ESTIMATED TIMED AGENDA

CALIFORNIA TRANSPORTATION COMMISSION

http://www.catc.ca.gov

October 8, 2014
Glendale, California

10:00 AM **Tour of Projects**
Glendale Area and Bob Hope Airport Intermodal Transit Center
2627 N Hollywood Way
Burbank, CA

12:30 PM **Commission Meeting**
Embassy Suites Los Angeles – Glendale
Emerald Salon
800 Central Ave
Glendale, CA

5:30 PM **CTC Reception**
Larry Zarian Transportation Center
400 W Cerritos Ave
Glendale, CA

To view the live webcast of this meeting, please visit:
http://msmedia.dot.ca.gov/channel2 or http://www.ustream.tv/channel/california-transportation-commission

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 Doug Remedios 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 or other Agency item; and "T" denotes a California Transportation Agency (CalSTA) item.

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

Next regularly scheduled CTC Meeting is on November 12, 2014 in Sacramento (Subject to change)

Tab #	Item Description	Ref. #	Presenter	Status*	
12:30 PM	**GENERAL BUSINESS**				
1	Roll Call	1.1	Carl Guardino	I	C
	Resolutions of Necessity				
2 8 Ayes	Resolution of Necessity – Written Appearance --06-Fre-99-PM 16.76 Wer-Stan Associates, a General Partnership Resolution C-21274	2.4a.(1)	Stephen Maller Sharri Bender-Ehlert	A	D
3 8 Ayes	Resolution of Necessity –Appearance --07-LA-5-PM 0.70 VCJT, LLC, a California Limited Liability Company, et al. Resolution C-21275	2.4a.(2)	Stephen Maller Carrie Bowen	A	D
	General Business				
4	Approval of Minutes for August 20, 2014	1.2	Carl Guardino	A	C
5	Executive Director's Report	1.3	Andre Boutros	A	C
6	Commission Reports	1.4	Carl Guardino	A	C
7	Commissioners' Meetings for Compensation	1.5	Carl Guardino	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 US Department of Transportation	1.11	Vincent Mammano	I	R
	LOCAL REPORTS				
11	Report by Regional Agencies Moderator	1.8	Renee De Vere-Oki	I	R
12	Report by Rural Counties Task Force Chair	1.9	Jerry Barton	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	Budget and Allocation Capacity Update	4.2	Mitchell Weiss Steven Keck	I	D
16	Draft California Freight Mobility Plan	4.11	Carrie Pourvahidi Kome Ajise	A	C/D
17	Sustainable Freight Strategy Update	4.13	Carrie Pourvahidi Doug Ito	A	C/R
18	Draft Updates to the CEQA Guidelines Implementing SB 743 (Steinberg, 2013)	4.5	Carrie Pourvahidi Chris Calfee Kome Ajise Kiana Buss Kirstin Kolpitcke Jerry Barton Erik O. Ruehr	A	C
19	Metrolink Positive Train Control Implementation Update	4.9	Juan Guzman Jennifer Cohen	I	C/R
	PROGRAM STATUS				
20	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
21	Fourth Quarter FY 2013-14 – Project Delivery Report	3.10	Stephen Maller Jim Davis	I	D
	POLICY MATTERS				
22	Cost Estimation Performance	4.15	Karla Sutliff	I	D

Tab #	Item Description	Ref. #	Presenter	Status*	
	PROJECT BUSINESS MATTERS				
	Financial Allocations for Supplemental Funds				
23	Financial Allocation: $620,000 in supplemental funds for the previously voted SHOPP Operational Improvements (PPNO 3343) project in Los Angeles County to close-out the construction contract. The current SHOPP allocation is $25,430,000. This request for $620,000 results in an increase of 2.4 percent over the current allocation. Resolution FA-14-09	2.5e.(1)	Mitchell Weiss Carrie Bowen	A	D
24	Financial Allocation: $3,000,000 in supplemental funds for the previously voted SHOPP Operational Improvements (PPNO 3348) project in Los Angeles County to complete the construction contract. The current SHOPP allocation is $19,249,800. This request for $3,000,000 results in an increase of 15.6 percent over the current allocation. Resolution FA-14-10	2.5e.(2)	Mitchell Weiss Carrie Bowen	A	D
	INFORMATION CALENDAR		Stephen Maller		
25	**Informational Reports on Allocations Under Delegated Authority** -- Emergency G-11 Allocations *(2.5f.(1))*: $5,800,000 for six projects. -- SHOPP Safety G-03-10 Allocations *(2.5f.(3))*: $4,254,000 for four projects. -- Minor G-05-05 Allocations *(2.5f.(4))*: $2,298,000 for five projects.	2.5f.		I	D
26	Monthly Report on Projects Amended into the SHOPP by Department Action	3.1		I	D
27	Status of Construction Contract Award for State Highway Projects, per Resolution G-06-08	3.2a.		I	D
28	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
29	Final Close-Out Report on the FY 2013-14 Minor Program Lump Sum Allocation	3.3		I	D
30	Quarterly Report - Local Assistance Lump Sum Allocation for the period ending June 30, 2014.	3.5		I	D
31	Third Quarter – Balance Report on AB 1012 “Use It or Lose It” Provision for FFY 2012 Unobligated CMAQ and RSTP Funds.	3.6		I	D
32	Fourth Quarter FY 2013-14 – Finance Report	3.7		I	D
33	Fourth Quarter FY 2013-14 – Rail Operations Report	3.8		I	D
34	Final Close –Out Report on FY 2013-14 Right of Way Capital Lump Sum Allocation	3.11		I	D
35	San Francisco Bay Area Toll Bridge Seismic Retrofit Program - 2014 Second Quarter Project Progress and Financial Update	3.12		I	C
	CONSENT CALENDAR		Stephen Maller		
36	The Mendocino Council of Governments proposes to amend the 2014 STIP to delay RIP funds for construction from FY 2015-16 to FY 2016-17 for the Ukiah Downtown Streetscape Improvement, Phase I project (PPNO 4563) in Mendocino County. STIP Amendment 14S-02	2.1a.(1)		A	D
37	The Bay Area Rapid Transit and the Santa Clara Valley Transportation Authority propose to amend TCRP 1.1 (BART to San Jose; extend from Fremont to Warm Springs) to revised the project schedule and re-allocate previously allocated funds. Resolution TAA-14-03, Amending Resolution TAA-12-02 Resolution TFP-14-05, Amending Resolution TFP-08-06	2.1a.(2) /2.6e.		A	D

Tab #	Item Description	Ref. #	Presenter	Status*	
38	Approval of Projects for Future Consideration of Funding: 01-Men-101, PM 52.1/52.5 Ryan Creek Fish Passage Mitigation Project Construct a fish passage as mitigation for the Willits Bypass project in Mendocino County. (ND) (PPNO 0125Y) (STIP) Resolution E- 14-43 01-Hum-36, PM 35.9 Dinsmore Slipouts/Sinks Project Construct drainage improvements and repair erosion damage on SR 36 in Humboldt County. (MND) (PPNO 2334) (SHOPP) Resolution E- 14-44 04-Son-1, PM 7.2 Highway 1 Cheney Gulch Slope Stabilization Project Erosion repair and improvements on State Route 1 in Sonoma County. (ND) (PPNO 0330H) (SHOPP) Resolution E- 14-45 04-Son-1, PM 30.5 Highway 1 Slope Stabilization Project Erosion repair and improvements on State Route 1 in Sonoma County. (MND) (PPNO 0753R) (SHOPP) Resolution E- 14-46 06-Ker-46, PM 57.35/57.8, 06-Ker-99, PM 43.9/44.6 Kern 46/99 Separation Bridge Replacement Project Replace existing separation bridge on SR 46 and SR 99 in Kern County. (ND) (PPNO 6601) (SHOPP) Resolution E- 14-47 09-Mno-395, PM 72.5/74.6 & 77.3/86.0 Bridgeport Culverts Project Replace damaged culverts on U.S. 395 in Mono County. (MND) (PPNO 0587) (SHOPP) Resolution E- 14-48	2.2c.(1)		A	D
39	Approval of Project for New Public Road Connection and Consideration of Funding: 03 – Colusa County – SR 20 Connection Project – construction of a new public road connection to SR 20 in the City of Williams. (MND) (STIP) (PPNO 1105) Resolution E-14-49 *(Related Item under Tabs 40 & 60.)*	2.2c.(2)		A	C
40	-- New Public Road Connection to State Route 20 at Marguerite Street, in the city of Williams. 03-Col-20-PM R22.5 Resolution S-759 *(Related Item under Tabs 39 & 60.)*	2.3b.		A	D

Tab #	Item Description	Ref. #	Presenter	Status*	
41	Three Relinquishment Resolutions – -- 04-Ala-880-PM 27.4/27.7 Right of way along Route 880 on Oakport Street, in the city of Oakland. Resolution R-3910 -- 11-SD-76-PM R8.1 Right of way along Route 76 on Jeffries Ranch Road, in the city of Oceanside. Resolution R-3911 -- 11-SD-76-PM 9.5/12.3 Right of way along Route 76 between East Vista Way and South Mission Road, in the county of San Diego. Resolution R-3912	2.3c.		A	D
42	11 Resolutions of Necessity Resolutions C-21276 through C-21278 and C-21282 through C-21289	2.4b.		A	D
43	Rescinding Resolution of Necessity --06-Ker-14-PM 62.2 Loren Sandvik CR-151 rescinds Parcel 4002-1 of Resolution C-21251	2.4e.		A	D
44	Director's Deeds Items 1 through 12 Excess Lands - Return to State: $4,806,000 Return to Others: $0	2.4d.		A	D
45	Financial Allocation Amendment: Reduce the original TCIF construction allocation by $174,000, from $14,700,000 to $14,526,000, for Project 19 - Route 110 Freeway/Route 47 Interchange (PPNO TC19), in Los Angeles County. Resolution TCIF-AA-1415-02, Amending Resolution TCIF-A-1213-06	2.5g.(5)		A	D
46	Financial Allocation Amendment: Reduce the original construction allocation by $1,495,000, from $5,000,000 to $3,505,000, for the Proposition 1B HRCSA Grant Line Road Grade Separation project (PPNO 75-Rail), in Sacramento County, to reflect project savings. Resolution GS1B-AA-1415-01, Amending Resolution GS1B-A-1213-01	2.5g.(9)		A	D
47	Financial Allocation Amendment: Reduce the original Proposition 116 construction allocation by $1,955,000, from $10,772,000 to $8,817,000, for the Fullerton Transportation Center Parking Structure project, in Orange County, to reflect project savings. Resolution BFA-14-03, Amending Resolution BFA-10-01 Resolution STIP1B-AA-1415-01, Amending Resolution STIP1B-AA-1011-007	2.6c.		A	D
48	Financial Allocation Amendment: Reduce the original construction allocation by $10,579,000, from $10,974,000 to $395,000, from the Proposition 1A HSPTBP-Urban/Commuter Stockton Passenger Track Extension project (EA R302GA) in San Joaquin County. Resolution HST1A-AA-1415-01, Amending Resolution HST1A-A-1213-03	2.6f.(2b)		A	D

Tab #	Item Description	Ref. #	Presenter	Status*	
49	Technical correction to Resolution FP-14-06, originally approved August 20, 2014, allocating $13,151,000 for 26 locally administered STIP projects, off the State Highway System. A technical correction is needed for Project 14 – Nevada County Transportation Commission' s Planning, Programming and Monitoring project, to revise the PPNO from "03-0L38" to "03-0L83."	2.9		A	D
50	Adoption of the Rate for Local Government Matching of California Aid to Airport Acquisition and Development Programs Grants Resolution G-14-21	4.7		A	D
	END OF CONSENT CALENDAR				
	POLICY MATTERS				
51	Draft 2016 STIP Guidelines	4.3	Laurel Janssen	I	C
52	Tribal Coordination and Outreach Policy Resolution G-14-23	4.12	Laurie Waters	A	C
53	Adoption of the 2014 Acquisition and Development Aeronautics Program Resolution G-14-22	4.8	Mitchell Weiss Gary Cathey	A	D
54	Adoption of the Proposition 1B 2014 Highway Railroad Safety Account (HRCSA) Program Resolution GS1B-P-1415-01	4.6	Teresa Favila	A	C
55	Proposed 2015-16 Allocation Set-Aside for the PUC Railroad Grade Crossing Maintenance Program Resolution G-14-24	4.14	Juan Guzman	A	C
	PROJECT BUSINESS MATTERS				
	Amendments for Notice				
56	The Riverside County Transportation Commission and the Department propose to amend the 2014 STIP to revise the project funding plans for the B Canyon Wildlife Crossing Corridor project (PPNO 0071E) in Riverside County. STIP Amendment 14S-04	2.1b.(2)	Laurel Janssen Rachel Falsetti	I	D
	Financial Allocations for SHOPP Projects				
57	Financial Allocation: $5,048,000 for three SHOPP projects, as follows: --$3,782,000 for two SHOPP projects. --$1,266,000 for one project amended into the SHOPP by Departmental action. Resolution FP-14-10	2.5b.(1)	Juan Guzman Rachel Falsetti	A	D
	Financial Allocations for Federal Discretionary Grant Funds				
58	Financial Allocation: $300,000 in Federal Truck Parking Grant funds for the State administered Route 76 East Roadway widening (PPNO 11-0760B) project, in San Diego County, on the State Highway System. Resolution FP-14-14	2.5b.(2)	Laurel Janssen Rachel Falsetti	A	D
	Financial Allocations for STIP Projects				
59	Financial Allocation: $5,220,000 for three State administered STIP projects, on the State Highway System. Contributions from other sources: $20,000,000. Resolution FP-14-11	2.5c.(1)	Laurel Janssen Rachel Falsetti	A	D
60	Financial Allocation: $3,500,000 for the locally administered State Route 20 at Marguerite Street (PPNO 1105) STIP project, in Colusa County, on the State Highway System. Contributions from other sources: $150,000. Resolution FP-14-12 *(Related Items under Tabs 39 & 40.)*	2.5c.(2)	Laurel Janssen Rachel Falsetti	A	D

Tab #	Item Description	Ref. #	Presenter	Status*	
61	Financial Allocations: $3,573,000 for 16 locally administered STIP projects, off the State Highway System, as follows: --$2,133,000 for seven STIP projects. --$1,440,000 for nine STIP Planning, Programming, and Monitoring projects. Contributions from other sources: $77,000. Resolution FP-14-13	2.5c.(3)	Laurel Janssen Rachel Falsetti	A	D
	Financial Allocations that Exceed the Programmed Construction or Construction Support Amount by more than 20 percent				
62	Financial Allocation: $66,005,000 for the San Antonio Creek Curve Correction Project (PPNO 0360G) in Marin County. This project is currently programmed for $55,005,000 for construction and $7,660,000 for construction support. The programmed estimate for construction support of this project needs to be adjusted by $3,340,000, from $7,660,000 to $11,000,000 which is an increase 43.6 percent over the original construction support estimate. This is the initial allocation for this project. Resolution FP-14-15	2.5d.(1)	Mitchell Weiss Bijan Sartipi	A	D
	Lump Sum Allocations				
63	Financial Allocation: $1,506,000,000 in federal funds for the Federal Fiscal Year 2014-15 Local Assistance Lump Sum Allocation. Resolution FM-14-01	2.5h.	Laurel Janssen Rihui Zhang	A	D
	Financial Allocations for Active Transportation Program (ATP) Projects				
64	Financial Allocation: $7,000,000 for the locally administered CV Link ATP project (PPNO 1019), in Riverside County, off the State Highway System. Resolution FATP-1415-01	2.5w.	Laurel Janssen Rihui Zhang	A	D
	Financial Allocations for STIP Rail Projects				
65	Financial Allocation: $1,556,000 for two State administered STIP Rail projects. Resolution MFP-14-03	2.6a.	Juan Guzman Bruce Roberts	A	D
	Financial Allocations for Other Transit Projects				
66	Financial Allocation:$86,891,000 in Public Transportation Account funds for Intercity Rail Operations and Feeder Bus Services on the Pacific Surfliner and San Joaquin Routes. Resolution MFP-14-04	2.6d.	Juan Guzman Bruce Roberts	A	D
	Financial Allocation for Proposition 1A High Speed Passenger Train Bond Projects – Urban and Commuter				
67	Financial Allocation: $78,639,000 for the Proposition 1A High-Speed Passenger Train Bond – Urban/Commuter Maintenance Shop & Yard Improvements project, in Alameda County. Resolution HST1A-A-1415-02	2.6f.(2a)	Laurel Janssen Bruce Roberts	A	D
	Time Extension Requests per CTC Resolution G-13-07, STIP Guidelines, Section 65 – Timely Use of Funds / Miscellaneous Waiver Requests				
	Request to Extend the Period of Contract Award				
68	Request to extend the period of contract award for two Local Bridge Seismic Retrofit projects, per LSBRP Guidelines. Waiver 14-39	2.8b.(1)	Juan Guzman Rihui Zhang	A	D
69	Request to extend the period of contract award for the Jamestown Main Street to Railtown Sidewalk project (PPNO 0020C), in the Tuolumne County, per STIP Guidelines. Waiver 14-40	2.8b.(2)	Juan Guzman Rihui Zhang	A	D
70	Request to extend the period of contract award for one State administered STIP Landscaping Mitigation project on Route 46, (PPNO 0226F) in San Luis Obispo, per STIP Guidelines. Waiver 14-41	2.8b.(3)	Juan Guzman Rachel Falsetti	A	D

Tab #	Item Description	Ref. #	Presenter	Status*	
71	Request for re-evaluation of extension for the period of contract award for the City of Long Beach Phase II Bike Share Program (PPNO 4541) project in Los Angeles County, per STIP Guidelines. Waiver 14-44	2.8b.(4)	Juan Guzman Rihui Zhang	A	D
	Request to Extend the Period of Project Completion				
72	Request to extend the period of project completion for the Replacement Vehicles for Eastern Sierra Transit Authority (ESTA) STIP Transit project, in Inyo County, per STIP Guidelines. Waiver 14-42	2.8c.(1)	Juan Guzman Bruce Roberts	A	D
	Request to Extend the Project Reimbursement Period				
73	Request to extend the period of project reimbursement for the Antelope Valley Sealed Corridor project, in Los Angeles County, per STIP Guidelines. Waiver 14-43	2.8d.(1)	Juan Guzman Bruce Roberts	A	D
	OTHER MATTERS / PUBLIC COMMENT				
	Adjourn				

Highway Financial Matters

$ 5,348,000	Total SHOPP/Minor Requested for Allocation
$ 78,298,000	Total STIP Requested for Allocation
$ 7,000,000	Total Active Transportation Plan (ATP) Requested for Allocation
$ 3,620,000	Total Supplemental Funds Requested for Allocation
$ 94,266,000	Sub-Total Project Funds Requested for Allocation
$ 12,352,000	Delegated Allocations
$ 106,618,000	Sub-Total, Highway Project Allocations
$ 20,708,000	Contributions from Other Sources
$ 127,326,000	Total Value

Total Jobs Created: 2,286 *(Includes Direct, Indirect, and Induced)*

($ 1,669,000) Total Proposition 1B Bond De-Allocations Requested

Mass Transportation Financial Matters

$ 1,556,000	Total STIP Requested for Allocation
$ 78,639,000	Total Proposition 1A Requested for Allocation
$ 80,195,000	Total State Allocations

Total Jobs Created: 1,440 *(Includes Direct, Indirect, and Induced)*

($ 10,579,000) Total Proposition 1A Bond De-Allocations Requested
($ 1,955,000) Total Proposition 116 De-Allocations requested

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-14-10**
1 $3,449,000 Butte 03-But-70 24.0/24.5	In Oroville, at Flag Canyon Creek Bridge No.12-0140. Outcome/Output: Replace one scoured bridge to maintain structural integrity, reduce the risk to lives and properties, and to comply with the Bridge Inspection Report recommendation. (Construction Support: $769,000)	03-2282 SHOPP/14-15 $3,425,000 0300000100 4 0F6904	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.111	$69,000 $3,380,000
2 $333,000 Solano 04-Sol-80 19.5/19.6	In Fairfield, at 0.2 mile east of Waterman Boulevard. Outcome/Output: Install under drain and repair pavement damaged by heavy rainstorm. (Construction Support: $160,000)	04-5303Q SHOPP/14-15 $417,000 0412000616 4 1SS574	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.131	$7,000 $326,000

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) Projects Amended into the SHOPP by Department Action				**Resolution FP-14-10**
3 $1,266,000 Riverside 08-Riv-15 2.9/40.9	On Routes 15 and 215 in various cities at various locations; also in San Bernardino County on Routes 60 and 138 in various cities at various locations. Outcome/Output: Seal bridge decks with methacrylate at 8 locations. Also replace approach slabs, and joint seals. (Construction support: $423,000)	08-0022J SHOPP/14-15 $1,300,000 0813000074 4 1C9004	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.119	$25,000 $1,241,000

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description	Program Project ID EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(2) State Administered Federal Earmarked Project				**Resolution FP-14-14**
1 $300,000 San Diego 11-SD-76 R12.1/R17.7	Route 76 East Roadway widening. In San Diego County near Bonsal and Fallbrook, on Route 15 from 0.3 mile South of to 0.3 mile North of Route 76/15 separation and on Rte 76 from 0.4 mile West of South Mission Road to 0.5 mile East of Route 76/15 separation. Construct 4-lane highway. Outcome/Output: Highway widening to 4-lanes, including curve realignment, installation of median barrier, and upgraded shoulder widths.	11-0760B TPF/13-14 CONST $300,000 110020489 4 257154	2013-14 302-0890 FTF 20.20.400.300	$300,000

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.(1) State Administered STIP Projects on the State Highway System				**Resolution FP-14-11**
1 $475,000 Department of Transportation MTC Marin 04-Mrn-101 R9.7/R12.7	Route 101 HOV Lane Gap Closure (Off-site mitigation). In Marin County on US 101, from Lucky Drive to N. San Pedro Road. Implement off-site mitigation (funding agreement with State Parks). Final Project Development Support Estimate: $ 221,000 Programmed Amount: $ 220,000 Adjustment: $ $0 (<20%) Final Right of Way: N/A (Future Consideration of Funding approved under Resolution E-01-22; June 2001.) Outcome/Output: Fulfill required mitigation commitments.	04-0342T RIP/14-15 CONST $475,000 0414000264 4 2261A4	2013-14 301-0042 SHA 20.20.075.600	$475,000
2 $3,470,000 Department of Transportation SBCAG Santa Barbara 05-SB-246 R12.3/R16.7	Route 246 Passing Lanes. Near Lompoc, from Cebada Canyon Road to Hapgood Road. Construct passing lanes and operational improvements. (Future Consideration of Funding approved under Resolution E-14-35; August 20, 2014.) (Savings of $701,000 CON ENG to be returned to Santa Barbara County regional shares.) (Contributions from others sources: $20,000,000.) Outcome/Output: Construct 1.5 mile eastbound passing lane; 2.1 mile westbound passing lane; left-turn channelization at public roads and driveways. Improve drainage.	05-6400 RIP/14-15 CON ENG ~~$4,171,000~~ **$3,470,000** 0500000021 3 0C6403	2013-14 001-0042 SHA 001-0890 FTF 20.20.075.600	$69,000 $3,401,000
3 $1,275,000 Department of Transportation KCAG Kings 06-Kin-198 R8.9/R10.1	19th Avenue Interchange Landscaping. In Lemoore, on Route 198 at 19th Avenue. Install landscaping. Final Project Development: N/A Final Right of Way: N/A (Time Extension for FY 13-14 CONST expires on December 31, 2014.) (Additional $19,000 CON ENG and $132,000 CONST coming from Kings County regional shares.) Outcome/Output: This planting will provide an aesthetic softening to the newly constructed 19th Avenue interchange, MSE, and soundwall structures as detailed in the environmental document. Provides slope erosion control.	06-4330Y RIP/13-14 CON ENG ~~$102,000~~ **$121,000** CONST ~~$1,022,000~~ **$1,154,000** 0612000052 3&4 325513&4	001-0042 SHA 001-0890 FTF 2013-14 301-0042 SHA 301-0890 FTF 20.20.075.600	$2,000 $119,000 $23,000 $1,131,000

