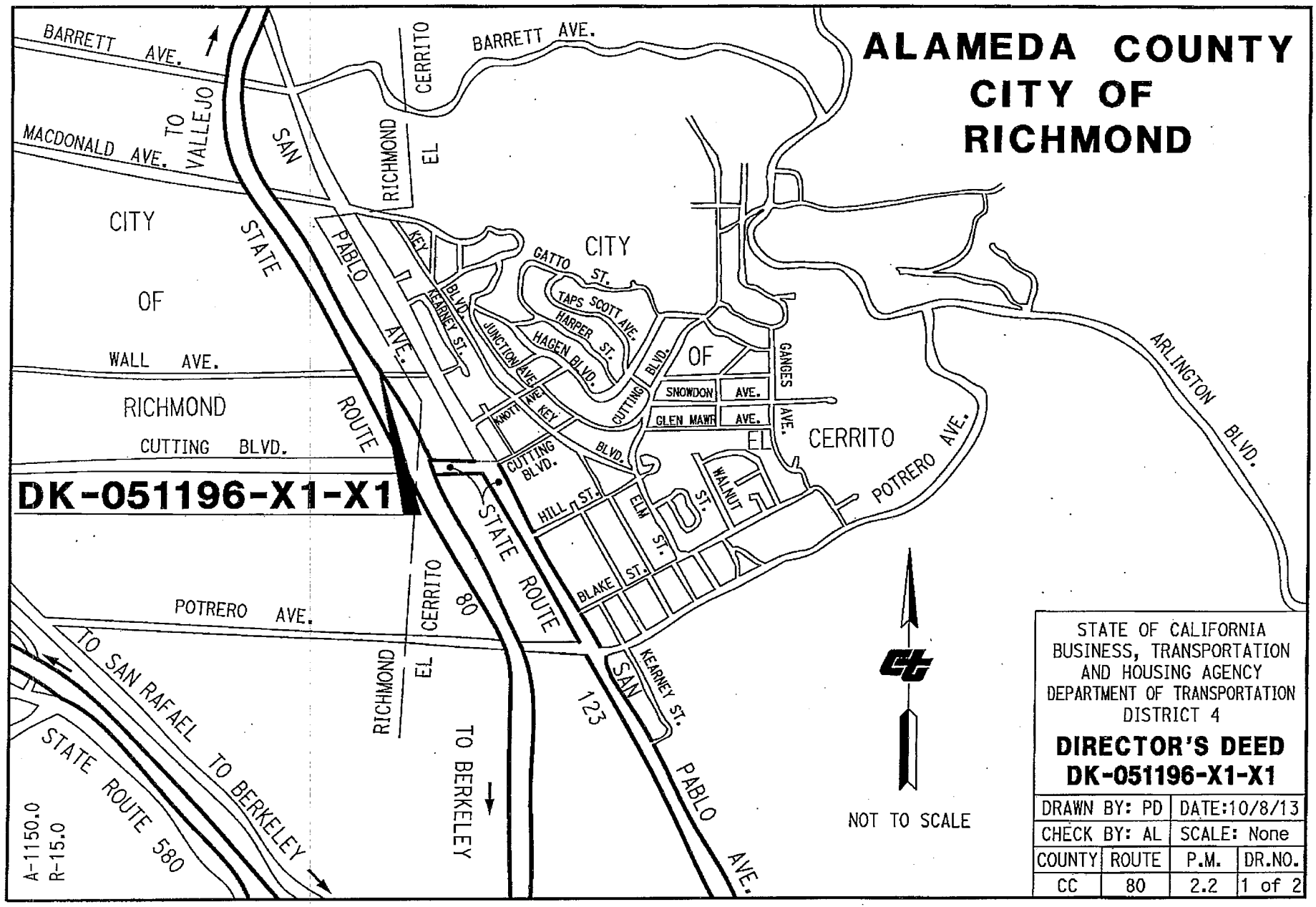
A-1150.3
R-15.23

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DK-051190-X1-X1

DRAWN BY: PD		DATE: 9/13/13	
CHECK BY: AL		SCALE: 1"=60'	
COUNTY	ROUTE	P.M.	DR.NO.
CC	80	2.2	2 of 2

Attachment 20B



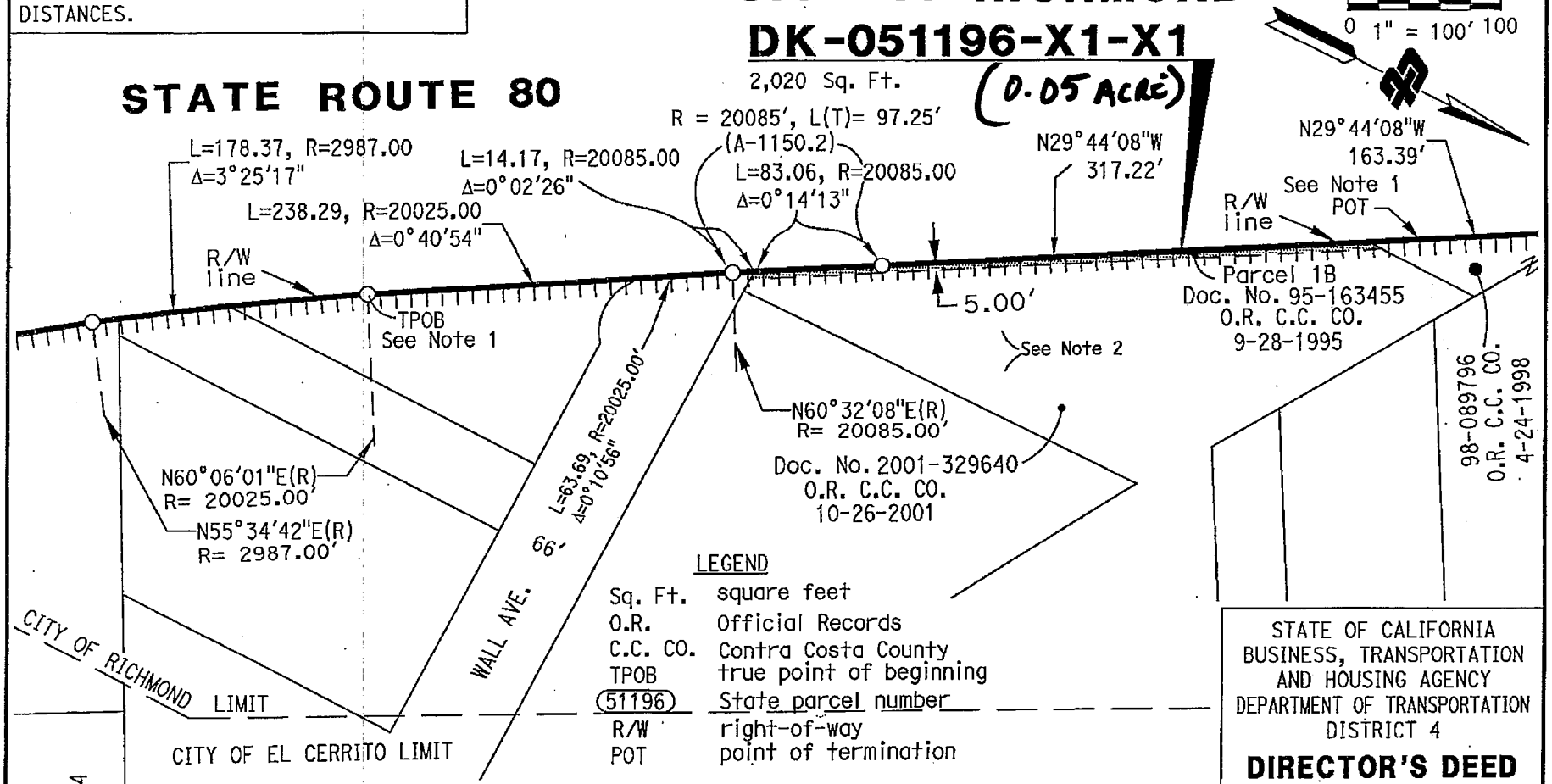
Attachment 21A

BEARINGS & DISTANCES SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000717 TO OBTAIN GROUND LEVEL DISTANCES.

CONTRA COSTA COUNTY
CITY OF RICHMOND
DK-051196-X1-X1

2,020 Sq. Ft. (0.05 ACRE)

SCALE IN FEET
0 1" = 100' 100



LEGEND

Sq. Ft.	square feet
O.R.	Official Records
C.C. CO.	Contra Costa County
TPOB	true point of beginning
(51196)	State parcel number
R/W	right-of-way
POT	point of termination

Notes:

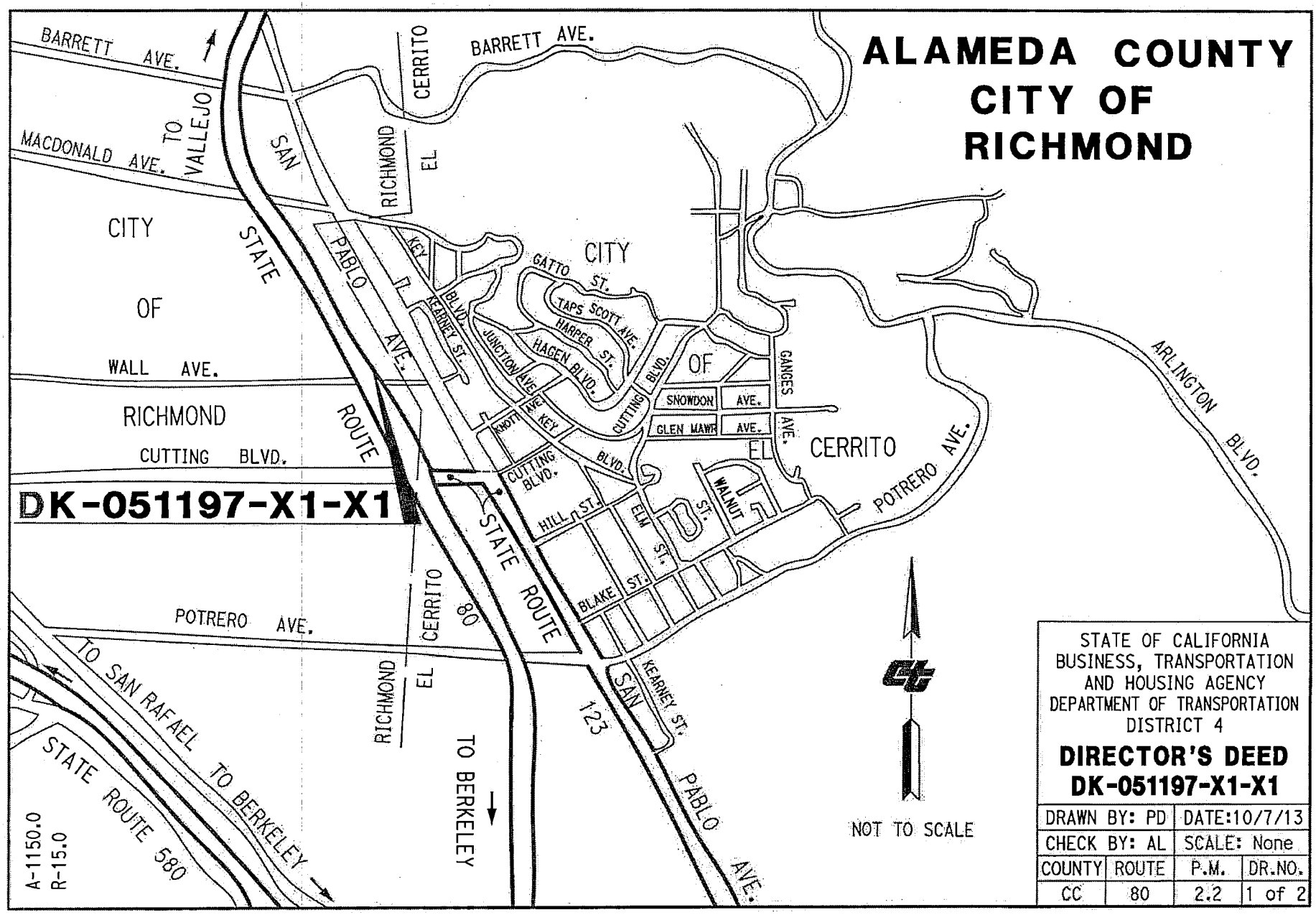
1. TPOB and POT refer to the line described in Parcel 1A (51196-1) of the F.O.C. filed on 9-28-1995, under Series No. 95-163455 Official Records of Contra Costa County.

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DK-051196-X1-X1

DRAWN BY: PD		DATE: 10/8/13	
CHECK BY: AL		SCALE: 1"=60'	
COUNTY	ROUTE	P.M.	DR.NO.
CC	80	2.2	2 of 2

ALAMEDA COUNTY
CITY OF
RICHMOND



STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DK-051197-X1-X1

DRAWN BY: PD		DATE:10/7/13	
CHECK BY: AL		SCALE: None	
COUNTY	ROUTE	P.M.	DR.NO.
CC	80	2.2	1 of 2

Attachment 22A

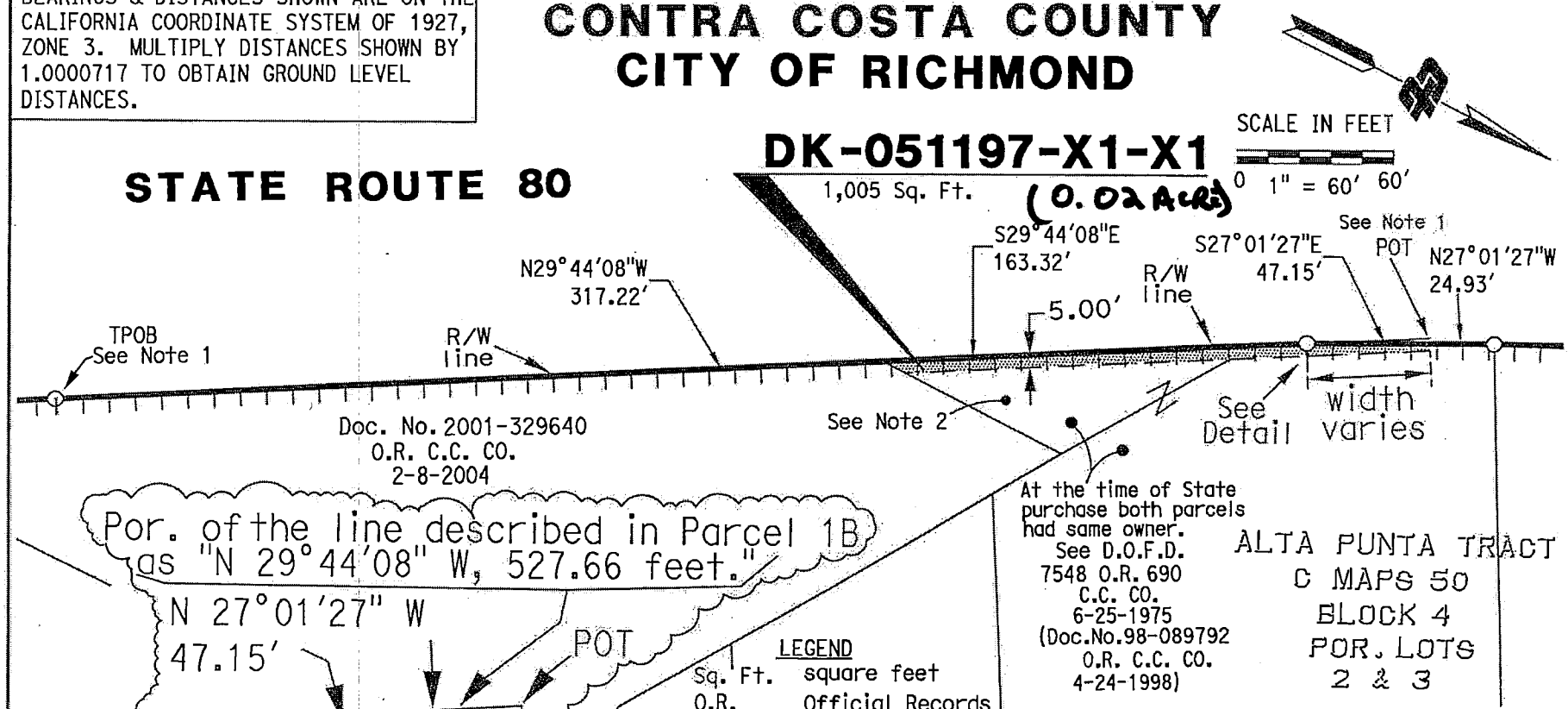
BEARINGS & DISTANCES SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000717 TO OBTAIN GROUND LEVEL DISTANCES.

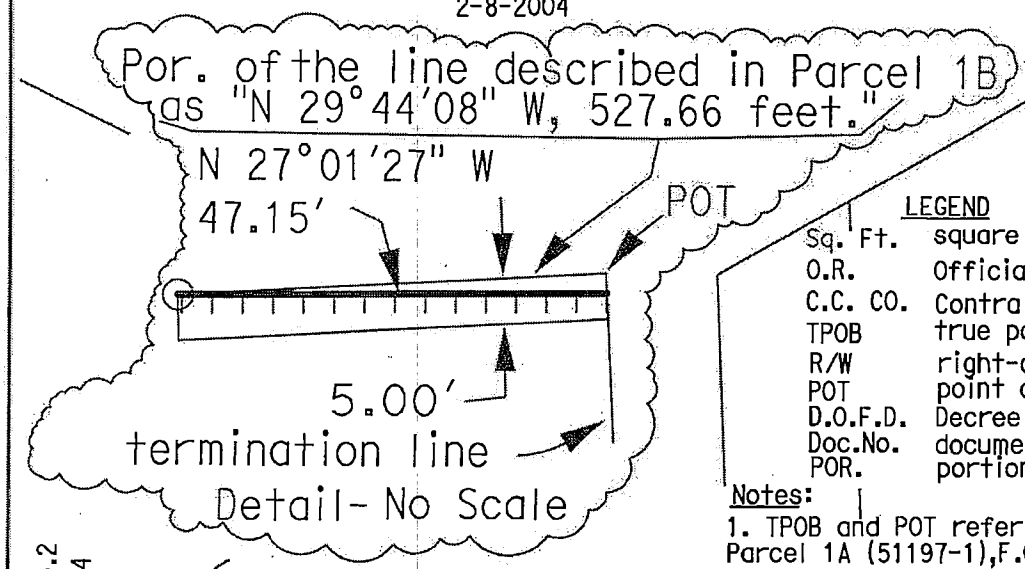
CONTRA COSTA COUNTY
CITY OF RICHMOND

DK-051197-X1-X1

1,005 Sq. Ft. (0.02 Acre)

SCALE IN FEET
0 1" = 60' 60'





LEGEND

Sq. Ft.	square feet
O.R.	Official Records
C.C. CO.	Contra Costa County
TPOB	true point of beginning
R/W	right-of-way
POT	point of termination
D.O.F.D.	Decree of Final Distribution
Doc.No.	document number
POR.	portion of

Notes:

1. TPOB and POT refer to the line described in Parcel 1A (51197-1),F.O.C. filed 9-28-1995, under Doc. No. 95-163456, O.R. C.C. Co.
2. POR. 4626-DD, 2084 O.R. 420, C.C. Co., 3-11-1953.

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DK-051197-X1-X1

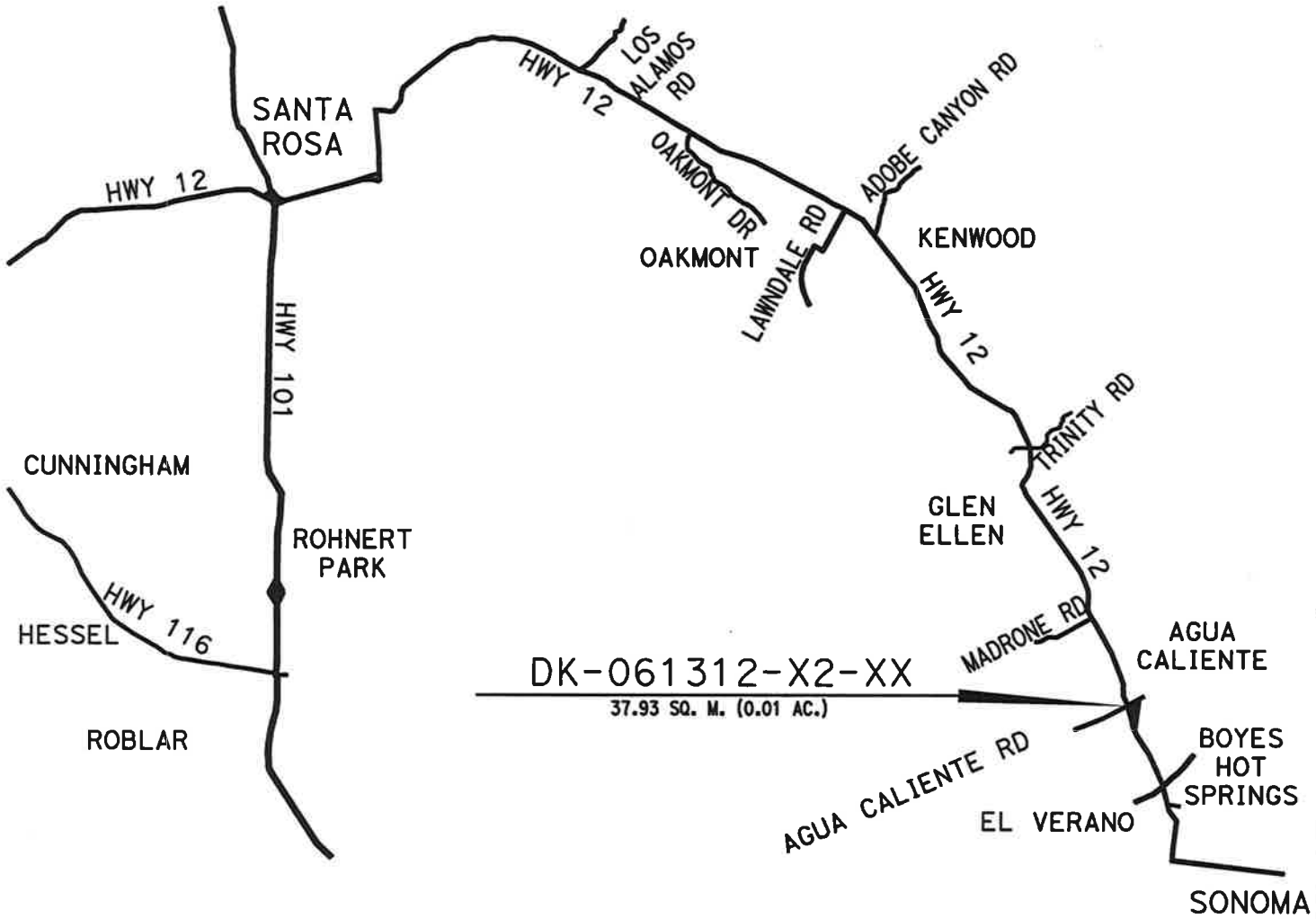
DRAWN BY: PD		DATE: 10/7/13	
CHECK BY: AL		SCALE: 1"=60'	
COUNTY	ROUTE	P.M.	DR.NO.
CC	80	2.2	2 of 2

A-1150.2
R-15.24

Attachment 22B

Caltrans Metric

SONOMA COUNTY
RANCHO AGUA CALIENTE



STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DK-061312-X2-XX

DRAWN BY: CH		DATE:1/2/14	
CHECK BY: WDN		SCALE: NTS	
COUNTY	ROUTE	K.P.	DR.NO.
SON	12	55.1	1 OF 2

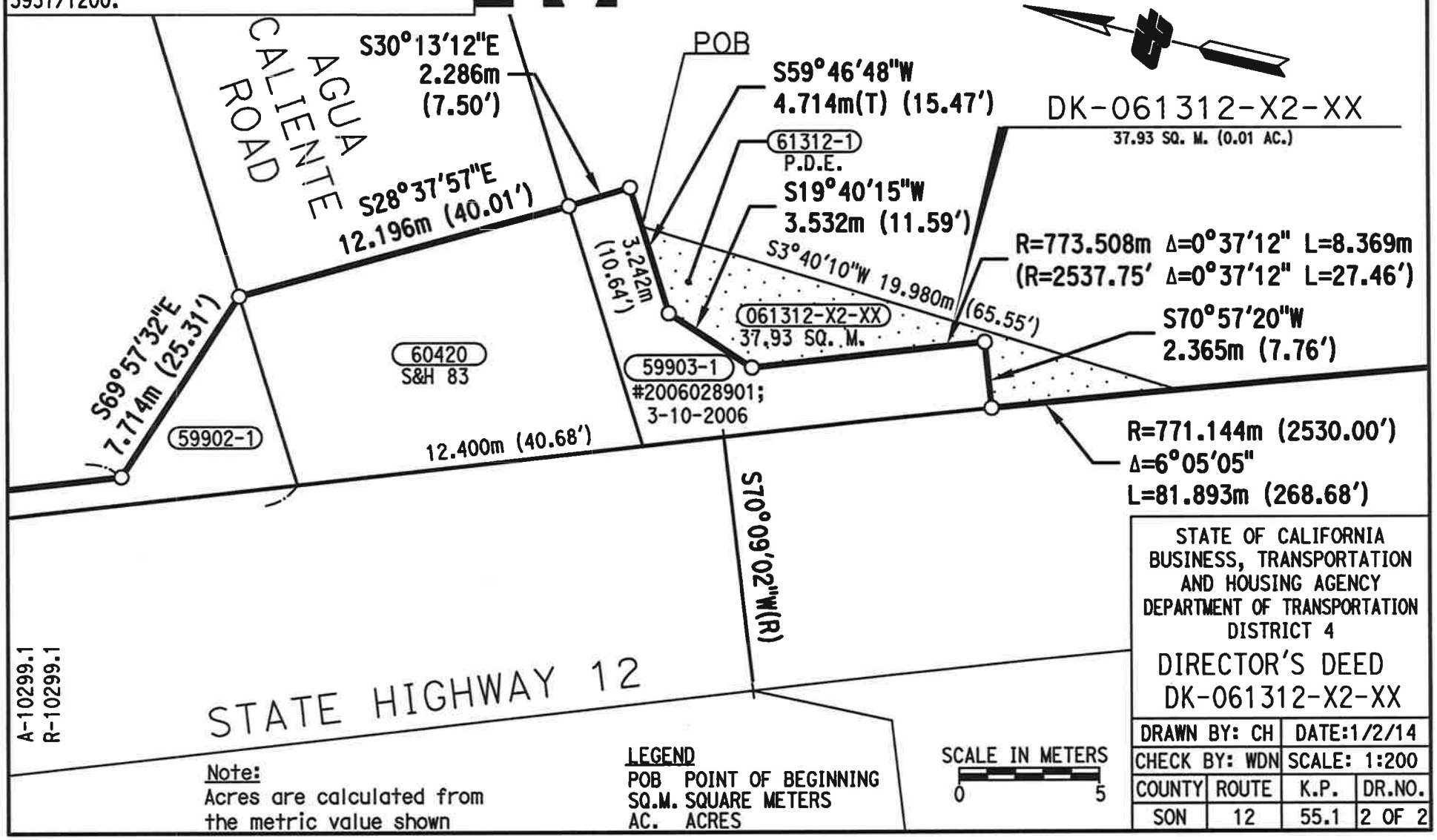
A-10310.0

ATTACHMENT 23A

DISTANCES SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1983, ZONE 2, CA-HPGN, EPOCH 1991.35. MULTIPLY DISTANCES SHOWN BY 1.0000262 TO OBTAIN GROUND LEVEL DISTANCES. To convert meters to U.S. Survey feet, multiply distances by 3937/1200.