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 Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(2)	**Locally Administered STIP Projects on the State Highway System**			**Resolution FP-14-12**
1 $3,500,000 City of Williams CCTC Colusa 03-Col-20 22.5/22.8	State Route 20 at Marguerite Street. In the city of Williams just east of Highway 5 at State Route 20. Extend Marguerite Street and create access to State Route 20 at MP 22.5, to complete circulation infrastructure. Final Project Development : NA Final Right of Way : NA (Concurrent Consideration of Funding under Resolution E-14-49; October 2014.) (Contributions from other sources: $150,000.) Outcome/Output: This project will extend Marguerite Street by 0.6 miles and construct a new connection to State Route 20.	03-1105 RIP/14-15 CONST $3,500,000 0312000261 4CONL 3F1204	2013-14 301-0042 SHA 301-0890 FTF 20.20.075.600	 $70,000 $3,430,000

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 Projects off the State Highway System**			**Resolution FP-14-13**
1 $25,000 Siskiyou County SCLTC 02-Siskiyou	Oregon Street Rehabilitation Project. In the city of Dorris from First Street to Sly Street. Rehabilitate roadway. Outcome/Output: The existing roadway base is failing and the roadway is in real need of rehabilitation. Completion of this project will allow safe passage of failing local street.	02-2485 RIP/14-15 PS&E $25,000 0214000163	2013-14 101-0042 SHA 20.30.600.620	 $25,000
2 $28,000 Siskiyou County SCLTC 02-Siskiyou	Scott Street Rehabilitation Project. In the city of Etna from State Route 3 to Collier Way. Rehabilitate roadway. Outcome/Output: The existing roadway base is failing and the roadway is in real need of rehabilitation. Completion of the project will allow safe passage of failing local street.	02-2486 RIP/14-15 PS&E $28,000 0214000165	2013-14 101-0042 SHA 20.30.600.620	 $28,000
3 $850,000 Siskiyou County SCLTC 02-Siskiyou	Gazelle Callahan Rehabilitation Project. In Siskiyou County on Gazelle Callahan Road from PM 16.7 to PM 19. Rehabilitate roadway. Outcome/Output: Restore existing roadway and provide a safer roadway for its users.	02-2499 RIP/14-15 CONST $850,000 0213000133	2013-14 101-0042 SHA 20.30.600.620	 $850,000

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.(3)	**Locally Administered STIP Projects off the State Highway System**			**Resolution FP-14-13**
4 $417,000 Trinity County TCTC 02-Trinity	Hayfork Creek Bridge 5C-086 on Wildwood Road. Near Hayfork, on Wildwood Road. Replace bridge. HBP match. (Future Consideration of Funding approved under Resolution E-13-05; January 2013.) (Time extension for FY 13-14 CONST expires March 31, 2015.) (Additional $130,000 coming from Trinity county unprogrammed regional shares.) Outcome/Output: New two-lane, structurally sound bridge and safer road alignment.	02-2464 RIP/13-14 CONST ~~$287,000~~ **$417,000** 0200000427	2013-14 101-0042 SHA 20.30.600.620	$417,000
5 $594,000 City of Taft Kern COG 06-Kern	Rails to Trails Phase IV. In Taft, on Sunset Railroad corridor, from 2nd Street to Route 119. Construct bike/pedestrian path. (Contributions from other sources: $77,000.) Outcome/Output: Construct 2,900 feet landscaped bike and pedestrian path; infill half mile of future 5 mile bike/pedestrian path and decrease bike commute time.	06-6615 RIP/14-15 CONST $594,000 0614000246	2013-14 101-0890 FTF 20.30.600.621	$594,000
6 $79,000 Mono County MCLTC 09-Mono	Convict Lake Road. Near Mammoth Lakes, on Convict Road. Pulverize, repave, and widen 2.75 miles of roadway from US 395 to the turn-around at the end of Convict Lake Road. Outcome/Output: This project will rehabilitate approximately 2.75 miles of existing asphalt pavement roads, add bike lanes, replace existing signs and snow poles.	09-2604 RIP/14-15 PA&ED $79,000 0914000055	2013-14 101-0042 SHA 20.30.600.620	$79,000

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 Projects off the State Highway System**			**Resolution FP-14-13**
7 $140,000 City of Eureka HCAOG 01-Humboldt	Eureka Waterfront and Coastal Trail (North). In Eureka adjacent to Eureka Slough and Humboldt Bay, beginning at north end of Tydd Street to the existing Target trail. Construct Trail. (Future Consideration of Funding approved under Resolution E-21-14; May 2014.) (Time extension for FY 13-14 PS&E expires October 31, 2014.) Outcome/Output: This multi-use trail will be an important link for California Coastal Trail, provide improved access to Humboldt Bay and Eureka Slough and connectivity to regional trails. The connection to Tydd Street will improve safety for pedestrians and bicyclists by providing access to the waterfront and Eureka's Old Town District without the need to cross Highway 101.	01-0302F RIP ~~TE~~/13-14 PS&E $140,000 0112000295	2013-14 101-0890 FTF 20.30.600.621	$140,000

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.(3)	**Local STIP Planning, Programming and Monitoring Projects**			**Resolution FP-14-13**
8 $118,000 Humboldt County Association of Governments HCAOG 01-Humboldt	Planning, Programming and Monitoring	01-2002P RIP/14-15 CONST $118,000 0114000122	2013-14 101-0042 SHA 20.30.600.670	$118,000
9 $140,000 Tehama County Transportation Commission TCTC 02-Tehama	Planning, Programming and Monitoring	02-2063 RIP/14-15 CONST $140,000 0215000012	2013-14 101-0042 SHA 20.30.600.670	$140,000
10 $147,000 Shasta Regional Transportation Agency SRTA 02-Shasta	Planning, Programming and Monitoring	02-2368 RIP/14-15 CONST $147,000 0215000010	2013-14 101-0042 SHA 20.30.600.670	$147,000
11 $322,000 Fresno Council of Governments Fresno COG 06-Fresno	Planning, Programming and Monitoring	06-6L01 RIP/14-15 CONST $322,000 0615000014	2013-14 101-0042 SHA 20.30.600.670	$322,000
12 $130,000 Mono County Local Transportation Commission MCLTC 09-Mono	Planning, Programming and Monitoring	09-2003 RIP/14-15 CONST $130,000 0915000006	2013-14 101-0042 SHA 20.30.600.670	$130,000
13 $60,000 Tuolumne County Transportation Council TCTC 10-Tuolumne	Planning, Programming and Monitoring (SB 184 Notification effective July 22, 2014)	10-0452 RIP/14-15 CONST $60,000 1015000030	2013-14 101-0042 SHA 20.30.600.670	$60,000
14 $200,000 San Joaquin Council of Governments SJCOG 10-San Joaquin	Planning, Programming and Monitoring	10-7952 RIP/14-15 CONST $200,000 1015000032	2013-14 101-0042 SHA 20.30.600.670	$200,000
15 $23,000 Alpine County Local Transportation Commission ACLTC 10-Alpine	Planning, Programming and Monitoring	10-A1950 RIP/14-15 CONST $23,000 1015000031	2013-14 101-0042 SHA 20.30.600.670	$23,000

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.(3)	**Local STIP Planning, Programming and Monitoring Projects**			**Resolution FP-14-13**
16 $300,000 Imperial County Transportation Commission ICTC 11-Imperial	Planning, Programming and Monitoring	11-7200 RIP/14-15 CONST $300,000 1115000025	2013-14 101-0042 SHA 20.30.600.670	$300,000

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
2.5d. (1)	**Financial Allocation that Exceeds the Programmed Construction or Construction Support Amount by more than 20 Percent**			**Resolution FP-14-15**
1 $66,005,000 Department of Transportation MTC 04-Mrn/Son-101 26.5/27.6 0.0/1.9	San Antonio Road Curve Correction. At Marin/Sonoma County line, north of Novato at San Antonio Curve. Curve correction (TCRP 18.2). Final Project Development Support Estimate: $13,000 Programmed Amount: $13,000 Adjustment: $0 (<20%) Final Right of Way Right of Way Estimate: $20,287,000 Programmed Amount: $15,454,000 Adjustment: $4,833,000 (Debit) (CON ENG increase of $3,340,000 and CONST increase of $2,892,000 to come from interregional shares.) (Future Consideration of Funding approved under Resolution E-09-79; September 2009.) (Contributions from others sources: $481,000.) Outcome/Output: Re-align mainline within the project limits.	04-0360G IIP/14-15 CON ENG ~~$7,660,000~~ **$11,000,000** CONST ~~$52,113,000~~ **$55,005,000** 0400000735 3&4 264093&4	001-0042 SHA 001-0890 FTF 2013-14 301-0042 SHA 301-0890 FTF 20.20.025.700	$200,000 $10,800,000 $1,100,000 53,905,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient County Dist-Co-Rte Postmile	Location Project Description Reason for Supplemental Funds	PPNO Program Funding Year Item # Fund Type Program Codes Project ID Adv Phase EA	State Federal Current Amount by Fund Type	State Federal Additional Amount by Fund Type	State Federal Revised Amount by Fund Type
2.5e.(1) Supplemental Funds for Previously Voted Projects					**Resolution FA-14-09**
1 $620,000 Department of Transportation Los Angeles 07-LA-110 21.2/22.8	In the city of Los Angeles, from south of Washington Boulevard north of Wilshire Boulevard. Outcome/Output: Close slip-ramp, widen distributor roadways, widen and lengthen auxiliary lane, relocate gore area, and widen ramps to eliminate weaving movement and improve operations and safety. Supplemental Funds needed to close-out contract. Total Revised Amount: $26,050,000	07-3343 SHOPP 2008-09 302-0042 SHA 302-0890 FTF 20.20.201.310	$2,650,900 $20,429,100		$2,650,900 $20,429,100
		SHOPP 2011-12 302-0042 SHA 302-0890 FTF 20.20.201.310	$270,000 $2,080,000		$270,000 $2,080,000
		SHOPP 2014-15 302-0042 SHA 302-0890 FTF 0700000414 4 2411U4		$71,000 $549,000	$71,000 $549,000

Project # Allocation Amount Recipient County Dist-Co-Rte Postmile	Location Project Description Reason for Supplemental Funds	PPNO Program Funding Year Item # Fund Type Program Codes Project ID Adv Phase EA	State Federal Current Amount by Fund Type	State Federal Additional Amount by Fund Type	State Federal Revised Amount by Fund Type
2.5e.(2) Supplemental Funds for Previously Voted Projects					**Resolution FA-14-10**
1 $3,000,000 Department of Transportation Los Angeles 07-LA-405 24.6/25.8	In Culver City, from La Tijera Boulevard on-ramp to Jefferson Boulevard off-ramp. Outcome/Output: Construct an auxiliary lane to improve traffic flow and reduce congestion. Supplemental Funds needed to complete construction. Total Revised Amount: $22,249,800	07-3348 SHOPP 2009-10 302-0042 SHA 302-0890 FTF 20.20.201.310	$268,000 $18,690,000		$268,000 $18,690,000
		SHOPP 2011-12 302-0890 FTF 20.20.201.310	$291,800		$291,800
		SHOPP 2014-15 302-0042 SHA 302-0890 FTF 0700000415 4 241304		$60,000 $2,940,000	$60,000 $2,940,000

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))***			
1 $1,400,000 Del Norte 01-DN-101 2.2	Near Klamath, at 1.34 miles south of South Bank Road. A sink in the road surface developed across the highway at this location. Investigation revealed a failed cross culvert 60 feet under the roadway. This project is to fill the voids around the culvert, repair the culvert, repair roadway structural section, and provide traffic control as necessary. Initial G-11 Allocation 07/16/14: $1,400,000 (Additional $50,000 was allocated for right of way purposes).	01-1104 SHOPP/14-15 0115000002 4 0E7104 Emergency	2013-14 302-0042 SHA 302-0890 FTF 20.20.201.130	$28,000 $1,372,000
2 $250,000 Tehama 02-Teh-32 22.4/22.8	Near Forest Ranch, west of Deer Creek Bridge. The 60-foot cut section of this newly realigned roadway has encountered ground water in the form of numerous springs that continuously shed rock and soil onto the highway. The moisture is saturating the roadway fill slope and causing slippery conditions on the pavement when icy. The initial allocation was to cut the slope further back from the roadway to create a rock catchment area, place under-drains parallel to the roadway, and modify existing cross drains. This supplemental allocation is due to additional excavation necessary to increase slope stability. Initial G-11 Allocation 04/09/14: $1,080,000 Supplemental G-11 Allocation 07/18/14: $250,000 Revised Allocation: $1,330,000	02-3572 SHOPP/13-14 0214000132 4 0H1404 Emergency	2013-14 302-0042 SHA 20.20.201.130	$250,000
3 $1,900,000 Contra Costa 04-CC-24 6.8	In Lafayette, on eastbound Route 24 at the Brown Avenue Undercrossing (Bridge 28-0131R). Winter rain and saturated soil are causing uneven pavement conditions across all five lanes. Temporary repairs such as grouting under slabs have not held and slabs are settling due to degradation of pavement sub-grade and voids creating drop-offs between pavement and bridge deck. This project is to inject grout in underground voids, reset/reposition slope paving panels, replace joint seals, repair deck spalls, install slotted pipe, grind concrete pavement and overlay with asphalt concrete. Initial G-11 Allocation 08/21/14: $ 1,900,000	04-1482A SHOPP/14-15 0414000466 4 2J2304 Emergency	2013-14 302-0042 SHA 20.20.201.130	$1,900,000
4 $400,000 Riverside 08-Riv-10 99.5/101.0	Near Desert Center, approximately 2 miles west of the Eagle Mountain Road Undercrossing. On August 4, 2014, an intense rainstorm occurred in the low desert area causing flooding and erosion with highway shoulder and portion of travel lane washed out at this location. This project is to repair damaged roadway including shoulder and pavement, traffic control, and environmental mitigation. Initial G-11 Allocation 08/12/14: $ 400,000	08-0058C SHOPP/14-15 0815000029 4 1F7104 Emergency	2013-14 302-0042 SHA 20.20.201.130	$400,000
5 $1,250,000 San Bernardino 08-SBd-62 124.0/137.0	Near Vidal Junction, from west of Route 95 to the California/Arizona border. On July 8, 2014, an intense rainstorm occurred in the low desert area causing flooding and erosion with highway shoulder and portion of the travel lane washed out at this location. Several culverts were exposed. This project is to repair damaged roadway including shoulder and pavement, traffic control, and environmental mitigation. Initial G-11 Allocation 08/08/14: $1,250,000	08-0227P SHOPP/14-15 0815000008 4 1F6604 Emergency	2013-14 302-0042 SHA 20.20.201.130	$1,250,000

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))*				
6 $600,000 San Diego 11-SD-78 61.0/87.0	Near Yaqui Pass from east of Wynola Road to east of Borrego Springs Road. On August 3, 2014, an intense rainstorm occurred at this location causing roadway slopes and shoulders to collapse. This project is to reconstruct the slopes and repair roadway shoulders. Initial G-11 Allocation 08/13/14: $ 600,000	11-0556 SHOPP/14-15 1115000023 4 420204 Emergency	2013-14 302-0042 SHA 20.20.201.130	$600,000

Project # Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Prgm'd Amount Project ID Adv. Phase EA	Budget Year Item # Fund Type Program Codes	Amount by Fund Type
Informational Report – SHOPP Safety-Resolution G-03-10 Delegated Allocations *(2.5f.(3))*				
1 $2,789,000 Tehama 02-Teh-32 5.1/5.8	Near Forest Ranch, from 1.6 miles to 2.2 miles east of Soda Springs Road. Outcome/Output: Improve curve and super-elevation radii and add paved shoulders and soft median to improve traffic safety and reduce the number and severity of traffic collisions. (EA 02-4E900 combined with Minor A EA 02-4F760, for construction under EA 02-4E90U, Project ID 0214000080.) (Construction Support: $310,000) Allocation date: 08/11/14	02-3481 SHOPP/14-15 $2,648,000 0212000063 4 4E9004	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.010	$28,000 $2,761,000
2 $670,000 Sacramento 03-Sac-5 12.9/13.1	Near Elk Grove, at Beach Lake Bridge No. 24-262R/L. Outcome/Output: Overlay with high friction surface treatment to improve traffic safety and reduce the number and severity of wet pavement collisions. (Construction Support: $149,000) Allocation date: 07/21/14	03-5843 SHOPP/14-15 $700,000 0314000038 4 4F1204	2013-14 302-0042 SHA 302-0890 FTF 20.20.201.010	$13,400 $656,600
3 $498,000 Amador 10-Ama-Var Var	In Amador and Tuolumne Counties on Routes 16, 88, and 120 at various locations. Outcome/Output: Install centerline and shoulder rumble strips to improve traffic safety and reduce the number and severity of traffic collisions along 10.9 centerline miles. (Construction Support: $98,000) Allocation date: 07/24/14	10-3017 SHOPP/14-15 $603,000 1012000217 4 0X3504	2013-14 302-0042 SHA 302-0890 FTF 20.20.201.010	$10,000 $488,000
4 $297,000 Merced 10-Mer-140 40.7	Near the city of Merced, at Arboleda Drive; also in Atwater on Route 99 at Applegate Road off-ramp; and in Stanislaus County in Riverbank on Route 108 at Eighth Street. Add flashing beacons and advance warning signs to improve safety and reduce the number and severity of traffic collisions at three locations. (Construction Support: $52,000) Allocation date: 08/05/14	10-3029 SHOPP/15-16 $483,000 1012000209 4 0X3004	2013-14 302-0042 SHA 302-0890 FTF 20.20.201.010	$6,000 $291,000

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	Teh	32	5.8/6.2	Install soft median and add shoulders about 29.0 miles east of Forest Ranch from 7.1 miles west to 6.7 miles west of Deer Creek Bridge. This is a Minor A project, EA 02-4F760 being combined for construction with a SHOPP project under EA 02-4E90U.	4E90U4	201.310	$900,000	$900,000
2	02	Tri	3	R26.2	Repair slope and replace cib wall with fill material at about 10.0 miles south of the City of Douglas and at 0.1 mile south of Browns Creek.	4F6304	201.150	$373,000	$364,000
3	02	Tri	299	19.2/19.5	Install wire mesh rock fall drapery near Del Loma from 0.1 mile west of Swede Creek Road to Swede Creek road.	4F7404	201.150	$410,000	$433,000
4	03	ED	50	17.0/17.3	Install valley gutters, drainage inlet, culvert and place hot mix asphalt overlay in the City of Placerville at West Placerville Undercrossing.	3F8904	201.015	$330,000	$316,000
5	03	Sac	160	L4.1/L4.5	Install drainage system, place filter fabric to stop embankment material migration and import embankment material to buttress the levee system. Financial Contribution Only (FCO) to Reclamation District 341.	4F1504	201.150	$285,000	$285,000

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.(5)	**Allocation Amendment - Proposition 1B – Locally Administered TCIF Projects on the State Highway System**		**Resolution TCIF-A-1415-02,** Amending Resolution TCIF-A-1213-06	
1 ~~$14,700,000~~ **$14,526,000** Port of Los Angeles LACMTA 07-LA-110 0.0-0.9	**Route 110 Freeway/Route 47 Interchange.** In Los Angeles on northbound Route 110 from the Route 47/110 Interchange to northbound off-ramp at John S. Gibson Boulevard. Construct auxiliary lane and widen intersection and northbound Route 110 ramp. (TCIF Project 19) (Future Consideration of Funding approved under Resolution E-12-53; August 2012.) (Contributions from other sources: $15,300,000.) Outcome/Output: The project will eliminate an existing weaving condition of slow uphill moving trucks and fast downhill moving vehicles with the addition of a lane on the westbound to northbound SR 47/I-110 connector. **Amend Resolution TCIF-A-1213-06 to de-allocate $174,000 TCIF Bond Program CONST to reflect award savings.**	TC19 TCIF/12-13 CONST ~~$14,700,000~~ **$14,526,000** 0700000489 4CONL 260604	2011-12 304-6056 TCIF 20.20.723.000	~~$14,700,000~~ **$14,526,000**

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 Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(9)	**Allocation Amendment – Proposition 1B – Locally Administered HRCSA Projects off the State Highway System**		**Resolution GS1B-AA-1415-01,** Amending Resolution GS1B-A-1213-01	
1 ~~$5,000,000~~ **$3,505,000** City of Elk Grove SACOG 03-Sacramento	**Grant Line Road Grade Separation**. In Sacramento County in the City of Elk Grove on Grant Line Road between Survey Road to Waterman Road; widen road from two to four lanes between Survey Road and Waterman Road; replace existing at-grade UPRR crossing by a grade separated overhead railroad crossing, cul-de-sac the existing Waterman Road and provide paved access to parcels adjacent to and east of the UPRR tracks. (Original programming resolution under Resolution GS1B-P-1213-01 - September 2012.) (Future Consideration of Funding - Resolution E-12-72; December 2012.) (Contributions from other sources: $20,720,000.) Outcome/Output: This project will relieve congestion, accommodate future travel demand, improve travel time, improve safety, improve pedestrian and bike access, improve truck access and reduce vehicle emissions. **Amend Resolution GS1B-A-1213-01 to de-allocate $1,495,000 of HRCSA CONST to reflect project savings.**	75-Rail HRCSA/12-13 CONST ~~$5,000,000~~ **$3,505,000** 0013000153 S H025BA	2012-13 104-6063 HRCSA 20.30.010.400	~~$5,000,000~~ **$3,505,000**

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
2.5w.	**Locally Administered Active Transportation Program Project**			**Resolution FATP-1415-01**
1 $7,000,000 Coachella Valley Association of Governments (CVAG) RCTC 08-Riverside	CV Link. In eastern Riverside County, in the Coachella Valley. Construct a new 50 mile multi-modal transportation alternative to automobiles, including bicycles, pedestrians, and low-speed electric vehicles (speed of 25 mph or less) on a single corridor connecting eight of the nine cities in the Coachella Valley and three Indian Tribal Lands. Outcome/Output: Reduce traffic congestion, improve air quality, safety and overall health by providing safe corridors for alternative and active modes of transportation to employment centers, shopping, and educational facilities throughout the Coachella Valley.	08-1019 ATP/14-15 PA&ED $7,000,000 0814000137	2013-14 108-0890 FTF 20.30.720.100	$7,000,000