Caltrans Metric

SONOMA COUNTY
RANCHO AGUA CALIENTE



Note:
Acres are calculated from the metric value shown

LEGEND
POB POINT OF BEGINNING
SQ.M. SQUARE METERS
AC. ACRES

SCALE IN METERS
0 5

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

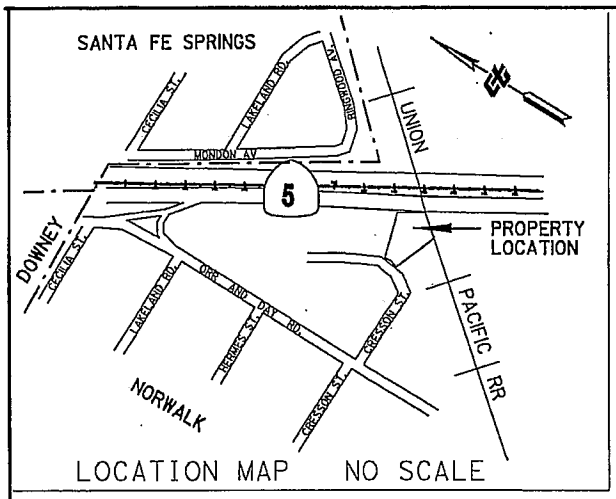
DIRECTOR'S DEED
DK-061312-X2-XX

DRAWN BY: CH		DATE:1/2/14	
CHECK BY: WDN		SCALE: 1:200	
COUNTY	ROUTE	K.P.	DR.NO.
SON	12	55.1	2 OF 2

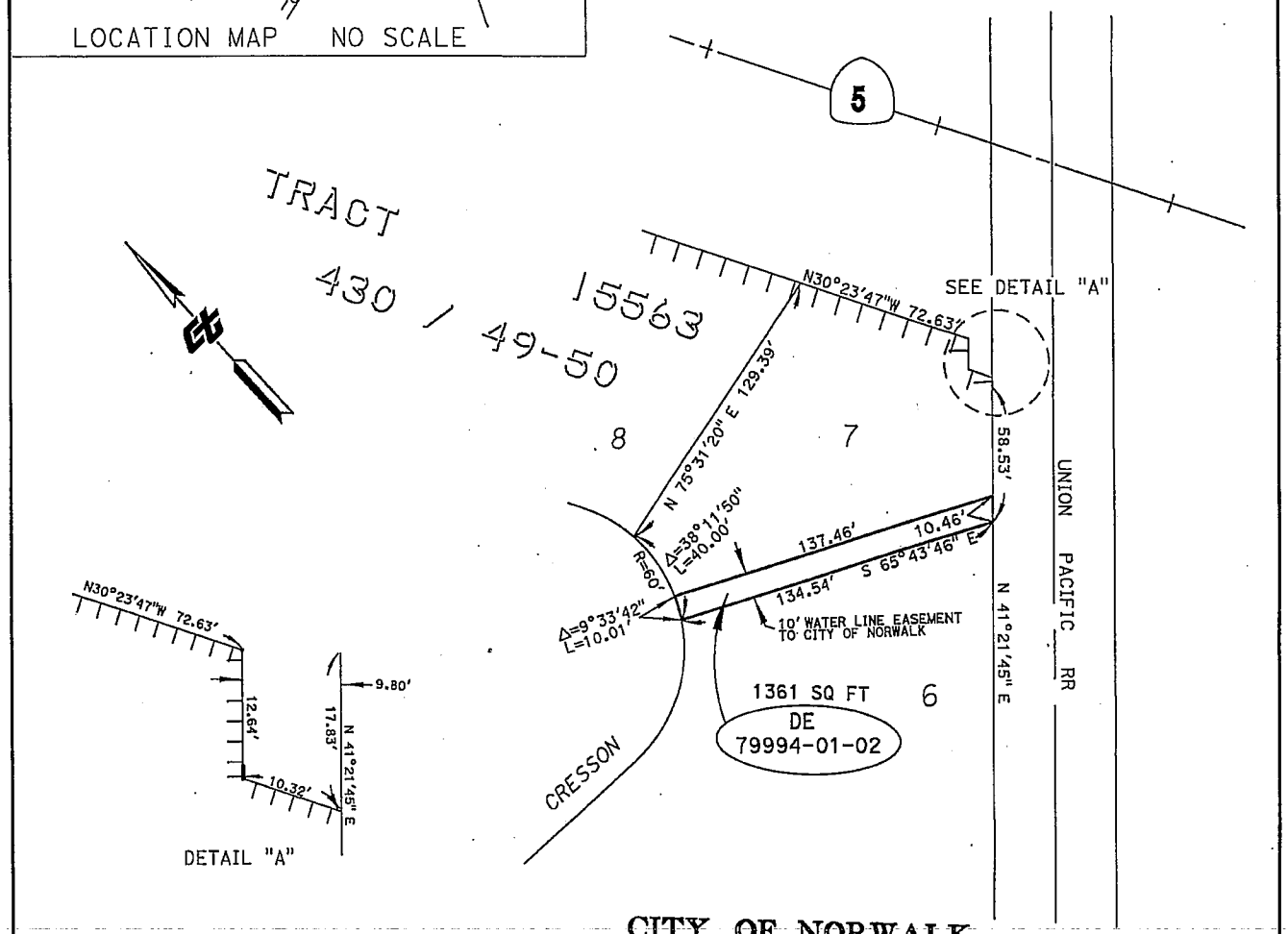
ATTACHMENT 23B

DIST	COUNTY	ROUTE	POST MILE
07	LA	5	5.9

PARCEL NO.	AREA
DE 79994-01-02	1,361 SF



LOCATION MAP NO SCALE



CITY OF NORWALK

AREA TO BE SOLD

STATE RETAINS ACCESS RIGHTS

INTERSTATE

NO SCALE

STATE OF CALIFORNIA-DEPARTMENT OF TRANSPORTATION-DISTRICT 07

PLAT ACCOMPANYING

DIRECTOR'S DEED DE 79994-01-02

REF. MAP: F2003A-2

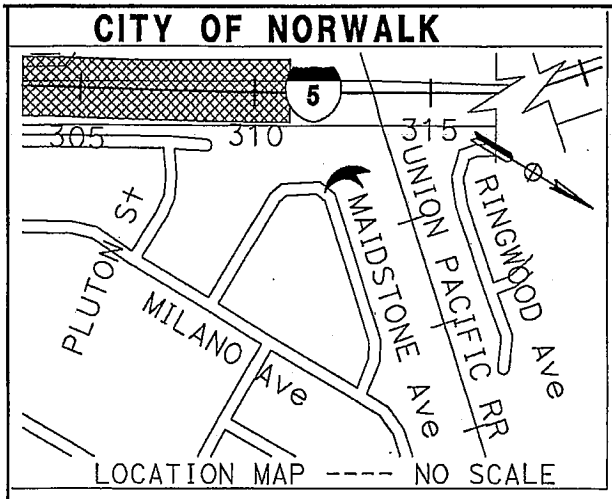
SCALE: NONE

DRWN: RG CHKD: FC

DATE: 6-11-2013

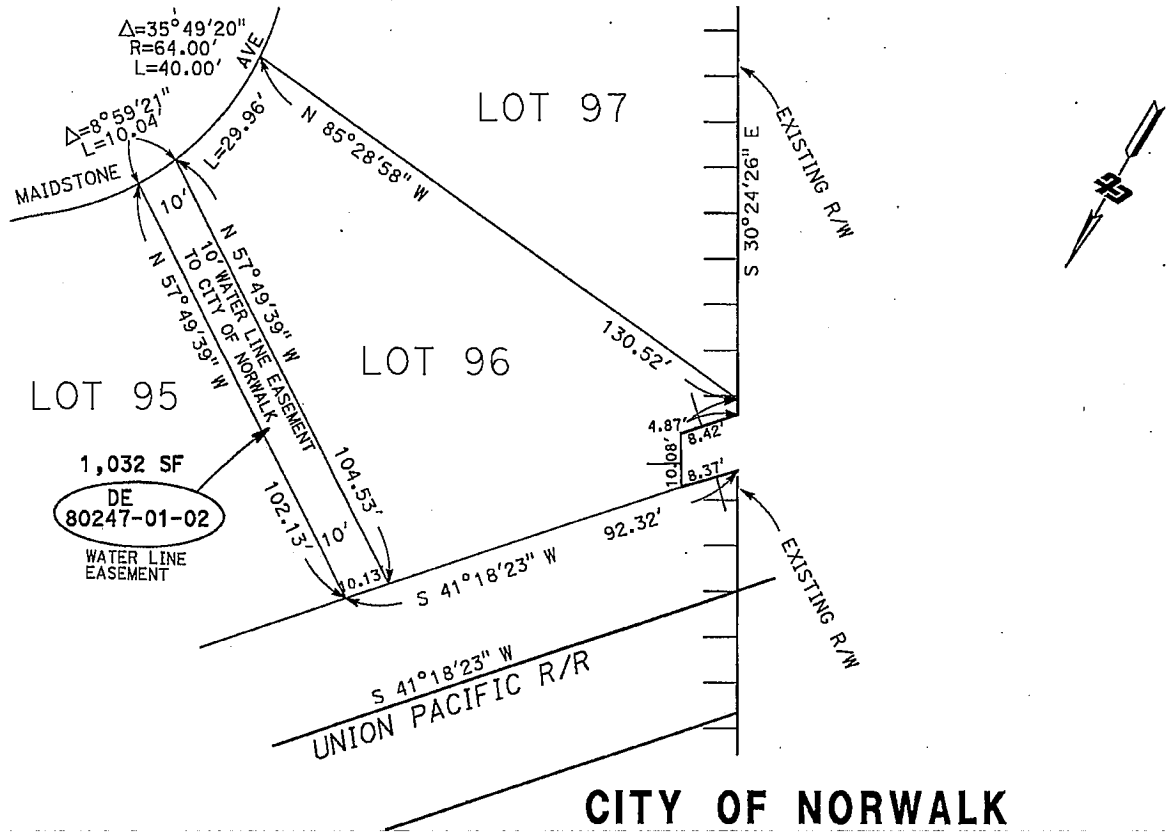
Attachment 24

DIST	COUNTY	ROUTE	POST MILE
07	LA	5	6.0



PARCEL NO.	AREA
DE 80247-01-02	1,032 SF

TRACT No. 16167
M.B. 542/17-21



AREA TO BE SOLD

STATE RETAINS ACCESS RIGHTS

INTERSTATE

NO SCALE

STATE OF CALIFORNIA-DEPARTMENT OF TRANSPORTATION-DISTRICT 07

PLAT ACCOMPANYING

DIRECTOR'S DEED DE 80247-01-02

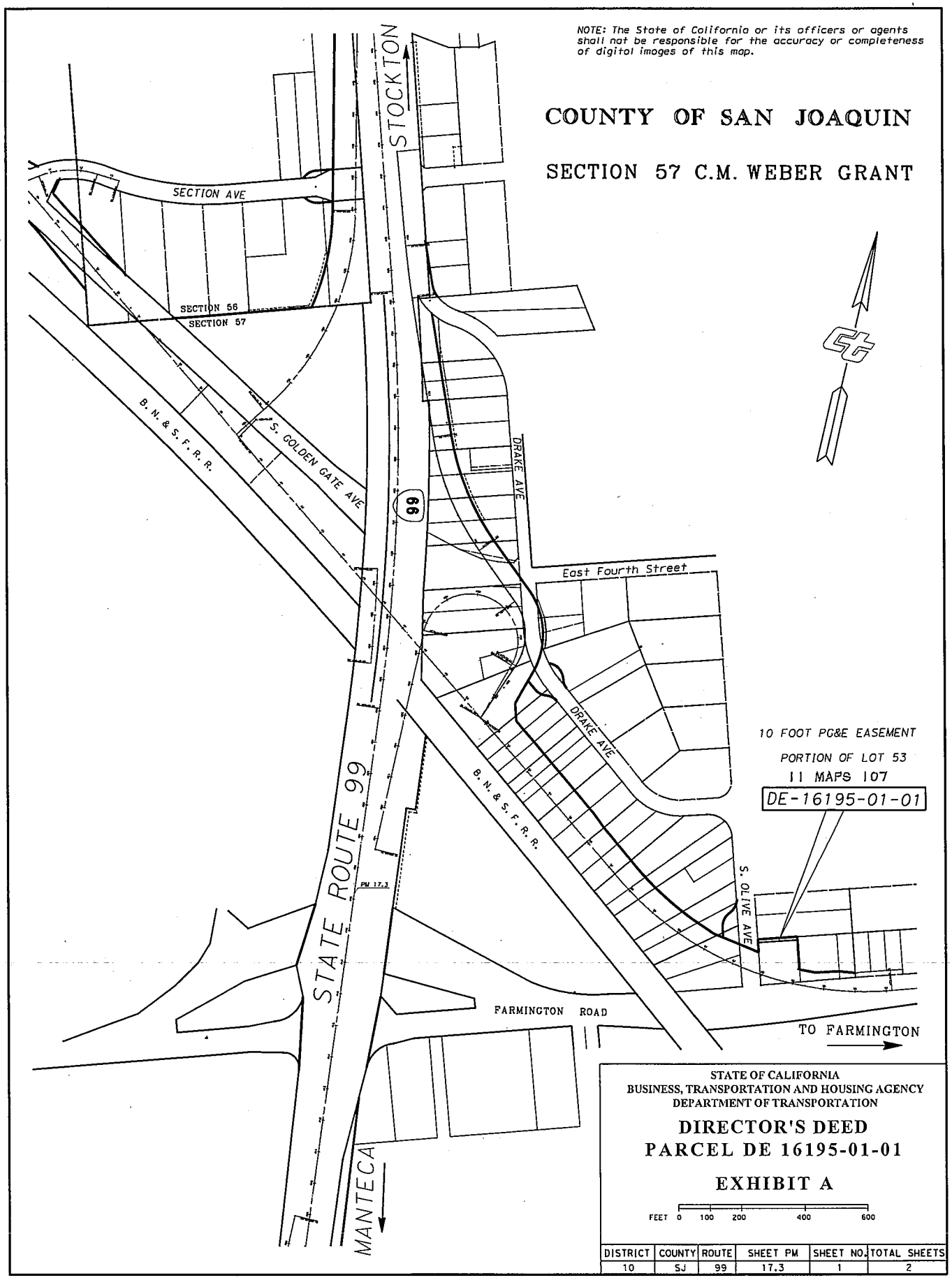
REF. MAP: F2002A-8

SCALE: NONE

DRWN: BM CHKD: FC

DATE: 6-11-2013

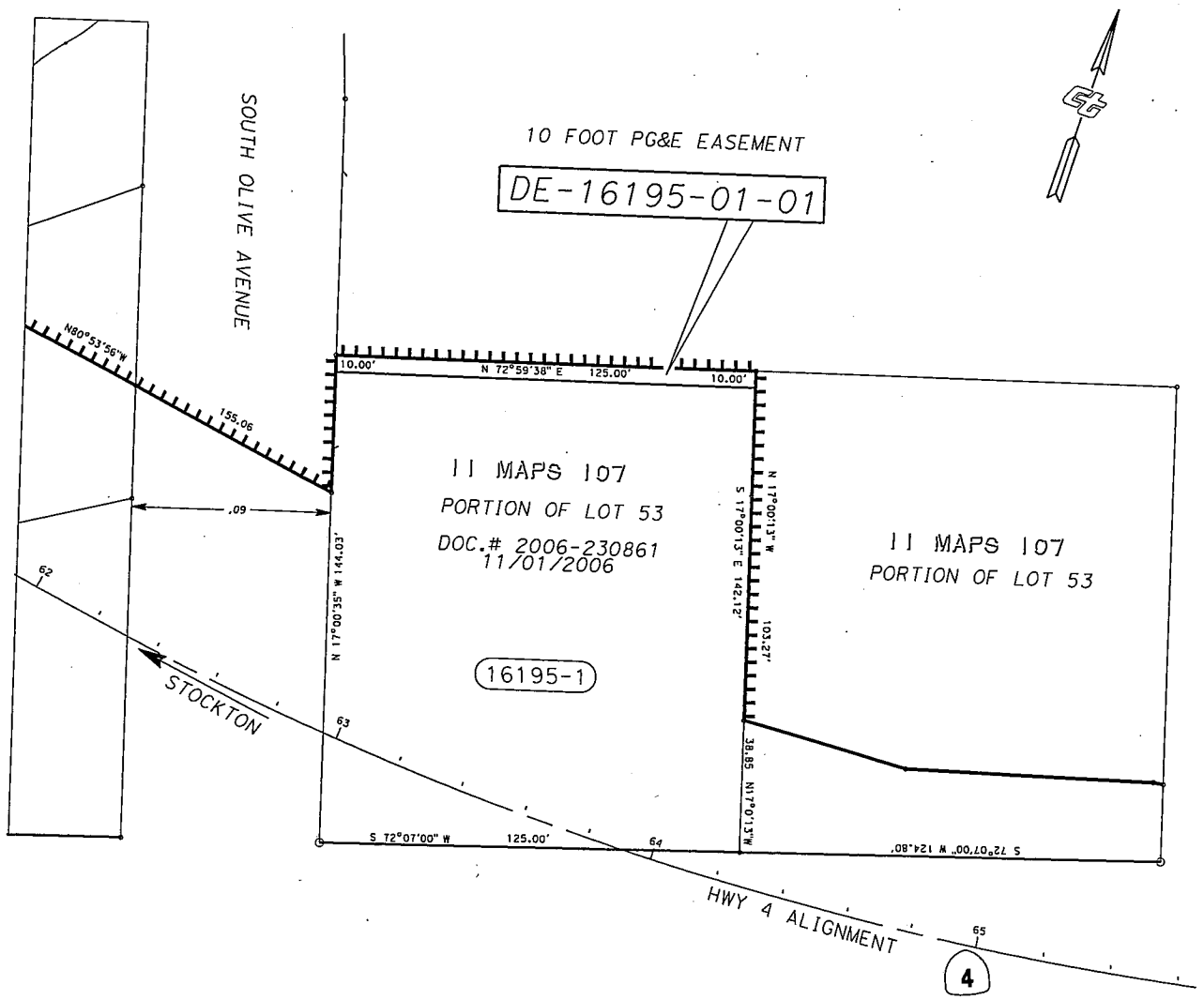
Attachment 25



Attachment 26A

SECTION 57 C.M. WEBER GRANT

COUNTY OF SAN JOAQUIN



STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION

DIRECTOR'S DEED
PARCEL DE 16195-01-01

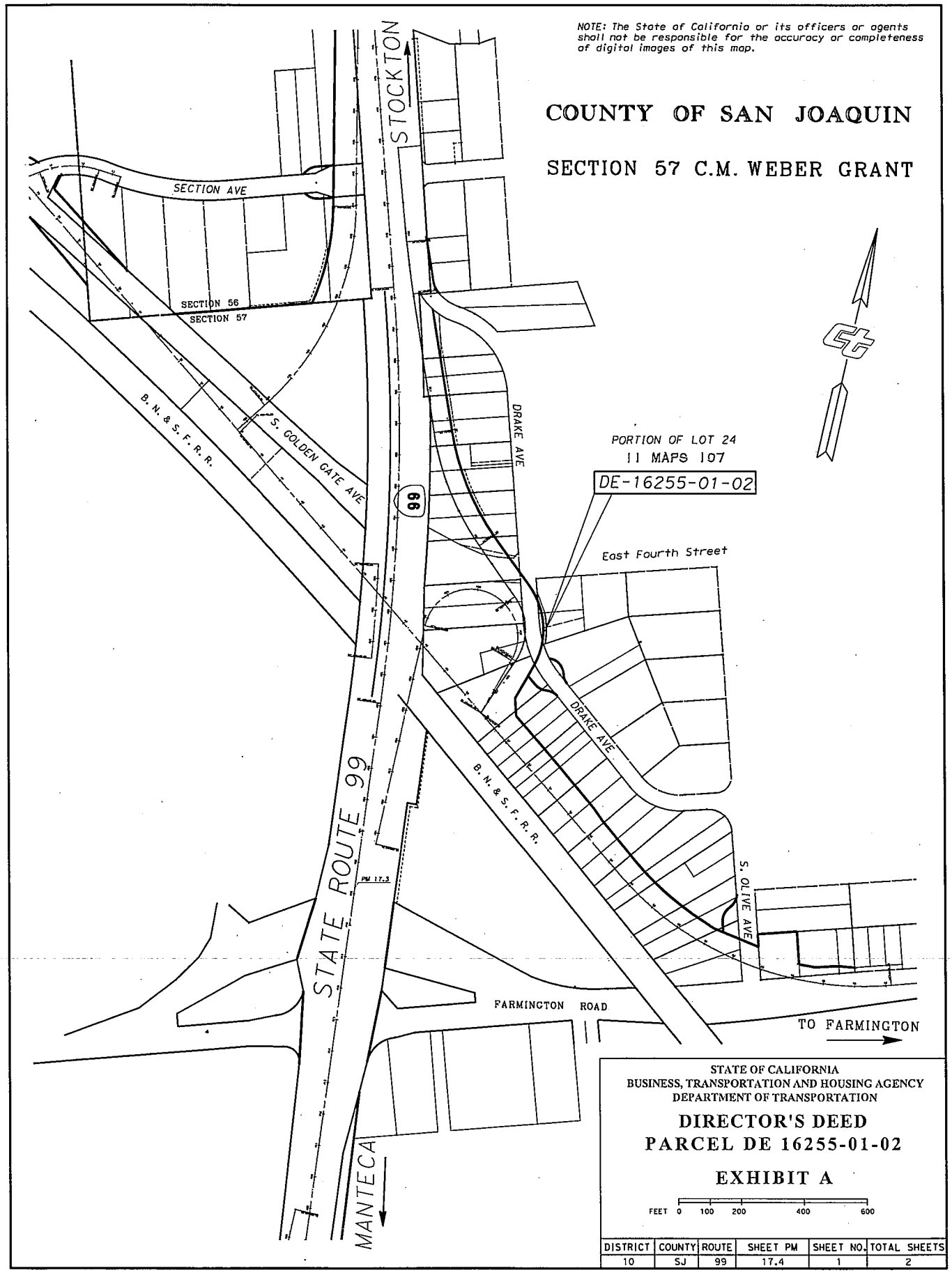
EXHIBIT B

FEET 0 25 50 100 200

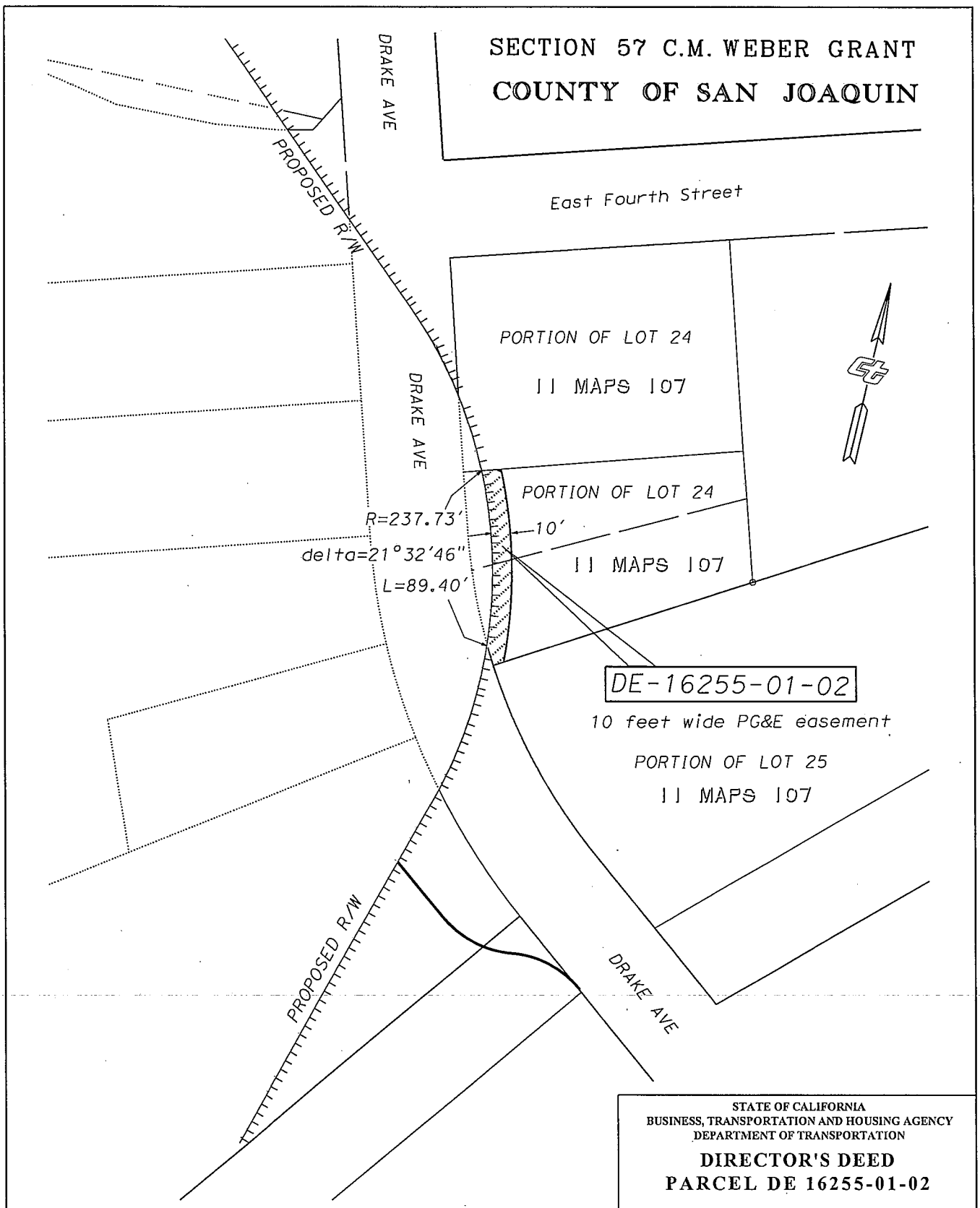
DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
10	SJ	99	17.3	2	2

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

Attachment 26B



Attachment 27A



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

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION

DIRECTOR'S DEED
PARCEL DE 16255-01-02

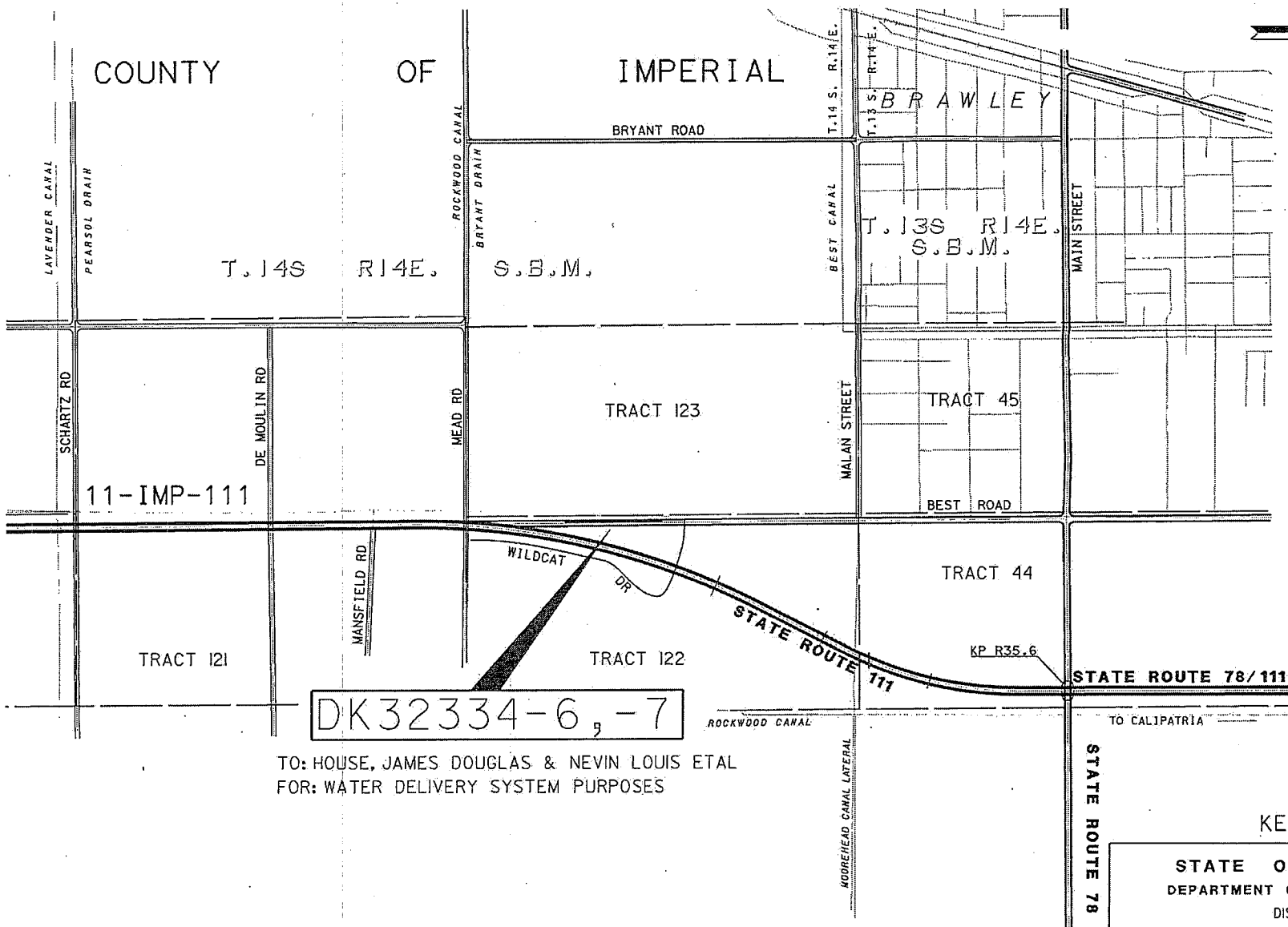
EXHIBIT B

FEET 0 25 50 100 200

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
10	SJ	99	17.4	2	2

Attachment 27B

EXHIBIT "B"



TO: HOUSE, JAMES DOUGLAS & NEVIN LOUIS ETAL
FOR: WATER DELIVERY SYSTEM PURPOSES

KEY MAP

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
DISTRICT 11

EXCESS PARCEL MAP
DK 32334-6,-7

RIGHT OF WAY MAP NO.	Por. 81343Km		
COUNTY	ROUTE	KP/PM	SCALE
IMP	111	33.4/20.7	NONE
			SHEET 1 OF 2

167882

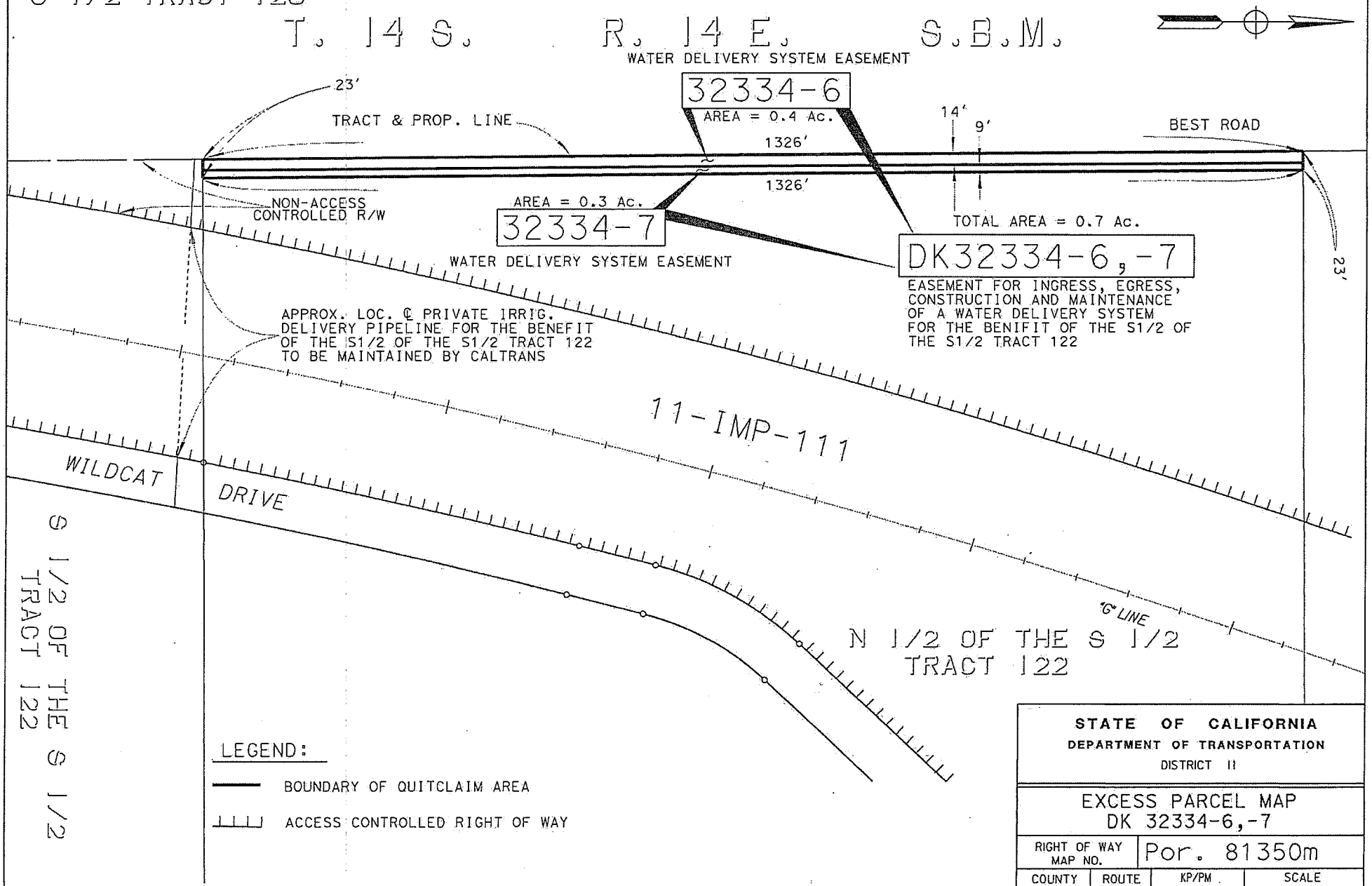
Attachment 28A

COUNTY OF IMPERIAL

EXHIBIT "B"

S 1/2 TRACT 123

T. 14 S. R. 14 E. S.B.M.



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
DISTRICT 11

EXCESS PARCEL MAP
DK 32334-6,-7

RIGHT OF WAY MAP NO.	Por. 81350m		
COUNTY	ROUTE	KP/PM	SCALE
IMP	111	33.4/20.7	NONE
			SHEET 2 OF 2

167882

Attachment 28B

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 29, 2014

Reference No.: 2.5g.(5b)
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Rachel Falsetti
Division Chief
Transportation Programming

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR PROPOSITION 1B STATE ADMINISTERED TCIF PROJECT ON THE STATE HIGHWAY SYSTEM RESOLUTION TCIF-AA-1314-06, AMENDING RESOLUTION TCIF-A-1213-10**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) amend Resolution TCIF-A-1213-10 to de-allocate $8,075,000 in Proposition 1B Trade Corridor Improvement Funds (TCIF) from Project 68 – State Route 11/State Route 905 Freeway to Freeway Connectors project (PPNO 0999A) in San Diego County, reducing the original TCIF capital allocation of $67,100,000 to $59,025,000, to reflect contract award savings.

BACKGROUND:

In May 2013, the Commission approved $67,100,000 in Proposition 1B TCIF capital funds under Resolution TCIF-A-1213-10 to fund the State Route 11/State Route 905 Freeway to Freeway Connectors project. The contract was awarded on October 2, 2013 with a savings of $8,075,000 in TCIF capital funds.

The necessary changes are reflected in strikethrough and bold on the attached revised vote box.

RESOLUTION:

Be it Resolved, that $67,100,000 in Proposition 1B Trade Corridor Improvement Funds (TCIF) capital funds (304-6056) originally allocated under Resolution TCIF-A-1213-10 for TCIF Project 68 – State Route 11/State Route 905 Freeway to Freeway Connectors project in San Diego County, is hereby amended by $8,075,000, reducing the original TCIF capital amount to $59,025,000, in accordance with the attached revised vote box.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC Dist-Co-Rte Postmile	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(5b)	**Allocation Amendment – Proposition 1B – State Administered TCIF Projects on the State Highway System**		**Resolution TCIF-AA-1314-06,** Amending Resolution TCIF-A-1213-10	
1 ~~$79,700,000~~ **$71,625,000** Department of Transportation SANDAG 11-SD-11/905 0.0/1.6 R9.9/10.7	**SR 11/SR 905 Freeway to Freeway Connectors**. In San Diego County, in and near San Diego on Route 11 from the Route 11/905 Separation to Enrico Fermi Drive and on Route 905 from 0.1 mile East of the La Media Road Undercrossing to 0.2 mile West of the Airway Road Undercrossing. Segment 1 includes construction of SR 905/SR 11 freeway to freeway connectors. (TCIF Project 68) (Future Consideration of Funding - Resolution E-12-35; June 2012.) Outcome/Output: The overall project will provide better access from the cargo side of the existing Otay Mesa Port of Entry to the U.S. by providing 2.4 miles of new highway with freeway to freeway connectors and one local interchange. **Amending Resolution TCIF-A-1213-10 to de-allocate $8,075,000 TCIF Bond Program CONST to reflect award savings.**	11-0999A TCIF/12-13 CON ENG $12,600,000 CONST ~~$67,100,000~~ **$59,025,000** 1100020519 4 056324	004-6056 TCIF 2012-13 304-6056 TCIF 20.20.723.000	$12,600,000 ~~$67,100,000~~ **$59,025,000**

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 29, 2014

Reference No.: 2.5g.(5c)
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Rachel Falsetti
Division Chief
Transportation Programming

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR PROPOSITION 1B STATE ADMINISTERED TCIF PROJECT ON THE STATE HIGHWAY SYSTEM RESOLUTION TCIF-AA-1314-07, AMENDING RESOLUTION TCIF-A-1213-28**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) amend Resolution TCIF-A-1213-28 to de-allocate $2,772,000 in Proposition 1B Trade Corridor Improvement Funds (TCIF) from Project 91 – Los Angeles County Line to Route 23-US 101 Improvements Phase 1 project (PPNO 2291) in Ventura County, reducing the original TCIF capital allocation of $11,315,000 to $8,543,000, to reflect contract award savings.

BACKGROUND:

In June 2013, the Commission approved $11,315,000 in Proposition 1B TCIF capital funds under Resolution TCIF-A-1213-28 to fund the Los Angeles County Line to Route 23-US 101 Improvements Phase 1 project. The contract was awarded on November 21, 2013 with a savings of $2,772,000 in TCIF capital funds.

The necessary changes are reflected in strikethrough and bold on the attached revised vote box.

RESOLUTION:

Be it Resolved, that $11,315,000 in Proposition 1B Trade Corridor Improvement Funds (TCIF) capital funds (304-6056) originally allocated under Resolution TCIF-A-1213-28 for TCIF Project 91 – Los Angeles County Line to Route 23-US 101 Improvements Phase 1 project in Ventura County, is hereby amended by $2,772,000, reducing the original TCIF capital amount to $8,543,000, in accordance with the attached revised vote box.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC Dist-Co-Rte Postmile	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(5c)	**Allocation Amendment – Proposition 1B – Sate Administered TCIF Projects on the State Highway System**		**Resolution TCIF-AA-1314-07,** Amending Resolution TCIF-A-1213-28	
1 ~~$13,118,000~~ **$10,346,000** Department of Transportation VCTC 07-Ven-101 0.1/4.5	**Los Angeles County Line to Route 23 – US 101 Improvements Phase 1.** Near Thousand Oaks, from the Ventura County line to Route 101/23 Interchange. Widen and improve the connectors (Route 23 and 101), the Moorepark Road off ramp and median, soundwall at southbound Hampshire Road. (TCIF Project 91) Final Project Development (RIP) Support Estimate: $1,351,000 Programmed Amount: $1,600,000 Adjustment: $ 0 (< 20 %) (Future Consideration of Funding - Resolution E-05-13; May 2005.) (Concurrent STIP Amendment under STIP 12S-013; June 2013.) (Contributions from other sources: $28,882,000.) Outcome/Output: The project will update to current safety standards, improve operational capacity, alleviate current congestion with anticipated increase in throughput volume of 11 percent; Daily vehicle hour reduction of 2 percent. **Amending Resolution TCIF-A-1213-28 to de-allocate $2,772,000 TCIF Bond Program CONST to reflect award savings.**	07-2291 TCIF/12-13 CON ENG $1,803,000 CONST ~~$11,315,000~~ **$8,543,000** 0700000201 4 1952U4	004-6056 TCIF 2011-12 304-6056 TCIF 20.20.723.000	$1,803,000 ~~$11,315,000~~ **$8,543,000**

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 29, 2014

Reference No.: 2.5g.(5d)
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Rihui Zhang
Acting Division Chief
Local Assistance

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR PROPOSITION 1B LOCALLY ADMINISTERED TRADE CORRIDORS IMPROVEMENT FUND PROJECT OFF THE STATE HIGHWAY SYSTEM**
RESOLUTION TCIF-AA-1314-08, AMENDING RESOLUTION TCIF-A-1314-05

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) amend Resolution TCIF-A-1314-05 to de-allocate $11,890,000 in Proposition 1B Trade Corridors Improvement Funds (TCIF) for Project - 40 Lakeview Avenue Grade Separation project (PPNO TC40) in Orange County, reducing the original TCIF allocation of $39,519,000 to $27,629,000, to reflect contract savings.

BACKGROUND:

On August 6, 2013, the Commission allocated $39,519,000 in TCIF funds under Resolution TCIF-A-1314-05 to the Lakeview Avenue Grade Separation project. The contract has been completed with a savings of $11,890,000 in TCIF funds. The necessary changes are reflected in strikethrough and bold on the attached revised vote list.

RESOLUTION:

Be it Resolved, that the $39,519,000 for the Trade Corridors Improvement Fund (104-6056) originally allocated under Resolution TCIF-A-1314-05 for TCIF project 40 - Lakeview Avenue Grade Separation project (PPNO TC40) in Orange County, is hereby amended by $11,890,000, reducing the TCIF financial allocation from $39,519,000 to $27,629,000, in accordance with the attached revised vote list.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(5d)	**Allocation Amendment – Proposition 1B – Locally Administered TCIF Projects off the State Highway System**			**Resolution TCIF-AA-1314-08,** Amending Resolution TCIF-A-1314-05
1 ~~$39,519,000~~ **$27,629,000** Orange County Transportation Authority OCTA 12-Orange	**Lakeview Avenue Grade Separation.** In Placentia at the Lakeview Avenue at-grade crossing. Construct overpass of the BNSF mainline tracks, including a connection road from Orangethorpe Avenue to the new overpass of Lakeview Ave. (TCIF Project 40) (Future Consideration of Funding – Resolution E-10-74, July, 2010.) (Related TCIF Programming Amendment under Resolution TCIF-P-1213-42; March 2013. (Related TCIF Baseline Amendment under Resolution TCIF-P-1213-44; March 2013.) (The TCIF allocation is split as follows: ~~$6,241,000~~ **$4,229,000** for construction engineering and ~~$33,278,000~~ **$23,400,000** for construction capital.) (Contributions from other sources: ~~$60,244,000~~ **$42,378,000**.) Outcome/Output: This project will decrease in traffic congestion and travel time. The elimination of potential collision points will improve goods movement and provide greater driver safety. **Amend Resolution TCIF-A-1314-05 to de-allocate $11,890,000 in TCIF Bond Program CONST to reflect Contract savings.**	12-TC40 TCIF/13-14 CONST ~~$39,519,000~~ **$27,629,000** 1212000004	2013-14 104-6056 TCIF 20.30.210.300	~~$39,519,000~~ **$27,629,000**

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 29, 2014

Reference No.: 2.5g.(5e)
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Rihui Zhang
Acting Division Chief
Local Assistance

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR PROPOSITION 1B LOCALLY ADMINISTERED TRADE CORRIDORS IMPROVEMENT FUND PROJECT OFF THE STATE HIGHWAY SYSTEM**
RESOLUTION TCIF-AA-1314-09, AMENDING RESOLUTION TCIF-A-1213-04

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) amend Resolution TCIF-A-1213-04 to de-allocate $1,275,000 in Proposition 1B Trade Corridors Improvement Funds (TCIF) for Project 63 - Palm Avenue Grade Separation project (PPNO 1134) in San Bernardino County, reducing the original TCIF allocation of $4,560,000 to $3,285,000, to reflect contract savings.

BACKGROUND:

On March 5, 2013, the Commission allocated $4,560,000 in TCIF funds under Resolution TCIF-A-1213-04 to the Palm Avenue Grade Separation project. The contract has been completed with a savings of $1,275,000 in TCIF funds. The necessary changes are reflected in strikethrough and bold on the attached revised vote list.

RESOLUTION:

Be it Resolved, that the $4,560,000 for the Trade Corridors Improvement Fund (104-6056) originally allocated under Resolution TCIF-A-1213-04 for TCIF project 63 - Palm Avenue Grade Separation project (PPNO 1134) in San Bernardino County, is hereby amended by $1,275,000, reducing the TCIF financial allocation from $4,560,000 to $3,285,000, in accordance with the attached revised vote list.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(5e)	**Allocation Amendment – Proposition 1B – Locally Administered TCIF Projects off the State Highway System**		**Resolution TCIF-AA-1314-09,** Amending Resolution TCIF-A-1213-04	
1 ~~$4,560,000~~ **$3,285,000** San Bernardino Associated Governments SANBAG 08-San Bernardino	**ACE: Palm Avenue Railroad Grade Separation.** Near the city of San Bernardino. Construct grade separation for BNSF/UPRR lines at Palm Avenue. (TCIF Project 63). (CEQA – NE, 07/18/2011.) (TCIF funds will be used for Construction Capital only.) (Contributions from other sources: ~~$10,720,000~~ **$9,264,000**.) Outcome/Output: This project will decrease traffic congestion and travel time to improve goods movement.The elimination of potential collision points will improve goods movement and provide greater driver safety and result in increased reliability, velocity, and throughput on the BNSF rail system. **Amend Resolution TCIF-A-1213-04 to de-allocate $1,275,000 in TCIF Bond Program CONST to reflect contract savings.**	08-1134 TCIF/12-13 CONST ~~$4,560,000~~ **$3,285,000** 0800020276	2011-12 104-6056 TCIF 20.30.210.300	~~$4,560,000~~ **$3,285,000**

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 29, 2014

Reference No.: 2.5g.(5f)
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Rihui Zhang
Acting Division Chief
Local Assistance

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR PROPOSITION 1B LOCALLY ADMINISTERED TRADE CORRIDORS IMPROVEMENT FUND PROJECT OFF THE STATE HIGHWAY SYSTEM**
RESOLUTION TCIF-AA-1314-10, AMENDING RESOLUTION TCIF-A-1314-04

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) amend Resolution TCIF-A-1314-04 to de-allocate $579,000 in Proposition 1B Trade Corridors Improvement Funds (TCIF) for Project 64 - Lenwood Road Railroad Grade Separation project (PPNO 1135) in San Bernardino County, reducing the original TCIF allocation of $8,855,000 to $8,276,000, to reflect contract savings.

BACKGROUND:

On August 6, 2013, the Commission allocated $8,855,000 in TCIF funds under Resolution TCIF-A-1314-04 to the Lenwood Road Railroad Grade Separation project. The contract has been completed with a savings of $579,000 in TCIF funds. The necessary changes are reflected in strikethrough and bold on the attached revised vote list.

RESOLUTION:

Be it Resolved, that the $8,855,000 for the Trade Corridors Improvement Fund (104-6056) originally allocated under Resolution TCIF-A-1314-04 for TCIF project 64 - Lenwood Road Railroad Grade Separation project (PPNO 1135) in San Bernardino County, is hereby amended by $579,000, reducing the TCIF financial allocation from $8,855,000 to $8,276,000, in accordance with the attached revised vote list.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(5f)	**Allocation Amendment – Proposition 1B – Locally Administered TCIF Projects off the State Highway System**			**Resolution TCIF-AA-1314-10,** Amending Resolution TCIF-A-11304-04
1 ~~$8,855,000~~ **$8,276,000** San Bernardino Associated Governments SANBAG 08-San Bernardino	**Lenwood Road Railroad Grade Separation.** In the city of Barstow. Construct a grade separation for BNSF lines at Lenwood Road (TCIF Project 64). (The TCIF allocation is split as follows: $500,000 for construction engineering and ~~$8,355,000~~ **$7,776,000** for construction capital.) (Contributions from other sources: ~~$22,878,000~~ **$12,950,000**.) Outcome/Output: This project will eliminate the at-grade crossing, mitigate the impact of freight movement in the communities, eliminate gate down time, increase travel reliability, eliminate potential conflicts between vehicular and train traffic, increase safety and improve air quality. **Amend Resolution TCIF-A-1314-04 to de-allocate $579,000 in TCIF Bond Program CONST to reflect contract savings.**	08-1135 TCIF/13-14 CONST ~~$8,855,000~~ **$8,276,000** 0800020269	2012-13 104-6056 TCIF 20.30.210.300	~~$8,855,000~~ **$8,276,000**

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISION

CTC Meeting: January 29, 2014

Reference No.: 2.5g.(9a)
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Bruce Roberts
Acting Chief
Division of Rail

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR PROPOSITION 1B HIGHWAY-RAILROAD CROSSING SAFETY ACCOUNT PROJECT RESOLUTION GS1B-AA-1314-02, AMENDING RESOLUTION GS1B-AA-1112-004**

RECOMMENDATION:

The California Department of Transportation recommends that the California Transportation Commission (Commission) amend Resolution GS1B-AA-1112-004 to de-allocate an additional $511,876 in Proposition 1B Highway-Railroad Crossing Safety Account (HRCSA) funds from the 7th Standard Road BNSF Grade at Santa Fe Way (PPNO 8700) project, in Kern County reducing the allocation of $7,556,000 to $7,044,124 due to construction project cost savings at close out.

ISSUE:

At the May 2012 meeting, the Commission approved resolution GS1B-AA-1112-004 reducing the allocation for the 7th Standard Road BNSF Grade at Santa Fe Way project. The project is complete and there are additional construction cost savings. Kern County requests that the Commission reduce the allocated Proposition 1B HRCSA funds for the project from $7,556,000 to $7,044,124, an additional savings of $511,876.

The proposed changes are reflected in strikethrough and bold underline on the attached revised vote list.

RESOLUTION GS1B-AA-1314-02:

Be it Resolved, that the $7,556,000 in Proposition 1B Highway-Railroad Crossing Safety Account (HRCSA) funds revised under GS1B-AA-1112-004 for the 7th Standard Road BNSF Grade at Santa Fe Way project, is hereby amended by an additional $511,876, reducing the overall HRCSA amount allocated for the project to $7,044,124, in accordance with the attached revised vote box.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Project Description	EA PPNO Program / Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(9a)	**Allocation Amendment – Proposition 1B – Locally Administered HRCSA Projects off the State Highway System**		**Resolution GS1B-AA-1314-02,** Amending Resolution GS1B-AA-1112-004	
1 ~~$9,926,000~~ ~~$7,556,000~~ **$7,044,124** County of Kern KCOG 75-Kern	**7th Standard Road BNSF Grade at Santa Fe Way**. Construct a grade separation in Kern County. (Future Consideration of Funding – Resolution E-09-38, June 2009.) Outcome/Output: Improve safety and increase capacity at the BNSF Railway 7th Standard Road. Construct a grade separation that will eliminate an at-grade railroad crossing, removing the conflict between trains, trucks and passenger vehicles. **Amend Resolution GS1B-AA-1112-004 to de-allocate an additional $511,876 CONST to reflect project savings at close out.**	4C244 H002BA 06-8700 HRCSA/08-09 CONST ~~$9,926,000~~ ~~$7,556,000~~ **$7,044,124** 0000020187	2007-08 104-6063 HRCSA 20.30.010.400	~~$9,926,000~~ ~~$7,556,000~~ **$7,044,124**

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISION

CTC Meeting: January 29, 2014

Reference No.: 2.5g.(9b)
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Bruce Roberts
Acting Chief
Division of Rail

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR PROPOSITION 1B HIGHWAY-RAILROAD CROSSING SAFETY ACCOUNT PROJECT RESOLUTION GS1B-AA-1314-03, AMENDING RESOLUTION GS1B-AA-1213-01**

RECOMMENDATION:

The California Department of Transportation recommends that the California Transportation Commission (Commission) amend Resolution GS1B-A-1213-01 to de-allocate an additional $582,073 in Proposition 1B Highway-Railroad Crossing Safety Account (HRCSA) funds from the Cartmill Avenue Grade Separation project (EA H0115B), in the city of Tulare, reducing the allocation of $10,743,000 to $10,160,927 due to construction project cost savings at close out.

ISSUE:

At the March 2013 meeting, the Commission approved resolution GS1B-AA-1213-01 reducing the allocation for the Cartmill Avenue Grade Separation project. The project is complete and there are additional construction cost savings at close out. The City of Tulare requests that the Commission reduce the allocated Proposition 1B HRCSA funds for the project from $10,743,000 to $10,160,927 an additional savings of $582,073.

The proposed changes are reflected in strikethrough and bold underline on the attached revised vote list.

RESOLUTION GS1B-AA-1314-03:

Be it Resolved, that the $10,743,000 in Proposition 1B Highway-Railroad Crossing Safety Account (HRCSA) funds revised under GS1B-AA-1213-01 for the Cartmill Avenue Grade Separation project, is hereby amended by an additional $582,073, reducing the overall HRCSA amount allocated for the project to $10,160,927, in accordance with the attached revised vote box.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	EA Program / Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(9b)	**Allocation Amendment – Proposition 1B – Locally Administered HRCSA Projects off the State Highway System**			**Resolution GS1B-AA-1314-03,** Amending Resolution GS1B-AA-1213-01
1 ~~$11,293,000~~ ~~$10,743,000~~ **$10,160,927** City of Tulare TCAG 06-Tulare	**Cartmill Avenue Grade Separation.** In the city of Tulare, at the intersection of Cartmill Avenue and J Street. Construct of grade separation overpass and reconfigure the J Street/Cartmill Avenue intersection. (CEQA – SE, October 2008.) Outcome/Output: Provide a grade separated arterial roadway in the City, allowing un-delayed and safer crossing, access to State Route 99 and emergency vehicle access. Project will improve mobility in the northern part of the City and County of Tulare **Amend Resolution GS1B-AA-1213-01 to de-allocate an additional $582,073 CONST to reflect contract savings at close out.**	H015BA HRCSA/09-10 CONST ~~$11,293,000~~ ~~$10,743,000~~ **$10,160,927** 0000020545	2007-08 104-6063 HRCSA 20.30.010.400	~~$11,293,000~~ ~~$10,743,000~~ **$10,160,927**

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISION

CTC Meeting: January 29, 2014

Reference No.: 2.5g.(9c)
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Bruce Roberts
Acting Chief
Division of Rail

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR PROPOSITION 1B HIGHWAY-RAILROAD CROSSING SAFETY ACCOUNT PROJECT RESOLUTION GS1B-AA-1314-04, AMENDING RESOLUTION GS1B-A-0910-001**

RECOMMENDATION:

The California Department of Transportation recommends that the California Transportation Commission (Commission) amend Resolution GS1B-A-0910-001 to de-allocate an additional $1,149,668 in Proposition 1B Highway-Railroad Crossing Safety Account (HRCSA) funds from the 6th Street Overcrossing project (EA H004BA), in the city of Sacramento reducing the allocation of $5,987,000 to $4,837,332 due to construction project cost savings at close out.