2.6 Mass Transportation 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
2.6a.	**State Administered STIP Rail Projects**			**Resolution MFP-14-03**
1 $1,000,000 Capitol Corridor Joint Powers Authority MTC, SACOG 04- Various	Capitol Corridor Capitalized Maintenance Project. Replace and upgrade certain elements of the track, signal and bridge infrastructure. The work will take place along the Capitol Corridor Route, in specific areas from San Jose to Auburn: Coast Subdivision MP 31.0 – 47.7, Niles Subdivision MP 4.2 – 34.9, Martinez Subdivision MP 2.2 – 106.4, and Roseville Subdivision MP 106.4 – 125.0. Outcome/Output: Upgrading elements of the track, signal and bridge infrastructure allows the useful life to be extended, reduce downtime due to component failure, and increase operating efficiency and schedule reliability due to fewer failures.	75-2065J IIP/14-15 CONST $1,000,000 0015000054 S	2013-14 301-0046 PTA 30.20.020.720	$1,000,000
2 $556,000 Capitol Corridor Joint Powers Authority MTC, SACOG 04- Various	The Capital Corridor eLocker and Folding Bicycle Rental Project consists of installing a secure bicycle access system at 13 select sections along the 170 mile Capital Corridor Route, from Auburn to Great America/Santa Clara. (Time extension for FY 13-14 CON expires on February 28, 2015.) Outcome/Output: Relief of some high on-train bicycle congestion.	75-2127L IIP/13-14 CONST $556,000 0413000085	2013-14 301-0046 PTA 30.20.020.720	$556,000

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
2.6c.	**Financial Allocation Amendment for Locally Administered P116/STIP Rail Projects**			**Resolution BFA-14-03,** Amending Resolution BFA-10-01 **Resolution STIP1B-AA-1415-01,** Amending Resolution STIP1B-AA-1011-007
1 ~~$13,522,000~~ **$11,567,000** City of Fullerton OCTA 12-Orange	**Fullerton Transportation Center Parking Structure** Build multi-level parking structure. (Future Consideration of Funding approved under Resolution E-09-81, October 2009.) Outcome/Output: The new structure will provide an 800 space parking facility to expand transit service parking.	R9726A 75-2026 P116/09-10 PA-09-01 PUC 99645 CONST ~~$10,772,000~~ **$8,817,000**	P116 30.20.020.000	~~$10,772,000~~ **$8,817,000**
	Amend Resolutions BFA-10-01 and STIP1B-AA-1011-007 to de-allocate $1,955,000 in Proposition 116 CONST funding to reflect project cost savings.	R972TC 75-2026 IIP/09-10 CONST $2,750,000	2009-10 801-3008 TIF 30.20.020.720	$2,750,000

2.6 Mass Transportation Financial Matters

Project # Allocation Amount Implementing Agency District-County	BREF # and Project Description Description of Allocation	Item # Program Code	Total Allocation Amount
2.6e.(2) Allocation Amendment – Traffic Congestion Relief Program		**Resolution TFP-14-05 Amending Resolution TFP-08-06 Resolution TAA-14-03 Amending Resolution TAA-12-02**	
1 $0 Bay Area Rapid Transit 04 - Alameda	**Project #1.1 – BART to San Jose; extend BART from Fremont to Warm Springs.** **<u>Amend TFP-08-06 to re-allocate $2,036,000 for Construction. No change to the overall amount previously allocated.</u>** <u>Output/Outcome</u>: Construct BART extension from Fremont to Warm Springs. **This is a Tier 1 project**	Chapter 91 of the Statutes of 2000 899-3007 30.10.710.010	$0

Project # Allocation Amount Recipient <u>RTPA/CTC</u> 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.(2a) Proposition 1A–High-Speed Passenger Train Bond Program – Urban/Commuter			**Resolution HST1A-A-1415-02**	
1 $78,639,000 San Francisco Bay Area Rapid Transit District <u>MTC</u> 04-Alameda	**Maintenance Shop & Yard Improvements Project.** Expand existing Main Shop to support back shop double-ended operation, construct new Component Repair Shop including, retrofitting the Maintenance and Engineering Storage Yard with sound walls along the east side of test track; in addition to track work and retaining walls connecting the Hayward Maintenance Complex to the Main Line tracks. (Future Consideration of Funding approved under Resolution E-14-41; August 2014.) <u>Outcome/Output</u>: Provide expanded capacity for maintenance and warehouse activities for the future BART fleet.	HSR/14-15 CONST $78,639,000 0415000007 S R312GB	2012-13 104-6043 HSPTBF 30.10.100.000	$78,639,000

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.6f.(2b)	**Allocation Amendment - Proposition 1A High-Speed Passenger Train Bond Program – Urban/Commuter**		**Resolution HST1A-AA-1415-01** Amending Resolution HST1A-A-1213-03	
1 ~~$10,974,000~~ **$395,000** San Joaquin Regional Rail Commission <u>SJCOG</u> 10-San Joaquin	**ACE Stockton Passenger Track Extension (Gap Closure).** Constructs a 2.57 mile, dedicated passenger rail track north of downtown Stockton interlocking between the Union Pacific and the Burlington Northern/Santa Fe Railroads. (CEQA –CE, 21080 (b)(10).) <u>Outcome/Output</u>: Improve train access to station and passenger boarding access points. **<u>Amend Resolution HSTA1-A-1213-03 to de-allocate $10,579,000 in Prop 1A CONST.</u>**	HSR/12-13 CONST ~~$10,974,000~~ **$395,000** 1012000034 S R302GA	2012-13 104-6043 HSPTBF 30.10.100.000	~~$10,974,000~~ **$395,000**

Tab 1

PUBLIC DISTRIBUTION

CALIFORNIA TRANSPORTATION COMMISSION
1120 N Street, MS-52
Sacramento, CA 95814
(916) 654-4245 FAX: (916) 653-2134

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

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Orange County Business Council
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Granville Homes
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Los Angeles, CA 90025-0665

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California Alliance for Jobs
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Los Angeles, CA 90071

Mr. James C. Ghielmetti
Signature Homes, Inc.
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Madaffer Enterprises, Inc.
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San Diego, CA 92101

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

Officio Members

The Honorable Mark DeSaulnier
Member of the Senate
State Capitol, Room 5035
Sacramento, CA 95814

The Honorable Bonnie Lowenthal
Member of the Assembly
State Capitol, Room 3152
Sacramento, CA 94814

Executive Director
Mr. Andre Boutros
1120 N Street, Room 2233 (MS-52)
Sacramento, CA 95814
(916) 654-4245 FAX: (916) 653-2134

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

Tab 2

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2014

Reference No.: 2.4a.(1)
Action Item

From: NORMA ORTEGA
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-21274 summarized on the following page. This Resolution is for establishing electrical service on the State Route 99 in District 6 in the city of Fresno, county of Fresno.

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 a written appearance before the Commission. At the request of the property owner, objections to the Resolution have been submitted in writing to be made part of the official record of the Commission meeting, in lieu of a personal appearance before the Commission. The owner's objections are included as Attachment A. The Department's responses to the owner's objections are contained in Attachment B.

BACKGROUND:

Discussions have taken place with the owner, who has been offered the full amount of the Department's appraisal and, where applicable, advised of any relocation assistance benefits to which the owner 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 the Commission's October 8, 2014 meeting. Adoption will assist the Department in the continuation of the orderly sequence of events required to meet construction schedules.

C-21274 – Wer-Stan Associates, a General Partnership
06-Fre99-PM 16.76 - Parcel 87048-1 - EA 0G2109.
Right of Way Certification Date: 09/05/14; Ready To List Date: 01/02/15. Conventional highway – Install service pedestal. Authorizes condemnation of a permanent easement for utility purposes. Located in the city of Fresno at State Route 99 near the intersection of Cedar Avenue. Assessor Parcel Number 330-060-51.

Attachments:
Attachment A - Owners Written Objections dated July 24, 2014
Attachment B – Department Response dated August 11, 2014
Attachment C – Fact Sheet
Exhibits A and B - Maps

WSA
WER-STAN ASSOCIATES L.P.
P.O. BOX 10126 • FRESNO, CA 93745-0126 • OFFICE: (559) 281-0424 • FAX: (559) 841-2959

JULY 24, 2014

RECD BY CTC
JUL 28 2014

Executive Director
California Transportation Commission
P.O. Box 942873
Mail Station 52
Sacramento, Ca 94273-0001

Forwarded To:
Right of way
Copied To:
Stephen Mailer

Re: 06-Fre-99-PM 16.76
Project #0600020474
Parcel 87048-1

Gentlemen:

This transmittal shall constitute Werstan Associates LP written response to the pending condemnation proceedings for the above captioned parcel.

If your contemplated action is to acquire a permanent easement, Werstan Associates would have no objection to such taking subject to the following conditions:

1. *Corners of created parcel shall be monumented.*
2. *Created parcel shall remain and maintained free of deleterious materials.*
3. *Consideration shall be of equivalent market value.*

If the Commission's contemplated action is within the statutory powers under eminent domain for taking in fee

ATTACHMENT A

title Werstan Associates would require the following conditions be associated with such "involuntary sale".

1-Department of Transportation be responsible for all costs of surveys and recordation of parcel maps associated with the created parcel.

2-Corners of the created parcel shall be monumented.

3-Created parcel shall remain and maintained free of deleterious materials.

4- Consideration shall be of equivalent market value.

5- Werstan Associates shall be reimbursed all costs and expenses associated with accounting fees for determining the capital gain tax consequences. (Note opinions of two CPA accounting firms confirm that an "involuntary sale" would be subject to capital gain tax. Since this parcel was included in a composite purchase of several parcels and in a property exchange, and many improvements during the years, ferreting out the cost basis for the determination of capital gain tax would be substantial due to the complexities for this calculation. Estimates have totaled several hundred dollars for these calculations. Note enclosure.)

Should the Commission have further inquiry or question please direct same to the undersigned at the letterhead address or call 559 281-0424.

Yours truly,

John S. Stanfield

John S. Stanfield
Managing General Partner
Werstan Associates, LP

DEPARTMENT OF TRANSPORTATION
DISTRICT 6
855 M STREET, SUITE 200
FRESNO, CA 93721-2716
PHONE (559) 445-6896
FAX (559) 445-6118
TTY 711
www.dot.ca.gov

Serious drought.
Help save water!

August 11, 2014

Mr. John S. Stanfield
Managing General Partner
Werstan Associates, LP
P.O. Box 10126
Fresno, Ca 93745-0126

06-FRE-99-P.M. 16.76
Proj. ID: 0600020474
Parcel No.: 87048
APN: 330-06-051
Grantor: Wer-Stan Associates, A General Partnership

Re: **Response to Objection to Proposed Adoption of Resolution of Necessity for Acquisition of Real Property Identified as Caltrans Parcel No. 87048-1**

Dear Mr. Stanfield:

This letter is in response to your letter dated July 24, 2014 addressed to the Executive Director of the California Transportation Commission (the "Commission") for the property located at Cedar Avenue Electrical Service (the "Property").

Your letter addressed specific concerns and objections to the Commission's proposed action on several grounds regarding the above referenced parcel and as requested your letter will be submitted to the Commission in lieu of a personal appearance and will be part of the official record presented to the Commission at its October 8 & 9, 2014 meeting to be held in Pasadena, California.

The following is the State of California, Department of Transportation's ("Department") response to the concerns and objections set forth in your letter:

1. If your contemplated Action is to acquire a permanent easement, Werstan Associates would have no objection to such taking subject to the following Conditions:

The Department only acquires a utility easement

Corners of created parcel shall be monumented.

Monumention is not a requirement for recording and transferring of a real property rights. Monuments are recorded, showing a deed interpretation which would be relied on by other surveyors. The Department would be adding a new record and possibly defining a side line of the property. It is not a requirement of Department Surveying on this parcel. Doing so may constitute a gift of public funds. We have offered to stake the Aerial Easement area and to provide you with any related maps and information.

ATTACHMENT B

Created parcel shall remain and maintained free of deleterious materials.

Department cannot be solely held responsible for maintaining the parcel free of deleterious materials since this area is also used by other easement holders. The purpose of parcel is to get overhead PG&E electrical service from its existing pole. No construction activity by Department will take place on this parcel as this is an Aerial Easement only.

Consideration shall be of equivalent market value.

The fair market value for an Aerial Easement on this 10 feet by 10 feet area has been established by a fair market appraisal on January 7, 2014. A copy of Department's appraisal had been provided at the time of first written offer. The value of this area has been completed taking into consideration encumbrances by PG&E and a roadway easement. As we have previously discussed, you may obtain an independent appraisal and receive reimbursement from the Department for the cost of the appraisal up to $5,000.

2. If the Commission's contemplated action is within the statutory powers under eminent domain for taking in fee title Werstan Associates would required the following conditions to be associated with such "involuntary sale".

The Department has no intention to acquire this parcel in fee title; therefore, the following conditions would not be relevant.

Department of Transportation be responsible for all costs of surveys and recordation of parcel maps associated with the created parcel.
Corners of the created parcel shall be monumented.
Created parcel shall remain and maintained free of deleterious materials.
Consideration shall be of equivalent market value.
Werstan Associates shall be reimbursed all costs and expenses associated with accounting fees for determining the capital gain tax consequences. (Note opinion of two CPA accounting firms confirm that an "involuntary sale" would be subject to capital gain tax. Since this parcel was included in a composite purchase and many improvements during the years, ferreting out the cost basis for the determination of capital gain tax would be substantial due to the complexities for this calculation. Estimates have totaled several hundred dollars for these calculations. Note enclosure.)

I hope you find our responses satisfactory. It is our goal to reach an amicable agreement. Proceeding with condemnation does not stop our negotiation. The offer still stands should you wish to consider.

If you have any questions, please feel free to contact Ruben A Perez at (559)-445-6216.

Sincerely,

Suzette E. Shellooe

SUZETTE SHELLOOE
Chief, Central Region
Right of Way

Reference No.: 2.4a.(1)
Oct 8, 2014
Attachment C

Resolution of Necessity Appearance Fact Sheet

PROJECT DATA	06-Fre-99-PM 16.76 Expenditure Authorization 0G2109
Location:	State Route 99 in Fresno County in the city of Fresno
Limits:	From PM 16.7 to PM 16.7
Cost:	Programmed construction cost: $ 85,000 Current right of way cost estimate: $ 15, 000
Funding Source:	Minor B from SHOPP
Number of Lanes:	Existing: Three lanes each way NB and SB 99-Highway lighting and Sign illumination. Proposed: Unchanged - Electrical Work Only
Major Features:	Install new electrical service point and upgrade highway lighting.
Traffic:	Existing SR-99 (year 2012): 88,000 Annual Daily Traffic (ADT) Proposed: N/A

PARCEL DATA

Property Owner:	Wer-Stan Associates, a General Partnership
Parcel Location:	at State Route 99 near the intersection of Cedar Avenue, City of Fresno Assessor's Parcel Number 330-060-51
Present Use:	Heavy industrial. Zoned M-3
Area of Property:	132,858 Square Feet (SF)
Area Required:	Parcel 87048-1 - 100 SF - Utility Easement

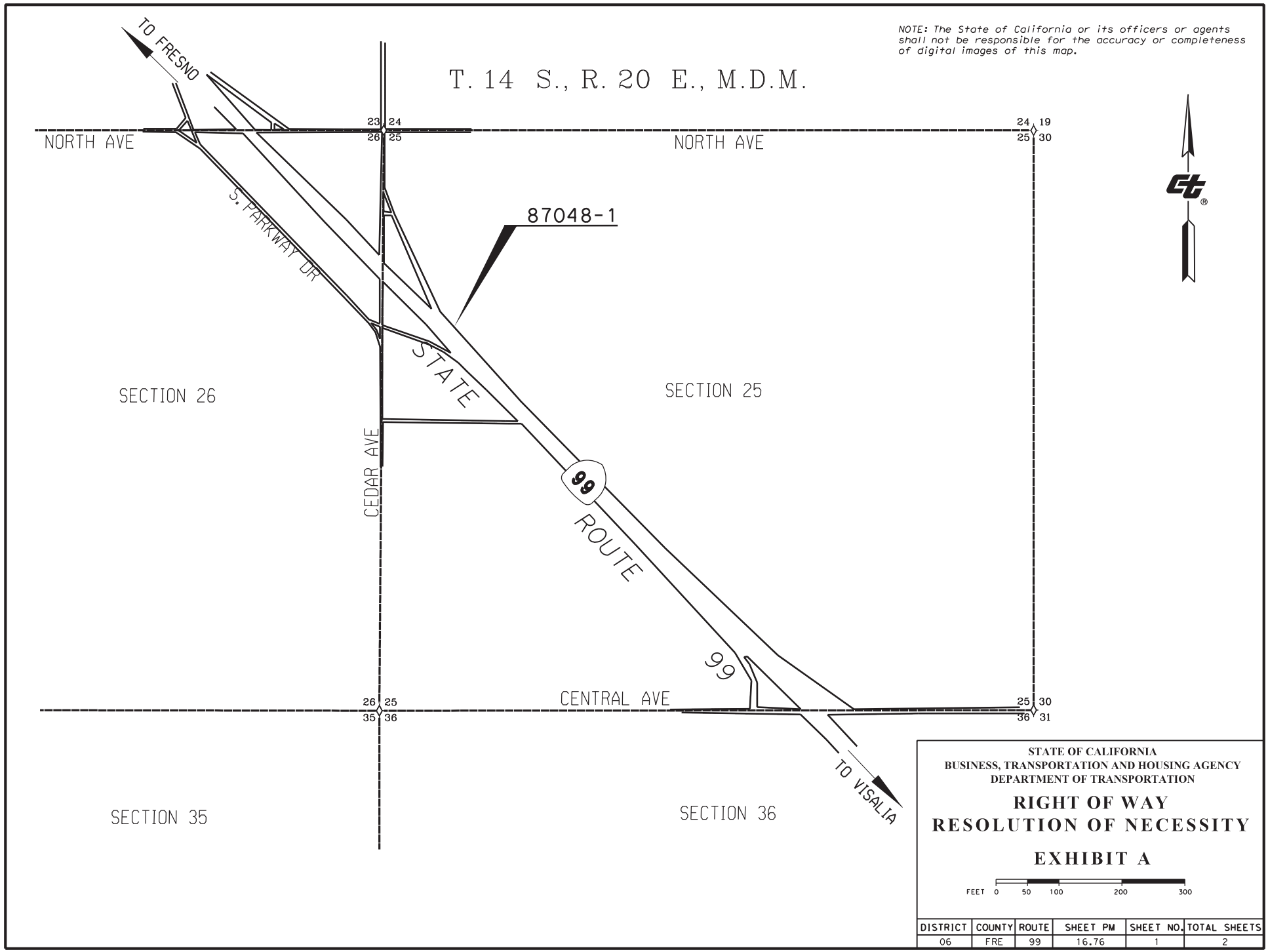


EXHIBIT A

Exhibit A

COUNTY OF FRESNO

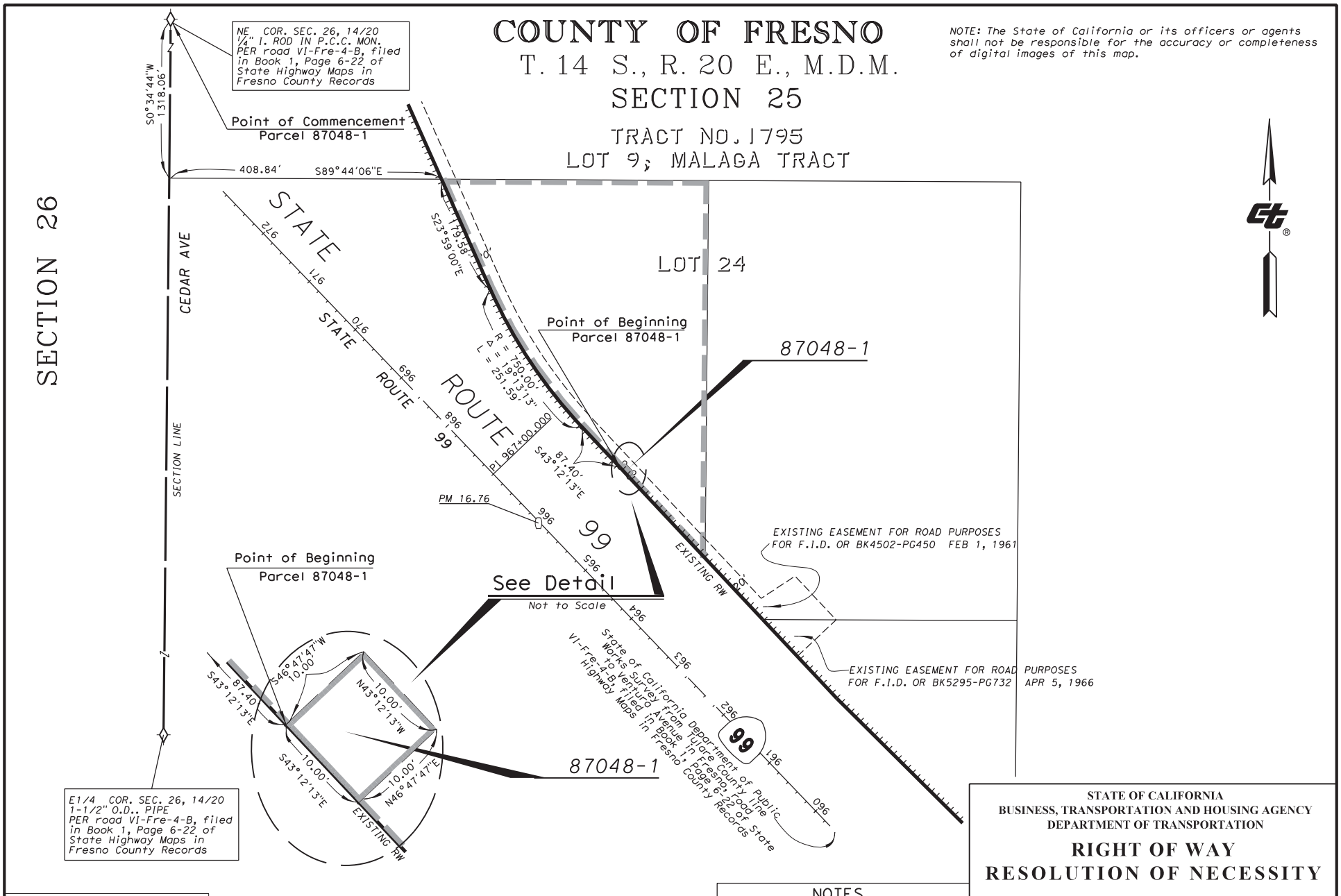
T. 14 S., R. 20 E., M.D.M.

SECTION 25

TRACT NO. 1795

LOT 9, MALAGA TRACT

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.



LEGEND

EXISTING RIGHT OF WAY AND ACCESS CONTROL

PARCEL 87048-1 Easement to State of California

NOTES

Coordinates and bearings are on CCS 1983(1991.35) Zone 4 . Distances and stationing are grid distances. Divide by 0.9999271to obtain ground distances.