ISSUE:

At the December 2009 meeting, the Commission approved resolution GS1B-A-0910-001 reducing the allocation for the 6th Street Overcrossing project. The project is complete and there are additional construction cost savings at close out. The City of Sacramento requests that the Commission reduce the allocated HRCSA funds for the project from $5,987,000 to $4,837,332 an additional savings of $1,149,668.

The proposed changes are reflected in strikethrough and bold underline on the attached revised vote list.

RESOLUTION GS1B-AA-1314-04:

Be it Resolved, that the $5,987,000 in Proposition 1B Highway-Railroad Crossing Safety Account (HRCSA) funds revised under GS1B-A-0910-001 for the 6th Street Overcrossing project, is hereby amended by $1,149,668, reducing the overall HRCSA amount allocated for the project to $4,837,332 in accordance with the attached revised vote box.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	EA Program / Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(9c)	**Allocation Amendment – Proposition 1B – Locally Administered HRCSA Projects off the State Highway System**		**Resolution GS1B-AA-1314-04,** Amending Resolution GS1B-A-0910-001	
1 ~~$5,987,000~~ **$4,837,332** City of Sacramento SACOG 03-Sacramento	**6th Street Overcrossing.** In Sacramento, from H street north to Rail yards Boulevard, crossing above the new mainline freight and passenger tracks. Construct a grade separation crossing above the new mainline freight and passenger tracks and above F Street. Bridge work element. (Future consideration of Funding – Resolution E-09-22, April 2009.) Outcome/Output: Provide essential north-south thoroughfare of vehicular and pedestrian traffic. The project will enhance safety by reducing the potential of injuries and fatalities by avoiding a grade crossing. **Amend Resolution GS1B-A-0910-001 to de-allocate an additional $1,149,668 CONST to reflect contract savings at close out.**	H004BA HRCSA/09-10 CONST ~~$5,987,000~~ **$4,837,332** 0000020088	2008-09 104-6063 HRCSA 20.30.010.400	~~$5,987,000~~ **$4,837,332**

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISION

CTC Meeting: January 29, 2014

Reference No.: 2.5g.(9d)
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Bruce Roberts
Acting Chief
Division of Rail

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR PROPOSITION 1B HIGHWAY-RAILROAD CROSSING SAFETY ACCOUNT PROJECT RESOLUTION GS1B-AA-1314-05, AMENDING RESOLUTION GS1B-AA-1112-002**

RECOMMENDATION:

The California Department of Transportation recommends that the California Transportation Commission (Commission) amend Resolution GS1B-AA-1112-002 to de-allocate an additional $697,186 in Proposition 1B Highway-Railroad Crossing Safety Account (HRCSA) funds from the Betty Drive Grade Separation project (EA H016B2), in the city of Visalia reducing the allocation of $5,582,000 to $4,884,814, due to construction project cost savings at close out.

ISSUE:

At the February 2012 meeting, the Commission approved resolution GS1B-AA-1112-002 reducing the allocation for the Betty Drive Grade Separation project. The project is complete and there are additional construction cost savings. The City requests that the Commission reduce the allocated HRCSA funds for the project from $5,582,000 to $4,884,814, an additional savings of $697,186.

The proposed changes are reflected in strikethrough and bold underline on the attached revised vote list.

RESOLUTION GS1B-AA-1314-05:

Be it Resolved, that the $5,582,000 in Proposition 1B Highway-Railroad Crossing Safety Account (HRCSA) funds revised under GS1B-AA-1112-002 for the Betty Drive Grade Separation project, is hereby amended by an additional $697,186, reducing the overall HRCSA amount allocated for the project to $4,884,814, in accordance with the attached revised vote box.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	EA PPNO Program / Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(9d)	**Allocation Amendment – Proposition 1B – Locally Administered HRCSA Projects off the State Highway System**		**Resolution GS1B-AA-1314-05,** Amending Resolution GS1B-AA-1112-002	
1 ~~$12,175,000~~ ~~$5,582,000~~ **$4,884,814** Tulare County Redevelopment Agency TCAG 06-Tulare	**Betty Drive Grade Separation.** In Goshen and the city of Visalia, on Betty Drive construct a new grade separation overpass to replace the existing Elder Avenue at the grade separation of the Union Pacific Railroad. (CEQA-SE, February 2010) Outcome/Output: Provide a major four lane access link between State Route 99 and the Visalia industrial Park. The project will alleviate traffic congestion and provide quantifiable reduction in emissions. **Amend Resolution GS1B-AA-1112-002 to de-allocate an additional $697,186 in CONST to reflect contract savings at close-out.**	H016BA HRCSA/09-10 CONST ~~$12,175,000~~ ~~$5,582,000~~ **$4,884,814** 0000020498	2007-08 104-6063 HRCSA 20.30.010.400	~~$12,175,000~~ ~~$5,582,000~~ **$4,884,814**

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISION

CTC Meeting: January 29, 2014

Reference No.: 2.5g.(9e)
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Bruce Roberts
Acting Chief
Division of Rail

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR PROPOSITION 1B HIGHWAY-RAILROAD CROSSING SAFETY ACCOUNT PROJECT RESOLUTION GS1B-AA-1314-06, AMENDING RESOLUTION GS1B-AA-1213-03**

RECOMMENDATION:

The California Department of Transportation recommends that the California Transportation Commission (Commission) amend Resolution GS1B-AA-1213-03 to de-allocate an additional $8,579 in Proposition 1B Highway-Railroad Crossing Safety Account (HRCSA) funds from the G Street Undercrossing project (EA H003BA) in Merced County, reducing the allocation of $7,421,560 to $7,412,981, due to construction project cost savings at close out.

ISSUE:

At the June 2013 meeting, the Commission approved resolution GS1B-AA-1213-03 reducing the allocation for the G Street Undercrossing project. The project is complete and there are additional construction cost savings at close out. Merced County requests that the Commission reduce the allocated HRCSA funds for the project from $7,421,560 to $7,412,981, an additional savings of $8,579.

The proposed changes are reflected in strikethrough and bold underline on the attached revised vote list.

RESOLUTION GS1B-AA-1314-06:

Be it Resolved, that the $7,421,560 in Proposition 1B Highway-Railroad Crossing Safety Account (HRCSA) funds revised under GS1B-AA-1213-03 for the G Street Undercrossing project, is hereby amended by an additional $8,579, reducing the overall HRCSA amount allocated for the project to $7,412,981, in accordance with the attached revised vote box.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	EA Program / Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(9e)	**Allocation Amendment – Proposition 1B – Locally Administered HRCSA Projects off the State Highway System**		**Resolution GS1B-AA-1213-06,** Amending Resolution GS1B-AA-1213-03	
1 ~~$9,000,000~~ ~~$7,421,560~~ **$7,412,981** City of Merced MCAG 75-Merced	**G Street Undercrossing Project**. In Merced, at G Street. Remove the at-grade crossing by constructing a bridge and placing the road under the railroad tracks. The project includes the relocation of utilities, sidewalks, lighting and landscaping to conform to the new grade separation. (CEQA – SE; Section 21080.13.) Outcome/Output: Grade Separation will improve safety and increase capacity. **Amend Resolution GS1B-AA-1213-03 to de-allocate an additional $8,579 CONST to reflect contract savings at close-out.**	H003BA HRCSA/09-10 CONST ~~$9,000,000~~ ~~$7,421,560~~ **$7,412,981** 0000020086	2007-08 104-6063 HRCSA 20.30.010.400	~~$9,000,000~~ ~~$7,421,560~~ **$7,412,981**

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 29, 2014

Reference No.: 2.9a.
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Rihui Zhang
Division Chief
Local Assistance

Subject: **TECHNICAL CORRECTION TO PREVIOUSLY APPROVED RESOLUTION RESOLUTION FP-12-64**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) approve a technical correction to Resolution FP-12-51.

ISSUE:

At its May 7, 2013 meeting, the Commission approved Resolution FP-12-51 allocating $11,170,000 for 31 locally administered State Transportation Improvement Program (STIP) projects off the State Highway System.

A technical correction is need for Project 10 (PPNO 0302G) - Red Cap Road Bicycle and Pedestrian Improvement project, to revise the recipient from “Karuk Tribe” to “Humboldt County” in the vote box on the Book Item Attachment.

The required changes are reflected in strikethrough and bold on the attached Book Item Attachment.

There is no change to the Book Item Memorandum.

Attachment

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3) Locally Administered STIP Projects off the State Highway System				**Resolution FP-12-51**
1 $560,000 City of Arcata HCAOG 01-Humboldt	Foster Avenue to Sunset Avenue Extension. In Arcata on Foster Avenue to Sunset Avenue. Construct sidewalks, bicycle lanes, and turn outs for buses. (Future Consideration of Funding – Resolution E-09-47, June 2009.) Outcome/Output: This project will secure necessary right of way to the project may enter the construction phase.	01-2071 RIP / 12-13 R/W $560,000 0100000042	2012-13 101-0890 FTF 20.30.600.620	$560,000
2 $140,000 Mendocino County MCOG 01-Mendocino	Brooktrails Second Access. Near Willits, between US 101 and Brooktrails Township. Construct new two-lane road. (Cost increase.) Outcome/Output: To provide an alternate ingress/egress for Brooktrails Township, ease current traffic conditions, and provide an emergency evacuation route during natural and manmade disasters. Brooktrails Second Access will significantly enhance the County Maintained Road System.	01-4099P RIP / 12-13 PA&ED $140,000 PS&E $0 0100020292	2012-13 101-0042 SHA 20.30.600.620	$140,000
3 $170,000 Lassen County LCTC 02-Lassen	Janesville Main Street Bike path and Overlay. In Janesville, along Main Street from the intersection of Route 395 to the intersection of Route 36. Construct bike path and overlay Main Street. Outcome/Output: Construct Class I bikeway and complete asphalt concrete overlay of the existing roadway to improve drainage and extend the service life of the facility.	02-2261 RIP / 12-13 PA&ED $170,000 0212000003	2012-13 101-0890 FTF 20.30.600.621	$170,000
4 $2,990,000 Colusa County CCTC 03-Colusa	Old Highway 99W Rehabilitation (North of Maxwell). Near Maxwell, to the Glenn County line. Rehabilitate roadway. Outcome/Output: Rehabilitation of Old 99W will extend the service life of the facility by at least 10 years.	03-3186 RIP / 12-13 CON $2,990,000 0313000168	2012-13 101-0890 FTF 20.30.600.621	$2,990,000
5 $54,000 City of Willows Glenn CTC 03-Glenn	Sacramento Street Reconstruction. Within the city limits of Willows, at Sacramento Street from Sycamore Street to Wood Street. Reconstruct roadway. Outcome/Output: This project will coordinate with other infrastructure upgrades and maintenance. Reconstructed roadway will provide improved access to pedestrians from the street to curb and sidewalk. Road slope will be more favorable for bicycle traffic. Traffic flow will be more efficient.	03-1315 RIP / 12-13 PS&E $54,000 0313000169	2012-13 101-0890 FTF 20.30.600.620	$54,000
6 $29,000 City of Willows Glenn CTC 03-Glenn	Butte Street South Reconstruction. Within the city limits of Willows, on Butte Street South from Willow Street to Wood Street. Reconstruct roadway, curb/gutter and sidewalk. Outcome/Output: Pedestrian usage will be enhanced by repair of curb, gutter and sidewalk at various locations within the project area. Storm water drainage will also be improved, reducing standing water. Traffic improvements will be more efficient and road will interface better with Wood Street (State Highway 162) as the road is at a maximum slope for crowning.	03-1316 RIP / 12-13 PS&E $29,000 0313000170	2012-13 101-0890 FTF 20.30.600.620	$29,000

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3)	**Locally Administered STIP Transportation Enhancement Projects off the State Highway System**			**Resolution FP-12-51**
7 $39,000 City of Blue Lake HCAOG 01-Humboldt	I Street Pedestrian Improvements. In downtown Blue Lake on I Street between Blue Lake Boulevard and First Street. Construct sidewalks and pedestrian improvements. Outcome/Output: This project will complete the plans, specifications, and estimates necessary for the project.	01-2289 RIP TE / 12-13 PS&E $39,000 R/W $0 0112000100	2012-13 101-0890 FTF 20.30.600.731	$39,000
8 $5,000 Mendocino County MCOG 01-Mendocino	Pedestrian Safety Improvement - Grace Hudson School. In Ukiah near Grace Hudson School on State Street, (County Road 104A). Construct bulb-outs at crosswalks, improved traffic control signage and striping. Outcome/Output: This project will improve pedestrian safety in the school zone.	01-4518 RIP TE / 12-13 PS&E $5,000 0112000168	2012-13 101-0890 FTF 20.30.600.731	$5,000
9 $50,000 City of Ukiah MCOG 01-Mendocino	Ukiah Downtown Streetscape Improvement, Phase I. In Ukiah, on State Street, Perkins Street, Standley Street, and Henry Street. Provide streetscape improvements including sidewalk widening, curb ramps and bulb outs, street lights, street furniture and tree planting. Outcome/Output: Complete environmental studies and permits. Ultimately complete plans, specifications and estimate and construct Ukiah Downtown Streetscape Improvement Project, Phase 1.	01-4563 RIP TE / 12-13 PA&ED $50,000 0112000225	2012-13 101-0042 SHA 20.30.600.731 2012-13 101-0890 FTF 20.30.600.731	$5,735 $44,265
10 $64,000 ~~Karuk Tribe~~ **Humboldt County** HCAOG 01-Humboldt	Red Cap Road Bicycle and Pedestrian Improvements. In Orleans, from the intersection of Red Cap Road and SR 96 to the intersection of Red Cap Road and Shivshaneen Road. Construction Class II bikeway/pedestrian-way. (Contributions from other sources: $8,000.) Outcome/Output: This project will provide better sight lines, stopping distance and vehicle recovery areas for drivers and increase pedestrian safety in this rural area.	01-0302G RIP TE / 12-13 PS&E $64,000 0113000065	2012-13 101-0042 SHA 20.30.600.731 2012-13 101-0890 FTF 20.30.600.731	$7,341 $56,659
11 $130,000 City of Dunsmuir SCLTC 02-Siskiyou	Tauhindauli River Park. In Dunsmuir, below the Route 5 north and southbound overcrossing adjacent to the Upper Sacramento River. Construct accessible trail and concrete viewing platform with removable rails. (Future Consideration of Funding – Resolution E-10-86, September 2010.) (Time extension for FY 11-12 CON expires on June 30, 2013.) Outcome/Output: This project will construct approximately 100 feet of bike/pedestrian accessible path/trail and an accessible viewing platform.	02-2478 RIP TE / 11-12 CON $130,000 0200000622	2012-13 101-0890 FTF 20.30.600.731	$130,000

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3)	**Locally Administered STIP Transportation Enhancement Projects off the State Highway System**			**Resolution FP-12-51**
12 $25,000 City of Placerville EDCTC 03-El Dorado	El Dorado Trail Class I Bike Path. In the city of Placerville, from Forni Road/Lower Main Street to Ray Lawyer Drive and within the former Southern Pacific Railroad right of way. Construct an 8-foot wide Class I bike path. (Future Consideration of Funding – Resolution E-12-16; April 2012.) Outcome/Output: This project will offer a viable transportation alternative to bicycle commuters and recreational opportunity to pedestrians, cyclists, and equestrians by providing a safe and direct route between residence and major activity centers, including restaurants, shopping centers, the Main County Library, a skateboard park, the County Fair site, and proposed location of the El Dorado County Justice Center.	03-3575 RIP TE / 12-13 PS&E $25,000 0312000051	2012-13 101-0890 FTF 20.30.600.731	$25,000
13 $452,000 City of Gridley BCAG 03-Butte	Hazel Street Rehabilitation Project. In the city of Gridley on Hazel Street from Virginia Street to Vermont Street. Construct intersection and roadway improvements, pavement striping as well as landscaped areas and bicycle/pedestrian facilities at the Kentucky Street intersection. (Contributions from other sources: $227,000.) Outcome/Output: The intersection and roadway improvements will enhance pedestrian accessibility, add bicycle facilities, and create a pedestrian friendly "complete street" atmosphere in a key downtown historic location. The project will provide surface transportation access to downtown. Signage will target travelers on the surface transportation system, namely motor vehicle drivers, transit passengers and bicycles/pedestrians.	03-2431 RIP TE / 12-13 CON $452,000 0313000015	2012-13 101-0890 FTF 20.30.600.731	$452,000
14 $851,000 San Francisco Municipal Transportation Agency MTC 04-San Francisco	San Francisco Pedestrian Safety and Encouragement Campaign. In San Francisco. Broadcast an 18-month pedestrian safety and encouragement campaign to target the San Francisco neighborhoods with the highest rates of severe and fatal pedestrian injuries. Outcome/Output: Each year, an estimated 800 people are hit by cars and other motor vehicles as they are walking the streets of San Francisco. This project will complement infrastructure and enforcement solutions with a series of targeted communications and outreach campaigns designed to address the very behaviors that are leading to injuries, fatalities, and near-misses.	04-9098L RIP TE / 12-13 CON $851,000 0413000245	2012-13 101-0890 FTF 20.30.600.731	$851,000
15 $115,000 City of Fresno COFCG 06-Fresno	Sugar Pine Trail Improvement. In the city of Fresno, on the Sugar Pine Trail between Nees Avenue and Chestnut Avenue. Improve trail amenities, lighting and shade structures. (Allocation funded from 2012-13 TE Reserve PPNO B002.) (Contributions from other sources: $14,900.) Outcome/Output: Add trail amenities to improve services for trail users.	06-B002M RIP TE / 12-13 CON $115,000 0600000560	2012-13 101-0890 FTF 20.30.600.731	$115,000
16 $118,000 City of Visalia TCAG 06-Tulare	Packwood Creek Waterway Trail. Packwood Creek Waterway Trail along County Center from Visalia Parkway to Cameron Avenue. Construct bicycle trail. (Contributions from other sources: $152,000.) Outcome/Output: Construct 0.25 mile of bike/pedestrian path to extend the Visalia Trail system.	06-6563 RIP TE / 12-13 CON $118,000 0612000113	2012-13 101-0890 FTF 20.30.600.731	$118,000

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3)	**Locally Administered STIP Transportation Enhancement Projects off the State Highway System**			**Resolution FP-12-51**
17 $1,107,000 City of Kingsburg COFCG 06-Fresno	Railroad Depot Restoration. In Kingsburg, on California Street, between Draper Street and Earl Street. Renovate existing train depot adjacent to Union Pacific Railroad tracks. (Allocation funded from 2012-13 TE Reserve PPNO B002.) Outcome/Output: This project renovates existing train depot/preservation of historic resource and transportation structure.	06-B002Q RIP TE / 12-13 CON $1,107,000 0612000353	2012-13 101-0890 FTF 20.30.600.731	$1,107,000
18 $100,000 City of Dinuba TCAG 06-Tulare	Downtown Plaza Streetscape Alta Heritage Square. In Dinuba, at Alta Heritage Square and the Downtown Entertainment Plaza. Install decorative sidewalks, street lights, tree wells and irrigation. (A time extension for FY 11-12 CON expires on June 30, 2013.) (Contributions from other sources: $68,000.) Outcome/Output: This project will connect the Alta Heritage Square Complex to the Entertainment Plaza which are the two major attractions in the city of Dinuba's downtown business districts.	06-6537 RIP TE / 11-12 CON $100,000 0613000019	2012-13 101-0890 FTF 20.30.600.731	$100,000
19 $350,000 City of Clovis COFCG 06-Fresno	Sunnyside/Shepherd Trail Head Rest Area. At the southwest corner of Sunnyside and Shepherd Avenues in the city of Clovis. Construct a trail head/rest area that covers about 2.5 acres and includes a parking lot, seating wall, landscape plantings, irrigation system, table and benches, lights, pedestrian trails, drinking fountain, bike racks, and restroom facilities. (Concurrent Consideration of Funding request – Resolution E-13-26, May 2013.) (Allocation funded from 2012-13 TE Reserve PPNO B002.) Outcome/Output: This project designed as a streetscape improvement benefiting bicyclists and pedestrians.	06-B002S RIP TE / 12-13 R/W $350,000 0613000156	2012-13 101-0890 FTF 20.30.600.731	$350,000
20 $17,000 City of Fowler COFCG 06-Fresno	Merced Street Improvements. On Merced Street, between 3rd and 5th Streets. Landscaping & sidewalks. (Allocation funded from 2012-13 TE Reserve PPNO B002.) (Contributions from other sources: $2,203.) Outcome/Output: The current sidewalks do not meet current standards and are in poor condition. Sidewalk improvements will encourage further pedestrian travel and improve safety for pedestrians to commute to the nearby City Park and Fowler High School.	06-B002R RIP TE / 12-13 PS&E $17,000 0613000233	2012-13 101-0890 FTF 20.30.600.731	$17,000
21 $550,000 Los Angeles County LACMTA 07-Los Angeles	Willowbrook Area Access Improvements to MLK MACC. Located in the unincorporated community of Willowbrook on Wilmington Avenue, between Imperial Highway and 122nd Street. The project included design & construction of pedestrian enhancements and landscape. (Contributions from other sources: $309,000.) Outcome/Output: This project will encourage use of nearby transit facilities to reduce individual vehicle trip, thereby reducing peak hour delays and greenhouse gas emissions and encourage walking by improving pedestrian access.	07-4310 RIP TE / 12-13 PS&E $550,000 0700021070	2012-13 101-0890 FTF 20.30.600.731	$550,000

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3)	**Locally Administered STIP Transportation Enhancement Projects off the State Highway System**			**Resolution FP-12-51**
22 $454,000 Los Angeles County LACMTA 07-Los Angeles	North County Bikeways. Various roadways near the city of Santa Claria. Install four Class II & two Class III bikeway segments, including signage, striping, road widening & road shoulder improvements. The total length of the proposed bikeways is 8.64 miles. (Contributions from other sources: $113,500.) Outcome/Output: This project will promote bicycling within the surrounding neighborhoods by improving accommodations for bicyclists and providing connectivity to major attractions and other existing bikeways. The selected roads will be more appealing for the general public to ride their bicycle for the daily commute, which will reduce their dependency on cars. This will result in improved mobility, air quality, and access within the surrounding neighborhoods.	07-4302 RIP TE / 12-13 PS&E $454,000 0713000362	2012-13 101-0890 FTF 20.30.600.731	$454,000
23 $272,000 Calaveras County Calaveras COG 10-Calaveras	Arnold Rim Trail Cedar Center Bikeway Connection. Near Arnold, from Oak Circle to Pine Drive. Construct bicycle trail. (Future Consideration of Funding – Resolution E-12-73, August 2012.) Outcome/Output: This Arnold Rim Trail Center Bikeway Connection Project will improve mobility within the community of Arnold and to improve connectivity with the existing Arnold Rim Trail. It is needed to provide a safer walking environment for the pedestrians of Arnold.	10-0016D RIP TE / 12-13 CONST $272,000 1000020195	2012-13 101-0042 SHA 101-0890 FTF 20.30.600.731	$31,198 $240,802
24 $1,224,000 San Diego Association of Governments SANDAG 11-San Diego	Sweetwater Bikeway - Plaza Bonita Segment. In the city of National City and unincorporated San Diego County, from approximately 2,000 feet north of the intersection of Bonita Mesa Road and Plaza Bonita Road to approximately 400 feet south of the same intersection. Construct Class I Bike Path. Outcome/Output: The proposed project is a missing 0.45 mile segment of a regional Class I Bike Path known as the Sweetwater Bikeway. The Sweetwater Bikeway will serve both recreational and commuter bicyclists needs.	11-7421X RIP TE / 12-13 CON $1,224,000 1112000056	2012-13 101-0890 FTF 20.30.600.731	$1,224,000

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3)	**Local STIP Planning, Programming and Monitoring Projects**			**Resolution FP-12-51**
25 $157,000 Tehama County Transportation Commission Tehama CTC 02-Tehama	Planning, Programming and Monitoring	02-2063 RIP / 12-13 CONST $157,000 0213000088	2012-13 101-0042 SHA 20.30.600.670	$157,000
26 $50,000 Lassen County Transportation Commission LCTC 02-Lassen	Planning, Programming and Monitoring	02-2124 RIP / 12-13 CONST $50,000 0213000089	2012-13 101-0042 SHA 20.30.600.670	$50,000

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3)	**Local STIP Planning, Programming and Monitoring Projects**			**Resolution FP-12-51**
27 $63,000 Modoc County Local Transportation Commission MCTC 02-Modoc	Planning, Programming and Monitoring	02-2051 RIP / 12-13 CONST $63,000 0213000092	2012-13 101-0042 SHA 20.30.600.670	$63,000
28 $88,000 Madera County Transportation Commission Madera CTC 06-Madera	Planning, Programming and Monitoring	06-6L05 RIP / 12-13 CONST $88,000 0613000212	2012-13 101-0042 SHA 20.30.600.670	$88,000
29 $664,000 Riverside County Transportation Commission Riverside CTC 08-Riverside	Planning, Programming and Monitoring	08-9803 RIP / 12-13 CONST $664,000 0813000157	2012-13 101-0042 SHA 20.30.600.670	$664,000
30 $35,000 Mariposa County Local Transportation Commission Mariposa LTC 10-Mariposa	Planning, Programming and Monitoring	10-4957 RIP / 12-13 CONST $35,000 1013000113	2012-13 101-0042 SHA 20.30.600.670	$35,000
31 $247,000 Stanislaus Council of Governments StanCOG 10-Stanilaus	Planning, Programming and Monitoring	10-9953 RIP / 12-13 CONST $247,000 1013000124	2012-13 101-0042 SHA 20.30.600.670	$247,000

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 29, 2014

Reference No.: 2.9b.
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Rihui Zhang
Acting Division Chief
Local Assistance

Subject: **TECHNICAL CORRECTION TO PREVIOUSLY APPROVED RESOLUTION RESOLUTION FP-12-64**

RECOMMENDATION:

The California Department of Transportation recommends that the California Transportation Commission (Commission) approve a technical correction to Resolution FP-12-64, originally approved on June 11, 2013.

ISSUE:

At its June, 2013 meeting, the Commission approved Resolution FP-12-64 to allocate for $25,792,000 for 32 locally administered State Transportation Improvement Program (STIP) projects off the State Highway System.

A technical correction is needed for Project 2 (PPNO 3068) – Countywide Rehabilitation in Lake County, to revise the funding type from federal funding (101-0890) to State funding (101-0042).

The required changes are reflected in strikethrough and bold on the attached Book Item Attachment.

There is no change to the Book Item Memorandum.