All distances are in feet unless otherwise noted.

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY RESOLUTION OF NECESSITY

EXHIBIT B

FEET 0 50 100 200 300

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
06	FRE	99	16.76	2	2

EXHIBIT B

Exhibit B

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

Tab 3

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2014

Reference No.: 2.4a.(2)
Action Item

From: NORMA ORTEGA
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-21275 summarized on the following page. This Resolution is for a transportation project on Interstate 5 in District 7, in Los Angeles 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 contesting the Resolution and have requested an appearance before the Commission. The primary concerns and objections expressed by the property owners are: that the proposed project is not planned or located in the manner that will be most compatible with greatest public good and least private injury, that the property sought to be acquired is not necessary for the project, and that a valid offer has not been made pursuant to Government Code 7267.2. The owners' objections and the Department's responses are contained in Attachment B.

BACKGROUND:

Discussions have taken place with the property owners, who have 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 owners have 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.

Extensive discussions have been ongoing between the property owners 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 October 8, 2014 Commission meeting. Legal possession will allow the construction activities on the parcels 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-21275 - VCJT, LLC, a California Limited Liability Company, et al.
07-LA-5-PM 0.70 - Parcel 77047-1, 2, 3; 79887-1, 2, 3 - EA 215929.
Right of Way Certification Date: 10/31/14; Ready To List Date: 11/26/14. Freeway - widen Interstate 5 to add High Occupancy Vehicle and mixed-flow lanes. Authorizes condemnation of land in fee for a State highway, extinguishment of abutter's rights of access, temporary easements for construction purposes, and temporary easements for demolition purposes to remove all those certain improvements which straddle the right of way line. Located in the city of La Mirada at 14334 and 14370 Firestone Boulevard. Assessor Parcel Numbers 7003-006-007, -010.

Attachments:
- Attachment A - Project Information
- Exhibit A1 and A2 - Project Maps
- Attachment B - Parcel Panel Report
- Exhibit B1 through B3 - Parcel Maps
- Attachment C - Owners' Letters of Objection dated April 14, 2014 and April 15, 2014

PROJECT INFORMATION

PROJECT DATA	07-LA-5-PM 0.0/1.5 Expenditure Authorization 215929
Location:	Interstate 5 (I-5) freeway, in Orange and Los Angeles Counties in the cities of Buena Park, La Mirada, Santa Fe Springs and Cerritos
Limits:	Between Artesia Boulevard and North Fork Coyote Creek
Cost:	Programmed construction cost: $175,000,000 (Capital) Current Right of Way cost estimate: $370,849,000 (Capital)
Funding Source:	Traffic Congestion Relief Program, Interregional Improvement Program, Regional Improvement Program, Transportation Equity Act for the 21st Century, Local Proposition C, State Highway Operation Protection Program, Congestion Mitigation Air Quality
Number of Lanes:	Existing: three mixed-flow lanes in each direction Proposed: four mixed-flow lanes plus one High Occupancy Vehicle (HOV) lane in each direction
Proposed Major Features:	1) Re-align and widen I-5 mainline to add one mixed-flow lane, one HOV lane, a ten-foot outside shoulder, and a 14 foot inside shoulder in each direction 2) Reconfigure the interchange at Valley View Avenue to a modified tight diamond type 3) Re-align Firestone Boulevard frontage road 4) Replace Mainline/Coyote Creek Bridge and North Firestone Boulevard/Coyote Creek Bridge 5) Replace the Valley View Avenue Overcrossing 6) Grade Separate railroad crossing at Valley View Avenue 7) Construct Valley View Avenue/South Firestone Boulevard local access connectors
Traffic:	Existing (year 2005): 171,000 Annual Daily Traffic (ADT) Proposed (year 2030): 281,000 ADT

NEED FOR THE PROJECT

The purpose of the project is to widen I-5 corridor from the Orange County line to Interstate 605 to increase capacity for the I-5 freeway which would improve mobility for goods and people across California, and improve safety and access to the freeway. This project is one of six segments in the I-5 Ultimate Corridor Project, which is a high priority project for the California Department of Transportation (Department).

This project is needed as a result of increased traffic demand from population, housing, and employment growth in the project area. Combined with the limited capacity of the existing freeway facility, it is necessary to widen the freeway to accommodate increased traffic demand. Average daily traffic is expected to rise from 171,000 (2005) to 281,000 (2030). The proposed improvements will increase the capacity of the freeway from a six-lane facility (six mixed-flow lanes) to a ten-lane facility (eight mixed-flow lanes plus two HOV lanes); improve safety features for the freeway mainlines by providing full standard shoulders; improving the on and off ramps within the project limits; with realignment of some local streets to improve local circulation.

PROJECT PLANNING AND LOCATION

The proposed project will add a mixed-flow lane and a HOV lane in each direction of travel on I-5. A number of project alternatives have been looked at in the past. The Project Report was approved on June 28, 2007 and the Environmental Document for the project was approved on December 31, 2007. The construction cost is currently estimated at $175 million for this project. This project is programmed under the State Transportation Improvement Program with funding from Federal, State and local funds. The Right of Way Certification date is currently targeted for October 31, 2014, Ready to List Date is November 26, 2014, and advertising is targeted for February 2015.

The current project proposes to minimize right of way impacts in the I-5 freeway corridor and resulted from the analysis of a number of different project alternatives as well as a value analysis study. The proposed project includes stretches of retaining walls to minimize right of way impacts and the current freeway alignment was selected to minimize the right of way impacts at strategic locations and is considered highly optimized in terms of minimizing the right of way impacts in the overall freeway corridor.

Additionally the I-5 Corridor Major Investment Study (I-5 MIS) was used to develop a cost-effective, multimodal transportation improvement strategy to increase capacity and improve safety and efficiency, while protecting the best interests of the adjacent communities. This study was completed in July of 1998 and included the following stakeholders:

- Los Angeles County Metropolitan Transportation Authority
- I-5 Consortium Cities Joint Powers Authority

- California Department of Transportation
- Federal Highway Administration (FHWA)
- Federal Transit Administration

As previously stated, the Project Report was approved on June 28, 2007 (I-5 Corridor Project between Orange/Los Angeles County lines and Route 605) and the Environmental Document (Environmental Impact Report/Environmental Impact Statement) was approved on December 31, 2007 for the project.

Various studies had been conducted as far back as in the 1990's in planning for the I-5 Corridor project. Listed below are formal studies conducted.

- Value Engineering Report, June 1993
- I-5 MIS, December 1995 - July 1998
- Interim HOV Project Study Report on Route 5 Freeway between Route 91 and Route 605, March 1996
  Supplemental Project Study Report on Route 5 Freeway between Route 91 and Route 19, February 1998
- Feasibility Study Report, January 22, 1999
- Project Report, I-5 Interim HOV Facility, December 1999
- Project Report, Route 5/Carmenita Road Interchange, March 2002
- Value Analysis (VA) Study Report, I-5 Corridor Improvements, January 2006

The following Alternatives were considered for this project, but were rejected for the reason as stated:

a) No Build Alternative – This alternative would retain the existing roadway configuration. If no improvements are made there will be further deterioration. This alternative was not acceptable to all stakeholders, as it only prolongs the existing safety, traffic congestion, and operation problems for the region. As a result, the No Action alternative was rejected as it does not address the purpose and need for the proposed project.

b) Interim HOV Facility – This project features ultimate improvements because an interim project would have too many throwaway components, which are not supported by FHWA.

c) Alternatives with Continuous Nonstandard Mainline Features – Nonstandard features on the mainline facility will not be considered on a general and continuous basis. Rather, nonstandard mainline features in specific locations will be considered for inclusion in the currently proposed alternatives on a case-by-case and specific location basis. Such nonstandard feature considerations will be based on potential

community benefits versus potential adverse impacts to the corridor traffic and future planning.

d) Major Investment Study Locally Preferred Alternative (MIS LPA) – The MIS LPA was the initial conceptual design from which the Modified MIS alternative was derived. Similarly, the Modified MIS alternative was further revised to arrive at the VA Alternative. Because many comments and revisions have been incorporated since the MIS Document, the MIS LPA in its original form is no longer a viable alternative.

c) Alternatives to add two or three mixed-flow lanes, rather than HOV lanes – These alternatives were rejected because they are inconsistent with applicable air quality plans for the region.

e) Elevated structures for HOV lanes – These alternatives in the MIS were rejected because of high capital cost, lack of local access, and broad community opposition.

f) Light Rail or Commuter trains – The alternative to construct light-rail or commuter trains to the median of I-5 was rejected due to the high cost and lack of logical termini. The proposed cross section is inconsistent with the improved section of the I-5 freeway directly to the south.

g) Modified MIS Alignment Alternatives – These alternatives are a derivative of the MIS Locally Preferred Alternative, 1998, and the Feasibility Study Report, 1999, to avoid long-term closures of Valley View Avenue and Carmenita Boulevard. These alternatives were not pursued as the recommended preferred alternative was more favorable in terms of right of way impacts and costs.

Most recently, the Department conducted an informal analysis of an alternate alignment requested by the property owners in which the proposed freeway alignment is shifted north within the vicinity of Coyote Creek and Valley View Avenue. This alternative was rejected as it would drastically increase right of way impacts.

Location Map

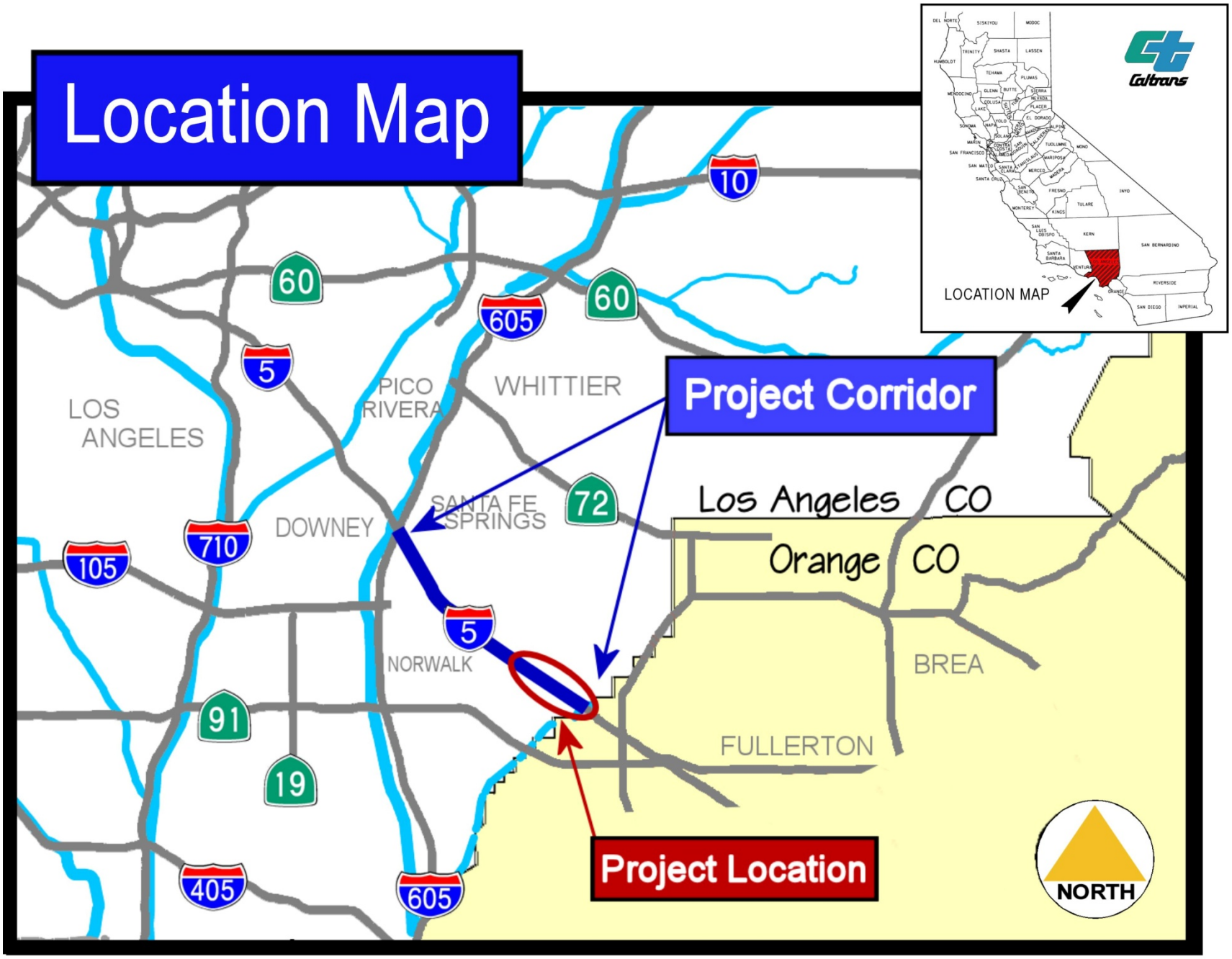


Exhibit A1

Exhibit A1

Parcel Location

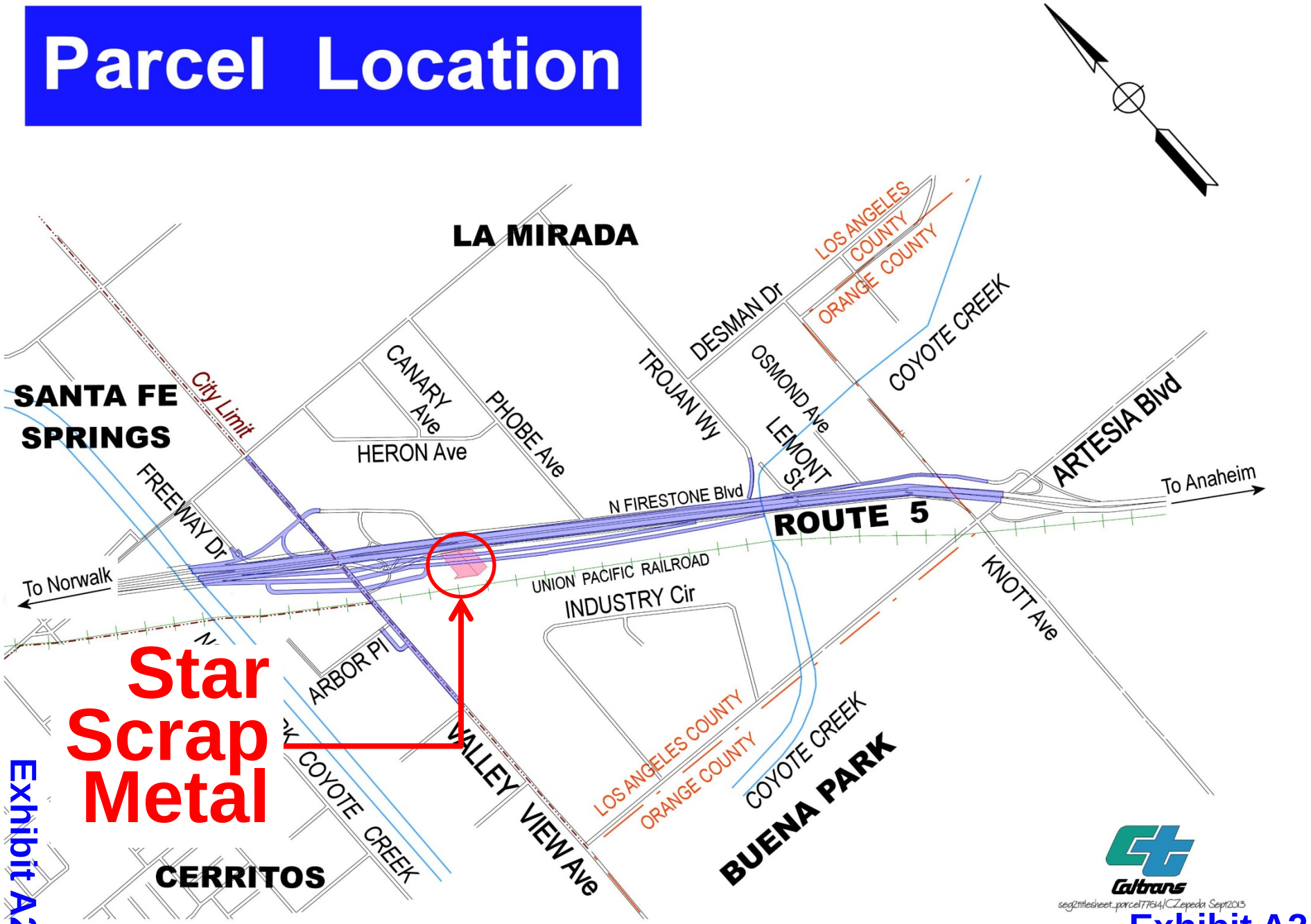


Exhibit A2

Exhibit A2

PARCEL PANEL REPORT

PARCEL DATA

Property Owners:	VCJT, LLC, a California limited liability company-represented by attorney Rick Rayl Firestone, LLC; Rose B. Stein, as Trustee of the Desiree Bridgette Stein Trust – 1991; Rose B. Stein, as Trustee of the David Michael Stein Trust – 1991; Rose B. Stein, as Trustee of the Zack Theo Stein Trust –1991; Rose B. Stein, as Trustee of the Estee Stanley Stein Trust –1991-formerly represented by attorney John Peterson, currently represented by attorney Eric V. Rowen
Parcel Location:	14372 Firestone Boulevard in the city of La Mirada (14334 & 14370 Firestone Boulevard per County Assessor data). Assessor's Parcel Numbers 7003-006-007, -010
Present Use:	Scrap metal recycling center and a metal and supplies warehouse. Four tenants reported: Star Scrap Metal Company Inc., Metal Depot Inc., Stein Scrap Metal and Starow Metal Company Inc.
Zoning:	C-F (Freeway Commercial) - New Zoning (2008)
Area of Property:	133,830 Square Feet (SF) (3.07 acres)
Area Required:	Parcel 77047-1: 42,708 SF - Fee Parcel 79887-1: 35,145 SF - Fee Parcel 77047-2: 3,364 SF - Temporary Construction Easement (TCE) Parcel 79887-2: 2,995 SF - TCE Parcel 77047-3: 11,030 SF - Temporary Demolition Easement (TDE) Parcel 79887-3: 424 SF - TDE

PARCEL DESCRIPTION

The larger parcel is located south of I-5 and easterly of Valley View Avenue in the city of La Mirada. The larger parcel is commonly identified as 14334 and 14370 or 14372 Firestone Boulevard or by the Los Angeles County Assessor's Parcel Numbers 7003-006-007, -010. The larger parcel is zoned C-F (Freeway Commercial) and is currently occupied by Star Scrap Metal Company Inc., Metal Depot Inc., Stein Scrap Metal and Starow Metal Company Inc.

The larger parcel encompasses a total of 3.07 acres (133,830 SF) and is improved as an industrial property with a warehouse and office with an associated asphalt concrete pavement area used for scrap metal storage and recycling. The project requires the demolition of all improvements. The remainder parcel is sufficient in size with adequate frontage and access to accommodate independent redevelopment once the construction is completed.

The project requires the acquisition of two fee parcels totaling 77,853 SF (parcels 77047-1 and 79887-1), two temporary easements for construction and staging purposes totaling 6,359 SF (parcels 77047-2 and 79887-2) and two temporary easements for demolition purposes totaling 11,454 SF (parcels 77047-3 and 79887-3) which are needed to remove all those certain improvements which straddle the right of way line.

NEED FOR THE SUBJECT PROPERTY

The subject property is needed to construct the widening of southbound I-5 to add mixed flow and HOV lanes to the main line freeway, necessitating the realignment of the southbound onramp from Valley View Avenue as well as the realignment of Firestone Boulevard, both of which directly impact the subject property. It is not possible to avoid impacts to this property.

RESOLUTION OF NECESSITY REVIEW PANEL REPORT

The Condemnation Review Panel (Panel) met in Los Angeles on July 7, 2014. The Panel members included Rene Fletcher, Panel Chair, Department Headquarters (HQ's) Division of Right of Way and Land Surveys; Erick Solares, 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. Representing the property owners at the meeting were David Stein, Andrew Hillas, and attorneys Eric Rowen, Lisa McCurdy and Katherine Contreras.

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 proposed project is not planned or located in the manner that will be most compatible with greatest public good

and least private injury, that the property sought to be acquired is not necessary for the project, and that a valid offer has not been made pursuant to Government Code Section 7267.2.

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

Owners Contend:
The project is not planned or located in a manner that is most compatible with the greatest public good and least private injury. The proposed acquisition creates an undue hardship on and substantial damage to the business on the subject property. The project could have been and can be economically designed to avoid the subject property by realigning and shifting I-5 to the north. This alternative should have been considered in depth to show the disparity in economic impacts on the businesses north of I-5 versus the preferred alternative which impacts the subject property.

Department Response:
The project is planned and located in a manner that will be most compatible with the greatest public good and least private injury. The Department conducted an analysis of the alternate alignment requested by the property owners. The results of the Department's analysis concluded that shifting the alignment to avoid the subject property would impact a minimum of 16 additional properties, and the removal of a railroad spur track. Some of these properties are improved with multi-story business complexes with many tenants. The concept of "greatest public good least private injury" in part considers the total number of displacements and the total land area that must be acquired for the project. This segment of the I-5 Corridor Project as planned will acquire 23 acres as opposed to approximately 46 acres that would be necessary if the alignment were shifted to avoid the subject property. Additionally, although not analyzed, shifting the alignment to the north would undoubtedly impact other segments of the I-5 Corridor which have been constructed, or are currently under construction.

Overall the project is planned to reduce traffic impacts on the surrounding communities as well as improving safety and air quality, while considering greatest public good and least private injury.

Owners Contend:
The property sought to be acquired is not necessary for the project. The Department chose to acquire the subject property due to pressure from the City of La Mirada who facilitated the "partnership" by planning the alignment.

Department Response:
The property sought to be acquired is necessary for the project. As previously stated the proposed project will add a mixed-flow lane and a HOV lane in each direction of travel on I-5. As a result, the subject property is directly impacted by the realignment of the southbound onramp from Valley View Avenue, and the realignment of Firestone Boulevard. The

Department's design facilitates the overall increase in capacity for the I-5 freeway in order to improve mobility for motorists and improve safety and access. The proposed alignment was a result of a partnership effort between Los Angeles County Metropolitan Transportation Authority, the I-5 Consortium Cites Joint Powers Authority, and the Orange County Transportation Authority.

Owners Contend:
The Department failed to provide timely relocation assistance and failed to find a suitable location for its business.

Department Response:
The Department's relocation assistance efforts began in July of 2013 and are ongoing. In addition, the Department has also contracted with a relocation assistance consultant at the behest of the owners' former attorney in November of 2013 to locate a suitable replacement site, and efforts are being made to extend or renew this contract. The owners were also supplied with a list of sites the Department holds as possible replacement sites for the owners businesses. The Department is still actively pursuing a suitable replacement site for the owners.

Owners Contend:
The offer made contemplates a partial acquisition. The owners believe the loss of the structure and substantial diminished size of the remainder parcel eviscerates any practical or economic use of the subject property and would render the remainder as an uneconomic remnant. Therefore, a full acquisition of the property would be more appropriate than a partial acquisition.

Department Response:
The Department presented the owners with a primary partial acquisition offer and an option for an alternate full acquisition offer. One owner formally requested the Department to acquire the entire property, however the other owner did not. The Department is precluded from acquiring the entire property until formally requested by all owners. Therefore, the Department's pursuit of the partial acquisition is reasonable.

The Department at the behest of counsel for the owners has made an offer for the full acquisition to all the owners and their respective attorneys, in writing by certified mail on July 8, 2014 with a formal request for their consent to allow the Department to condemn the entire property. To date, the Department has not received the owners acceptance of the offer for a full acquisition nor have we received their express written unqualified consent to condemn the entire property.

Owners Contend:
The owners have not received an offer for improvements pertaining to the realty, an essential component of the offer required by Government Code Section 7267.2 and thus not in compliance with requirements of Code of Civil Procedure Section 1245.230.

Department Response:
On June 27-28, 2013 the owners were presented an offer for improvements pertaining to the realty, thus satisfying the requirements of Government Code Section 7267.2 and Code of Civil Procedure Section 1245.230.

Owners Contend:
No offer of just compensation has been made for furniture, fixtures, and equipment. The Department has failed to fulfill its obligations, and it cannot adopt a Resolution of Necessity. (See Government Code Section 7267.2)

Department Response:
On April 21, 2014 via certified mail, the owners were presented with an offer of compensation for furniture, fixtures, and equipment thus satisfying Government Code Section 7267.2. Receipt of this offer was confirmed by the Department however, the owners' attorney stated that they still have reservations regarding the thoroughness of the Department's offer. It was stated that the Department's relocation process would re-verify items pertaining to reality versus those items that would be moved. Negotiations will continue to facilitate relocation of furniture, fixtures, equipment, and inventory including arranging for storage of moveable items.

Owners Contend:
No offer of just compensation has been made for the entire property. The remainder will exist as an uneconomic remnant, meaning the Department is required to make an offer for the entire property.

Department Response:
The Department has made an offer for a full acquisition to the all owners and their respective attorneys, in writing by certified mail on July 8, 2014 with a formal request for their consent to allow the Department to condemn the entire property. To date, the Department has not received the owners' acceptance of the offer for a full acquisition nor have we received their express written unqualified consent to condemn the entire property.

Owners Contend:
The Department has failed to negotiate in good faith. As a result of its failure to make a proper initial offer of just compensation as set forth above, the Department has likewise failed to fulfill its obligation to negotiate in good faith. (See Government Code Section 7267.1)

Department Response:
The Department has negotiated in good faith and the initial offer of just compensation was properly made. The Department began meeting with owners in September 2011. The Department has been in active contact with the owners, including personal meetings, telephonic meetings, electronic and postal mailings. The Department remains ready and willing to engage in continued negotiations. The purported failure to make a proper initial offer does not preclude

the good faith dealings which have occurred to date. Thus, there is no failing to negotiate in good faith per Government Code section 7267.1.

DEPARTMENT CONTACTS

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

Type of Contact	Number of Contacts
Mailing of information	10+
E-Mail of information	50+
Telephone contacts	40+
Personal / meeting contacts	11

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 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 CONDEMNATION PANEL REVIEW MEETING ON JULY 7, 2014

Rene Fletcher, HQ's Division of Right of Way and Land Surveys, Panel Chair
Erick Solares, 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

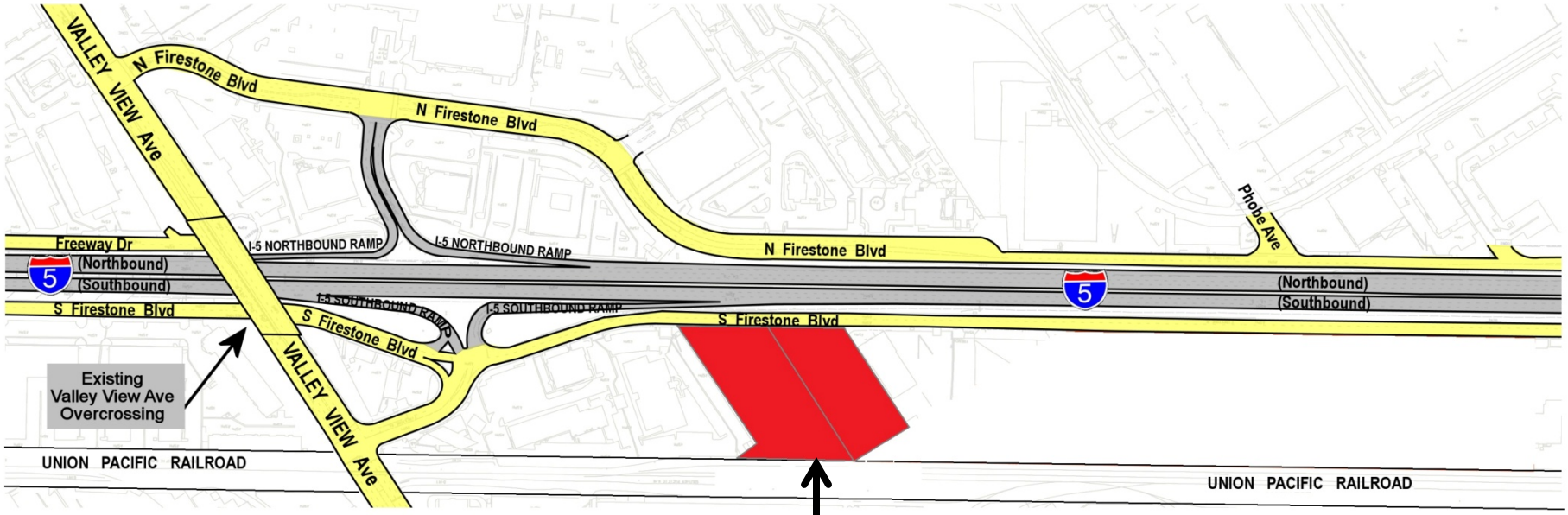
David Stein, Property Owner Representative
Andrew Hillas, Property Owner Representative
Eric Rowen, Attorney for the Property Owner
Lisa McCurdy, Attorney for the Property Owner
Katherine Contreras, Attorney for the Property Owner
Daryl Baucum, Veritext Legal Solutions, Court Reporter/Stenographer for Owner

Carrie Bowen, District 7, District Director
Karl Dreher, District 7, Acting, Deputy District Director, Design
Richard Chang, District 7, Design Manager, Office of Design A
Andrew P. Nierenberg, District 7, Deputy District Director, Right of Way
Yoshiko Henslee, District 7, Supervising Right of Way Agent

Existing Conditions

Local Streets

Freeway Facilities



Star Scrap Metal

Caltrans

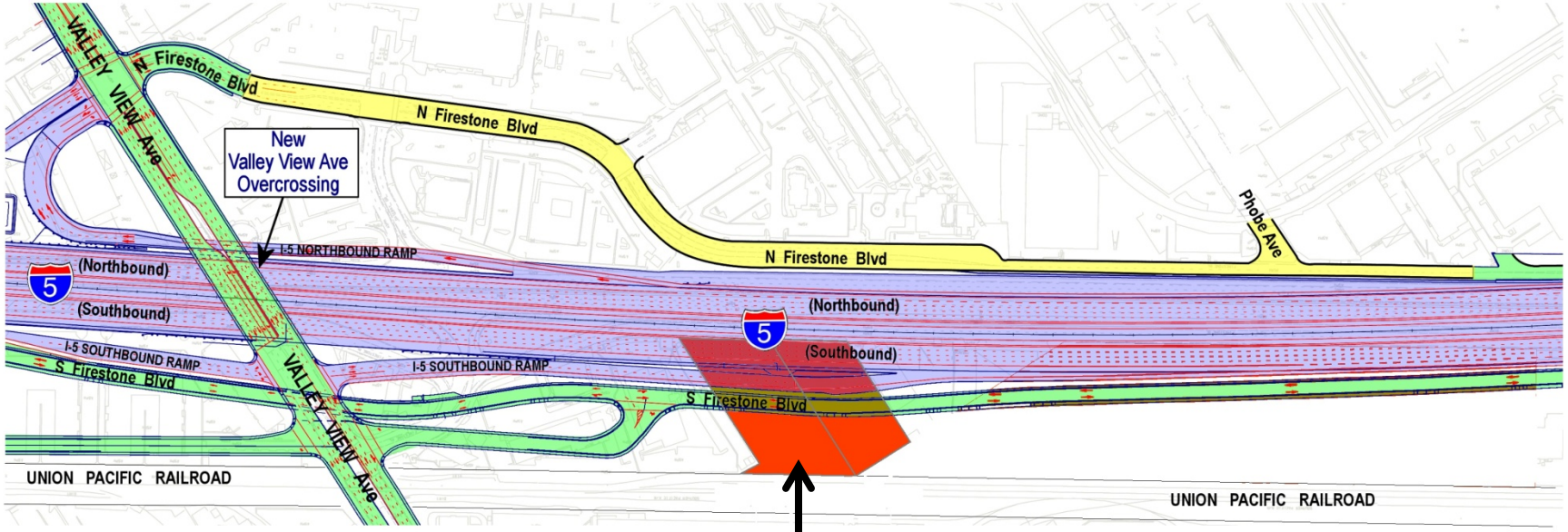
seg2ExistingParcel77605/CZepeda

Exhibit B1

Exhibit B1

Project Proposed Conditions

- *Freeway Improvements*
- *Local Street Improvements*
- *Existing Local Streets*



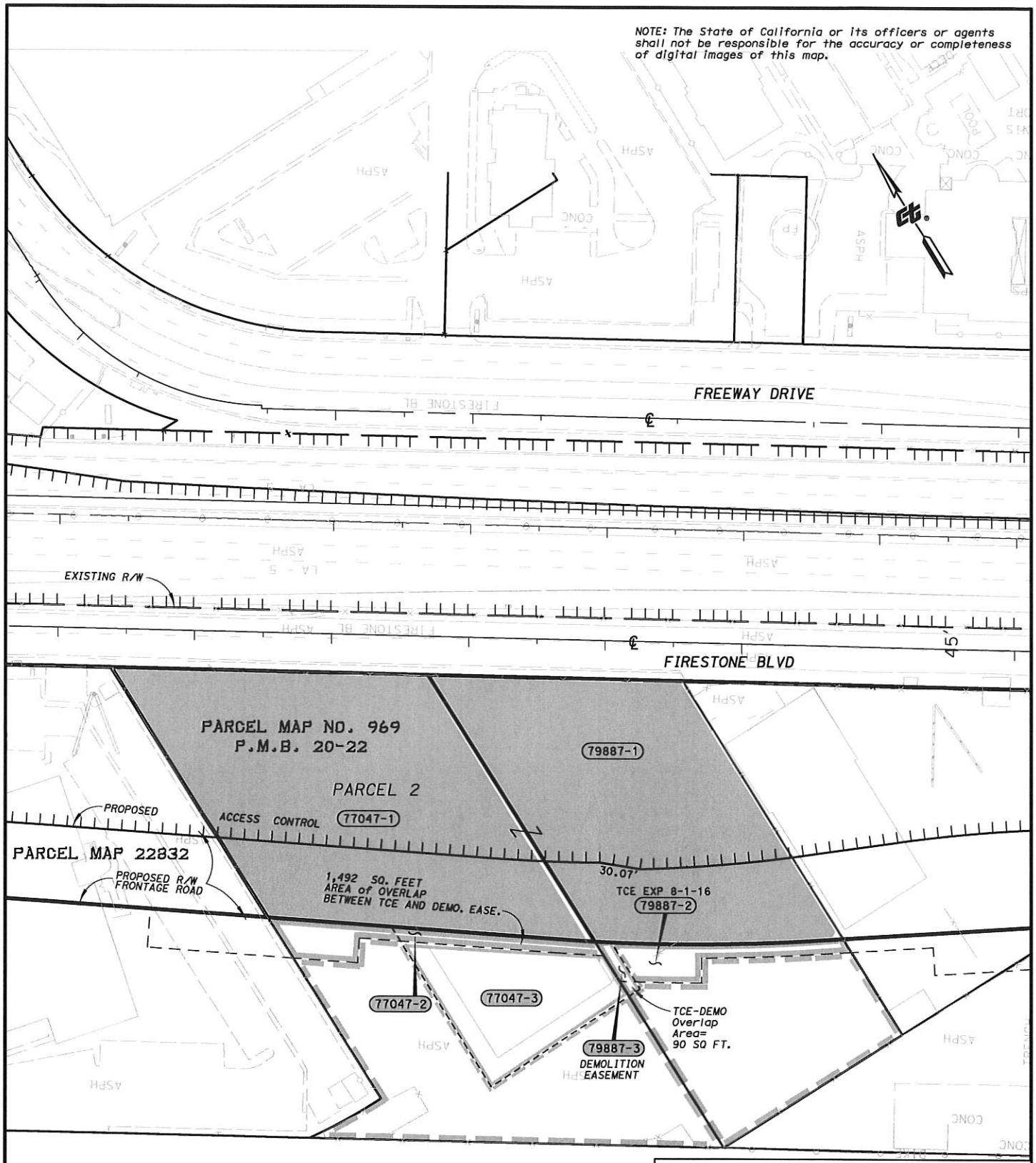
Star Scrap Metal

Caltrans

seg 2 77605 proposed parcel/CZepeda

Exhibit B2

Exhibit B2



STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY RESOLUTION OF NECESSITY

EXHIBIT B

NO SCALE

CITY OF LA MIRADA
COUNTY OF LOS ANGELES

EA:21592 MAP NO.:F-1997B-6 DATE:07-16-14

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
7	LA	5	0.70	1	1

Exhibit B3

Forwarded to:
Right of way
4/17/14
Copied to:
Stephen Maller

PETERSON LAW GROUP

PROFESSIONAL CORPORATION
SUITE 290
19800 MACARTHUR BOULEVARD
IRVINE, CALIFORNIA 92612

TELEPHONE (949) 955-0127
FACSIMILE (949) 955-9007
WWW.PETERSONLAWGROUP.COM

Via Email and
U.S Express Mail

April 14, 2014

RECD BY CTC
APR 17 2014

Executive Director
California Transportation Commission
P.O. Box 942873
Mail Station 52
Sacramento, CA 94273-0001

Re: State of California Department of Transportation
Proposed acquisition of Parcel No. 77047-1, 2, 3; 79887-1, 2, 3
Project #0700001832
APNs 7003-006-010 and 7003-007-007

Honorable Commissioners:

We represent Firestone, LLC and Rose Starow, Trustee aka Rose B. Stein, Trustee ("Co-Owners") with respect to the referenced property at 14334 and 14370 Firestone Blvd., La Mirada, California ("Subject Property") which the State of California Department of Transportation ("State") proposes to acquire. We write this letter solely on behalf of the Co-Owners referenced and not on behalf of any other co-tenant in interest. Please make this letter part of the record and noted as an objection to the adoption of a Resolution of Necessity referenced in your Notice of Intent dated April 1, 2014. We request the right to appear and be heard at the CTC meeting to be held on May 21-22, 2014.

The Co-Owners are dissatisfied with the amount offered and reserve the right to seek greater compensation, but that is not the basis for this objection. This objection is principally based on the (B) and (C) required findings set forth in the Notice of Intent. Specifically (i) the project is not planned or located in a manner that will be compatible with the least private injury, and (ii) the property sought to be acquired is not necessary for the project.

First, the project could have been and can be economically designed to avoid a substantial taking of the Subject Property, much as was done for properties to the north including LeFiell and the Thompson RV Center both in Santa Fe Springs. The proposed taking creates

Attachment C

undue hardship on and substantial damage to the Co-Owners and the businesses their principal operates on the Subject Property. The Subject Property and the businesses operated thereon by the principal of the Co-Owners are uniquely situated to benefit from the "grandfathered" status of the permitted land uses on the Subject Property. This land use status allows the Star Scrap Metal Co. business to operate and thrive thereon as a family metal business that continues the operations that began there by the family over six decades ago. The businesses cannot be easily relocated, if at all, and the land use restrictions in place in nearby areas may make any relocated operations impossible, or, even if physically possible, not economically viable. The balancing of costs that would be incurred by the State by adjusting the take area had the project been properly planned initially are outweighed by the losses to be suffered by the Co-Owners and the businesses their principal operate at the Subject Property as a result of the proposed taking.

Second, the offer made contemplates a part take. The part take offer contemplates a demolition of the entire structure on the property, including the portion of the structure on the remainder. The Co-Owners believe the loss of the structure and substantially diminished size of the remainder parcel eviscerates any practical or economic use of the Subject Property for their business purposes. If so, this would render the remainder as an uneconomic remnant. The Co-Owners' evaluation is ongoing, but it is not complete as of the deadline to submit this objection. This is critical because if continued use of the remainder for the Star Scrap Metal business is not viable, a full taking of the property would be more appropriate than a partial taking. We expect this evaluation to be complete by May.

Third, the Co-Owners have not yet received an offer for improvements pertaining to the realty, an essential component of the offer required by Government Code section 7267.2. Accordingly the State has not yet complied with the requirements of CCP section 1245.230. This matter should be postponed, and no notice of hearing should be given, until such an offer has been made.

For the reasons stated, we request that this matter be put over to at least your next hearing to afford the Co-Owners the opportunity to complete the required analysis regarding full vs. part take and for a proper and complete offer to be made. If the matter is not continued as requested, the Co-Owners ask that the Resolution of Necessity not be adopted.

Thank you for your consideration of this. Please let us know at the earliest time if this matter will be postponed. If not, we reiterate our request to appear and be heard.

Very truly yours,

John S. Peterson

JSP:m

cc: Heriberto Salazar
Andrew P. Nierenberg

Attachment C

NOSSAMAN LLP

ATTORNEYS AT LAW

18101 Von Karman Avenue
Suite 1800
Irvine, CA 92612
T 949.833.7800
F 949.833.7878

Rick E. Rayl
rrayl@nossaman.com

RECD BY CTC
APR 21 2014

VIA E-MAIL, FACSIMILE, U.S. MAIL & HAND DELIVERY

April 15, 2014

Andre Boutros
Executive Director
California Transportation Commission
1120 N Street, Room 2233
Sacramento, CA 95814
(VIA HAND DELIVERY)

Andre Boutros
Executive Director
California Transportation Commission
P.O. Box 942873, mail Station 52
Sacramento, CA 94273-0001
(VIA U.S. MAIL)

Forwarded To: Right of way 4/21/14

Copied to: Stephen Maller

Re: Project #0700001832 / VCJT, LLC / Parcel 77047-1, 2, 3; 79887-1, 2, 3

Dear Executive Director:

We represent Starow Metal Company, Inc. and VCJT, LLC, part owners of the property located at 14372 E. Firestone Boulevard, La Mirada, California, which is the subject of a Notice of Intent to Adopt Resolution of Necessity, dated April 1, 2014. The Notice references Project #0700001832, and Parcels 77047-1, 77047-2, 77047-3, 79887-1, 79887-2, and 79887-3. We hereby object to the adoption of a Resolution of Necessity on the following grounds:

1. **No offer of just compensation has been made for furniture, fixtures, and equipment**. California law requires that an offer of just compensation be made before the government adopts a Resolution of Necessity. Here, the State has made an "offer," but that offer is deficient in that the offer fails completely to include compensation for the furniture, fixtures, and equipment ("FF&E") that the State intends to take. The owners have been promised an appraisal/offer for the FF&E for some time, but as of the date of this letter, no such offer has been made. As such, the State has failed to fulfill its obligations, and it cannot adopt a Resolution of Necessity. (See Gov. Code § 7267.2.)

2. **No offer of just compensation has been made for the entire property.** The offer made includes compensation for only part of the property. However, the parts the State plans to take will render the remaining property an uneconomic remnant. In particular, the taking will result in the demolition of the entirety of the building located on the property, despite the fact that much of the building is not located within the take area. Moreover, the taking and the construction of the project in the manner proposed will leave the entire property unusable for several years. Finally, even once construction is finally complete, the taking will leave a small, irregularly-shaped parcel subject to massive setback requirements that leave it with little, if any, development possibilities. In short, the remainder will exist as an uneconomic remnant, meaning

Attachment C

the State is required to make an offer for the entire property. (See Gov. Code § 7267.7 ["If the acquisition of only a portion of a property would leave the remaining portion in such a shape or condition as to constitute an uneconomic remnant, the public entity shall offer to acquire the entire property if the owner so desires."].) By failing to make an offer for the entire property, the State has again failed to make a proper offer of just compensation.

3. The State has failed to negotiate in good faith. As a result of its failure to make a proper initial offer of just compensation as set forth above, the State has likewise failed to fulfill its obligation to negotiate in good faith. With respect to FF&E, the State has not allowed for any negotiation, since it still has not made any offer for FF&E. With respect to the entire property, negotiations have not been possible because the State has not admitted that it is required to make an offer for the entire property. As a result, no meaningful negotiations to acquire the property without the need to resort to condemnation have occurred. (See Gov. Code § 7267.1.)

As a result of these deficiencies, we hereby object to the adoption of a Resolution of Necessity, and we request that this letter be read into the record at the public hearing concerning the State's plan to adopt a Resolution of Necessity. Moreover, we reserve the right to appear at the hearing to provide further evidence and documentation concerning these and other applicable objections.

Very truly yours,

Rick Rayl

Rick E. Rayl
of Nossaman LLP

Tab 4

MINUTES

CALIFORNIA TRANSPORTATION COMMISSION

http://www.catc.ca.gov

August 20, 2014
San Jose, California

12:30 PM **Commission Meeting**
Fairmont Hotel
Regency Ballroom
170 South Market Street
San Jose, CA

	GENERAL BUSINESS				
1	Roll Call	1.1	Carl Guardino	I	C

Chair Carl Guardino	Present	Commissioner Dario Frommer	Present
Commissioner Bob Alvarado	Present	Commissioner Jim Ghielmetti	Absent
Commissioner Darius Assemi	Present	Commissioner Fran Inman	Present
Commissioner Yvonne Burke	Present	Commission Jim Madaffer	Present
Commissioner Lucetta Dunn	Present	Commissioner Joe Tavaglione	Present
Commissioner Jim Earp	Present		
TOTAL		**Present: 10** **Absent: 1**	
Senator Mark DeSaulnier, Ex-Officio		Absent	
Assembly Member Bonnie Lowenthal, Ex-Officio		Absent	

	Resolutions of Necessity - Appearances				
2 8 Ayes	Resolution of Necessity – Appearance --07-LA-5-PM 1.0 Union Pacific Railroad Company, a Delaware Corporation Resolution C-21273	2.4a.(1)	Stephen Maller Carrie Bowen	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Assemi **Second**: Inman **Vote result**: 10-0 **Absent**: Ghielmetti

3	Approval of Minutes for June 25, 2014	1.2	Carl Guardino	A	C

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second**: Alvarado **Vote result**:10-0 **Absent**: Ghielmetti

4	Executive Director's Report	1.3	Andre Boutros	A	C

Recommendation: Approve Annual Report
Action Taken: Approved
Motion: Madaffer **Second**: Frommer **Vote result**:10-0 **Absent**: Ghielmetti

Next regularly scheduled CTC Meeting is on October 9, 2014 in Glendale (Subject to change)

Tab #	Item Description	Ref. #	Presenter	Status*	
5	Commission Reports	1.4	Carl Guardino	A	C

Dunn: Aeronautics meeting attended by Commissioner's Dunn and Inman 8/4 in Sacramento.
TACA- Nominated New Member Jeffrey Bruce Logan- appointed by Chair Guardino.
OPR Recommendation concern SB743 CEQA Changes CTC Staff to work with Caltrans staff on these.
Frommer: Legislature outreach reauthorization of SB983 did not make it out of committee- CTC staff to be proactive on any future bills of this nature.
Inman: Sunset date on HOT Lanes? Need to be renewed before they sunset.
Assemi: SR 99 discussion with Congress Denham on goods movement requested additional funds.