Attachment

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3) Locally Administered STIP Projects off the State Highway System				**Resolution FP-12-64**
1 $93,000 Humboldt County HCAOG 01-Humboldt	Railroad Crossings at County Roads Rehabilitation. In Humboldt County at various locations. Rehabilitate and Improve Railroad Crossings. Outcome/Output: This project will enhance vehicular safety.	01-2100 RIP / 12-13 CONST $93,000 0100000030	2012-13 101-0042 SHA 20.30.600.620	$93,000
2 $2,680,000 Lake County LCCAPC 01-Lake	Countywide Rehabilitation. In Lake County, at various locations. Rehabilitate roadway. Outcome/Output: This project will increase the safety of the road, reduce traveler delays, and improve trip quality.	01-3068 RIP / 12-13 CONST $2,680,000 0100020450	2012-13 ~~101-0890~~ ~~FTF~~ **101-0042** **SHA** 20.30.600.621	$2,680,000
3 $450,000 City of Santa Cruz SCCRTC 05-Santa Cruz	Soquel Avenue/Park Way Intersection Improvements. In the city of Santa Cruz, at the intersection of Soquel Avenue and Park Way. Install traffic signal and construct protected left turn lanes. (Contributions from other sources: $626,000.) Outcome/Output: This project will reduce collisions, reduce delay, travel times, improve access to transit, widen sidewalk, and improve access to medical facilities and schools. Reduce non-recurring congestions and transit travel times.	05-2364 RIP / 12-13 CONST $450,000 0513000107	2012-13 101-0890 FTF 20.30.600.620	$450,000
4 $3,650,000 Town of Mammoth Lakes Mono LTC 09-Mono	Canyon Boulevard Street Improvements. In Mammoth Lakes, on Canyon Boulevard from Forest Trail to Hillside Drive. Reconstruct curbs, gutters, sidewalks, lights and storm drain system. Outcome/Output: This project will repave over 2,000 linear feet of roadway with asphalt concrete; improve drainage facilities, sidewalk, and street lighting.	09-2546 RIP / 12-13 CONST $3,650,000 0900000023	2012-13 101-0890 FTF 20.30.600.620	$3,650,000
5 $144,000 City of Bishop Inyo LTC 09-Inyo	Warren Street Improvements. In Bishop, on North Warren Street and South Warren Street, from West South Street to dead end near West Elm Street. Remove and replace pavement, and various roadway improvements. (Future Consideration of Funding – Resolution E-13-37, May 2013.) Outcome/Output: This project will repave over 4,200 linear feet of roadway with asphalt concrete; improve drainage facilities, and construct sidewalk to provide improved facilities for pedestrians and public transportation.	09-2588 RIP / 12-13 PS&E $144,000 0912000032	2012-13 101-0042 SHA 20.30.600.621	$144,000

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3)	**Locally Administered STIP Transportation Enhancement Projects off the State Highway System**			**Resolution FP-12-64**
6 $137,000 City of Eureka HCAOG 01-Humboldt	Sidewalk Construction and Relocation. In Eureka, around Washington Elementary School including Harris Street, Dolbeer Street, W Street and Everding Street. Construct new curb and sidewalks. Outcome/Output: This project will create a more walkable community, increase the amount of children walking to school, and provide a safer area for walking to school and for dropping off and picking up children.	01-2290 RIP TE / 12-13 CONST $137,000 0112000103	2012-13 101-0890 FTF 20.30.600.731	$137,000
7 $232,000 City of Ferndale HCAOG 01-Humboldt	City of Ferndale Pedestrian Improvement Project - Phase II. In Ferndale, on Rose Avenue between Mckinley Avenue and Berding Street including the intersection of Rose Avenue and Berding Street. Construct American with Disability Act (ADA) compliant pedestrian facilities including new sidewalks and curb ramps. (CONST savings of $4,000 to return to Humboldt County share balance.) Outcome/Output: This project will infill and extend existing pedestrian routes and construct safe accessible pedestrian routes in the city of Ferndale.	01-0302H RIP TE / 12-13 CONST ~~$236,000~~ **$232,000** 0112000281	2012-13 101-0890 FTF 20.30.600.731	$232,000
8 $2,346,000 Sacramento County SACOG 03-Sacramento	Old Town Florin Streetscape Improvements Project. In Old Town Florin, from Tokay Avenue to just east of McComber Street. Construct sidewalks, landscaping and transit facilities. (Future Consideration of Funding – Resolution E-13-23, May 2013.) (Time extension for FY 11-12 CON expires on June 30, 2013.) (Contributions from other sources: $279,204.) Outcome/Output: Stripe bike lanes and improve pedestrian facilities to increase bike and pedestrian capacity. Improve bicycle operations and enhance pedestrian safety. Provide access to alternative modes of travel to reduce vehicle trips. Install landscape/streetscape improvements to revitalize the corridor by encouraging development and reducing air pollution.	03-3190 RIP TE / 11-12 CONST $2,346,000 0300000999	2012-13 101-0890 FTF 20.30.600.731	$2,346,000
9 $690,000 City of Folsom SACOG 03-Sacramento	Folsom Lake Class I Bikeway. In the city of Folsom, from Southern Prison Entrance Road to an existing Class I bikeway along Folsom Lake Crossing Road: Construct a 1.25-mile segment of a Class I trail. (Future Consideration of Funding – Resolution E-13-16, March 2013) (Contributions from other sources: $2,001,000.) Outcome/Output: This project will provide a safer alternative for cyclists and pedestrians to cross Folsom Lake Crossing Road by providing a much needed grade-separated crossing. This project will also complete an important segment of the Regional Folsom Lake Trail.	03-6575 RIP TE / 12-13 CONST $690,000 0300001002	2012-13 101-0890 FTF 20.30.600.731	$690,000

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3)	**Locally Administered STIP Transportation Enhancement Projects off the State Highway System**			**Resolution FP-12-64**
10 $32,000 Butte County Association of Governments BCAG 03-Butte	Chico Bike Map Update. Covering the urbanized area of city of Chico. The Bike Map update will update the existing bike map to identify new Class I, II and III bike lanes, new roads, bike facilities, safety data and to have the map reproduced. Outcome/Output: This project promotes cycling by identifying current class 1, 2, and 3 bike routes. The project also serves as a planning tool for the city, county and private developers. In addition, the bike map will be used by local public health educators who work with the goal of reducing emissions.	03-2432 RIP TE / 12-13 CONST $32,000 0312000284	2012-13 101-0890 FTF 20.30.600.731	$32,000
11 $107,000 Colusa County CCTC 03-Colusa	Arbuckle Rail Depot Restoration. In downtown Arbuckle. Relocate and restore historic railroad depot. (Allocation funded from 12-13 TE Reserve PPNO 03-3123.) Outcome/Output: This project will relocate and restore the existing Depot to accomplish the historic preservation of the facility.	03-3123C RIP TE / 12-13 PA&ED $107,000 0313000112	2012-13 101-0890 FTF 20.30.600.731	$107,000
12 $2,000,000 City of Citrus Heights SACOG 03-Sacramento	Auburn Boulevard Complete Streets Revitalization. In the city of Citrus Heights on Auburn Boulevard, from Sylvan Corners to Sycamore Drive. Rehabilitate the roadway and construct widening, sidewalks, bicycle lanes, a pedestrian/bicycle bridge, enhanced transit stops and shelters, pedestrian-scale lighting, raised medians and landscaping. (Future Consideration of Funding under Resolution E-11-93; December 2011.) (Contributions from other sources: $2,600,000.) Outcome/Output: This project will construct improvements on Auburn Boulevard to add pedestrian and bicycle enhancements. The work will include 6-foot sidewalks with 6-foot streetscape planters, bike lanes, medians, street lights, and traffic signals.	03-5989 RIP TE / 12-13 CONST $2,000,000 0313000206	2012-13 101-0890 FTF 20.30.600.731	$2,000,000
13 $1,144,000 Sacramento County SACOG 03-Sacramento	Countywide Bicycle Lane Gap Closure and Signal Detection. In Sacramento County, at various locations. Construct Class II bike lanes, modifications at intersections and bicycle signal detection. (Contributions from other sources: $1,144,000.) Outcome/Output: Proposed improvements are to stripe bike lanes to increase bike capacity. Improve bicycle operations and enhance safety. Provide access to alternative modes of travel to reduce vehicle trips.	03-6578 RIP TE / 12-13 CONST $1,144,000 0313000207	2012-13 101-0890 FTF 20.30.600.731	$1,144,000
14 $2,000,000 City of Marina TAMC 05-Monterey	Imjin Parkway Class II Bike Lane. In Marina, on Imjin Parkway, from Reservation Road to Imjin Road. Construct Class II bike lanes. (Time extension for FY 11-12 CON expires on June 30, 2013.) Outcome/Output: The project will improve safety for bicyclists and add capacity for the regional bicycle system.	05-2297 RIP TE / 11-12 CONST $2,000,000 0500020241	2012-13 101-0890 FTF 20.30.600.731	$2,000,000

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3)	**Locally Administered STIP Transportation Enhancement Projects off the State Highway System**			**Resolution FP-12-64**
15 $200,000 San Luis Obispo County SLOCOG 05-San Luis Obispo	Templeton-Atascadero Connector. In Atascadero and Templeton. Construct bicycle and pedestrian facilities. (Contributions from other sources: $20,000.) Outcome/Output: This project will provide a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with cross flows by motorists minimized.	05-1843 RIP TE / 12-13 PS&E $200,000 0512000189	2012-13 101-0890 FTF 20.30.600.731	$200,000
16 $66,000 City of Grover Beach SLOCOG 05-San Luis Obispo	Grand Avenue Streetscape, Phase 3. In Grover Beach, on West Grand Avenue from the western city limits to 5th Street. Landscape medians and parkways, and install bike lanes and decorative sidewalks and crosswalks. (Contributions from other sources: $78,000.) Outcome/Output: This project will promote traffic calming and urban greening. It will enhance bicycle safety, attract pedestrians and reduce motor vehicle use.	05-2373 RIP TE / 12-13 PS&E $66,000 0513000010	2012-13 101-0890 FTF 20.30.600.731	$66,000
17 $216,000 City of Clovis COFCG 06-Fresno	Enterprise Canal Trail. In the city of Clovis, east of Temperance Avenue and south of Nees Avenue along the Enterprise Canal. Construct a Class I bicycle/pedestrian trail. (Allocation funded from 2012-13 TE Reserve PPNO B002.) Outcome/Output: This project designed as a streetscape improvement benefiting bicyclists and pedestrians.	06-B002B RIP TE / 12-13 CONST $216,000 0600000525	2012-13 101-0890 FTF 20.30.600.731	$216,000
18 $221,000 Kern County KCOG 06-Kern	Asher Avenue Pedestrian Improvements. In Taft, on Asher Avenue, from 4th Street to the Taft Rails to Trails. Pedestrian Improvements. (Contributions from other sources: $29,000.) Outcome/Output: This project will improve the pedestrian and bicycle mobility on Asher Avenue and connect the residents of south Taft to the Rails to Trails project.	06-6557 RIP TE / 12-13 CONST $221,000 0612000240	2012-13 101-0890 FTF 20.30.600.731	$221,000
19 $250,000 City of Visalia TCAG 06-Tulare	Packwood Creek Waterway Trail. Packwood Creek Waterway Trail along County Center, College Avenue, Rio Vista Avenue, and through Diamond Creek Development. Construct multi-purpose bicycle trail. (Contributions from other sources: $269,890.) Outcome/Output: This project will construct approximately 0.75 mile of bike/pedestrian path to extend the Visalia Trail system.	06-6564 RIP TE / 12-13 CONST $250,000 0612000112	2012-13 101-0890 FTF 20.30.600.731	$250,000
20 $1,666,000 City of Los Angeles LACMTA 07-Los Angeles	Manchester Avenue Bike Lanes & Island Reduction. In the city of Los Angeles, on Manchester Avenue between Sepulveda Boulevard and Osage Avenue. Reduction of the landscaped median islands to accommodate bike lanes. Gap closure project. (Contributions from other sources: $416,400.) Outcome/Output: This project will improve accessibility for the local transit users, bicyclists, and provide continuity of bike lanes on Manchester Avenue, from Lincoln Avenue to Los Angeles city limit with the city of Inglewood.	07-4086 RIP TE / 12-13 CONST $1,666,000 0700020617	2012-13 101-0890 FTF 20.30.600.731	$1,666,000

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3)	**Locally Administered STIP Transportation Enhancement Projects off the State Highway System**			**Resolution FP-12-64**
~~21~~ ~~$486,000~~ ~~City of Los Angeles~~ ~~LACMTA~~ ~~07-Los Angeles~~	~~West Third Street Pedestrian Improvement Project. On West Third Street, between La Cienega Boulevard and Fairfax Avenue. Pedestrian enhancements.~~ ~~(Contributions from other sources: $636,000.)~~ ~~Outcome/Output: This project will improve safety, promote walking, biking, and intermodal transit use.~~ ***WITHDRAWN PRIOR TO CTC MEETING.***	~~07-4305~~ ~~RIP TE / 12-13~~ ~~CONST~~ ~~$486,000~~ ~~0700021068~~	~~2012-13~~ ~~101-0890~~ ~~FTF~~ ~~20.30.600.731~~	~~$486,000~~
22 $669,000 City of Los Angeles LACMTA 07-Los Angeles	East Hollywood Vermont Medians. Along Vermont Avenue between Hollywood Boulevard and Los Angeles City College. Install six, 8-foot wide fully-irrigated medians, landscaped with groundcover, shrubbery and street trees. (Contributions from other sources: $202,000.) Outcome/Output: This streetscape median enhancement project will improve safety for pedestrians, bicyclists, and encourage the use of nearby transit lines.	07-4317 RIP TE / 12-13 CONST $669,000 0712000163	2012-13 101-0890 FTF 20.30.600.731	$669,000
23 $170,000 City of Los Angeles LACMTA 07-Los Angeles	Sunset Junction Phase 2. At the intersection of Sunset Boulevard, Santa Monica Boulevard and Manzanita Street. Multi-modal transit plaza to integrate public transportation, pedestrian and bicycle improvements. (Contributions from other sources: $43,000.) Outcome/Output: This project will encourage more public users and promote intermodal integration. It will also benefit the Silverlake-Echo Park-Elysian Valley Community Plan Area that has an estimated 85,000 residents, and 23,000 public transit users living in this community.	07-4314 RIP TE / 12-13 PS&E $170,000 0712000357	2012-13 101-0890 FTF 20.30.600.731	$170,000
24 $107,000 City of Los Angeles LACMTA 07-Los Angeles	Beverly Boulevard Transportation Enhancements. In the city of Los Angeles, along Beverly Boulevard between Vermont and Beaudry Avenues. Provide transit-oriented streetscape improvements. (Contributions from other sources: $20,000.) Outcome/Output: This project will improve pedestrian safety and benefit the estimated 32,000 residents, and also benefit the estimated 14,000 public transit users.	07-4309 RIP TE / 12-13 PA&ED $107,000 0713000369	2012-13 101-0890 FTF 20.30.600.731	$107,000
25 $162,000 City of Los Angeles LACMTA 07-Los Angeles	Watts Streetscape Enhancements. Along 103rd Street corridor from Central Avenue to Grape Street. Streetscape Enhancements, including decorative sidewalk treatments, landscaped medians, street trees and crosswalk treatments. (Contributions from other sources: $41,000.) Outcome/Output: This project will encourage more public transit users and promote intermodal integration. It will also benefit the estimated 35,000 residents, and public transit users living in this community.	07-4313 RIP TE / 12-13 PS&E $162,000 0713000377	2012-13 101-0890 FTF 20.30.600.731	$162,000

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3)	**Locally Administered STIP Transportation Enhancement Projects off the State Highway System**			**Resolution FP-12-64**
26 $1,543,000 City of Santa Monica LACMTA 07-Los Angeles	Santa Monica Bike Share Program. Citywide implementation of bike share network including 25 locations and 250 bicycles near transit hubs, remote parking, activity centers and destinations. **(2012 STIP inadvertently showed the programming as PS&E instead of CONST; June 2013.)** (Contributions from other sources: $946,000.) Outcome/Output: Operational bike share system for use by the general public.	07-4544 RIP TE / 12-13 ~~PS&E~~ ~~$1,543,000~~ **CONST** **$1,543,000** 0713000413	2012-13 101-0890 FTF 20.30.600.731	$1,543,000
27 $670,000 City of Highland SANBAG 08-San Bernardino	Greenspot Road Historic Bridge Restoration. In the city of Highland on Greenspot Road, between Santa Paula Street and the city limits south of the Santa Ana River. Construct bridge, realign roadway with bike lanes and turn lanes, and rehabilitate existing bridge. (Future Consideration of Funding under Resolution E-13-45; May 2013.) (Allocation funded from 2012-13 TE Reserve PPNO 1111.) (Contributions from other sources: $12,864,000.) Outcome/Output: This project will restore a historic bridge back to its original condition.	08-1111M RIP TE / 12-13 CONST $670,000 0800000849	2012-13 101-0890 FTF 20.30.600.731	$670,000
28 $2,000,000 City of Rialto SANBAG 08-San Bernardino	Pacific Electric Inland Empire Trail. Along the abandoned Pacific Electric Railroad Right of Way parallel to and north of Baseline Road. Construct pedestrian and bicycle path. (Allocation funded from 2012-13 TE Reserve PPNO 1111.) (Contributions from other sources: $1,843,000.) Outcome/Output: This project will provide an extension of a safe, landscaped, and lights transportation alternative.	08-1111L RIP TE / 12-13 CONST $2,000,000 0813000084	2012-13 101-0890 FTF 20.30.600.731	$2,000,000
29 $992,000 San Bernardino Associated Governments SANBAG 08-San Bernardino Per Q.Assad email 5/15/13	San Bernardino Passenger Rail and Transit Center. Construct pedestrian and commuter enhancements, walkways and parking lots. (Future Consideration of Funding under Resolution E-13-43; May 2013.) (Allocation funded from 2012-13 TE Reserve PPNO 1111.) (Contributions from other sources: $14,176,000.) Outcome/Output: This project will incorporate transit-oriented land uses such as bicycle racks, benches, decorative sidewalk, and public are to enhance the transit experience.	08-1111N RIP TE / 12-13 CONST $992,000 0813000175	2012-13 101-0890 FTF 20.30.600.731	$992,000
30 $150,000 Inyo County Inyo LTC 09-Inyo	Eastern Sierra Scenic Byway Tourist Center. In Dehy Park, in the community of Independence. Construct the Eastern Sierra Scenic Byway Tourist Center. (Future Consideration of Funding – Resolution E-13-36, May 2013.) Outcome/Output: This project will construct a new visitor's center to better inform the traveling public of the unique features of the Eastern Sierra Scenic Byway.	09-2517C RIP TE / 12-13 PA&ED ~~150,000~~ **$0** PS&E ~~$0~~ **$150,000** 0900000017	2012-13 101-0042 SHA 101-0890 FTF 20.30.600.731	$17,205 $132,795

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3)	**Locally Administered STIP Transportation Enhancement Projects off the State Highway System**			**Resolution FP-12-64**
31 $500,000 City of Costa Mesa OCTA 12-Orange	Harbor Boulevard Beautification. On Harbor Boulevard, from Adams Avenue to MacArthur Boulevard. Plant palm trees and install enhanced median landscaping, irrigation system improvements, decorative lighting, and a solar powered city entry monument sign. (Allocation funded from 2012-13 TE Reserve PPNO 2134.) (Contributions from other sources: $205,000.) Outcome/Output: This project will beautify and visually enhance two miles of principal roadway.	12-2136E RIP TE / 12-13 CONST $500,000 1200020353	2012-13 101-0890 FTF 20.30.600.731	$500,000

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3)	**Local STIP Planning, Programming and Monitoring Projects**			**Resolution FP-12-64**
32 $40,000 Trinity County Transportation Commission Trinity CTC 02-Trinity	Planning, Programming and Monitoring	02-2066 RIP / 12-13 CONST $40,000 0213000106	2012-13 101-0042 SHA 20.30.600.670	$40,000
33 $465,000 Kern Council of Governments Kern COG 06-Kern	Planning, Programming and Monitoring	06-6L03 RIP / 12-13 CONST $465,000 0613000275	2012-13 101-0042 SHA 20.30.600.670	$465,000

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 29, 2014

Reference No.: 4.14
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Jane E. Perez
Chief
Mass Transportation

Subject: **COMMISSION ADVICE AND CONSENT ON TRANSPORTATION DEVELOPMENT ACT (TDA) REGULATIONS**
RESOLUTION G-14-01

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve the attached resolution giving its advice and consent on the attached Transportation Development Act (TDA) regulations.

ISSUE:

The Commission is required by the Public Utilities Code (PUC) Section 99241 to give advice and consent on the Transportation Development Act (TDA) regulations, as prepared by the Department. The regulations are updated to incorporate legislative changes and to interpret and clarify the statutes. As part of the review process, the Department provided the proposed revisions of the TDA regulations to the Commission for comment at its October 2013 meeting.

The Department is proposing to amend California Code of Regulations (CCR) Sections 6612(c), 6613.3, 6613.4, 6633(d), 6633.5, 6633.5(a), 6633.5(b), 6633.5(b)(1), 6645.1(b), and 6731(c) of the TDA. The proposed amendments to the regulations are necessary to bring the regulations into conformance with AB 2679 of the Statutes of 2012, which replaced the word “handicapped” with the term “disabled” throughout the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act. The Department has reviewed the proposed changes with regional agencies, transit operators and affected agencies, and sent out a notice of proposed rulemaking, allowing a time period of 45 days for review, comment and/or request for public hearing.

BACKGROUND:

The Mills-Alquist-Deddeh Act, better known as TDA, was enacted in 1972 by the California legislature and is administered by the Department. It provides two major sources of funding for public transportation in California implemented by Regional Transportation Planning Agencies (RTPA). These funds are for the development and support of public transportation needs that exist in California and are allocated to areas of each county based on population, taxable sales, and transit

performance. First, the county Local Transportation Fund (LTF), has been in existence since 1972. Second, the State Transit Assistance (STA) fund came into existence in 1980.

TDA statutes are located under the Government Code Title 3, Division 3, Chapter 2, Article 11, and under the PUC Division 10, Part 11, Chapter 4, Articles 1-9. Additional implementing provisions can be found under the (CCR) Title 21, Chapter 3, Subchapters 2 and 2.5. The Department publishes TDA Statutes and California Code of Regulations which is updated periodically depending on the TDA related legislative actions.

PROPOSED CHANGES:

The Department is proposing amendments to TDA regulation sections 6612(c), 6613.3, 6613.4, 6633(d), 6633.5, 6633.5(a), 6633.5(b), 6633.5(b)(1), 6645.1(b), and 6731(c), with the advice and consent of the Commission, under the authority granted by Section 99241 of the PUC, which allows the Director of Caltrans to amend, add, and repeal the regulations as statutes change. Caltrans proposes to amend sections 6612(c), 6613.3, 6613.4, 6633(d), 6633.5, 6633.5(a), 6633.5 (b), 6633.5(b)(1), 6645.1(b), and 6731(c), by replacing the word "Handicapped" with the word "Disabled". Below is text of CCR sections identifying the areas of the proposed amendments, as reflected in underline and strikethrough.

§ 6612. Transit Service Claimant.

The term "transit service claimant" means:

(a) A claimant that files a claim for community transit services pursuant to article 4.5 of the Act.

(b) A claimant that files a claim for contract payments pursuant to PUC section 99400(c).

(c) A city or county that is a member of a joint powers agency and that files a claim to provide or contract for services to elderly and ~~handicapped~~ ***disabled*** persons pursuant to PUC section 99260.7.

(d) The County of San Diego if it files a claim for express bus service or vanpool service pursuant to PUC section 99400.6.

(e) A county, city, or county transportation commission that files a claim for rail passenger service operation and capital improvement expenditures.

(f) A city or county with a population of less than 5,000 that files a claim pursuant to section 99405(d).

A transit service claimant that is also an operator shall meet all requirements of TDA, the regulations for its service provided as a transit service claimant, and for its other service as if the services were provided by separate claimants.

Note: Authority cited: Section 99241, PUC. Reference: Sections 99234.9, 99241, 99260.7, 99275, 99400(c), 99400.6 and 99405(d), PUC.

§ 6613.3. Services to Elderly and ~~Handicapped~~ *Disabled* Persons.

The term "services to elderly and ~~handicapped~~ ***disabled*** persons" means transportation services provided using vehicles for the exclusive use of elderly and ~~handicapped~~ ***disabled*** persons.

Note: Authority and reference cited: Section 99241, PUC.

§ 6613.4. Services to the General Public.

The term "services to the general public" means transportation services other than services provided using vehicles for the exclusive use of elderly and ~~handicapped~~ ***disabled*** persons.

Note: Authority and reference cited: Section 99241, PUC.

§ 6633. Revenue Qualification.

Beginning with the 1980-81 fiscal year, each operator and transit service claimant shall qualify for funding during the fiscal year as specified in this section and in sections 6633.1 to 6633.9.

(a) An operator that began operation before July 1, 1974, may qualify under either PUC section 99268.1 (the 50-percent expenditure limitation) or 99268.2 (the fare and local support ratios), unless the operator was granted a waiver from the 50-percent expenditure limitation for 1978-79. The following operators were granted such a waiver: South Coast Area Transit (Ventura County), City of Banning, City of Auburn, and City of Napa.

(b) A transit service claimant that is filing a claim for community transit services pursuant to Article 4.5 of the Act or for contract services pursuant to PUC section 99400(c) or a city or county with a population of less than 5,000 which provides transportation services may qualify in accordance with the performance criteria, local match requirements, or fare recovery ratios adopted by the transportation planning agency or county transportation commission pursuant to PUC sections 99275.5(c)(4) and 99405(c).

(c) Except as specified in subdivisions (a) and (b), an operator or transit service claimant with services to the general public shall qualify under PUC sections 99268.3 and 99268.4 or 99268.12 (the fare and local support ratios).

(d) In addition, an operator or transit service claimant that qualifies under PUC sections 99268.2, 99268.3, or 99268.4, and that provides services to elderly and ~~handicapped~~ ***disabled*** persons, shall meet the fare ratio specified in section 6633.5.

Note: Authority cited: Section 99241, PUC. Reference: Sections 99268.1, 99268.2, 99268.3, 99268.4, 99268.5, 99268.9, 99268.12, 99275.5 and 99405, PUC.

§ 6633.5. Fare Ratio for Service to Elderly and ~~Handicapped~~ *Disabled* Persons.

(a) For a claimant that provides only services to elderly and ~~handicapped~~ ***disabled*** persons, the ratio of fare revenues to operating cost shall be at least ten percent or the ratio that the claimant had for the services in 1978-79, whichever is greater.

(b) For a claimant that provides both services to elderly and ~~handicapped~~ ***disabled*** persons, and services to the general public, either

(1) its services to elderly and ~~handicapped~~ ***disabled*** persons shall meet the fare ratio specified in subdivision (a), or

(2) its services combined shall meet the fare ratio specified in Section 6633.2(a).

Note: Authority cited: Section 99241, PUC. Reference: Section 99268.5, PUC.

§ 6645.1. Small Urbanized Areas.

If there is an operator which is serving an urbanized area in a county with population less than 500,000, the transportation planning agency or county transportation commission may establish for that operator a required ratio of fare revenue to operating cost of no less than 15 percent. Prior to setting the required ratio, the transportation planning agency or county transportation commission shall make findings specifying the reasons for its actions. The transportation planning agency or county transportation commission shall ensure that the following factors, for the jurisdiction of the claimant, have been considered in the transportation planning process:

(a) The size and density of the urban area in which the services to the general public are provided.

(b) The proportion of the operator's ridership which is transit dependent, including elderly, ~~handicapped~~ ***disabled***, and low income patrons, as appropriate.

Note: Authority cited: Section 99241, PUC. Reference: Section 99268.12, PUC.

6731. Claims of Cities, Counties or Transit Districts.

Claims may be filed for allocations from the state transit assistance fund by a city or county, or transit district for the following purposes, if it is eligible for allocations from the local transportation fund for such purposes:

(a) Payments for passenger rail service operations and capital improvements pursuant to PUC section 99400(b) and construction and maintenance of intermodal transportation facilities pursuant to PUC section 99234.9.

(b) Payment to an entity under contract with the city, county or transit district, for transportation services or payment for the claimant's related administrative and planning cost, pursuant to PUC sections 99400(c) and 99400(d).

(c) To provide or contract for transportation services to elderly and ~~handicapped~~ ***disabled*** persons, if the city, county, or transit district is a member of a joint powers entity operating a public transportation system, pursuant to PUC section 99260.7.

(d) Community transit service purposes pursuant to PUC section 99275.

(e) Transportation services provided by cities or counties with populations of less than 5,000 pursuant to PUC section 99405(d).

Note: Authority cited: Section 99241, PUC. Reference: Sections 99234.9, 99260.7, 99275, 99310.5, 99313.3, 99314.5, 99400 and 99405(d), PUC.

Attachments:
1. Resolution
2. Regulation Package

CALIFORNIA TRANSPORTATION COMMISSION
CONSENTING TO PROPOSED AMENDMENTS OF THE
TRANSPORTATION DEVELOPMENT ACT REGULATIONS

RESOLUTION G-14-01

1.1 WHEREAS, Section 99241 of the Public Utilities Code provides that the implementation of the Transportation Development Act (Act) shall be subject to the regulations adopted by the Director of the California Department of Transportation (Department), with the advice and consent of the California Transportation Commission; and

1.2 WHEREAS, the Director has proposed changes to the California Code of Regulations Sections 6612(c), 6613.3, 6613.4, 6633(d), 6633.5, 6633.5(a), 6633.5(b), 6633.5(b)(1), 6645.1(b), and 6731(c) to implement amendments to the Act; and

1.3 WHEREAS, the Department has mailed the proposed changes to city councils, boards of supervisors, county auditor controllers, transportation planning entities, and transit operators statewide for review and comment; and

1.4 WHEREAS, the Department provided a 45-day period, ending 5:00 p.m., April 12, 2013, for any interested party to request a public hearing, receiving no request within the said period.

2.1 NOW, THEREFORE, BE IT RESOLVED that the California Transportation Commission does hereby consent to the proposed changes to the Transportation Development Act regulations, as presented by the Director of the Department of Transportation.

ISSUE MEMORANDUM

TO: MALCOLM DOUGHERTY, Director
California Department of Transportation

FROM: KOME AJISE, Deputy Director
Planning and Modal Programs
(916) 654-5368; (916) 654-6608; kome.ajise@dot.ca.gov

PREPARED BY: JANE E. PEREZ, Chief
Division of Mass Transportation
(916) 654-8144; (916) 654-9366; jane.perez@dot.ca.gov

DATE: June 24, 2013

SUBJECT: **California Transportation Commission Resolution Approving the Amending of the California Code of Regulations Sections 6612(c), 6613.3, 6613.4, 6633(d), 6633.5, 6633.5(a), 6633.5(b), 6633.5(b)(1), 6645.1(b), and 6731(c)**

☑ Request for Approval ☐ For Information

☐ Request for Discussion ☑ For Signature

TRACKING NUMBER:

TIME FACTOR:

None.

BACKGROUND:

Public Utilities Code (PUC) section 99241 authorizes the California Department of Transportation (Caltrans) to adopt or amend proposed regulations in the California Code of Regulations (CCR) with the advice and consent of the California Transportation Commission

(CTC). The proposed regulatory change to sections 6612(c), 6613.3, 6613.4, 6633(d), 6633.5, 6633.5(a), 6633.5(b), 6633.5(b)(1), 6645.1(b), and 6731(c) of the CCR has already gone through the 45-day public notice period and is now ready to be submitted to the CTC for approval by resolution. The proposed amendments to sections 6612(c), 6613.3, 6613.4, 6633(d), 6633.5, 6633.5(a), 6633.5(b), 6633.5(b)(1), 6645.1(b), and 6731(c) of the CCR will bring the regulations into conformity with Assembly Bill 2679 which replaces the term "handicapped" with the term "disabled" throughout the act. The proposed amendments to the CCR would strike the phrase "handicapped" from sections 6612(c), 6613.3, 6613.4, 6633(d), 6633.5, 6633.5(a), 6633.5(b), 6633.5(b)(1), 6645.1(b), and 6731(c), and replace it with the term "disabled."

DISCUSSION/PRO-CON ARGUMENTS:

Section 99241 of the UPC authorized and requires Caltrans to promulgate changes to regulations that enforce the Transportation Development Act (TDA), PUC section 99200 et seq. The existing regulations were enacted in 1979 and have been amended several times to implement federal and State statutory and regulatory authority.

The first step in this process requires Caltrans to send a public notice allowing 45 days for public comment. This process has been completed and Caltrans will now submit the proposed amendments to the CTC for approval by resolution. The amendment package to be submitted to the CTC contains the Notice of Proposed Rulemaking, the Initial Statement of Reasons, a copy of the text showing the amended sections, and a completed Notice Publication/Regulations Submission (STD 400) signed by the Caltrans Director.

EFFECT ON EXISTING LAW:

None.

ESTIMATED COST:

None.

RECOMMENDATION:

It is recommended that the Director sign the form STD 400 and approve the amendment package to be submitted to the CTC.

SUBJECT: California Transportation Commission Resolution Approving the Amending of the California Code of Regulations Sections 6612(c), 6613.3, 6613.4, 6633(d), 6633.5, 6633.5(a), 6633.5(b), 6633.5(b)(1), 6645.1(b), and 6731(c)

APPROVED:

MALCOLM DOUGHERTY, Director — **Date** 7/1/2013

Attachments

(1) Notice of Proposed Rulemaking
(2) Initial Statement of Reasons
(3) Proposed Amendments to the CCR
(4) STD 400, Notice Publication/Regulations Submission

TITLE 21. DEPARTMENT OF TRANSPORTATION
NOTICE OF PROPOSED RULEMAKING

TO ALL INTERESTED PERSONS:

The California Department of Transportation (Caltrans) proposes to adopt the proposed regulation described below after considering all comments, objections, and recommendations regarding the proposed action.

PUBLIC HEARING

Caltrans has not scheduled a public hearing on this proposed action.

However, Caltrans will hold a hearing if it receives a written request for a public hearing from any interested person no later than 15 days before the close of the written comment period.

WRITTEN COMMENT PERIOD

Any interested person or his or her authorized representative may submit written comments relevant to the proposed regulatory action to Caltrans. The written comment period closed at 5:00 p.m. on April 12, 2013. Caltrans only considered comments received at Caltrans by that time. Comments were submitted to:

Gordon Arruda
The California Department of Transportation
Division of Mass Transportation
1120 'N' Street, MS 39, Room 3300
Sacramento, CA 95814

AUTHORITY AND REFERENCE

Public Utilities Code (PUC) section 99241, authorizes Caltrans to adopt proposed regulations with the advice and consent of the California Transportation Commission (CTC), which would amend and correct California Code of Regulations (CCR) sections 6612(c), 6613.3, 6613.4, 6633(d), 6633.5, 6633.5(a), 6633.5(b), 6633.5(b)(1), 6645.1(b), and 6731(c).

INFORMATIVE DIGEST/POLICY STATEMENT OVERVIEW

Caltrans proposes to amend sections 6612(c), 6613.3, 6613.4, 6633(d), 6633.5, 6633.5(a), 6633.5(b), 6633.5(b)(1), 6645.1(b), and 6731(c) in Title 21 of the CCR.

PUC section 99241 authorizes and requires Caltrans to promulgate regulations to enforce the Transportation Development Act (TDA) PUC sections 99200 et seq. The existing regulations were enacted in 1979 and have been amended several times to implement federal and State statutory and regulatory authority.

This proposed regulatory action will bring the regulations into conformance with amendments to California statutory law per AB 2679 of the Statutes of 2012.

Sections 6612(c), 6613.3, 6613.4, 6633(d), 6633.5, 6633.5(a), 6633.5(b), 6633.5(b)(1), 6645.1(b), and 6731(c) will bring the regulations into conformity with Assembly Bill 2679 of the Statutes of 2012. Assembly Bill 2679 replaces the term *handicapped* with the term *disabled* throughout the act. The proposed amendments to the CCR would strike the phrase *handicapped* and replace it with the term *disabled* in Sections 6612(c), 6613.3, 6613.4, 6633(d), 6633.5, 6633.5(a), 6633.5(b), 6633.5(b)(1), 6645.1(b), and 6731(c) of the CCR.

DISCLOSURES REGARDING THE PROPOSED ACTION

Caltrans has made the following initial determinations:

- Mandate on local agencies and school districts: None.
- Costs or savings to any state agency: None.
- Cost to any local agency or school district that must be reimbursed in accordance with Government Code sections 17500 through 17630, inclusive: None.
- Other non-discriminatory costs or savings imposed on local agencies: None.
- Costs or savings in federal funding to the state: None.
- Significant statewide adverse economic impact directly affecting business including the ability of California businesses to compete with businesses in other states: None.
- Cost impacts on a representative private person or business: None.

Adoption of these regulations will not:

- Create or eliminate jobs within the State of California.
- Create new businesses or eliminate existing businesses within the State of California.
- Affect the expansion of businesses currently doing business within the State of California.

Significant effect of housing costs: None.

Small Business Determination

Caltrans has determined that the proposed regulatory action will not affect small businesses. These actions affect only TPA, public transportation operators, and transit service providers.

CONSIDERATION OF ALTERNATIVES

In accordance with Government Code section 11346.5 subdivision (a) (13) Caltrans must determine that no reasonable alternative it considered has otherwise been identified and brought to the attention of Caltrans would be more effective in carrying out the purpose for which the action is proposed or would be as effective and less burdensome to affected private persons than the proposed action.

Caltrans invites interested persons to present statements or arguments with respect to alternatives to the proposed regulatory action during the written comment period.

CONTACT PERSONS

Inquiries concerning the proposed regulatory action may be directed to:
Gordon Arruda
The California Department of Transportation
Division of Mass Transportation
1120 'N' Street, MS 39, Room 3300
Sacramento, CA 95814
Telephone: (916) 654-9396

The backup contact person for these inquiries is:
Kathleen McClaflin
The California Department of Transportation
Division of Mass Transportation
1120 'N' Street, MS39, Room 3300
Sacramento, CA 95814
Telephone: (916) 653-3186

Questions on the substance of the regulatory action may be directed to Mr. Gordon Arruda or Mrs. Kathleen McClaflin.

Please direct requests for copies of the proposed text (the "express terms") of the regulatory action, the initial statement of reasons, the modified text of the regulations, if any, or other information upon which this rulemaking is based to Gordon Arruda at the above address.

AVAILABILITY OF STATEMENT OF REASONS AND TEXT OF PROPOSED REGULATIONS

Caltrans will have the entire rulemaking file available for inspection and copying throughout the rulemaking process at its office at the above address during regular business hours. As of the date this notice is published in the Notice Register, the rulemaking file consists of this notice, the proposed text of the regulations, and the initial statement of reasons. Copies may be obtained by contacting Gordon Arruda at the above address and telephone number.

AVAILABILITY OF CHANGED OR MODIFIED TEXT

After holding any requested public hearings and considering all timely and relevant comments received, Caltrans may adopt the proposed regulations substantially as described in this notice. If Caltrans makes modifications that are sufficiently related to the originally proposed text, it will make the modified text, with changes clearly indicated, available to the public for at least 15 days before Caltrans adopts the regulations as revised. Please send requests for copies of any modified regulations to Gordon Arruda at the address indicated above. Caltrans will accept written comments on the modified regulations for 15 days after the date on which they are made available.

AVAILABILITY OF THE FINAL STATEMENT OF REASONS

Upon its completion, copies of the Final Statement of Reasons may be obtained by contacting Gordon Arruda at the above address.

AVAILABILITY OF DOCUMENTS ON THE INTERNET

Copies of the Notice of Proposed Action, the Initial Statement of Reasons, and the text of the regulations in underline and strikeout can be accessed through Caltrans' website at www.dot.ca.gov/hq/MassTrans/State-TDA.html.

INITAL STATEMENT OF REASONS

SECTION 6612.	**"Transit Service Claimant"**
SECTION 6613.3	**"Services to Elderly and Handicapped Persons"**
SECTION 6613.4	**"Services to the General Public"**
SECTION 6633	**"Revenue Qualification"**
SECTION 6633.5	**"Fare Ratio for Service to Elderly and Handicapped Persons"**
SECTION 6645.1	**"Small Urbanized Areas"**
SECTION 6731	**"Claims of Cities, Counties or Transit Districts"**

SPECIFIC PURPOSE OF THE REGULATIONS:

- Section 6612: The regulation defines the term *transit service claimant.*
- Section 6613: The regulation defines the term *services to elderly and handicapped persons.*
- Section 6613.4: The regulation defines the term *services to the general public* and states that "this is other services than those provided using vehicles for the exclusive use of elderly and handicapped persons."
- Section 6633: The regulation defines who shall qualify for funding during the fiscal year and specifically states that an operator or transit service claimant that provides services to elderly and handicapped persons shall meet the fare ratio specified in section 6633.5.
- Section 6633.5: The regulation states that, for claimants that provide only services to elderly and handicapped persons, the ratio of fare revenues to operating cost shall be at least 10 percent or the ratio that the claimant had for the services in 1978-79, whichever is greater.
- Section 6645.1: The regulation covers operators which serve an urbanized area in a county with population less than 500,000. The transportation planning agency or county transportation commission may establish for that operator a required ratio of revenue to operating cost of no less than 15%. The transportation planning agency or county transportation commission shall ensure that the proportion of the operator's ridership which is transit dependent, including elderly, handicapped, and low income patrons has been considered as a factor.
- Section 6731: The regulation covers filing for allocation from the state transit assistance fund for certain purposes, including providing or contracting for transportation services to elderly and handicapped persons.

NECESSITY.

The proposed amendments to the regulations are necessary to bring the regulations into conformance with AB 2679 of the Statutes of 2012 which replaced the word "handicapped" with the term "disabled" throughout the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act.

TECHNICAL, THEORETICAL, AND/OR EMPIRICAL STUDY, REPORTS, OR DOCUMENTS.

Caltrans did not rely upon any technical, theoretical, or empirical studies, reports, or documents in proposing the amendment to this regulation.

REASONABLE ALTERNATIVES TO THE REGULATION AND THE DEPARTMENT'S REASONS FOR REJECTING THOSE ALTERNATIVES.

No other alternatives were presented to or considered by Caltrans.

REASONABLE ALTERNATIVES TO THE PROPOSED REGULATORY ACTION THAT WOULD LESSEN ANY ADVERSE IMPACT ON SMALL BUSINESSES.

Caltrans has not identified any alternatives that would lessen any adverse impact on small businesses.

EVIDENCE SUPPORTING FINDING OF NO SIGNIFICANT ADVERSE ECONOMIC IMPACT ON ANY BUSINESS.

The proposed amendment to the regulation will not create an economic impact on any businesses.

TITLE 21.

Proposed Amendments to the California Code of Regulations

§ 6612. Transit Service Claimant.

The term "transit service claimant" means:

(a) A claimant that files a claim for community transit services pursuant to article 4.5 of the Act.

(b) A claimant that files a claim for contract payments pursuant to Public Utilities Code section 99400(c).

(c) A city or county that is a member of a joint powers agency and that files a claim to provide or contract for services to elderly and ~~handicapped~~ *disabled* persons pursuant to Public Utilities Code section 99260.7.

(d) The County of San Diego if it files a claim for express bus service or vanpool service pursuant to Public Utilities Code section 99400.6.

(e) A county, city, or county transportation commission that files a claim for rail passenger service operation and capital improvement expenditures.

(f) A city or county with a population of less than 5,000 that files a claim pursuant to section 99405(d).

A transit service claimant that is also an operator shall meet all requirements of the Act and these regulations for its service provided as a transit service claimant and for its other service as if the services were provided by separate claimants.

Note: Authority cited: Section 99241, Public Utilities Code. Reference: Sections 99234.9, 99241, 99260.7, 99275, 99400(c), 99400.6 and 99405(d), Public Utilities Code.

§ 6613.3. Services to Elderly and ~~Handicapped~~ *Disabled* Persons.

The term "services to elderly and ~~handicapped~~ *disabled* persons" means transportation services provided using vehicles for the exclusive use of elderly and ~~handicapped~~ *disabled* persons.

Note: Authority and reference cited: Section 99241, Public Utilities Code.

§ 6613.4. Services to the General Public.

The term "services to the general public" means transportation services other than services provided using vehicles for the exclusive use of elderly and ~~handicapped~~ *disabled* persons.

Note: Authority and reference cited: Section 99241, Public Utilities Code.

§ 6633. Revenue Qualification.

Beginning with the 1980-81 fiscal year, each operator and transit service claimant shall qualify for funding during the fiscal year as specified in this section and in sections 6633.1 to 6633.9.

(a) An operator that began operation before July 1, 1974, may qualify under either Public Utilities Code section 99268.1 (the 50-percent expenditure limitation) or 99268.2 (the fare and local support ratios), unless the operator was granted a waiver from the 50-percent expenditure limitation for 1978-79. The following operators were granted such a waiver: South Coast Area Transit (Ventura County), City of Banning, City of Auburn, and City of Napa.

(b) A transit service claimant that is filing a claim for community transit services pursuant to Article 4.5 of the Act or for contract services pursuant to Public Utilities Code section 99400(c) or a city or county with a population of less than 5,000 which provides transportation services may qualify in accordance with the performance criteria, local match requirements, or fare recovery ratios adopted by the transportation planning agency or county transportation commission pursuant to Public Utilities Code sections 99275.5(c)(4) and 99405(c).

(c) Except as specified in subdivisions (a) and (b), an operator or transit service claimant with services to the general public shall qualify under Public Utilities Code sections 99268.3 and 99268.4 or 99268.12 (the fare and local support ratios).

(d) In addition, an operator or transit service claimant that qualifies under Public Utilities Code sections 99268.2, 99268.3, or 99268.4, and that provides services to elderly and ~~handicapped~~ *disabled* persons, shall meet the fare ratio specified in section 6633.5.

Note: Authority cited: Section 99241, Public Utilities Code. Reference: Sections 99268.1, 99268.2, 99268.3, 99268.4, 99268.5, 99268.9, 99268.12, 99275.5 and 99405, Public Utilities Code.

§ 6633.5. Fare Ratio for Service to Elderly and ~~Handicapped~~ *Disabled* Persons.

(a) For a claimant that provides only services to elderly and ~~handicapped~~ *disabled* persons, the ratio of fare revenues to operating cost shall be at least 10 percent or the ratio that the claimant had for the services in 1978-79, whichever is greater.

(b) For a claimant that provides both services to elderly and ~~handicapped~~ *disabled* persons, and services to the general public, either

(1) its services to elderly and ~~handicapped~~ *disabled* persons shall meet the fare ratio specified in subdivision (a), or

(2) its services combined shall meet the fare ratio specified in Section 6633.2(a).

Note: Authority cited: Section 99241, Public Utilities Code. Reference: Section 99268.5, Public Utilities Code.

§ 6645.1. Small Urbanized Areas.

If there is an operator which is serving an urbanized area in a county with population less than 500,000, the transportation planning agency or county transportation commission may establish for that operator a required ratio of fare revenue to operating cost of no less than 15%. Prior to setting the required ratio, the transportation planning agency or county transportation commission shall make findings specifying the reasons for its actions. The transportation planning agency or county transportation commission shall ensure that the following factors, for the jurisdiction of the claimant, have been considered in the transportation planning process:

(a) The size and density of the urban area in which the services to the general public are provided.

(b) The proportion of the operator's ridership which is transit dependent, including elderly, ~~handicapped~~ *disabled,* and low income patrons, as appropriate.

Note: Authority cited: Section 99241, Public Utilities Code. Reference: Section 99268.12, Public Utilities Code.

6731. Claims of Cities, Counties or Transit Districts.

Claims may be filed for allocations from the state transit assistance fund by a city or county, or transit district for the following purposes, if it is eligible for allocations from the local transportation fund for such purposes:

(a) Payments for passenger rail service operations and capital improvements pursuant to Public Utilities Code section 99400(b) and construction and maintenance of intermodal transportation facilities pursuant to Public Utilities Code section 99234.9.

(b) Payment to an entity under contract with the city, county or transit district, for transportation services or payment for the claimant's related administrative and planning cost, pursuant to Public Utilities Code sections 99400(c) and 99400(d).

(c) To provide or contract for transportation services to elderly and ~~handicapped~~ *disabled* persons, if the city, county, or transit district is a member of a joint powers entity operating a public transportation system, pursuant to Public Utilities Code section 99260.7.

(d) Community transit service purposes pursuant to Public Utilities Code section 99275.

(e) Transportation services provided by cities or counties with populations of less than 5,000 pursuant to Public Utilities Code section 99405(d).

Note: Authority cited: Section 99241, Public Utilities Code. Reference: Sections 99234.9, 99260.7, 99275, 99310.5, 99313.3, 99314.5, 99400 and 99405(d), Public Utilities Code.

Attachment 4

STATE OF CALIFORNIA--OFFICE OF ADMINISTRATIVE LAW

NOTICE PUBLICATION/REGULATIONS SUBMISSION

(See instructions on reverse)

For use by Secretary of State only

STD. 400 (REV. 01-2013)

OAL FILE NUMBERS	NOTICE FILE NUMBER	REGULATORY ACTION NUMBER	EMERGENCY NUMBER
	Z-		

For use by Office of Administrative Law (OAL) only

NOTICE | REGULATIONS

AGENCY WITH RULEMAKING AUTHORITY: California Department of Transportation

AGENCY FILE NUMBER (If any):

A. PUBLICATION OF NOTICE (Complete for publication in Notice Register)

1. SUBJECT OF NOTICE	TITLE(S)	FIRST SECTION AFFECTED	2. REQUESTED PUBLICATION DATE
Division of Mass Transportation	21	6612(c)	

3. NOTICE TYPE	4. AGENCY CONTACT PERSON	TELEPHONE NUMBER	FAX NUMBER (Optional)
[X] Notice re Proposed Regulatory Action [ ] Other	Gordon Arruda	(916) 654-9396	(916) 654-9366

OAL USE ONLY	ACTION ON PROPOSED NOTICE	NOTICE REGISTER NUMBER	PUBLICATION DATE
	[ ] Approved as Submitted [ ] Approved as Modified [ ] Disapproved/ Withdrawn		

B. SUBMISSION OF REGULATIONS (Complete when submitting regulations)

1a. SUBJECT OF REGULATION(S): Mass Transportation

1b. ALL PREVIOUS RELATED OAL REGULATORY ACTION NUMBER(S):

2. SPECIFY CALIFORNIA CODE OF REGULATIONS TITLE(S) AND SECTION(S) (Including title 26, if toxics related)

SECTION(S) AFFECTED (List all section number(s) individually. Attach additional sheet if needed.)

ADOPT:

AMEND: 6612(c), 6613.3, 6613.4, 6633(d), 6633.5, 6633.5(a), 6633.5(b), 6633.5(b)(1), 6645.1(b), and 6731(c)

TITLE(S): 21

REPEAL:

3. TYPE OF FILING

- [ ] Regular Rulemaking (Gov. Code §11346)
- [ ] Resubmittal of disapproved or withdrawn nonemergency filing (Gov. Code §§11349.3, 11349.4)
- [ ] Emergency (Gov. Code, §11346.1(b))
- [ ] Certificate of Compliance: The agency officer named below certifies that this agency complied with the provisions of Gov. Code §§11346.2-11347.3 either before the emergency regulation was adopted or within the time period required by statute.
- [ ] Resubmittal of disapproved or withdrawn emergency filing (Gov. Code, §11346.1)
- [ ] Emergency Readopt (Gov. Code, §11346.1(h))
- [ ] File & Print
- [ ] Other (Specify) _____
- [X] Changes Without Regulatory Effect (Cal. Code Regs., title 1, §100)
- [ ] Print Only

4. ALL BEGINNING AND ENDING DATES OF AVAILABILITY OF MODIFIED REGULATIONS AND/OR MATERIAL ADDED TO THE RULEMAKING FILE (Cal. Code Regs. title 1, §44 and Gov. Code §11347.1)

5. EFFECTIVE DATE OF CHANGES (Gov. Code, §§ 11343.4, 11346.1(d); Cal. Code Regs., title 1, §100)

- [ ] Effective January 1, April 1, July 1, or October 1 (Gov. Code §11343.4(a))
- [ ] Effective on filing with Secretary of State
- [X] §100 Changes Without Regulatory Effect
- [ ] Effective other (Specify) _____

6. CHECK IF THESE REGULATIONS REQUIRE NOTICE TO, OR REVIEW, CONSULTATION, APPROVAL OR CONCURRENCE BY, ANOTHER AGENCY OR ENTITY

- [ ] Department of Finance (Form STD. 399) (SAM §6660)
- [ ] Fair Political Practices Commission
- [ ] State Fire Marshal
- [ ] Other (Specify) _____

7. CONTACT PERSON	TELEPHONE NUMBER	FAX NUMBER (Optional)	E-MAIL ADDRESS (Optional)
Gordon Arruda	(916) 654-9396	(916) 654-9366	gordon.arruda@dot.ca.gov

8. **I certify that the attached copy of the regulation(s) is a true and correct copy of the regulation(s) identified on this form, that the information specified on this form is true and correct, and that I am the head of the agency taking this action, or a designee of the head of the agency, and am authorized to make this certification.**

SIGNATURE OF AGENCY HEAD OR DESIGNEE: [signature]

DATE: 7/15/13

TYPED NAME AND TITLE OF SIGNATORY: **Malcolm Dougherty, Director**

For use by Office of Administrative Law (OAL) only

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 29, 2014

Reference No.: 2.1b.
Information Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Rachel Falsetti
Division Chief
Transportation Programming

Subject: **STIP AMENDMENT 12S-050**

SUMMARY:

The California Department of Transportation (Department) will request that the California Transportation Commission (Commission) approve the requested program amendment at the next scheduled Commission meeting following the notice period.

ISSUE:

The Department proposes to program $800,000 of Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Border Infrastructure Program (BIP) funds for the Route 905/125 Northbound Connectors project (PPNO 1101) in San Diego County.

SAFETEA-LU, enacted in August 2005, authorizes funding through the BIP program to improve transportation at international Borders, ports of entry, and in trade corridors. This program replaced the TEA-21 Coordinated Border Infrastructure discretionary program which ended after 2005. The BIP provides California a total apportionment of $187,770,024 with an obligation limitation of approximately $170,689,251.

These BIP funds are eligible in a border region, defined as any portion of border State within 100 miles of an international land border with Canada or Mexico, for the following types of improvements to facilitate/expedite cross border motor vehicle and cargo movements:

- Improvements to existing transportation and supporting infrastructure.
- Construction of highways and related safety and safety enforcement facilities related to international trade.
- Operational improvements, including those related to electronic data interchange and use of telecommunications.
- Modifications to regulatory procedures.
- International coordination of transportation planning, programming, and border operations with Canada and Mexico.

BACKGROUND:

Phase 1 of State Route (SR) 905 opened to traffic in July 2012 and has improved safe movement of motor vehicles at and across the border between California and Mexico. This project will construct the northbound connectors from SR 905 and future SR 11 to SR 125 near the Otay Mesa Port of Entry. This project is a portion of Phase 3 of SR 905 that will continue to improve the efficient transportation of goods and services in the Otay Mesa border region. It will also provide an essential connection between the Otay Mesa region and the regional freeway system. Completion of this project will improve the current conditions that impede the flow of cross-border commerce and hamper job creation.

The entire SR 905 corridor including Phase 3 was environmentally cleared in July 2004. A re-validation was completed in October 2013.

The proposed project is currently in the design phase using Local Transnet funds ($2 million) provided by San Diego Association of Governments (SANDAG). The BIP funds will fully fund the right of way phase.

The Department is currently coordinating with SANDAG to develop a plan to finance the construction phase. The total estimated cost for construction is $19.8 million, $16.5 million for capital and $3.3 million for construction support. Potential funding sources include savings from multiple on-going existing programs such as remaining Proposition 1B Bond - TCIF funds as well as local funding from the SR 125 toll road and additional Transnet funds.