6	Commissioners' Meetings for Compensation	1.5	Carl Guardino	A	C

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second**: Dunn **Vote result**: 10-0 **Absent**: Ghielmetti

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

California State Transportation Agency report was presented by CalSTA Undersecretary Brian Annis.
Upcoming workshops by CalSTA and Caltrans on cap and trade auction Proceeds.

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

Appointments: Amarjeet Benipal District 3 Director and Director for Sustainability Stephen Cliff.
Copies of "Mile Marker" distributed.
Updated Mission, Vision and Goals announced.
ATP- great collaboration effort almost 800 projects were reviewed Caltrans staff thank you.
There will be a Storm water presentation later in the meeting today.

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

Highway trust fund-short term extension passed end of May 2015.
MAP-21 extended to end of May 2015.
Victor Mendes was sworn in as Deputy Secretary of Transportation.
Inactive obligations- update.
Tribal Outreach policy update.
Planning grants given.
Inman: Projects of national regional significance- Update?

	LOCAL REPORTS				
10	Welcome to the Region	1.12	Nuria Fernandez	I	R

Nuria Fernandez gave a verbal presentation on this item.

11	Report by Regional Agencies Moderator	1.8	Renee DeVere-Oki	I	R

Renee DeVere-Oki provided a verbal presentation on the RTPA activities.

12	Report by Rural Counties Task Force Chair	1.9	Jerry Barton	I	R

Jerry Barton of the El Dorado Transportation Commission provided a verbal presentation on this item.

Tab #	Item Description	Ref. #	Presenter	Status*	
13	Report by Self-Help Counties Coalition Chair	1.10	Andy Chesley	I	R

Kurt Evans Santa Clara Valley Transportation Authority provided a verbal presentation on this item.

	POLICY MATTERS				
14	State and Federal Legislative Matters	4.1	Carrie Pourvahidi	A	C

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

State and Federal Legislative Matters ***PINK BOOK ITEM***

Report Accepted by the Commission
Madaffer-SB1077- Urged support from all Transportation Agencies and Commissions.
Dunn-SB983- disappointed that it is stuck in suspense.

15	Budget and Allocation Capacity Update	4.2	Mitchell Weiss Steven Keck	I	D

Stephen Keck provided a presentation on this item via PowerPoint.

16	Innovations in Transportation • ChargePoint • Streetline	4.16	Carrie Pourvahidi Pasquale Romano Zia Yusuf	I	C

Pasquale Romano of Chargepoint and Zia Yusuf of Streetline provided presentations on this item via PowerPoint.

17	Update on the California High-Speed Rail Program	4.17	Jeff Morales	I	C

Jeff Morales of the California High Speed Rail Authority provided a presentation on this item via PowerPoint.

18 2:45pm	Hearing – Proposition 1B Highway Railroad Crossing Safety Account (HRCSA) 2014 Program	4.9	Stephen Maller	I	C

Stephen Maller presented this information Item.

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

Hearing on Proposition 1B HRCSA 2014 Program
--Revise Book Item, second sentence under "Issue", as follows: The available balance for reprogramming is ~~$15.278 million~~ **$16.811** million, ~~$5.332 million~~ **$6.865** million for Part 1 and $9.946 million for Part 2.

Speakers:
Patricia Chen-Los Angeles Metropolitan Transportation Authority
Paul Hubler- Alameda Corridor- East Construction Authority
Alex Gonzales- City of Covnia
Andrea Zureick-San Bernardino Association of Governments
Mark Steuer- City of Rancho Cucamonga
Anne Lanicakili- Southern California Regional Rail Authority/Metrolink

19	STIP Right-of-Way Reporting Resolution G-14-18	4.6	Laurel Janssen	A	C

Recommendation: Approval
Action Taken: Approved
Motion: Madaffer **Second**: Burke **Vote result**: 9-0 **Absent**: Ghielmetti, Frommer

Tab #	Item Description	Ref. #	Presenter	Status*	
20	Adoption of 2014 Active Transportation Program – Statewide and Small Urban and Rural Components Resolution G-14-17	4.8	Laurel Janssen Rihui Zhang	A	C

Recommendation: Adoption of Recommendations
Action Taken: Recommendations Adopted
Motion: Assemi **Second**: Tavaglione **Vote result**: 10-0 **Absent**: Ghielmetti

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

Adoption of the 2014 Active Transportation Program – Statewide and Small Urban and Rural Components ***YELLOW BOOK ITEM***

Speakers:
Stephen Patchan- Southern California Association of Governments
Mark Watts- Tahoe Transportation District
Carl Hasty executive Director- Tahoe Transportation District
Council Member Vivian Romero & City Manager Francesca Tucker Schuyler- City of Montebello
Peter De Haan- Ventura County Transportation Commission
Supervisor John Benoit- Coachella Valley Association of Governments, Riverside County Transportation Commission, South Coast Air Quality Management District, Riverside County
Councilwoman Jan Harnik-Coachella Valley Association of Governments, City of Palm Desert
Dan Little- Shasta Regional Transportation District
Jeannie Ward-Waller – Safe Routes to Schools National Partnership
Kenneth Kao- Metropolitan Transportation Commission
Renee DeVere-Oki- Sacramento Area Council of Governments

21	2016 State Transportation Improvement Program (STIP) Guidelines Process Update	4.5	Laurel Janssen	I	C

Laurie Waters presented this information Item.

22	2014 Report of State Transportation Improvement Program (STIP) Balances, County and Interregional Shares	3.3	Laurel Janssen	I	C

Laurie Waters presented this information Item.

23	California Freight Mobility Plan Update	4.21	Carrie Pourvahidi Kome Ajise	I	D

Kome Ajise from the California Department of Transportation presented this information item.

24	Caltrans Presentations: • State Water Resources Control Board's Caltrans Municipal Separate Storm Sewer System (MS4) Permit • Statewide Water Quality Control Plans to Control Trash	4.14	Stephen Maller Scott McGowen	I	D

Scott McGowen from the California Department of Transportation provided the presentation on this item via PowerPoint.

25	Trade Corridors Improvement Fund Program Amendment to add the Sanborn Road/Hwy 101 Interchange and Elvee Drive Improvements Project (TCIF #105) Resolution TCIF-P-1415-01	4.10	Stephen Maller	A	C

Recommendation: Approval
Action Taken: Approved
Motion: Frommer **Second**: Dunn **Vote result**: 10-0 **Absent**: Ghielmetti

Tab #	Item Description	Ref. #	Presenter	Status*	
26	Trade Corridors Improvement Fund – Approve the baseline agreements for the TraPac Terminal Automation-Automated Shuttle Carrier Maintenance and Repair (TICF #102), the Fairfield/Vacaville Intermodal Station Project (TCIF #103), the SR 905/SR125 Connector Project (TCIF # 104), and the Sanborn Road/US101 Interchange and Elvee Drive Improvements Project (TCIF #105) Resolution TCIF-P-1415-02B *(Related Item under Tab 78.)*	4.11	Stephen Maller	A	C

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second**: Alvarado **Vote result**: 10-0 **Absent**: Ghielmetti

27	Fund Estimate for the Aeronautics Program and Allocation Capacity for FY 2014-15 Resolution G-14-20	4.12	Mitchell Weiss Steven Keck	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second**: Alvarado **Vote result**: 10-0 **Absent**: Ghielmetti

	Aeronautics Financial Matters				
	Financial Allocations for Aeronautics Projects				
28	Financial Allocation for FY 2014-15 Aeronautics Set-Aside to match Federal Airport Improvement Program Grants Resolution FDOA-2014-03	2.7	Mitchell Weiss Gary Cathey	A	D

Recommendation: Approval as revised
Action Taken: Approved as revised
Motion: Alvarado **Second**: Tavaglione **Vote result**: 10-0 **Absent**: Ghielmetti

	INFORMATION CALENDAR		Stephen Maller		
29	**Informational Reports on Allocations Under Delegated Authority** -- Emergency G-11 Allocations *(2.5f.(1))*: $4,550,000 for five projects. -- Safety G-03-10 Allocations *(2.5f.(3))*: $14,263,000 for three projects. -- Minor G-05-05 Allocations *(2.5f.(4))*: $2,204,000 for three projects.	2.5f.		I	D

This item was presented as part of the Information Calendar.

30	Monthly Report on Projects Amended into the SHOPP by Department Action	3.1		I	D

This item was presented as part of the Information Calendar.

31	Status of Construction Contract Award for State Highway Projects, per Resolution G-06-08	3.2a.		I	D

This item was presented as part of the Information Calendar.

32	Status of Construction Contract Award for Local Assistance STIP Projects, per Resolution G-06-08	3.2b.		I	D

This item was presented as part of the Information Calendar.

Tab #	Item Description	Ref. #	Presenter	Status*	
33	Monthly Report on Local and Regional Agency Notices of Intent to Expend Funds on Programmed STIP Projects Prior to Commission Allocation per SB 184	3.4		I	C

This item was presented as part of the Information Calendar.

34	Fiscal Year 2013-14 Reports – Aeronautics Airport Improvement Program and Acquisition & Development Program	3.5		I	D

This item was presented as part of the Information Calendar.

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

FY 2013-14 Aeronautics Airport Improvement Program and Acquisition & Development Program
--Revise Attachment 2, Acquisition and Development Projects report, Page 2; correct the column total under "Total Expenditure to Date" as ~~$94,000~~ **$412,866**.

	CONSENT CALENDAR	Stephen Maller

Stephen Maller presented the Consent Calendar and requested that items 41 and 43 be removed from the Consent Calendar for action after the Consent Calendar.

Recommendation: Approval as Amended
Action Taken: Approved as Amended
Motion: Madaffer **Second**: Dunn **Vote result**: 10-0 **Absent**: Ghielmetti

	Environmental Matters				
	Environmental Matters – Approval of Projects for Future Consideration of Funding, Route Adoption or New Public Road Connection (Final Negative Declaration or EIR)				
35	Approval of Projects for Future Consideration of Funding: 01-Hum-36, PM 22.8/27.7 Larbee 3 Slip Repair Project Reconstruct a portion of State Route 36 in Humboldt County. (MND) (PPNO 2332) (SHOPP) Resolution E-14-30 03-Sut-20, PM 16.52 State Route 20 at Plumas Street Traffic Signals and ADA Improvements Project Roadway improvements on State Route 20 at Plumas Street in Sutter County. (ND) (PPNO 8141) (SHOPP) Resolution E-14-31 04-Nap-128, PM 17.94 State Route 128 Roadway Retaining System Project Construct retaining wall on SR 128 in Napa County. (MND) (PPNO 0522R) (SHOPP) Resolution E-14-32 04-Nap-128, PM 20.2 Capell Creek Slope Indicators and Drainage Project Install drainage improvements and slope slippage monitoring equipment on a portion of SR 168 in Napa County. (MND) (PPNO 0829Q) (SHOPP) Resolution E-14-42	2.2c.(1)		A	D

Tab #	Item Description	Ref. #	Presenter	Status*	
	04-Son-128, PM 2.36 & 2.6 State Route 128 Storm Damage Repair Project Repair storm damaged portions of SR 128 in Sonoma County. (MND) (PPNO 0824B) (SHOPP) Resolution E-14-33 05-Mon-1, PM 28.0/28.6 Cow Cliffs Viaduct Permanent Restoration Project Construct erosion control on SR 1 in Monterey County. (ND) (PPNO 2574) (SHOPP) Resolution E-14-34 05-SB-246, PM 11.8/R20.9 Highway 246 Passing Lanes Project Construct passing lanes on a portion SR 246 in Santa Barbara County. (MND) (PPNO 6400) (STIP) Resolution E-14-35 06-Fre-168, PM 30.2 Auberry Road Intersection Improvement Project Construct roadway improvements on SR 168 at Auberry Road in Fresno County. (MND) (PPNO 6623) (SHOPP) Resolution E-14-36 12-Ora-5, PM 12.4/18.9 Interstate 5 Widening Project Construct additional lanes on a portion of Interstate 5 in Orange County. (MND) (PPNOs 2655, 2665A and 2665B) (STIP) Resolution E-14-37				

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

36	Approval of Project for Future Consideration of Funding: 02 – Tehama County – Jelly's Ferry Road Bridge Replacement Project – replacement of the Sacramento River Bridge at Jelly's Ferry Road in Tehama County. (MND) (STIP) (PPNO 2378) Resolution E-14-38 *(Related Item under Tab 67.)*	2.2c.(2)		A	C

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

37	Approval of Project for Future Consideration of Funding: 03 – Butte County – Neal Road Bike Lanes Project – construction of Class I and Class II bike facilities near the town of Paradise. (MND) (STIP) (PPNO 3124H) Resolution E-14-40 *(Related Items under Tabs 67)*	2.2c.(4)		A	C

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

Tab #	Item Description	Ref. #	Presenter	Status*	
38	Approval of Project for Future Consideration of Funding: 04-Alameda County – Hayward Maintenance Complex Project – expansion and improvements to an existing BART maintenance yard in the city of Hayward. (MND) (HSPTBF) (Project ID 04-15000007) Resolution E-14-41	2.2c.(5)		A	C

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

	Relinquishment Resolutions				
39	Two Relinquishments Resolutions: -- 05-SLO-101-PM 25.9 Right of way along Route 101 at Los Osos Valley Road, in the city of San Luis Obispo. Resolution R-3908 -- 06-Tul-63-PM 6.51/7.51 Right of way along Route 63 (Mooney Boulevard) on Whitendale, Walnut and Tulare Avenues, in the city of Visalia. Resolution R-3909	2.3c.		A	D

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

	Vacation Resolutions				
40	One Vacation Resolution – 10-Ama-49-PM R10.8 Right of way along Route 49 near junction with Main Street, in the county of Amador. Resolution A898	2.3d.		A	D

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

	Highway Right of Way Matters				
41 8 Ayes	58 Resolutions of Necessity Resolutions C-21211, C-21212, C-21214 through C-21245, C-21247, C-21248 and C-212151 through C-21272	2.4b.		A	D

This Item was removed from the Consent Calendar and presented by Stephen Maller with the following changes noted: Resolutions C-21220, C-21229, C-21242 and C-21257 are withdrawn.

Recommendation: Approval as Amended
Action Taken: Approved as Amended
Motion: Tavaglione **Second**: Frommer **Vote result**: 9-0 **Absent**: Ghielmetti **Recused:** Inman

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

~~58~~ **55** Resolutions of Necessity
Resolutions C-21211, C-21212, C-21214 through **C-21228, C-21230 through C-21241, C-21243, C-21244,** C-21245, C-21247, C-21248 ~~and~~ , ~~C-212151~~ **C-21251** through **C-21256 and C-21258 through** C-21272

- Resolution C-21229 (Park View Owners, LLC, a California limited liability company, Parcel 80362-1, EA 1193U9) - ***Withdrawn prior to the CTC Meeting.***
- Resolution C-21242 (Bentley School, Parcel 62715-1,2,3, EA 0G2109) - ***Withdrawn prior to the CTC Meeting.***
- Resolution C-21257 (DC Development Corp., a California corporation; Parcel 79843-1, 2, 3, 01-01; EA 215929) - ***Withdrawn prior to the CTC Meeting.***

Tab #	Item Description	Ref. #	Presenter	Status*	
42	Director's Deeds Items 1 through 13 Excess Lands - Return to State: $5,470,102 Return to Others: $0	2.4d.		A	D

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

	Rescinding Resolutions of Necessity				
43 8 Ayes	Rescinding Resolution of Necessity --07-LA-60-PM 22.3 Juan Tanaka and Samantha Tanaka CR-149 rescinds Parcel 79951-1, 2, 3, 4, 5 of Resolution C-20983	2.4e.(1)		A	D

This Item was removed from the Consent Calendar and presented by Stephen Maller.

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second**: Frommer **Vote result**: 9-0 **Absent**: Ghielmetti **Recused:** Inman

44 8 Ayes	Rescinding Resolution of Necessity --07-LA-710-PM 22.3 The Burlington Northern and Santa Fe Railway Company, a Delaware corporation CR-150 rescinds Parcel 78404-1, 2; 78405-1, 2; and 78406-1, 2 of Resolution C-20167	2.4e.(2)		A	D

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

	Financial Allocation Amendments for Proposition 1B TCIF Projects				
45	Financial Allocation Amendment: Reduce the TCIF allocation for construction by an additional $13,381,450 from $41,228,450 to $27,847,000, for Project 83 – Colton Crossing Railroad Grade Separation (PPNO 0150D), in San Bernardino County. Resolution TCIF-AA-1415-01, Amending Resolution TCIF-AA-1213-11	2.5g.(5b)		A	D

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

	Financial Allocation Amendment for Proposition 1B Intercity Rail (ICR) Improvement Projects				
46	Proposition 1B Intercity Rail Improvement Program Amendment Resolution ICR1B-P-1415-01, Amending Resolution ICR1B-P-1314-04 *(Related Item under Tabs 47 & 79)*	4.15		A	D

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

47	Financial Allocation Amendment: Reduce the original Proposition 1B ICR allocation for construction by $218,000, from $3,000,000 to $2,782,000, from SCRRA Sealed Corridor Project (PPNO 2085), in Los Angeles County Resolution ICR1B-AA-1415-01 Amending Resolution ICR1B-A-0708-01 *(Related Item under Tab 79.)*	2.5g.(8b)		A	D

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

Tab #	Item Description	Ref. #	Presenter	Status*	

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

Financial Allocation Amendment: Reduce the original Proposition 1B ICR allocation for construction by $218,000 from $3,000,000 to $2,782,000, from SCRRA Sealed Corridor Project (PPNO ~~2085~~ **2070**) in Los Angeles County.
--Correct Agenda. Book Item is correct.

	Proposition 116 Rail Program Project Amendments for Action				
48	Proposition 116 Application Amendment. $121,298,778 to the Orange County Transportation Authority (OCTA) for the Orange County Commuter/Intercity Rail Program of Projects. PUC Section 99645. Resolution PA-14-01 amending PA-11-01. *(Related Items under Tabs 50, 51 & 82.)*	2.1d.		A	C

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

	Financial Allocation Amendments for Local Proposition 116 Rail Program Projects				
49	Financial Allocation Amendment: Reduce the original Proposition 116 Rail Program construction allocation by $434,000, from $600,000 to $166,000, from the North Beach Crossing Safety Enhancements project in Orange County.(PUC 99645) to reflect project savings. Resolution BFA-14-01, Amending Resolution BFP-10-02 *(Related Item under Tab 49.)*	2.6b.(2)		A	D

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

50	Financial Allocation Amendment: Reduce the original Proposition 116 Rail Program construction allocation by $1,069,000, from $8,250,000 to $7,181,000, from the Tustin Metrolink Station Parking Expansion project in Orange County. (PUC 99645) to reflect project savings. Resolution BFA-14-02, Amending Resolution BFP-09-03 *(Related Item under Tab 49)*	2.6b.(3)		A	D

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

	Aeronautics Financial Matters				
	Financial Allocation Amendments for Aeronautic Projects				
51	Financial Allocation Amendment: Reduce the original CAAP A&D allocation of $316,000 by a combined total of $168,000 to $148,000, from two projects located in Kern County. Resolution FDOA-2014-01, Amending Resolution FDOA-2011-05	2.7c.(1)		A	D

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

52	Financial Allocation Amendment: Reduce the original CAAP A&D allocation of $162,000 by $162,000 to $0, from the Nut Tree Airport – ALUCP Airport Land Use Compatibility Plan update project located in Solano County. Resolution FDOA-2014-02, Amending Resolution FDOA-2011-04	2.7c.(2)		A	D

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

Tab #	Item Description	Ref. #	Presenter	Status*	
	Technical Corrections to Previously Approved Resolutions				
53	Technical correction to Resolution FP-11-46, originally approved on March 29, 2012, for $9,683,778 for 32 Environmental Enhancement and Mitigation Program projects. A technical correction is needed for Project 17 –San Andreas Creek Resource Land to revise the project recipient in the vote box from "The Trust for Public Land" to "California Department of Fish and Wildlife".	2.9.		A	D

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

54	Technical Correction to Resolution G-14-13, originally approved on May 21, 2014 to approve amendments to the 2014 Active Transportation Program Guidelines for the project selection criteria proposed by MPOs. Technical corrections are needed to be consistent with Resolution G-14-15.	4.7		A	C

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

	TCRP Amendments for Action				
55	The Department and the Alameda County Transportation Commission propose to amend TCRP Project 4.0 (Route 680; add northbound and southbound HOV lanes over Sunol Grade, Milpitas to Route 84 in Santa Clara and Alameda Counties) to revise the project funding plan and re-allocate previously allocated funds. Resolution TAA-14-01, Amending Resolution TAA-06-18 Resolution TFP-14-01, Amending Resolution TFP-12-09	2.1a.(1)/ 2.6e.(3)		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:

Project amendment for TCRP Project 4.0
--Revise Book Item; in the chart on Page 5; under "Previously Allocated Tier 1 funds", move the $7,000 from Fiscal Year 14/15 to Fiscal Year 15/16 and revise the totals accordingly.

56	The Department and the San Francisco County Transportation Authority propose to amend TCRP Project 22 (Route 101; environmental study for the reconstruction of Doyle Drive, from Lombard Street/Richardson Avenue to Route 1 Interchange in the City and County of San Francisco) to revise the project funding plan and re-allocate previously allocated funds. Resolution TAA-14-02, Amending Resolution TAA-09-15 Resolution TFP-14-02, Amending Resolution TFP-09-12	2.1a.(2)/ 2.6e.(4)		A	D

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

	Highway Route Matters				
	Route Adoptions				
57	Rescission of Freeway Adoption for unconstructed Route 12 from Farmers Lane to near Melita Road, in the county of Sonoma 04-Son-12 PM T17.6/21.6 Resolution HRU 14-01	2.3a.(2)		A	D

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

Tab #	Item Description	Ref. #	Presenter	Status*	
	POLICY MATTERS				
58	Revised 2014 Active Transportation Program (ATP) Fund Estimate Resolution G-14-16, Amending Resolution G-13-17	4.3		A	D

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

59	Amendment to the Scoring Criteria and Worksheets of the Federal Transit Administration Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program. Resolution G-14-19, amending Resolution G-09-02	4.4		A	C

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

	PROGRAM STATUS				
60	Proposition 1B Semi-Annual Status Report	4.20		A	C

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

	END OF CONSENT CALENDAR

	PROJECT BUSINESS MATTERS				
	STIP Amendments for Notice				
61	The Mendocino Council of Governments proposes to amend the 2014 STIP to delay RIP funds for construction from FY 2015-16 to FY 2016-17 for the Ukiah Downtown Streetscape Improvement, Phase I project (PPNO 4563) in Mendocino County. STIP Amendment 14S-02	2.1b.	Laurel Janssen Rachel Falsetti	I	D

Laurel Janssen presented this information item.

	Financial Allocations for SHOPP Projects				
62	Financial Allocation: $539,102,000 for 77 SHOPP projects, programmed in FY 2013-14, as follows: --$300,039,000 for 38 SHOPP projects. --$239.063,000 for 39 projects amended into the SHOPP by Departmental action. Resolution FP-14-01	2.5b.(1)	Juan Guzman Rachel Falsetti	A	D

Recommendation: Approval as Amended
Action Taken: Approved as Amended
Motion: Madaffer **Second**: Dunn **Vote result**: 10-0 **Absent**: Ghielmetti

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

Financial Allocation for SHOPP projects
--Revise Attachment to change the Construction Support amounts for the following projects:

→ Project 5 (PPNO 03-3453E) - ~~$2,000,000~~ **$1,500,000**.
→ Project 66 (PPNO 07-4572) - ~~$3,931,000~~ **$1,500,000**.
→ Project 68 (PPNO 07-4571) - ~~$5,184,000~~ **$1,600,000**.
→ Project 71 (PPNO 07-4573) - ~~$5,024,000~~ **$1,500,000**.

Project 70 (PPNO 07-4511) - ***Withdrawn prior to the CTC Meeting.***

63	Financial Allocation: $11,107,000 for three SHOPP Projects, programmed in FY 2014-15. Resolution FP-14-02	2.5b.(2)	Juan Guzman Rachel Falsetti	A	D

Tab #	Item Description	Ref. #	Presenter	Status*	

Recommendation: Approval
Action Taken: Approved
Motion: Earp **Second**: Assemi **Vote result**: 10-0 **Absent**: Ghielmetti

	Financial Allocations for Multi-Funded SHOPP/Proposition 1B TCIF projects				
64	Financial Allocation: $1,883,000 for the State administered SHOPP/TCIF Project 101 - Route 99 Ramp Metering Systems Project (PPNO 3038), in San Joaquin County. Resolution FP-14-03 Resolution TCIF-A-1415-02	2.5b.(3)	Stephen Maller Rachel Falsetti	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second**: Burke **Vote result**: 10-0 **Absent**: Ghielmetti

	Financial Allocations for STIP Projects				
65	Financial Allocation: $300,000 for one State administered STIP project, on the State Highway System. Contributions from others sources: $217,000. Resolution FP-14-04	2.5c.(1)	Laurel Janssen Rachel Falsetti	A	D

Items 65-67 taken together

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second**: Dunn **Vote result**: 10-0 **Absent**: Ghielmetti

66	Financial Allocation: $34,703,000 for four locally administered STIP projects, on the State Highway System. Contributions from others sources: $13,479,000. Resolution FP-14-05	2.5c.(2)	Laurel Janssen Rachel Falsetti	A	D

Items 65-67 taken together

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second**: Dunn **Vote result**: 10-0 **Absent**: Ghielmetti

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

Financial allocation for locally administered STIP projects on the SHS.
--Revise Attachment for Project 4 (PPNO 12-4956); correct EA as ~~0H4510~~ **0H0451**.

67	Financial Allocations: $13,151,000 for 26 locally administered STIP projects off the State Highway System, as follows: --$8,885,000 for 10 STIP projects. --$4,266,000 for 16 STIP Planning, Programming, and Monitoring projects. Contributions from other sources: $51,306. Resolution FP-14-06 *(Related Items under Tab 36 & 37.)*	2.5c.(3)	Laurel Janssen Rachel Falsetti	A	D

Items 65-67 taken together

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second**: Dunn **Vote result**: 10-0 **Absent**: Ghielmetti

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 locally administered STIP projects on the SHS.
--Revise Attachment for Project 23 (PPNO 09-1010); correct Recipient as ~~Inyo Local~~ **Inyo Local Transportation Commission**

	Financial Allocations for Multi-Funded Federally Earmark/STIP Projects				
68	Financial Allocation: $1,600,000 in Federally Earmarked Interstate Maintenance Discretionary funds for the State administered I-5 HOV Lanes project (PPNO 2531D) in Orange County, on the State Highway System. Resolution FA-14-08	2.5c.(4)	Laurel Janssen Rachel Falsetti	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Dunn **Second**: Tavaglione **Vote result**: 10-0 **Absent**: Ghielmetti

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

Financial Allocation for the Multi-funded Federally Earmarked I-5 HOV Lanes project (PPNO 2531D)
-- Change resolution number in Agenda as ~~FA-14-08~~ **FP-14-08**. Book Item and Attachment are correct

	Financial Allocations for Local Alternative Transportation Improvement Program (LATIP)				
69	Financial Allocation: $2,000,000 for the locally administered Local Alternative Transportation Improvement Program (LATIP) Route 238 Corridor Improvements project – Phase 2 (PPNO 0095K) in Alameda County, on the State Highway System. Resolution FP-14-07	2.5c.(5)	Laurel Janssen Rachel Fasletti	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Assemi **Second**: Dunn **Vote result**: 10-0 **Absent**: Ghielmetti

	Financial Allocations for Projects Exceeding the Programmed Amount by 20 Percent or More				
70	Financial Allocation: $2,375,000 for one SHOPP Safety project in San Benito County (PPNO 2293) with a capital construction estimate that exceeds 20 percent of the programmed amount. Current programmed amount is $1,495,000 and the current estimate is $2,375,000 for an increase of 58.9 percent over the programmed amount. Resolution FA 14-01	2.5d.	Mitchell Weiss Tim Gubbins	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Madaffer **Second**: Tavaglione **Vote result**: 10-0 **Absent**: Ghielmetti

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

Financial allocation for one SHOPP Safety project (PPNO 2293)
--Correct resolution number in Agenda, Book Item, and Attachment as ~~FA-14-01~~ **FP-14-09.**

	Financial Allocations for Supplemental Funds				
71	Financial Allocation: $534,000 in supplemental funds for the previously voted SHOPP Fire, Life and Safety Facilities (PPNO 2039B) project in Humboldt County to complete the construction contract. The current SHOPP allocation is $9,592,195. This request for $534,000 results in an increase of 5.6 percent over the current allocation. Resolution FA-14-02	2.5e.(1)	Mitchell Weiss Charlie Fielder	A	D

Tab #	Item Description	Ref. #	Presenter	Status*	

Recommendation: Approval
Action Taken: Approved
Motion: Earp **Second**: Frommer **Vote result**: 9-1 **Absent**: Ghielmetti **Opposed:** Assemi

72	Financial Allocation: $2,700,000 in supplemental funds for the previously voted SHOPP Safety Improvements (PPNO 0385F) project in Santa Clara County to complete the construction contract. The current SHOPP allocation is $5,550,000. This request for $2,700,000 results in an increase of 48.6 percent over the current allocation. Resolution FA-14-03	2.5e.(2)	Mitchell Weiss Bijan Sartipi	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Earp **Second**: Assemi **Vote result**: 9-1 **Absent**: Ghielmetti **Opposed:** Tavaglione

73	Financial Allocation: $3,822,000 in supplemental funds for the previously voted SHOPP Bridge Rail Replacement and Upgrade (PPNO 0268P) project in San Francisco County to award the construction contract. The current SHOPP allocation plus $5,500,000 in Office of Traffic Safety grant money is $7,560,000. This request for $3,822,000 results in an increase of 50.6 percent over the current amount. Resolution FA-14-04	2.5e.(3)	Mitchell Weiss Bijan Sartipi	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Earp **Second**: Assemi **Vote result**: 7-3 **Absent**: Ghielmetti **Opposed:** Tavaglione, Dunn, Madaffer

74	Financial Allocation: $746,000 in supplemental funds for the previously voted SHOPP Bridge Major Rehabilitation (PPNO 4340) project in Kings County to complete construction. The current SHOPP allocation is $5,543,800. This request for $746,000 results in an increase of 13.5 percent over the current allocation. Resolution FA-14-05	2.5e.(4)	Mitchell Weiss Shari Bender Ehlert	A	D

Items 74-76 taken together

Recommendation: Approval
Action Taken: Approved
Motion: Burke **Second**: Alvarado **Vote result**: 10-0 **Absent**: Ghielmetti

75	Financial Allocation: $4,418,000 in supplemental funds for the previously voted SHOPP Pavement Rehabilitation (PPNO 4602) project in Los Angeles County to award the construction contract. The current SHOPP allocation is $19,030,000. This request for $4,418,000 results in an increase of 23.2 percent over the current allocation. Resolution FA-14-06	2.5e.(5)	Mitchell Weiss Carrie Bowen	A	D

Items 74-76 taken together

Recommendation: Approval
Action Taken: Approved
Motion: Burke **Second**: Alvarado **Vote result**: 10-0 **Absent**: Ghielmetti

Tab #	Item Description	Ref. #	Presenter	Status*	
76	Financial Allocation: $4,200,000 in supplemental funds for the previously voted SHOPP Permanent Restoration (PPNO 0280A) project in Mariposa County to award the construction contract. The current SHOPP allocation is $13,000,000. This request for $4,200,000 results in an increase of 32.3 percent over the current allocation. Resolution FA-14-07	2.5e.(6)	Mitchell Weiss Dennis Agar	A	D

Items 74-76 taken together

Recommendation: Approval
Action Taken: Approved
Motion: Burke **Second**: Alvarado **Vote result**: 10-0 **Absent**: Ghielmetti

	Financial Allocations for Proposition 1B Projects				
	Financial Allocations for Proposition 1B TCIF Projects				
77	Financial Allocation: $11,000,000 for locally administered TCIF Project 103 (Fairfield/Vacaville Intermodal Station [PPNO 6045N]), in Solano County. Contribution from other sources: $11,600,000. Resolution TCIF-A-1415-01 *Related Item under Tab 27)*	2.5g.(5a)	Stephen Maller Bruce Roberts	A	D

Items 77-78 Taken Together

Recommendation: Approval
Action Taken: Approved
Motion: Earp **Second**: Frommer **Vote result**: 10-0 **Absent**: Ghielmetti

	Financial Allocations for Proposition 1B TLSP Projects				
78	Financial Allocation: $9,464,200 for two locally administered Proposition 1B Traffic Light Synchronization Program (TLSP) projects off the State Highway System. Resolution TLS1B-A-1415-01	2.5g.(7)	Stephen Maller Sean Nozzari	A	D

Items 77-78 Taken Together

Recommendation: Approval
Action Taken: Approved
Motion: Earp **Second**: Frommer **Vote result**: 10-0 **Absent**: Ghielmetti

	Financial Allocations for the State Administered Multi-Funded ICR/STIP and Proposition 1B Intercity Rail (ICR) Improvement Projects				
79	Financial Allocation: $7,418,000 for the State Administered multi-funded ICR/STIP Intercity Rail Ventura County Sealed Corridor Grade Crossing Improvement Project [PPNO 2088], in Ventura County. Resolution ICR1B-A-1415-01 Resolution MFP-1415-02 *(Related Item under Tabs 46 & 47)*	2.5g.(8a)	Juan Guzman Bruce Roberts	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Earp **Second**: Frommer **Vote result**: 10-0 **Absent**: Ghielmetti

Tab #	Item Description	Ref. #	Presenter	Status*	

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

Financial Allocation: $7,418,000 for the State Administered multi-funded ICR/STIP Intercity Rail Ventura County Sealed Corridor Grade Crossing Improvement Project [PPNO 2088], in Ventura County.
Resolution ICR1B-A-1415-01, Resolution ~~MFP-1415-02~~ **MFP-14-02**
-- Correct resolution number in Agenda, Book Item, and Attachment

	Financial Allocations for STIP Transit Projects				
80	Financial Allocation: $345,000 for the locally administered STIP Transit ParaCruz Van Replacement project (PPNO 2553), in Santa Cruz County. Resolution MFP-14-01	2.6a.	Juan Guzman Bruce Roberts	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second**: Dunn **Vote result**: 10-0 **Absent**: Ghielmetti

	Financial Allocations for Local Proposition 116 Rail Program Projects				
81	Financial Allocation: $1,718,000 for the locally administered Proposition 116 Fullerton Transportation Center Elevators transit project, in Orange County. Contributions from other sources: $1,312,000. Resolution BFP-14-01 *(Related Item under Tab 49)*	2.6b.(1)	Juan Guzman Bruce Roberts	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Dunn **Second**: Inman **Vote result**: 10-0 **Absent**: Ghielmetti

	Financial Allocations/Amendments for TCRP Projects				
82	Financial Allocation: $39,039,000 for construction of Tier 1 TCRP Project 1.2 (BART to San Jose – Phase 1; Extend BART from Warm Springs to Berryessa [PPNO 2147D]), in Santa Clara County. Resolution TFP-14-03	2.6e.(1)	Juan Guzman Rachel Falsetti	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Madaffer **Second**: Dunn **Vote result**: 10-0 **Absent**: Ghielmetti

Speaker:
Ron Gonzales – Transportation Committee- Silicon Valley Leadership Group

83	Financial Allocation: $38,142,000 for three Tier 1 TCRP projects, in Los Angeles County. Resolution TFP-14-04	2.6e.(2)	Juan Guzman Rachel Falsetti	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Frommer **Second**: Burke **Vote result**: 10-0 **Absent**: Ghielmetti

	Time Extension Requests per CTC Resolution G-13-07, STIP Guidelines, Section 65 – Timely Use of Funds / Miscellaneous Waiver Requests				
	Request to Extend the Period of Contract Award				
84	Request to extend the period of contract award for the Arcata Rails with Trail Project Phase 1 project (PPNO 01-0302I), in the city of Arcata, per Resolution G-13-07. Waiver 14-35	2.8b.(1)	Juan Guzman Rihui Zhang	A	D

Tab #	Item Description	Ref. #	Presenter	Status*

Recommendation: Approval
Action Taken: Approved
Motion: Madaffer **Second**: Tavaglione **Vote result**: 10-0 **Absent**: Ghielmetti

Proj #	PPNO	County	Agency	Extension Request	Recommendations Caltrans	Recommendations CTC Staff	Notes
1	01-0302I	HUM	Arcata	3 months	3 months	3 months	Complex negotiations with new trail r/w owners

Speaker:
Will Ridder- Los Angeles Metropolitan Transportation Authority

85	Request to extend the period of contract award for two SHOPP projects and two STIP projects, per STIP guidelines. Waiver 14-36	2.8b.(2)	Juan Guzman Rachel Falsetti	A	D

Recommendation: Approval as Amended
Action Taken: Approved as Amended
Motion: Madaffer **Second**: Assemi **Vote result**: 10-0 **Absent**: Ghielmetti

Proj #	PPNO	County	Agency	Extension Request	Recommendations Caltrans	Recommendations CTC Staff	Notes
1	03-3453B	ED-89	Caltrans-SHOPP	6 months	6 months	6 months	Multiple bids required multiple addenda
2	04-0268P	SF-280	Caltrans-SHOPP	4 months	4 months	4 months	Bids 50% over, time for supplemental approval
3	06-4328	MAD-99	Caltrans-STIP	6 months	6 months	6 months	Permit issues, delay with railroad agreement
4	06-6465	FRE-168	Caltrans-STIP	12 months	12 months	12 months	Relief of low bidder, repackage and rebid

	Request to Extend the Period of Project Completion				
86	Request to extend the period of project completion of the Emeryville Intermodal Transfer Station Parking and Busy Bay Project, per STIP guidelines. Waiver 14-37	2.8c.	Juan Guzman Bruce Roberts	A	D

This item was withdrawn prior to the CTC Meeting

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

Request to Extend the Period of Project Completion of the Emeryville Intermodal Transfer Station Parking and Busy Bay Project. ***Withdrawn prior to the CTC Meeting.***

	Request to Extend the Project Reimbursement Period				
87	Request to extend the period of project reimbursement for the Orange County Metrolink Fiber Optics Installation project, per Resolution G-99-25 Guidelines for Allocating, Monitoring and Auditing of Funds for Local Assistance Projects. Waiver-14-38	2.8d.	Juan Guzman Bruce Roberts	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second**: Assemi **Vote result**: 10-0 **Absent**: Ghielmetti

Tab #	Item Description	Ref. #	Presenter	Status*

Proj #	PPNO	County	Agency	Extension Request	Recommendations Caltrans	Recommendations CTC Staff	Notes
1	12-9523	ORA	OCTA/Metrolink	20 months	20 months	20 months	FTA approval of ICAP rates date uncertain

	OTHER MATTERS / PUBLIC COMMENT	6.			
	Adjourn @5:20 pm				

Andre Boutros

Andre Boutros, Executive Director

9/8/2014

Date

TAB 5

1.3

EXECUTIVE DIRECTOR'S REPORT

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

2015 MEETING SCHEDULE
CALIFORNIA TRANSPORTATION COMMISSION

Adopted May 21, 2014
(Proposed Revision, October 8, 2014)

JANUARY 22(TH) – 23(F), 2015 – SACRAMENTO AREA

January 22 –WTS Annual Awards and Scholarship Dinner- Sheraton Grand Sacramento

FEBRUARY 2015 – NO REGULARLY SCHEDULED COMMISSION MEETING

MARCH 25(W) – 26(TH), 2015 – ORANGE COUNTY

March 25 – Commission Retreat, Orange County

APRIL 2015 – NO REGULARLY SCHEDULED COMMISSION MEETING

April 13 & 14 – Town Hall Meeting, TBD

MAY 27(W) – 28(TH), 2015 – FRESNO AREA

JUNE 24(W) – 25(TH), 2015 – SACRAMENTO AREA

JULY 2015 – NO REGULARLY SCHEDULED COMMISSION MEETING

AUGUST 26(W) – 27(TH), 2015 – SAN DIEGO AREA

SEPTEMBER 2015 – NO REGULARLY SCHEDULED COMMISSION MEETING

September 14 & 15 – Town Hall Meeting, TBD

OCTOBER 21(W) – 22(TH), 2015 – BAY AREA

October 28 – Commission Retreat, Bay Area

NOVEMBER 2015 – NO REGULARLY SCHEDULED COMMISSION MEETING

DECEMBER 9(W) – 10(TH), 2015 – INLAND EMPIRE

Tab 6

1.4

COMMISSION REPORTS

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

Tab 7

Memorandum

To: CHAIR AND COMMISSIONERS **Date**: October 8, 2014

From: Andre Boutros
Executive Director

File: 1.5
Action

Subject: Meeting for Compensation for July 2014 (July 1 – July 30, 2014)

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.

Bob Alvarado

No Meetings to Report.

Darius Assemi

- July 3 – Teleconference with CTC Staff and Council of Governments Directors. Fresno
- July 9 – Teleconference with Jeff Denham Re: ESA & Water Bill for CA and Transportation Funding for the Valley. Fresno

Yvonne Burke

No Meetings to Report.

Lucetta Dunn

- July 9 – Meeting with Jenny Larios, Executive Director Re: Mobility 21 Conference and Panel on Tolling. Irvine

- July 14 – Teleconference Jenny Larios Re: Mobility 21, Caltrans and I-405. Irvine
- July 17 – Attended Mobility 21 Executive Committee Board Meeting with Jenny Larios, Darren Kettle and Paul Granillo Re: Regional Transportation Issues. Irvine
- July 18 – Mobility 21 Board Meeting Re: Regional Transportation Conference. Los Angeles
- July 18 – Teleconference with Ryan Chamberlain, District 12 Caltrans Re: I-405. Irvine
- July 24 – Meeting with Ryan Chamberlain and His Staff Re: I-405. Irvine
- July 25 – Teleconference with Darrel Johnson of OCTA Re: I-405. Irvine
- July 25 – Teleconference with Ryan Chamberlain, District 12 Caltrans Re: I-405. Irvine
- July 25 – Meeting with OCTA Chairman Shawn Nelson Re: I-405. Tustin

Jim Earp

- July 8 – Attended California Transportation Improvement Plan Meeting Re: State Transportation Improvement Program Reform. Sacramento
- July 14 – Meeting with Janet Dawson Re: Transportation Funding and Legislation. Sacramento

Dario Frommer

No Meetings to Report.

James Ghielmetti

- July 16 – Meeting With CTC Commissioner Jim Earp Re: Pending CTC Business. Pleasanton

Carl Guardino

- July 2 - Meeting with Specialized Bicycles Re: Active Transportation Program. Morgan Hill
- July 3 – Teleconference with Caltrans Staff Re: Bike Paths and Safety. San Jose
- July 9 – Teleconference with San Francisco Metropolitan Transportation Agency's Ed Reisken and Kate Breen Re: Regional Transportation Priorities. San Jose
- July 11 – Teleconference with Verizon Re: Wireless Infrastructure on the San Mateo Bridge. San Jose
- July 17 – Teleconference with CTC Director Andre Boutros Re: Various CTC Issues. San Jose
- July 24 – Teleconference with California State Transportation Agency Re: Active Transportation Program. San Jose
- July 29 – Teleconference with Caltrans District 4 Director Bijan Sartipi Re: Wireless Infrastructure on the San Mateo Bridge. San Jose
- July 30 – Teleconference with Verizon Re: Wireless Infrastructure on the San Mateo Bridge. San Jose

Fran Inman

- July 10 – Teleconference with CTC Staff Re: State Transportation Improvement Program Guidelines Workshop. Los Angeles
- July 16 – Teleconference with John Ballas Re: CTC Agenda. City of Industry
- July 18 – Meeting with Judy Mitchell, SCAQMD & California Air Resources Board Re: Sustainable Freight and Logistics Economics. Diamond Bar
- July 22 – Attended Caltrans' California Freight Mobility Plan Public Workshop. Los Angeles

- July 29 – Teleconference with Carrie Bowen, Caltrans District 7 Director Re: I-5 Project. City of Industry
- July 30 – Meeting with City of Commerce Officials Re: Caltrans I-5 Project. City of Commerce
- July 31 – Teleconference with John Ballas Re: 57/60 Project. Diamond Bar/City of Industry

Jim Madaffer

- July 17 - Meeting with Debbie Hale of Transportation Agency of Monterrey County Re: Regional Transportation Issues. Salinas
- July 21 – Attended US 101 Airport Boulevard Interchange and Windsor Sound Walls Project Ribbon Cutting. Santa Rosa

Joseph Tavaglione

No Meetings to Report.