ADD: Route 905/125 Northbound Connectors project (PPNO 1101)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor
San Diego	11	1101	28881	CO		9.6	11.4	905

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

RTPA/CTC:	San Diego Association of Governments
Project Title:	SR 905/SR 125 Northbound Connectors
Location	In San Diego County and near San Diego at Route 11/125/905 separation.
Description:	Construct SR 905/SR 125 Northbound Connectors

(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
Federal Disc.													
Existing	0			0				0				0	
Change	800			800				700				100	
Proposed	**800**			**800**				**700**				**100**	
Local Funds													
Existing	0			0							0		
Change	2,000			2,000							2,000		
Proposed	**2,000**			**2,000**							**2,000**		
Total													
Existing	0			0				0			0	0	
Change	2,800			2,800				700			2,000	100	

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 29, 2014

Reference No.: 3.3
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Rihui Zhang
Acting Division Chief
Local Assistance

Subject: **REQUEST FOR REDIRECTION OF AB 1012 "USE IT OR LOSE IT" PROVISIONS FOR UNOBLIGATED CMAQ FUNDS**
RESOLUTION G-14-02

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) approves the redirection of $232,430 of Federal Fiscal Year (FFY) 2011 Congestion Mitigation and Air Quality Improvement Program (CMAQ) unobligated apportionments from the Mariposa County Local Transportation Commission (LTC) to the San Joaquin Council of Governments (SJCOG).

ISSUE:

LTC has $232,430 of unobligated CMAQ apportionments that are subject to redirection per Assembly Bill (AB) 1012 (Chapter 783, Statutes of 1999). Currently, LTC does not have projects programmed and is uncertain as to whether they can deliver the unobligated balance in before the funds will lapse in May 2014. SJCOG has already submitted a Request for Authorization (RFA) to the Department for approval to fund a CMAQ project in the amount of $360,000. Therefore, LTC requests to have their unobligated CMAQ balance redirected to SJCOG.

BACKGROUND:

As of September 30, 2013, the total balance subject to redirection under the provisions of AB 1012 for FFY 2011 is $649,884. Of this amount, LTC has an unobligated CMAQ balance subject to redirection of $232,430.

The Department recognizes a purpose of the CMAQ program is to improve the air quality in non-attainment areas. SJCOG is located in a non-attainment area near LTC. In FFY 2013, SJCOG over-delivered its Obligation Authority (OA) target and is eligible to receive additional funding consistent with the Division of Local Assistance's OA Management Policy.

Federal Transportation Improvement Program (FTIP) ID 21200000374 is a CMAQ project that can use the reprogrammed CMAQ funds toward fleet services replacement that includes the purchase of 60 hybrid (gas-electric) vehicles to replace unleaded fuel vehicles for San Joaquin County. SJCOG has already submitted the RFA to the Department with a request to obligate $360,000 in CMAQ funds. Based on the factors cited above, the Department is recommending that the Commission redirect the $232,430 of CMAQ funding subject to AB 1012 from LTC to SJCOG.

In order to reduce the future risk of RSTP and CMAQ funding being subject to the redirection provisions contained within AB 1012, the Department is taking the following action:

1. Verify Regions' FTIPs contain enough CMAQ and RSTP funding in the current federal fiscal year to deliver unobligated balances subject to AB 1012
2. Follow-up with Regions to verify they will deliver the unobligated balances by September 30 of that federal fiscal year.

AB 1012 was enacted on October 10, 1999, with the goal of improving the delivery of transportation projects and addressing the significant backlog of the Regions' federal apportionments and OA. AB 1012 states that CMAQ and Regional Surface Transportation Program (RSTP) funds that are not obligated within the first three years of federal eligibility are subject to reprogramming by the Commission in the fourth year in order to prevent the funds from being lost by the state. Although this is a requirement of AB 1012, the apportionments will not lapse until FFY 2016 according to Federal Highway Administration records.

RESOLUTION:

Resolved, that $232,430 in federal Congestion Mitigation and Air Quality Improvement Program funds from (FFY) 2010-11 will be reprogrammed from Mariposa County Local Transportation Commission to San Joaquin Council of Governments under the provisions of Assembly Bill 1012 (Chapter 783 of the Statutes of 1999).

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 29, 2014

Reference No.: 2.5a.
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Ron Sheppard
Acting Division Chief
Budgets

Subject: **FINANCIAL ALLOCATION FOR MINOR PROJECTS RESOLUTION FP-13-34**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission allocate $419,000 for one State Highway Operation and Protection Program (SHOPP) Minor project in Contra Costa County.

ISSUE:

The attached vote list describes one SHOPP project for $419,000. The Department is ready to proceed with this project and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that $419,000 be allocated from the Budget Act of 2013, Budget Act Item 2660-302-0042 for the SHOPP Minor project described on the attached vote list.

The Department has complied with the National Environmental Policy Act and the California Environmental Quality Act requirements in preparing this project.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description	EA Project ID Program	Budget Year Item # Fund TypeProgram Code	Amount by Fund Type
2.5a. Minor Projects				**Resolution FP-13-34**
1 $419,000 Contra Costa 04-CC-4 3.9/R10.3	Near the cities of Hercules and Martinez from 0.1 mile west of the Christie Underpass to 0.5 mile east of Morello Avenue Undercrossing at various locations Outcome/Outputs: Install pipeliners on the existing culverts to extend their useful life. (This is a substitute project for EA 03-0G2104)	1J3104 0414000188 SHOPP	2013-14 302-0042 SHA 20.20.201.151	$419,000

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 29, 2014

Reference No.: 2.5b.(1)
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Ron Sheppard
Acting Division Chief
Budgets

Subject: **FINANCIAL ALLOCATION FOR SHOPP PROJECTS**
RESOLUTION FP-13-35

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission allocate $27,874,000 for five projects programmed in the 2012 State Highway Operation and Protection Program (SHOPP) and $44,382,000 for eight additional projects amended into the SHOPP by Department action.

ISSUE:

The attached vote list describes 13 SHOPP projects totaling $72,256,000. The Department is ready to proceed with these projects and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that $72,256,000 be allocated from the Budget Act of 2012, Budget Act Items 2660-302-0042 and 2660-302-0890, for 13 SHOPP projects described on the attached vote list.

The Department has complied with the National Environmental Policy Act and the California Environmental Quality Act requirements in preparing these projects.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	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
2.5b.(1) SHOPP Projects				**Resolution FP-13-35**
1 $400,000 Mendocino 01-Men-271 7.2	Near Leggett, at the Leggett Maintenance Station. Outcome/Output: Install hazardous waste decontamination system to remediate the contaminated groundwater. (Construction support: $153,000)	01-4510 SHOPP/13-14 $505,000 0100000684 4 497104	2012-13 302-0042 SHA 20.20.201.330	$400,000
2 $13,725,000 El Dorado 03-ED-89 8.6/13.8	In and near South Lake Tahoe, from Route 50 to Cascade Road. Outcome/Output: Replace drainage systems, install sand traps, and replace existing arch culvert with box culvert to comply with the National Pollution Discharge Elimination System (NPDES) permit. (Construction support: $3,520,000.)	03-3453B SHOPP/13-14 $18,000,000 0300000223 4 1A8424	2012-13 302-0042 SHA 302-0890 FTF 20.20.201.335	$274,000 $13,451,000
3 $2,060,000 San Francisco 04-SF- 280 R4.1/R4.4	In San Francisco, on Route 280 at PM R4.1/R4.4; also on Route 101 at PM 1.5/1.8. Outcome/Output: Upgrade existing bridge rails by replacing with concrete barrier to meet Caltrans current standards and improve safety. (Construction support: $2,610,000.) (Project also includes an additional $5,500,000 in OTS funds.)	04-0268P SHOPP/13-14 $17,808,000 0400000496 4 1A5514	2012-13 302-0042 SHA 302-0890 FTF 20.20.201.112	$41,000 $2,019,000
4 $7,709,000 Tulare 06-Tul-99 25.0/27.6	Near the city of Tulare, from Elk Bayou Bridge to Paige Road. Outcome/Output: Cold plane existing pavement, repair failed pavement panels, and repave with hot mix asphalt concrete in order to improve ride quality, extend pavement service life, and reduce cost of maintenance along 10.4 lane miles. (Construction Support: $581,000)	06-6593 SHOPP/13-14 $6,731,000 0612000109 4 0P1704	2012-13 302-0042 SHA 302-0890 FTF 20.20.201.122	$154,000 $7,555,000
5 $3,980,000 San Joaquin 10-SJ-12 0.0	Near Isleton, at the Mokelumne River Bridge No. 29-0043. Outcome/Output: Reduce depths of beams, raise two end portal bracings, upgrade wastewater system, and upgrade control house electrical system in order to reduce the potential of high load vehicle hits and reduce the frequency of maintenance and bridge closures. (Construction Support: $723,000) Note: This project will be combined with project EA: 10-0Y880 listed below for construction purposes.	10-7353 SHOPP/13-14 $3,963,000 1000000078 4 0J9204	2012-13 302-0042 SHA 302-0890 FTF 20.20.201.110	$80,000 $3,900,000

2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description	PPNO Program/Year Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund TypeProgram Code	Amount by Fund Type
2.5b.(1) Projects Amended into the SHOPP by Department Action				**Resolution FP-13-35**
6 $1,920,000 Shasta 02-Sha-5 R34.3/R36.7	Near Lakehead, from 0.8 mile south of the Gilman Road Overcrossing to the Gilman Road Overcrossing. Outcome/Output: Improve surface drainage to reduce the number frequency and severity of run off the road, wet weather collisions. (Construction support: $294,000.)	02-3500 SHOPP/13-14 $1,920,000 0212000155 4 4F4504	2012-13 302-0042 SHA 302-0890 FTF 20.20.201.010	$38,000 $1,882,000
7 $1,114,000 Santa Barbara 05-SB-101 27.0/28.1	In and near Goleta, from north of Cathedral Oaks Road to south of Dos Pueblos Creek. Outcome/Output: Construct median barrier and shoulder rumble strips to reduce the potential of cross median collisions and improve roadway safety along 1.1 centerline miles. (Construction Support: $550,000)	05-2385 SHOPP/13-14 $1,412,000 0512000120 4 1C3404	2012-13 302-0042 SHA 302-0890 FTF 20.20.201.010	$22,000 $1,092,000
8 $1,073,000 Kern 06-Ker-99 R46.9/48.6	Near McFarland, from south of Sherwood Avenue to south of Whisler Road. Outcome/Output: Reconstruct and widen northbound median shoulder and add rumble strips to reduce the number and severity of run-off the road type collisions along 1.7 centerline miles. (Construction Support: $249,000)	06-6637 SHOPP/13-14 $1,443,000 0612000107 4 0P3004	2012-13 302-0042 SHA 302-0890 FTF 20.20.201.010	$21,000 $1,052,000
9 $858,000 Los Angeles 07-LA-Var. Var.	In Los Angeles County, on various routes at various locations. Outcome/Output: Upgrade existing pedestrian facilities at 80 locations to comply with Americans with Disabilities Act (ADA) standards. (Construction support: $600,000)	07-4207 SHOPP/13-14 $3,000,000 0700000538 4 278204	2012-13 302-0042 SHA 302-0890 FTF 20.20.201.361	$17,000 $841,000
10 $12,000,000 Los Angeles 07-LA-138 50.0/63.4	In and near Palmdale from 0.1 mile south of Avenue S to 0.3 mile west of 165th Street East. Outcome/Output: Overlay from edge of pavement to edge of pavement with Hot Mix Asphalt and upgrade guardrail and crash cushions to extend pavement service life and ride quality. (Construction support: $2,040,000)	07-4603 SHOPP/13-14 $16,700,000 0713000100 4 297004	2012-13 302-0042 SHA 302-0890 FTF 20.20.201.121	$240,000 $11,760,000
11 $19,140,000 Ventura 07-Ven-118 T18.8/R32.8	In Moorpark and Simi Valley, from Route 23 to the Los Angeles County Line. Outcome/Output: Extend pavement service live and ride quality for 95.1 lane miles of roadway by replacing damaged concrete slabs; grind and overlay mainline and select ramps with Hot Mix Asphalt; and upgrade guardrail and crash cushions. (Construction support: $1,554,000)	07-4600 SHOPP/13-14 $16,310,000 0713000086 4 296704	2012-13 302-0042 SHA 302-0890 FTF 20.20.201.121	$383,000 $18,757,000
12 $4,878,000 San Joaquin 10-SJ-12 0.0	Near Isleton, at the Mokelumne River Bridge No. 29-0043. Outcome/Output: Remove and replace the bridge concrete deck in order to improve ride quality and extend bridge service life. (Construction Support: $586,000) (EA 0Y8804, PPNO 3028 combined with EA 0J9204, PPNO 7353 for construction under EA 0J92U4, Project ID 1014000054.)	10-3028 SHOPP/13-14 $4,098,000 1014000041 4 0Y8804	2012-13 302-0042 SHA 302-0890 FTF 20.20.201.119	$98,000 $4,780,000

2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description	PPNO Program/Year Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund TypeProgram Code	Amount by Fund Type
2.5b.(1) Projects Amended into the SHOPP by Department Action				**Resolution FP-13-35**
13 $3,399,000 San Diego 11-SD-15 R36.8/R40.8	Near Escondido, from 0.5 mile north of Deer Springs Road to the Gopher Canyon Road Undercrossing. Outcome/Output: Improve safety by constructing median barrier, outside shoulder cable barriers, and upgrade metal beam guardrail end treatments to reduce the number and severity of traffic collisions. (Construction support: $501,000)	11-1028 SHOPP/13-14 $3,616,000 1100020324 4 406504	2012-13 302-0042 SHA 302-0890 FTF 20.20.201.010	$68,000 $3,331,000

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 29, 2014

Reference No.: 2.5c.(1a)
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Ron Sheppard
Acting Division Chief
Budgets

Subject: **FINANCIAL ALLOCATION FOR STATE ADMINISTERED STIP PROJECTS ON THE STATE HIGHWAY SYSTEM**
RESOLUTION FP-13-36

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission allocate $16,699,000 for the State administered State Transportation Improvement Program (STIP) Dogwood Road Interchange (PPNO 0523) project in Imperial County, on the State Highway System.

ISSUE:

The attached vote list describes one State administered STIP project on the State Highway System totaling $16,699,000, plus $1,700,000 from other sources. The Department is ready to proceed with this project and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that $12,699,000 be allocated from Budget Act of 2012, Budget Act Item 2660-301-0890 for construction and $4,000,000 for construction engineering for the State administered STIP project described on the attached vote list.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC County Dist-Co-Rte Postmile	Project Title Location Project Description Project Support Expenditures	PPNO Program/Year Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(1a) State Administered STIP Projects on the State Highway System				**Resolution FP-13-36**
1 $16,699,000 Department of Transportation ICTC Imperial 11-Imp-8 R38.7/R39.3	Dogwood Road Interchange. In El Centro from 0.2 mile West to 0.1 mile East of the Dogwood Road Overcrossing. Revise interchange. Final Project Development Support Estimate: $5,126,000 Programmed Amount: $4,600,000 Adjustment: $0 < 20% Final Right of Way: N/A This allocation reprograms $3,694,000 in RIP Construction funding from this parent project to a future landscape mitigation project (PPNO 0542) as follows: 1. $800,000 for PS&E in FY 2013-14 2. $9,000 for R/W Support in FY 2013-14 3. $845,000 for CON ENG in FY 2015-16 4. $2,040,000 for CONST in FY 2015-16 (Net savings of $1,927,000 (CON savings of $2,507,000 and CON ENG increase of $580,000) to return to Imperial County share balance.) (Contributions from other sources: $1,700,000) (CEQA – CE, 07/26/2012.) (NEPA – CE, 07/26/2012.) Outcome/Output: Increased capacity by widening ramps and the overcrossing and by installing signals at the intersections.	11-0523 RIP/13-14 CON ENG ~~$3,420,000~~ **$4,000,000** CONST ~~$18,900,000~~ **$12,699,000** 1100000743 4 263303 & 4	001-0890 FTF 2012-13 301-0890 FTF 20.20.075.600	$4,000,000 $12,699,000

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 29, 2014

Reference No.: 2.5c.(1b)
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Ron Sheppard
Acting Division Chief
Budgets

Subject: **FINANCIAL ALLOCATION FOR STATE ADMINISTERED STIP PROJECTS ON THE STATE HIGHWAY SYSTEM**
RESOLUTION FP-13-37

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission allocate $3,712,000 for three State administered State Transportation Improvement Program (STIP) projects, on the State Highway System.

ISSUE:

The attached vote list describes three State administered STIP projects on the State Highway System totaling $3,712,000. The Department is ready to proceed with these projects and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that $2,844,000 be allocated from the Budget Act of 2012, Budget Act Items 2660-301-0042 and 2660-301-0890 for construction and $868,000 for construction engineering for three State administered STIP projects described on the attached vote list.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC County Dist-Co-Rte Postmile	Project Title Location Project Description Project Support Expenditures	PPNO Program/Year Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(1b)	**State Administered STIP Projects on the State Highway System**			**Resolution FP-13-37**
1 $1,861,000 Department of Transportation COFCG Fresno 06-Fre-168 R36.0	Maynard Munger Memorial Vista Point Enhancements. Near Prather, at the Maynard Munger Memorial Vista Point. Provide viewing deck, and add interpretive displays and pedestrian facilities. Final Project Development Support Estimate $1,348,000 Programmed Amount: $ 687,000 Adjustment: $ 661,000 (Debit) Final Right of Way Support Estimate: $ 0 Programmed Amount: $ 16,000 Adjustment: $ 16,000 (Credit) (CEQA – CE, 10/07/2011.) (NEPA – CE, 10/07/2011.) (Additional $57,000 to come from Interregional shares.) Outcome/Output: Install 2,200 square feet of viewing platform, 99 linear feet of perimeter deck railing with interpretive displays, 95 linear feet of seat walls, and 12 individual granite seat rocks.	06-6465 IIP ~~TE~~/13-14 CON ENG ~~$251,000~~ **$308,000** CONST $1,553,000 0600020389 4 0M0203 & 4	001-0042 SHA 001-0890 FTF 2012-13 301-0042 SHA 301-0890 FTF 20.20.025.700	$6,000 $302,000 $31,000 $1,522,000
2 $622,000 Department of Transportation Madera CTC Madera 06-Mad-99 0.9/28.2	Madera County Route 99 Corridor Bridge Enhancement. In and near the city of Madera, at various locations from Avenue 7 to Le Grand Avenue. Install aesthetic bridge enhancements. Final Project Development Support Estimate $ 193,000 Programmed Amount: $ 150,000 Adjustment: $ 43,000 (Debit) Final Right of Way Support Estimate: $ 0 Programmed Amount: $ 2,000 Adjustment: $ 2,000 (Credit) (CEQA – CE, 05/01/2012.) (NEPA – CE, 05/01/2012.) (Additional $27,000 of CON ENG to come from Interregional shares. CONST savings of $5,000 to return to Interregional shares.) Outcome/Output: Install aesthetic enhancements on 20 bridges.	06-4328 IIP ~~TE~~/13-14 CON ENG ~~$100,000~~ **$127,000** CONST ~~$500,000~~ **$495,000** 0612000085 4 0E6803 & 4	001-0042 SHA 001-0890 FTF 2012-13 301-0042 SHA 301-0890 FTF 20.20.025.700	$3,000 $124,000 $10,000 $485,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC County Dist-Co-Rte Postmile	Project Title Location Project Description Project Support Expenditures	PPNO Program/Year Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(1b)	**State Administered STIP Projects on the State Highway System**			**Resolution FP-13-37**
3 $1,229,000 Department of Transportation LACMTA Los Angeles 07-LA-14 56.5/57	Lamont Odett Vista Point Enhancement. Near Palmdale, from 0.3 mile North of Courson Ranch Road to 0.3 mile South of Barrel Springs Road. Install lighting, native vegetation, and interpretive signs, and provide stormwater mitigation. Final Project Development Support Estimate: $615,000 Programmed Amount: $458,000 Adjustment: $157,000 (Debit) Final Right of Way: N/A (CONST savings of $1,748,000 to return to Interregional shares.) (CEQA – CE, 08/19/2013.) (NEPA – CE, 08/19/2013.) Outcome/Output: Implement an environmentally sustainable design that will provide a long life-cycle, low maintenance, and aesthetically pleasing vista point.	07-4325 IIP ~~TE~~/13-14 CON ENG $433,000 CONST ~~$2,544,000~~ **$796,000** 0700021180 4 284503 & 4	001-0042 SHA 001-0890 FTF 2012-13 301-0042 SHA 301-0890 FTF 20.20.025.700	$9,000 $424,000 $16,000 $780,000

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 29, 2014

Reference No.: 2.5c.(3a)
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Ron Sheppard
Acting Division Chief
Budgets

Subject: **FINANCIAL ALLOCATION FOR LOCALLY ADMINISTERED STIP PROJECTS OFF THE STATE HIGHWAY SYSTEM**
RESOLUTION FP-13-38

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission allocate $3,497,000 for nine locally administered State Transportation Improvement Program (STIP) projects off the State Highway System, as follows:

- $3,340,000 for seven STIP projects; and
- $157,000 for two STIP Programming, Planning, and Monitoring projects.

ISSUE:

The attached vote list describes nine locally administered STIP projects off the State Highway System totaling $3,497,000. The local agencies are ready to proceed with these projects and are requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that $3,497,000 be allocated from the Budget Act of 2012, Budget Act Items 2660-101-0042 and 2660-101-0890 for nine locally administered STIP projects described on the attached vote list.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3a) Locally Administered STIP Projects off the State Highway System				**Resolution FP-13-38**
1 $198,000 Lake County Lake CCAPC 01-Lake	Cole Creek Bridge. Near Kelseyville, on Soda Bay Road at Cole Creek. Replace bridge. (HBP match) (Concurrent Consideration of Funding under Resolution E-14-04; January 2014) (CONST savings of $5,000 to return to Lake County regional share balance.) (Time extension for FY 12-13 CON expires on February 28, 2014.) Outcome/Output: Reduce flooding, increase the safety of the road, reduce traveler days, improve trip quality, increase trip reliability.	01-3070 RIP/12-13 CONST ~~$203,000~~ **$198,000** 0100000496	2012-13 101-0042 SHA 20.30.600.620	$198,000
2 $5,000 City of Susanville LCTC 02-Lassen	City Rehabilitation. In Susanville on various streets. Rehabilitate roadway, construct drainage improvements, repair base isolation and construct pedestrian facilities. Outcome/Output: Resurface local streets within the city to improve/repair damaged road sections.	02-2511 RIP/13-14 PA&ED $5,000 0214000067	2012-13 101-0042 SHA 20.30.600.621	$5,000
3 $65,000 Inyo County Inyo LTC 09-Inyo	South Bishop Resurfacing. Near Bishop, on three county roads. Reconstruct and resurface roadway. (Future Consideration of Funding under Resolution E-12-46; June 2012.) (Time extension for FY 11-12 PS&E expires on December 31, 2013.) Outcome/Output: Resurface 4.3 miles of pavement, extend pavement life, and improve safety.	09-2034 RIP/11-12 PS&E $65,000 0900000028	2012-13 101-0042 SHA 20.30.600.621	$65,000

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3a) Locally Administered STIP Projects off the State Highway System				**Resolution FP-13-38**
4 $160,000 Mendocino County MCOG 01-Mendocino	Pedestrian Safety Improvement - Grace Hudson School. In Ukiah near Grace Hudson School on State Street, (County Road 104A). Construct bulb-outs at crosswalks, improved traffic control signage and striping. (CEQA – CE, 12/17/2012.) (NEPA – CE, 07/30/2012.) Outcome/Output: Improved pedestrian safety in the school zone.	01-4518 RIP ~~TE~~/13-14 CONST $160,000 0112000168	2012-13 101-0042 SHA 20.30.600.XXX	$160,000
5 $2,660,000 Monterey County TAMC 05-Monterey	Davis Road Class II Bike Lanes. Near Salinas, on Davis Road from Rossi Street to Blanco Road. Construct Class II bike lanes. (CEQA – NOE, 01/29/2012.) (NEPA – CE, 03/13/2012.) Outcome/Output: Design and construct approximately 1.7 miles of Class II bicycle lanes/better public safety, convenient and scenic ride, connectivity, encourage alternative modes of transportation, and improve air quality.	05-2298 RIP ~~TE~~/13-14 CONST $2,660,000 0500020116	2012-13 101-0890 FTF 20.30.600. XXX	$2,660,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3a) Locally Administered STIP Projects off the State Highway System				**Resolution FP-13-38**
6 $190,000 City of Bishop Inyo LTC 09-Inyo	Pine to Park Path. In Bishop, near the intersection of North Third Street and East Pine Street to the Bishop City Park. Construct paved path 1,000 feet long. (Future Consideration of Funding under Resolution E-12-46; June 2012.) Outcome/Output: Construct a two-lane, 1,000 foot long paved path to provide a safe bicycle and pedestrian connection between the surrounding neighborhood and the City Park.	09-2568 RIP ~~TE~~/13-14 CONST $190,000 0900000027	2012-13 101-0042 SHA 101-0890 FTF 20.30.600.XXX	$21,793 $168,207
7 $62,000 Inyo County Inyo LTC 09-Inyo	Sunland Drive Bicycle Lanes. In Bishop, construct bicycle lanes on both sides of Sunland Drive from U.S. Highway 395 to State Route 168 (West Line Street). (Future Consideration of Funding under Resolution E-12-46; June 2012.) (Time extension for FY 11-12 PS&E expires on December 31, 2013.) Outcome/Output: Provide a safer and less-congested alternative bicycle route along 3.8 miles of roadway.	09-2586 RIP ~~TE~~/11-12 PS&E $62,000 0900020107	2012-13 101-0042 SHA 20.30.600.XXX	$62,000

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3a) Local STIP Planning, Programming and Monitoring Projects				**Resolution FP-13-38**
8 $27,000 Sierra County Transportation Commission Sierra CTC 03-Sierra	Planning, Programming and Monitoring	03-0L04 RIP/13-14 CONST $27,000 0314000120	2012-13 101-0042 SHA 20.30.600.670	$27,000
9 $130,000 Mono County Local Transportation Commission Mono LTC 09-Mono	Planning, Programming and Monitoring	09-2003 RIP/13-14 CONST $130,000 0914000027	2012-13 101-0042 SHA 20.30.600.670	$130,000

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 29, 2014

Reference No.: 2.5c.(3b)
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Ron Sheppard
Acting Division Chief
Budgets

Subject: **FINANCIAL ALLOCATION FOR LOCALLY ADMINISTERED STIP PROJECTS OFF THE STATE HIGHWAY SYSTEM**
RESOLUTION FP-13-39

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission allocate $7,461,000 for the locally administered State Transportation Improvement Program (STIP) East Connector Road (PPNO 2138) project in Trinity County, off the State Highway System.

ISSUE:

The attached vote list describes one locally administered STIP project off the State Highway System totaling $7,461,000. The local agency is ready to proceed with this project and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that $7,461,000 be allocated from Budget Act of 2012, Budget Act Item 2660-101-0890 for the locally administered STIP project described on the attached vote list.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3b) Locally Administered STIP Projects off the State Highway System				**Resolution FP-13-39**
1 $7,461,000 Trinity County Trinity CTC 02-Trinity	East Connector Road. In Weaverville, from State Route 299 to State Route 3. Construct two lane arterial roadway and provide sidewalks and Class II Bicycle Lanes along the East Connector.	02-2138 (Modoc) RIP ~~TE~~/13-14 CONST $19,000	2012-13 101-0890 FTF 20.30.600.XXX	$1,417,000
	(Future Consideration of Funding under Resolution E-09-48; June 2009.) (The increase of $1,082,000 of RIP CONST to come from Trinity County regional shares.)	(Trinity) RIP ~~TE~~/13-14 CONST ~~$628,000~~ **$1,398,000**	2012-13 101-0890 FTF 20.30.600.620	$6,044,000
	Outcome/Output: Reduce traffic congestion and intersection delays, and improve traffic circulation in Weaverville.	(Trinity) RIP/13-14 CONST ~~$5,732,000~~ **$6,044,000** 0200000354		

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M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 29, 2014

Reference No.: 2.5g.(2)
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Ron Sheppard
Acting Division Chief
Budgets

Subject: **FINANCIAL ALLOCATION FOR LOCALLY ADMINISTERED PROPOSITION 1B STATE ROUTE 99 PROJECTS ON THE STATE HIGHWAY SYSTEM**
RESOLUTION R99-A-1314-02

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) allocate $7,000,000 for the locally administered Proposition 1B State Route 99 (SR99) Cartmill Avenue Interchange (PPNO 6410) project in Tulare County, on the State Highway System.

ISSUE:

The attached vote list describes one locally administered SR99 project on the State Highway System totaling $7,000,000, plus $21,181,000 from other sources. The local agency is ready to proceed with this project and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that $7,000,000 be allocated from the Budget Act of 2012, Budget Act Item 2660-304-6072 for the locally administered Proposition 1B State Route 99 Program project described in the attached vote box.

Be it further resolved, that as a condition of allocation of these funds and to perform its administrative role established by Senate Bill 88, the Commission requests that the Department perform the functions necessary to ensure proper accountability measures are employed and reporting requirements are met for the Proposition 1B State Route 99 Program.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC County Dist-Co-Rte Postmile	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(2)	**Proposition 1B – Locally Administered Route 99 Projects on the State Highway System**			**Resolution R99-A-1314-02**
1 $7,000,000 City of Tulare TCAG Tulare 06-Tul-99 31.2/32.5	**Cartmill Avenue Interchange.** In and near the city of Tulare, from 0.7 mile south of Cartmill Avenue to 0.6 mile north of Cartmill Avenue. Modify interchange. (Concurrent Consideration of Funding under Resolution E-14-03; January 2014.) (Concurrent Route 99 Programming Amendment and Baseline Amendment under Resolution R99-P-1314-03; January 2014.) (Entire allocation is for construction capital. Construction support is locally funded.) (Contributions from other sources: $21,181,000.) Outcome/Output: Over a 20-year life, the project is estimated to provide $60.7 million in travel time savings, $23.2 million in vehicle operating costs savings, and $3 million in emission cost savings.	06-6410 SR-99/13-14 CONST $7,000,000 0600000368 4CONL 332204	2012-13 304-6072 SR-99 20.20.722.000	$7,000,000

State of California
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M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 29, 2014

Reference No.: 2.5g.(5a)
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Ron Sheppard
Acting Division Chief
Budgets

Subject: **FINANCIAL ALLOCATION FOR LOCALLY ADMINISTERED PROPOSITION 1B TRADE CORRIDOR IMPROVEMENT FUND PROJECTS OFF THE STATE HIGHWAY SYSTEM RESOLUTION TCIF-A-1314-11**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) allocate $11,890,000 for the locally administered Proposition 1B Trade Corridor Improvement Fund (TCIF) Project 99 – Raymond Avenue Railroad Grade Separation (PPNO TC99) project in Orange County, off the State Highway System.

ISSUE:

The attached vote list describes one locally administered Proposition 1B TCIF project off the State Highway System for $11,890,000. The local agency is ready to proceed with this project and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that $11,890,000 be allocated from the Budget Act of 2013, Budget Act Item 2660-104-6056 for the locally administered Proposition 1B Trade Corridor Improvement Fund project described in the attached vote box.

Be it further resolved, that as a condition of allocation of these funds and to perform its administrative role established by Senate Bill 88, the Commission requests that the Department perform the functions necessary to ensure proper accountability measures are employed and reporting requirements are met for the Proposition 1B Trade Corridor Improvement Fund.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(5a)	**Proposition 1B – Locally Administered TCIF Projects off the State Highway System**			**Resolution TCIF-A-1314-11**
1 $11,890,000 City of Fullerton OCTA 12-Orange	**Raymond Avenue Railroad Grade Separation**. Raymond Avenue at the Burlington Northern Santa Fe Railroad (BNSF) tracks from Ash Avenue to Walnut Avenue in the city of Fullerton, construct underpasses (TCIF Project 99). (CEQA – NOE, 11/19/2009.) (Concurrent TCIF Programming Amendment under Resolution TCIF-P-1314-09 and Baseline Amendment under Resolution TCIF-P-1314-10 January 2014.) (The TCIF allocation is split as follows: $5,735,000 for construction engineering and $6,155,000 for construction capital.) Outcome/Output: The project will reduce traffic congestion and vehicular travel time. The elimination of potential collision points will provide greater driver safety.	12-TC99 TCIF/13-14 CONST $11,890,000 1214000082	2013-14 104-6056 TCIF 20.30.210.300	$11,890,000

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M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 29, 2014

Reference No.: 2.5g.(8)
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Ron Sheppard
Acting Division Chief
Budgets

Subject: **FINANCIAL ALLOCATION FOR STATE ADMINISTERED PROPOSITION 1B INTERCITY RAIL PROJECTS**
RESOLUTION ICR1B-A-1314-02

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) allocate $6,500,000 for the State administered Proposition 1B Intercity Rail (ICR) Raymer to Bernson Double Track Project (PPNO 75-2098) in Los Angeles County.

ISSUE:

The attached vote list describes the State administered Prop 1B ICR project totaling $6,500,000. The Department is ready to proceed with this project and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that $6,500,000 be allocated from the Budget Act of 2013, Budget Act Item 2660-304-6059 for the State administered Proposition 1B Intercity Rail project described on the attached vote list

Be it further resolved, that as a condition of allocation of these funds and to perform its administrative role established by Senate Bill 88, the Commission requests that the Department perform the functions necessary to ensure proper accountability measures are employed and reporting requirements are met for the Proposition 1B Intercity Rail, Public Transportation Modernization, Improvement, and Service Enhancement Account Program.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(8)	**Proposition 1B – State Administered Intercity Rail Projects**			**Resolution ICR1B-A-1314-02**
1 $6,500,000 Department of Transportation LACMTA 07-Los Angeles	**Raymer to Bernson Double Track Project.** On the Ventura County Line between Control Point (CP) Raymer (MP 453.1) and CP Bernson (MP 446.8) on through to the Northridge Station. Construct 39,000 linear feet of second main line; main line track relocation, relay rail and drainage improvements; four No. 20 turnouts, four bridges and work on the Northridge Station platform. (CEQA - SE – Section 15275, July 22, 2013.) (NEPA – CE, 01/14/2014.) (Total project cost $72,454,000. Current request of $6,500,000 is for final design with additional STIP (IIP) for construction ($63,500,000). Prior Federal Funding-HSIPR $1,564,000 ($390,000 local match) for PE/NEPA.) Outcome/Output: Completion of the construction project will add track capacity, thereby reducing train traffic interference from commuter and freight rail. This will improve travel times for Amtrak Pacific Surfliner intercity passenger rail service which currently runs 14 daily trains. It will also improve operational liability and on-time performance and allow for future additional intercity and commuter service consistent with the State's intercity passenger rail improvement goals for the corridor.	75-2098 ICR/13-14 PS&E $6,500,000 0012000349 S	2013-14 304-6059 PTMISEA 30.20.090.000	$6,500,000

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M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 29, 2014

Reference No.: 2.6f.(2)
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Ron Sheppard
Acting Division Chief
Budgets

Subject: **FINANCIAL ALLOCATION FOR LOCALLY ADMINISTERED PROPOSITION 1A HIGH-SPEED PASSENGER TRAIN BOND - URBAN/COMMUTER PROJECTS RESOLUTION HST1A-A-1314-02**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission allocate $8,500,000 for the locally administered Proposition 1A High-Speed Passenger Train Bond Fund (HSPTBF) Metrolink High Speed Readiness Program project in various Counties.

ISSUE:

The attached vote list describes one locally administered HSPTBF project totaling $8,500,000, plus $52,000,000 from other sources. The local agency is ready to proceed with this project and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that $8,500,000 be allocated from the Budget Act of 2012, Budget Act Item 2660-104-6043 for one Proposition 1A High-Speed Passenger Train Bond Fund – Urban/Commuter project described in the attached vote list.

Attachment

2.6 Mass Transportation Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	Program / Year Programmed: Phase Prgm'd Amount Project ID Adv Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.6f.(2)	**Proposition 1A–High-Speed Passenger Train Bond Program – Urban/Commuter**			**Resolution HST1A-A-1314-02**
1 $8,500,000 Southern California Regional Rail Authority LACMTA 07-Various	**Metrolink High Speed Readiness Program.** Acquisition of three additional high powered Tier 4 locomotives for Metrolink's commuter rail service. (CEQA; CE – 15260.) (Contributions from other sources: $52,000,000.) Outcome/Output: Increase Metrolink service levels to support and compliment High Speed Rail system.	HSR/12-13 CONST $88,707,000 0713000292 S	2012-13 104-6043 HSPTBF 30.10.100.000	$8,500,000 (Partial)

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M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 29, 2014

Reference No.: 2.8b.(1)
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Rihui Zhang
Acting Division Chief
Local Assistance

Subject: **REQUEST TO EXTEND THE PERIOD OF CONTRACT AWARD FOR LOCALLY-ADMINISTERED STIP PROJECTS, PER RESOLUTION G-06-08**
WAIVER 14-01

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) extend the period of contract award for the time periods identified for each project on the attached document.

ISSUE:

The Commission allocated $8,853,000 for the construction of three locally-administered State Transportation Improvement Program (STIP) projects identified on the attachment. The responsible agencies have been unable to award the contracts within six months of allocation. The attachment describes the details of the projects and the explanations for the delays. The respective agencies request extensions, and the planning agencies concur.

BACKGROUND:

In June 2006, the Commission adopted Resolution G-06-08, which requires the agency implementing a project to request a time extension if the project will not be awarded within six months of the allocation. STIP Guidelines stipulate that the Commission may approve a waiver to the contract award deadline one time only for up to 20 months in accordance with Section 14529.8 of the Government Code.

Attachment

Time Extension/Waiver – Project Contract Award Deadline
Local Streets and Roads Projects

Project #	Applicant County PPNO Project Description Reason for Project Delay	Extension Amount *Construction Only*	Allocation Date Resolution Number Number of Months Requested Extended Deadline CT Recommendation
1	City of Weed Siskiyou County PPNO 02-2448 Black Butte and Vista Drive Rehabilitation Project	$1,200,000	8/6/2013 FP-13-07 2 months 4/30/2014 Support
	The City of Weed (City) is requesting a two-month extension to the period of contract award for the Black Butte and Vista Drive Rehabilitation Project. The City has experienced delays in awarding the project due to bidding issues. The City advertised the project in October of 2013 and opened bid on December 9, 2013. The City received 10 responsive bids, with all the bids coming in over the engineer's estimate. The City does not have the additional funding for the excess bid amount. The City has reduced the scope of work and repackaged the project to omit a portion of the work in order to meet budget constraints. Therefore, the City is requesting a two-month extension to April 30, 2014 in order to ensure adequate time to rebid the adjusted repackaged project.		
2	City of Folsom Sacramento County PPNO 03-6575 Folsom Lake Class I Bikeway, TE Project	$690,000	6/11/2013 FP-12-64 12 months 12/31/2014 Support
	The City of Folsom (City) is requesting a 12-month extension to the period of contract award for the Folsom Lake Class I Bikeway Transportation Enhancement project. The City has experienced delays in awarding the contract due to bidding issues. The City advertised the project in October 2013 and anticipated awarding the project at the November 12, 2013 council meeting. The City received eight bids, with all above the budget and engineer's estimate. The City was unable to award the project before the December 31, 2013 deadline. The City is currently modifying the project scope and seeking additional local funds to complete the project. The City has four other state and federal grant funding sources committed to this project and is motivated to move forward with this project. The City anticipates completing the updates to the project's scope and design as well as securing the additional funding by July 2014. The City expects to advertise in September 2014 and award in November 2014. Therefore, the City is requesting a 12-month extension to December 31, 2014.		
3	City of Sacramento Sacramento County PPNO 03-6577 Sacramento City College Pedestrian Crossing, TE Project	$6,963,000	8/6/2013 FP-13-07 8 months 10/31/2014 Support
	The City of Sacramento (City) is requesting an eight-month extension to the period of contract award for the Sacramento City College Pedestrian Crossing Transportation Enhancement project. The City has experienced delays in awarding the project due to low bidder turnout. The City advertised the project, and bids opened on November 6, 2013. The City received only one bid and it was significantly higher than the engineer's estimate. The City plans to reject the bid and re-advertise the project in February 2014. The City is evaluating the project specifications to identify any options to reduce costs and is also conducting additional outreach in order to attract more bidders. The City anticipates advertising the project in February 2014 and opening bids then awarding the project by the end of August 2014. To allow for any unforeseen bidding issues, the City is requesting an additional two months. Therefore, the City is requesting an eight-month extension to October 31, 2014.		

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 29, 2014

Reference No.: 2.8b.(2)
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Rihui Zhang
Acting Division Chief
Local Assistance

Subject: **REQUEST TO EXTEND THE PERIOD OF CONTRACT AWARD FOR PROPOSITION 1B LOCAL BRIDGE SEISMIC RETROFIT ACCOUNT PROJECTS, PER LBSRA GUIDELINES WAIVER 14-02**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) extend the period contract award for the Proposition 1B Local Bridge Seismic Retrofit Account (LBSRA) projects on the attached document.

ISSUE:

The Department sub-allocated $565,632 for the seismic retrofit of 18 locally administered Proposition 1B LBSRA projects which are identified on the attachment. The responsible agencies have been unable to award the contracts within six months of sub-allocation. The attachment describes the details of the projects and the explanations for the delays. The respective agencies are requesting extensions, and the planning agencies concur.

BACKGROUND:

In May 2008, the Commission adopted the LBSRA Guidelines (Resolution LBS1B-G-0708-001), which requires the implementing agency to request a time extension if the project will not be awarded within six months of the sub-allocation date. The LBSRA Guidelines stipulate that the Commission may approve a waiver to the timely use of funds deadline one-time only for up to 20 months.

Attachment

Time Extension/Waiver – Project Contract Award Deadline
Local Bridge Seismic Retrofit Program

Project #	Applicant County Project Description Reason for Project Delay	Extension Amount *Construction Only*	Sub-Allocation Date Federal ID Number Number of Months Requested Extended Deadline CT Recommendation
1	California Department of Water Resources Merced County Bridge Nos: 39C0250, 39C0252, 39C0314	$64,393	08/15/2013 6248(032) 7 Months 09/30/2014 Support
	The California Department of Water Resources (DWR) is requesting a seven-month time extension to the period of contract award for three Merced County bridge projects. DWR has experienced delays in awarding the project due to the bat and swallow nesting season, which is from mid-February through September 1 according to the California Department of Fish and Game. DWR has revised the contract award schedule in order to avoid coinciding with the spring nesting season for bats and swallows. DWR anticipates advertising the project in May 2014. The bid opening and legal division review will be from June 2014 through August 2014. DWR expects to award the project by early September 2014. Therefore, DWR is requesting a seven-month extension to September 30, 2014.		
2	California Department of Water Resources Various Counties in Central California Bridge Nos: 42C0140, 42C 0141, 42C0143, 42C0156, 42C0159, 42C0173, 42C0245, 42C0370, 42C0371, 42C0425, 45C0071, 45C0123, 42C0124, 42C0125, 50C0123	$501,239	08/14/2013 6248(031) 7 months 09/30/2014 Support
	The California Department of Water Resources (DWR) is requesting a seven-month time extension to the period of contract award for 15 bridge projects. DWR has experienced delays in awarding the project due to the bat and swallow nesting season, which is from mid-February through September 1 according to the California Department of Fish and Game. DWR has revised the contract award schedule in order to avoid coinciding with the spring nesting season for bats and swallows. DWR anticipates advertising the project in May 2014. The bid opening and legal division review will be from June 2014 through August 2014. DWR expects to award the projects by early September 2014. Therefore, DWR is requesting a seven-month extension to September 30, 2014.		

State of California
DEPARTMENT OF TRANSPORTATION

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M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 29, 2014

Reference No.: 2.8b.(4)
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Rachel Falsetti
Division Chief
Transportation Programming

Subject: **REQUEST TO EXTEND THE PERIOD OF CONTRACT AWARD FOR STATE ADMINISTERED PROJECTS ON THE STATE HIGHWAY SYSTEM, PER RESOLUTION G-06-08**
WAIVER 14-04

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) approve time extensions for the period indicated for six State Highway Operation and Protection Program (SHOPP) projects, one multi-funded Proposition 1B Trade Corridor Improvement Funds (TCIF/ SHOPP) project, and one State Transportation Improvement Program Transportation Enhancement (STIP TE) project described on the attachment.

ISSUE:

On June 6, 2013, the Commission allocated $63,639,000 for two SHOPP projects and one STIP TE project. On July 10, 2013 The Department allocated $18,394,000 for one SHOPP project using its delegated authority. On August 6, 2013, the Commission allocated $10,089,000 for three SHOPP projects and $62,133,000 one multi funded SHOPP/TCIF project. In accordance with Resolution G-06-08, the deadline to award contracts for projects allocated in June 2013 is December 31, 2013, for projects allocated in July 2013, is January 31, 2014, and for projects allocated in August 2013 is February 28, 2014. The Department will not be able to meet the deadlines for these projects and is requesting time extensions for the period of contract award. The attachment shows the details of each project and the delays that have resulted in the extension request.

BACKGROUND:

In June 2006, the Commission adopted Resolution G-06-08, making the six-month period to award a permanent requirement under the State Transportation Improvement Program (STIP) Guidelines.

Attachment

2.8b.(4) Time Extension / Waiver - Contract Award
Waiver 14-04

Project Number	Dist-PPNO	EA	County-Route	Description	Fund Source	Allocated Amount (x $1,000)	Allocation Date	Request Months	Request until end of (month-yr)
1	11-0778	00270	SD-5	Construct auxiliary lanes and widen connector.	SHOPP	$ 5,052	06/11/13	9	Sep-2014
Reason for Delay: This project was advertised on September 3, 2013. An addendum was issued to address multiple bidder inquires. This resulted in delaying the bid opening date to January 16, 2014. Due to quantity of questions by the bidders that generated the addendum, the Department is requesting a nine-month time extension. This time extension will allow the Department sufficient time to open bids, analyze bid results and award the project contract.									
2	11-1008	26501	SD-163	Repair and restore important features of historic corridor.	STIP TE	$ 5,272	06/11/13	9	Sep-2014
Reason for Delay: Bids for this project were opened on October 10, 2013. The Department received bids that were significantly higher than the Engineer's Estimate. Therefore all bids were rejected. The project will have to be re-scoped and re-advertised. This nine-month time extension will allow the Department sufficient time to re-scope, advertise, and award the project contract.									
3	11-1032	40670	SD-5	Rehabilitate existing pavement.	SHOPP	$ 53,315	06/11/13	9	Sep-2014
Reason for Delay: Project advertised on December 9, 2013. Advertisement was delayed in order to conform and comply with a new set of standard plans and specifications. Bid opening is scheduled for February 13, 2014. Due to the size of the project and the latest bid results in the region, The Department is requesting a nine-month time extension. This time extension will allow the Department sufficient time open bids and award the project contract.									
4	04-0483J	2A250	SCL-152	Realign roadway and construct retaining walls.	SHOPP	$ 18,394	07/10/13	9	Oct-2014
Reason for Delay: This project was advertised on August 19, 2013. Bid opening is currently scheduled for April 29, 2014. Bid opening was delayed due to permitting issues. The contract plans and special provisions are being revised in order to reduce the lengthy construction window of five years and the inconvenience to the travelling public. These changes require an amendment to the current permits. This nine-month time extension will allow the Department sufficient time to receive the permit amendments, re-advertise and award the project contract.									

2.8b.(4) Time Extension / Waiver - Contract Award
Waiver 14-04

Project Number	Dist-PPNO	EA	County-Route	Description	Fund Source	Allocated Amount (x $1,000)	Allocation Date	Request Months	Request until end of (month-yr)
5	04-0044C	0A710	ALA-880	Reconstruct overcrossing and construct sound walls.	SHOPP/ TCIF	$ 62,133	08/06/13	6	Aug-2014
Reason for Delay: Project advertised on September 30, 2013. Bid opening date is scheduled for February 5, 2014. Bid opening was delayed due to Federal Authorization to Proceed (E-76), which has taken longer than expected. This time extension will allow the Department sufficient time to open and analyze bids and award the project contract.									
6	04-0392C	4S050	SCL-9	Construct tie-back wall and a new drainage systems.	SHOPP	$ 1,939	08/06/13	9	Nov-2014
Reason for Delay: Bids for this project were opened on October 9, 2013. The contract has not been awarded due to bid protests and potential environmental impacts. All bids will be rejected. The project will be re-advertised after all permits have been obtained. This time extension will allow the Department sufficient time to acquire all permits, advertise and award the project contract.									
7	04-0322C	4S450	MRN-1	Construct steel soldier piles and install metal beam guardrail.	SHOPP	$ 1,150	08/06/13	6	Aug-2014
Reason for Delay: Delay to award due to bidder qualifications. Bids for this project were opened on September 18, 2013. Seven bids were received. The Department rejected all bids due to non-responsiveness. The project will have to be re-advertised. This six-month time extension will allow the Department sufficient time to re-advertise and award the project contract.									
8	07-4156	21595	LA-5	Widen freeway and reconstruct overcrossings.	SHOPP	$ 7,000	08/06/13	3	May-2014
Reason for Delay: Project advertised on October 14, 2013. Bid opening date is scheduled for January 9, 2014. Bid opening was delayed due to bidder inquiries. This three-month time extension will allow the Department sufficient time to open and analyze bids and award the project contract.									

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 29, 2014

Reference No.: 2.8c.(1)
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Rihui Zhang
Acting Division Chief
Local Assistance

Subject: **REQUEST TO EXTEND THE PERIOD OF PROJECT COMPLETION FOR LOCAL BRIDGE SEISMIC RETROFIT ACCOUNT, PER LBSRA GUIDELINES WAIVER 14-05**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve the request by the City of Los Angeles (City) to extend the period of project completion for the Vanowen Street and Los Angeles River Bridge project for 20 months, from January 31, 2014 to September 30, 2015, per LBSRA Guidelines.

ISSUE:

In July 2007, the Commission approved Resolution LBS1B-A-0708-001, allocating $13.5 million in LBSRA bond funds, and delegated authority to the Department to sub-allocate funds to projects. In January 2011, the Department sub-allocated $208,750 to the City for the Vanowen Street and Los Angeles River Bridge project. The City is unable to complete project construction by the deadline of January 31, 2014, and is requesting a 20-month time extension to September 30, 2015.

BACKGROUND:

The construction contract was awarded in January 2011 and the work began in February 2011. However, in March 2011, it was discovered that the Southern California Gas Company (SCG) and the American Telephone & Telegraph (AT&T) had utility service lines under the bridge, and that the SCG and AT&T lines must remain operational and access continuous throughout construction on the bridge. The design and submittal review of temporary platform by SCG and AT&T for the utility lines was from March 2011 through August 2011.

In addition, due to the permit requirements by Los Angeles County and the Regional Water Quality Control Board, the rainy season was from October 2011 through April 2012 resulting in no work being allowed in the channel. Therefore, the design and submittal review of the platform added six month to the project timeline and an additional rainy season delay of seven months.

The installation of the platform and relocation of the SCG and AT&T utilities was completed in June 2012. The project continued to progress on the north side of the bridge. The north side bridge widening work was completed in October 2012. Again, however, due to the rainy season from October 2012 through April 2013, no work was allowed.

In May 2013, during the pre-drilling work the contractor identified a sewer siphon releasing air bubbles and odors. In order to reduce the risk of potential damage to the siphon, pre-drilling was performed from May 2013 through July 2013 at the existing bridge foundations therefore work would be extended in the river. Also due to this finding, an additional river dry season of work had to be added to the contract.

The construction activities continued for widening of the south side of the bridge from July 2013 through October 2014, and again the rainy season from October 2013 through April 2014 will cause delays to the project. In total, the project has experienced a six-month delay due to design and two rainy season delays of seven months each for total of 20 months.

Once construction is complete on this project, the City needs to perform street lighting work on the bridge and close out the project, which is estimated to take place from March 2015 to September 2015. Therefore, the City is requesting a 20-month time extension through September 2015.

In May 2008, the Commission adopted the LBSRA Guidelines (Resolution LBS1B-G-0708-001), which requires the implementing agency to request a time extension if the project will not meet project completion within 36 months of the sub-allocation date. The LBSRA Guidelines stipulate that the Commission may approve a waiver to the timely use of funds deadline one-time only for up to 20 months.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 29, 2014

Reference No.: 2.8d.
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Bruce Roberts
Acting Chief
Division of Rail

Subject: **POST FACT REQUEST TO EXTEND THE PERIOD OF PROJECT DEVELOPMENT EXPENDITURES FOR STIP INTERCITY RAIL PROJECTS, PER STIP GUIDELINES WAIVER 14-06**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) extend the period of project development expenditures by 20 months, to February 28, 2015, for the San Onofre to Pulgas Double Track Phase 1 Project (Project) (PPNO 2094) in San Diego County.

ISSUE:

In June 2011, the Commission approved Resolution MFP-10-24 allocating $4.2 million in Public Transportation Account funds for the Design phase (PS&E) of this Project. According to the Budget Act of 2010 (Chapter 712, Statutes of 2010), the funds appropriated in this item shall be available for encumbrance and liquidation until June 30, 2016. The San Diego Association of Governments (SANDAG) and the Division of Rail believed that June 30, 2016 represented the deadline for funding. However, it was later discovered that the Commission's policy of timely use of funds for PS&E required PS&E to be completed by June 30, 2013. Therefore, SANDAG is requesting a post fact time extension of 20 months to complete PS&E.

The Project is located in Camp Pendleton on the Los Angeles-San Diego- San Luis Obispo (LOSSAN) Rail Corridor. The North County Transit District (NCTD) is the owner of the right of way, and operator of the service.

The United States Navy (Navy) is designing improvements at the same location, the Red Beach Bridge Project. The Red Beach Bridge project involves replacement of a concrete arch bridge at Mile Post (MP) 218 with a new, longer span, double track bridge over the Las Flores Creek. The new bridge segment would allow the Marines to pass under the bridge with tanks and landing vehicles for military training between Red Beach and inland sections of the Naval Training Base. The bridge is also vital to maintain mainline LOSSAN rail corridor capacity sufficient to handle freight and passenger service.

In order to minimize any risk of possible redesign to the bridge replacement, SANDAG has been working with NCTD and the Navy to coordinate the designs between the Navy project and the SANDAG project. To date, the Navy has completed the preliminary design and contracted with a design-build firm for the Red Beach Bridge project. It is anticipated that the Navy contractor will complete the final design in July 2014. The coordination with the Navy and NCTD is essential to maximize the benefit to the public investment along this corridor.

SANDAG anticipates it will take an additional seven months to complete the design after the Navy has completed their design. Therefore, SANDAG is requesting a 20 month post fact time extension to February 28, 2015 for the period of project development expenditures.

BACKGROUND:

Current State Transportation Improvement Program (STIP) Guidelines stipulate that funds allocated for local project development must be expended by the end of the second fiscal year following the fiscal year in which the funds were allocated. The Commission may approve waivers to the timely use of funds deadline one time only for up to 20 months in accordance with Government Code Section 14529.8.