Memorandum

To: CHAIR AND COMMISSIONERS **Date**: October 8, 2014

From: Andre Boutros
Executive Director

File: 1.5
Action

Subject: Meeting for Compensation for August 2014 (July 31-August 29, 2014)

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:

- August 20 – Commission Meeting in San Jose (Commissioner Ghielmetti was absent. All other Commissioners in attendance for all or part of the meeting)

***Additional Meetings*:**

Bob Alvarado

- August 4 – Meeting with Contra Costa Transportation Authority Re: Highway 4/680 Interchange. Contra Costa
- August 19 - Attended Joint CTC-WSTC Commission Meeting. San Jose
- August 26 – Meeting with Paul Campos and CTC Commissioners Ghielmetti and Earp Re: MTC Transportation Expenditures. Pleasanton

Darius Assemi

- August 15 – Teleconference with CTC Staff Re: Agenda Briefing. Fresno
- August 18 – Teleconference with Dennis Agar Re: Supplemental Vote for Ferguson Slide Phase 1 Project. Fresno
- August 19 - Attended Joint CTC-WSTC Commission Meeting. San Jose
- August 20 – Attended Bart to Silicon Valley Celebration Event. San Jose

Yvonne Burke

- August 15 – Teleconference with Carrie Bowne Caltrans District 7 Director Re: Supplemental Request for I-405 and Resolutions of Necessity for I-5. Los Angeles
- August 18 - Teleconference with CTC Staff Re: Agenda Briefing. Los Angeles
- August 18- Meeting with Bob Naylor, Patricia Chen, and David Yale Re: Active Transportation Program. Los Angeles
- August 19 - Attended Joint CTC-WSTC Commission Meeting. San Jose
- August 20 – Attended Bart to Silicon Valley Celebration Event. San Jose

Lucetta Dunn

- August 4 – Teleconference with Susan Bransen Re: Aeronautics Committee. Irvine
- August 6 - Meeting with Jill Wallace and Santa Ana Mayor Pulido Re: Street Car Project in Santa Ana. Santa Ana
- August 7 – Meeting with California State Transportation Agency Secretary Brian Kelly and Orange County Business Council Members Re: Regional Transportation Issues. Costa Mesa
- August 11 – Meeting with Carrie Bowen Caltrans District 7 Director Re: Various CTC Meeting Items for August Meeting. Irvine
- August 18 - Teleconference with CTC Staff Re: Agenda Briefing. Irvine
- August 19 - Attended Joint CTC-WSTC Commission Meeting. San Jose
- August 20 – Attended Bart to Silicon Valley Celebration Event. San Jose
- August 21 – Attended State Transportation Improvement Plan Guidelines Workshop. San Jose

Jim Earp

- August 26 – Meeting with Paul Campos and CTC Commissioners Ghielmetti and Alvarado Re: MTC Transportation Expenditures. Pleasanton

Dario Frommer

No Additional Meetings to Report.

James Ghielmetti

- August 4 – Meeting with Speaker of the Assembly Toni Atkins Re: Transportation Funding. Sacramento.
- August 11 – Meeting with Dan Richards from the High Speed Rail Authority Re: High Speed Rail Coordination. Oakland
- August 18 - Teleconference with CTC Staff Re: Agenda Briefing. Mexico
- August 26 – Meeting with Paul Campos and CTC Commissioners Alvarado and Earp Re: MTC Transportation Expenditures. Pleasanton

Carl Guardino

- August 1 – Teleconference with VTA General Manager Nuria Fernandez RE: Funding for the BART to San Jose Extension. San Jose
- August 4 – Teleconference with Bill Gray of Gray-Bowen Re: Highway 152 Bypass. San Jose
- August 7 – Meeting with San Jose City Councilman San Liccardo Re: Bart to San Jose Extension. San Jose
- August 12 – Teleconference with Carl Hasty Re: Active Transportation Program. San Jose
- August 13 – Teleconference CTC Staff Re: Active Transportation Program. San Jose
- August 18 - Teleconference with CTC Staff Re: Chair Briefing. San Jose
- August 19 - Attended Joint CTC-WSTC Commission Meeting. San Jose
- August 21 – Attended California State Transportation Agency Meeting Re: Cap and Trade Funds. San Jose

Fran Inman

- July 31 - Teleconference with Susan Bransen Re: Aeronautics Committee. City of Industry
- August 4 – Meeting with TACA Aeronautics Committee. Sacramento
- August 5 – Teleconference with CTC Staff Re: August Agenda Items. City of Industry
- August 6 – Attended the WTS Transportation Leaders Event. City of Industry
- August 6 – Teleconference with City of Industry Officials Re: 57/60 Freeway. City of Industry
- August 7 – Meeting with Carrie Bowen and Los Angeles Business Leaders Re: August Agenda Items and Union Pacific Railroad. Los Angeles
- August 8 – Meeting with Port of Long Beach Executive Director and Caltrans District 7 Director Carrie Bowen Re: Transportation and Freight Movement Issues. Long Beach
- August 13 –Meeting with Lupe Valdez from Union Pacific Railroad Re: CTC Agenda Resolution of Necessity. City of Industry
- August 18 - Teleconference with CTC Staff Re: Agenda Briefing. City of Industry
- August 19 - Attended Joint CTC-WSTC Commission Meeting. San Jose

Jim Madaffer

- August 6 – Attended Tour of the East Span of the Bay Bridge. Oakland.
- August 15 – Meeting with San Diego Association of Governments Re: CTC Pre-Briefing. San Diego
- August 18 - Teleconference with CTC Staff Re: Agenda Briefing. City of Industry
- August 19 - Attended Joint CTC-WSTC Commission Meeting. San Jose
- August 21 – Attended California State Transportation Agency Meeting Re: Cap and Trade Funds. San Jose
- August 25 – Attended Welcome Events for Mexico's President Nieto. Sacramento
- August 26 – Attended President Nieto's Speech to the California Assembly. Sacramento

Joseph Tavaglione

No Additional Meetings to Report.

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.

TAB 9

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.

Tab 10

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.

Tab 12

1.9

REPORT BY RURAL COUNTIES TASK FORCE CHAIR

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

Tab 13

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.

4.2

BUDGET AND ALLOCATION CAPACITY UPDATE

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

4.11

DRAFT CALIFORNIA FREIGHT MOBILITY PLAN

INFORMATION ON THIS ITEM WILL BE
PROVIDED PRIOR TO THE OCTOBER 8, 2014
CALIFORNIA TRANSPORTATION COMMISSION MEETING

Tab 17

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: October, 8, 2014

Reference No.: 4.13
Information

From: ANDRE BOUTROS
Executive Director

Subject: **SUSTAINABLE FREIGHT STRATEGY UPDATE**

SUMMARY:

A representative from the California Air Resources Board will provide a verbal presentation of their efforts to develop a California Sustainable Freight Strategy. The presentation will include an overview of the attached discussion concepts released September 5, 2014.

Attachment:

I. California Air Resources Board Sustainable Freight Initiative – California Sustainable Freight Strategy Discussion Concepts, September 5, 2014

California Sustainable Freight Strategy
Discussion Concepts
September 5, 2014

Background:

In January 2014, the Air Resources Board (ARB) adopted Resolution 14-2, directing staff to develop the Sustainable Freight Strategy (Strategy) that, among other things, would consist of a set of recommendations for near-term actions (by ARB and others) to move California towards a sustainable freight transport system. The Board also directed staff to complete a sector based technology and fuel assessment on trucks, rail, ships, commercial harbor craft, cargo handling equipment and aircraft. This parallel effort serves as the technical foundation for the development of the Strategy and upcoming State Implementation Plans, and implementation of the Climate Change Scoping Plan.

Throughout the last nine months, over 200 stakeholder organizations engaged with ARB regarding the Sustainable Freight Strategy (Strategy), resulting in over 150 meetings and conference calls. Staff used smaller focus groups, individual meetings, and calls to discuss the needs of and approaches to a sustainable freight system, and individual stakeholder concerns and concepts. Coordination with Caltrans has been an ongoing priority to ensure consistency across planning efforts through participation in the California Freight Advisory Committee and development of the Freight Mobility Plan. Staff also participated in various tours of freight facilities and support operations including airports, ports, rail yards, warehouses, and distribution centers.

During these discussions, we asked and received input on many questions including:

- What is a sustainable freight system?
- What issues and concerns do you feel must be addressed if a sustainable freight system is to be achieved?
- What actions do you think government should take to encourage both the general business community, and supply chain businesses in particular, to help meet sustainability goals?
- How does the California freight system become more efficient so it can expand, be competitive and reduce emissions? Are there any hurdles that exist within the existing goods movement system that, if removed, could provide better efficiency and a more sustainable freight system?

- Do you have suggestions regarding potential funding and market mechanisms to support the transformation of freight-related infrastructure, vehicles, equipment and operations?
- What actions would you recommend as next steps to achieving a sustainable freight system?
- What is the best way to engage additional stakeholders?

We received many concepts to improve the freight system and sorted them into eight categories, with an initial assessment of their potential for near-term development. With the Board's direction in mind, some of these broad concepts are identified for additional analysis and possible inclusion in the November discussion draft. The remaining concepts represent those that may be included in future analyses.

As requested by stakeholders, we are providing the full list of concepts below to encourage additional discussions about how they might translate into preliminary recommendations for specific near-term actions. These are not staff recommendations. Once additional stakeholder input is received, staff will develop the concepts into recommendations for the discussion draft of the Strategy to be released in November 2014. We will then present the discussion draft to the Board as an informational item in December 2014. The Board will not take action on the Strategy in December as staff will continue to work with stakeholders to conduct additional workshops, refine the Strategy, and complete an economic analysis and an environmental assessment during the Spring of 2015. We anticipate presenting the Strategy to the Board for consideration and action in Summer 2015.

Action requested:

We are seeking stakeholder input that will inform the development of these or other concepts into recommendations for near term actions (by ARB and others) for inclusion in the November discussion draft. Along those lines, ARB staff is also continuing to request references to any data or information to aid our analysis and development of recommendations.

Feedback may be provided at any of the September 2014 Sustainable Freight Strategy Workshops or via email at freight@arb.ca.gov. Additional information regarding the Strategy can be found here: http://www.arb.ca.gov/gmp/sfti/sfti.htm.

Additional information regarding the technology and fuels assessments can be found here: http://www.arb.ca.gov/msprog/tech/tech.htm.

A. Logistics and Infrastructure Efficiencies: Achieve efficiency gains within the California freight system from 2012 to 2020, 2030 and 2050 that provide time and/or cost savings, and reduce air pollution.	
Stakeholder discussion concepts identified for additional analysis and possible inclusion in discussion draft.	
1	Develop metric(s) to assess and set goals for freight system efficiency improvements.
2	Maximize trailer/container use through strategies such as: • Identify suppliers at or near existing delivery points to fill backhauls, • Develop web-based information exchange platforms that allow users to match freight movement needs with available space in trailers or containers to reduce empty backhauls, • Establish a universal chassis fleet at ports, and • Provide incentives to limit container dwell time.
3	Reduce time delays and idling due to long truck queues through more efficient pickup systems, such as automated queuing or appointment systems combined with cell phone waiting lots for truck visits at border crossings, ports, rail yards, and distribution centers.
4	Increase efficiency of last-mile deliveries and urban freight through strategies such as: • Shared space on local delivery trucks, • Bicycle courier/delivery services where appropriate, • In-store/locker pick up instead of home delivery, and • Centralized distribution centers.
5	Consider mode-shift (air cargo versus rail versus barge versus truck) as a system efficiency strategy by assessing alternatives.
6	Increase capacity of existing freight system through intelligent transportation systems (e.g. Freight Advanced Traveler Information System (FRATIS) or connected vehicles).
7	Provide “Eco driver” training for truck drivers and equipment operators to ensure fuel efficiency and emission reductions are optimized through use and maintenance.
8	Evaluate viability and benefit of clean truck corridors through demonstration projects (e.g. 710 with dedicated truck lanes and footprint for wayside power or truck traffic associated with Oakland near-dock rail).
Stakeholder discussion concepts to be considered for subsequent analyses.	
9	Increase capacity of the existing freight system through strategies involving managing system logistics (e.g. terminal automation, inbound “destination loading” on ships, expanded hours of operation, limited entry into urban areas via cordon pricing); increasing cargo moved per trip (e.g. double stacking containers on rail); or prioritizing freight access using vehicle-to-infrastructure communication and traffic engineering (e.g. traffic signal priority).
10	Utilize emerging technologies such as 3D printing to bring manufacturing jobs to California, potentially reducing the demands on the supply chain.
11	Additional operational efficiencies for airports, seaports, rail yards, distribution centers, warehouses and border crossings.
12	Electric infrastructure for the freight system where feasible (i.e. catenary systems and "shore power" systems for trucks and air cargo) including on-corridor solar.
13	Fast track zero emission, near-zero emission technology infrastructure projects.

A.	Logistics and Infrastructure Efficiencies (continued):
14	Consolidate urban freight hubs.
15	Add fueling pipelines at airports to eliminate fueling trucks.
16	Grade separation for rail/vehicle interfaces, wherever feasible.
17	Additional truck/highway ramp metering, access and improvements.
18	Additional road maintenance/resurfacing projects (Fix it First).
19	Rail track improvements and expansion.
20	Provide transportation data in a user friendly format to assist truck drivers in understanding truck routes.

B. Engines/Equipment: Develop, demonstrate, and deploy zero emission technology where feasible; technology capable of zero emission miles; and cleanest combustion everywhere else.	
Stakeholder discussion concepts identified for additional analysis and possible inclusion in discussion draft.	
On-road: local, regional, and interstate trucks.	
1	Reduce emissions of existing and future engines in-use. Possible approaches may include: expanded warranty requirements, expanded recall authority, new on-board diagnostics, truck inspection requirements, and stricter opacity standards for ARB smoke inspection programs.
2	Ensure the cleanest, most efficient vehicles are available for fleets moving freight. This may include well-to-wheel performance standards, lower NOx standards, improved certification requirements, or dedication of cleanest vehicles to California service.
3	Focus efforts through national or California actions on battery and fuel cell trucks in vocational applications where the technology is likely to reach commercialization first (e.g. drayage, local delivery vocations, or other sectors/vocations) and hybridization of long haul applications.
4	Develop regulatory requirements and incentive programs together in order to identify priority technology demonstrations and pilot projects, and accelerate commercialization to meet regulatory requirements.
5	Prioritize zero emission vehicles in sectors where they are nearing commercial viability.
Off-road: locomotives, vessels/harbor craft, aircraft, cargo/ground support equipment, transport refrigeration units.	
6	Ensure the use of the most efficient zero emission cargo handling and ground support equipment.
7	Focus efforts on battery, fuel cell and hybrid off-road equipment in applications where the technology is likely to reach commercialization first. This may include forklifts or other sectors as they are identified.
8	Develop regulatory requirements and incentive programs together in order to identify priority technology demonstrations and pilot projects, and accelerate commercialization to meet regulatory requirements.

B. Engines/Equipment: (continued):	
Stakeholder discussion concepts to be considered for subsequent analyses.	
Off-road: locomotives, vessels/harbor craft, aircraft, cargo/ground support equipment, transport refrigeration units (continued):	
9	Reduce emissions from deterioration of engines deployed in the in-use fleet. Potential options include expanded warranty requirements, on-board diagnostics, and inspection/maintenance requirements.
10	Ensure the use of the cleanest, most efficient freight equipment. Possible approaches include: cleaner national locomotive, ship & aircraft emission standards (including consideration of well to wheel/hull emission standards), improved certification requirements, dedication of cleanest equipment to California service, aerodynamics and lightweighting, development of technologies that result in more efficient ocean going vessels and commercial harbor craft, demonstration of technology (engine controls, aftermarket treatment or capture equipment).

C. Energy/Fuel: Transition to a freight system powered by renewable, low carbon energy.	
Stakeholder discussion concepts identified for additional analysis and possible inclusion in discussion draft.	
1	Accelerate the availability and use of the cleanest low carbon biofuels.
2	Enhance and strengthen the Low Carbon Fuel Standard with long term targets that continue reductions in average carbon intensity.
3	Support actions to further ultra-low sulfur diesel use in Mexico.
Stakeholder discussion concepts to be considered for subsequent analyses.	
4	Standardized charging and demand charge policies for heavy-duty zero emission and near-zero technologies.

D. Other Emission Reduction Approaches: Other approaches to reduce emissions and/or health risk from California's freight system.	
Stakeholder discussion concepts identified for additional analysis and possible inclusion in discussion draft.	
1	Implement freight facility reporting requirements to collect all necessary data to analyze air quality impacts of such facilities.
2	Consider development of facility-based strategies to reduce community exposure to emissions from those freight facilities by setting declining caps on emissions.
3	Continue to partner with additional agencies to implement ARB regulations (e.g. air districts and ports).
Stakeholder discussion concepts to be considered for subsequent analyses.	
4	Community engagement and empowerment - update ARB's Public Participation Guide.

E. Land-use: Develop and use sustainability principles, criteria, and tools for new and expanded freight facilities, and freight transportation infrastructure projects, that put air quality and public health considerations on an equal footing with other considerations in the siting, design, and operation of projects.	
Stakeholder discussion concepts identified for additional analysis and possible inclusion in discussion draft.	
1	Develop a freight handbook to provide guidance for siting, design, and operational characteristics of freight facilities and freight-related infrastructure projects. Potential elements could include: • Use of the lowest emission technologies and accommodation of future advanced technologies (such as electric charging infrastructure), • Use of green equipment for freight infrastructure construction and maintenance, • Project-level health risk analysis that includes localized and regional impacts, • Truck parking in urban areas for safe, secure overnight stays, • Community exposure reduction through buffer zones, vegetation and filters, etc., • Distribution center locations that minimize vehicle miles traveled and community exposure, • Green building requirements for warehouses and distribution centers, • Criteria for truck routing that include minimizing exposure to air pollution, • Principles and criteria for transportation infrastructure projects, and • Identification of high priority local projects for ARB involvement.
Stakeholder discussion concepts to be considered for subsequent analyses.	
2	Enhanced State role in coordinated freight transportation and land-use planning.

F. Monetary Incentives: Seek private and public investment to fund projects that will increase efficiency and advance the California freight system towards zero emissions.	
Stakeholder discussion concepts identified for additional analysis and possible inclusion in discussion draft.	
1	Seek ongoing funding program for equipment and infrastructure to assist with transforming the freight system.
2	Support incentives and low cost loans to accelerate the development/purchase/use of advanced technologies including the associated infrastructure.
3	Determine priorities for public funding and how to more effectively use all pots of funds (State, federal and local). • Incentive funding that leads to a cleaner, more efficient freight transportation system, • Infrastructure funding for projects that incentivize or require the use of advanced technologies, and • Funding for projects that maximize the benefits of public investment, which may be measured by meeting State environmental, sustainability, and economic goals.

F. Monetary Incentives: (continued):	
Stakeholder discussion concepts to be considered for subsequent analyses.	
4	Identify "metrics of accountability" for publicly funded freight projects that promote a sustainable freight network that will transform California's freight system to a zero emission system while supporting economic growth and improving overall system efficiency.

G. Non-monetary Incentives: Develop and implement programs that provide significant non-monetary incentives to achieve increased efficiencies and accelerated emission reductions from the California freight system.	
Stakeholder discussion concepts identified for additional analysis and possible inclusion in discussion draft.	
1	Public recognition programs for utilizing advanced clean technology within the freight system (e.g. Green Fleets).
2	Preferential freight facility and corridor access for advanced technologies.
Stakeholder discussion concepts to be considered for subsequent analyses.	
3	Incentives for early adopters of advanced technologies.
4	Consider electric rate structure that encourages broader use of electric freight equipment.
5	Reduce or eliminate transportation infrastructure access fees for advanced technology equipment.
6	Advanced technology truck delivery parking in urban areas.

H. Economy and Jobs: Recognize regional economies and current workforce training levels. Improve the competitiveness of California's logistics system to support regional and State economies. Identify workforce development needs, including education and job training to provide a reliable workforce for logistics operations.	
Stakeholder discussion concepts identified for additional analysis and possible inclusion in discussion draft.	
1	Develop economic goals for the logistics industry in California, including in-state manufacture of advanced freight equipment and complementary strategies to increase competitiveness of California businesses in the national/international freight system.
2	Identify actions needed to prepare for a growing freight system including: educating and expanded the existing workforce, and ensuring the necessary equipment and infrastructure is in place.
3	Expand the truck driver pool.
Stakeholder discussion concepts to be considered for subsequent analyses.	
4	Logistics related workforce development through education and training prioritized on communities impacted by freight transport.

4.5

DRAFT UPDATES TO THE CEQA GUIDELINES IMPLEMENTING SB 743 (STEINBERG, 2013)

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

Tab 19

4.9

METROLINK POSITIVE TRAIN CONTROL IMPLEMENTATION UPDATE

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

Memorandum

Tab 20

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2014

Reference No.: 3.9
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Subject: **PROPOSITION 1B QUARTERLY REPORTS**

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

The Proposition 1B Fiscal Year 2013-14 Fourth Quarter Reports are in the following order:

- Corridor Management Improvement Account
- State Route 99 Corridor
- Local Bridge Seismic Retrofit Program
- State-Local Private Partnership Program
- Traffic Light Synchronization Program
- Highway Railroad Crossing Safety Account
- Intercity Rail Improvement Program
- Trade Corridors Improvement Fund

Attachments

CALIFORNIA DEPARTMENT OF TRANSPORTATION

Fourth Quarter FY 2013-14 Corridor Mobility Improvement (CMIA) Bond Program Report

Quarterly Report to the California Transportation Commission

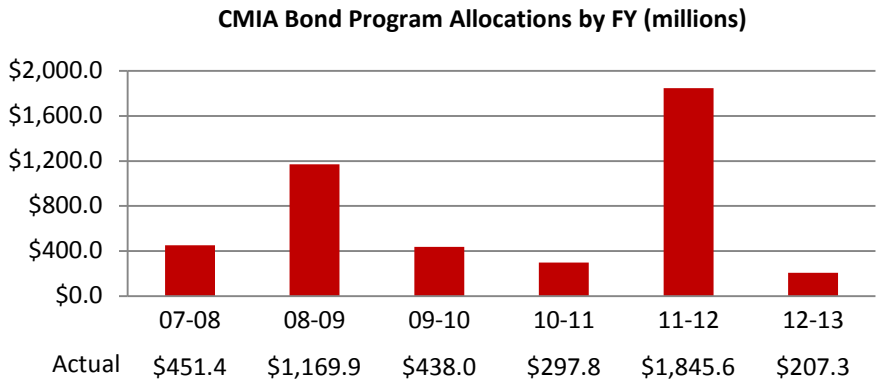
(1) CMIA Bond Program Summary

Fourth Quarter FY 2013-14

(1a) CMIA Bond Program Funding

	#Projects	Project Allocated Funds	% Allocated
CMIA bond program funds available for projects allocated to date:	129	$4,410 million	100%

In the CMIA bond program budget, $3,961 million was allocated for construction. In addition, $449 million is for other funded project components including right of way and engineering support costs. There is also $90 million set aside for bond administration. All CMIA program funds have been allocated, utilizing all of the available program funds.



	Program Expenditures	Percent Expended
CMIA bond program funds expended to date:	$3,259 million	72%

In the CMIA bond program's $4,500 million dollar budget, $4,410 million has been allocated to projects from the CMIA bond program funds. In addition, $7,474 million has been committed from other contributor funds to increase the total value of projects in the CMIA bond program to $11,884 million. The table below shows how CMIA bond program funds and contributor funds were distributed by project components to complete funding for all projects in the CMIA bond program. Included are expenditures to date for CMIA bond program funds.

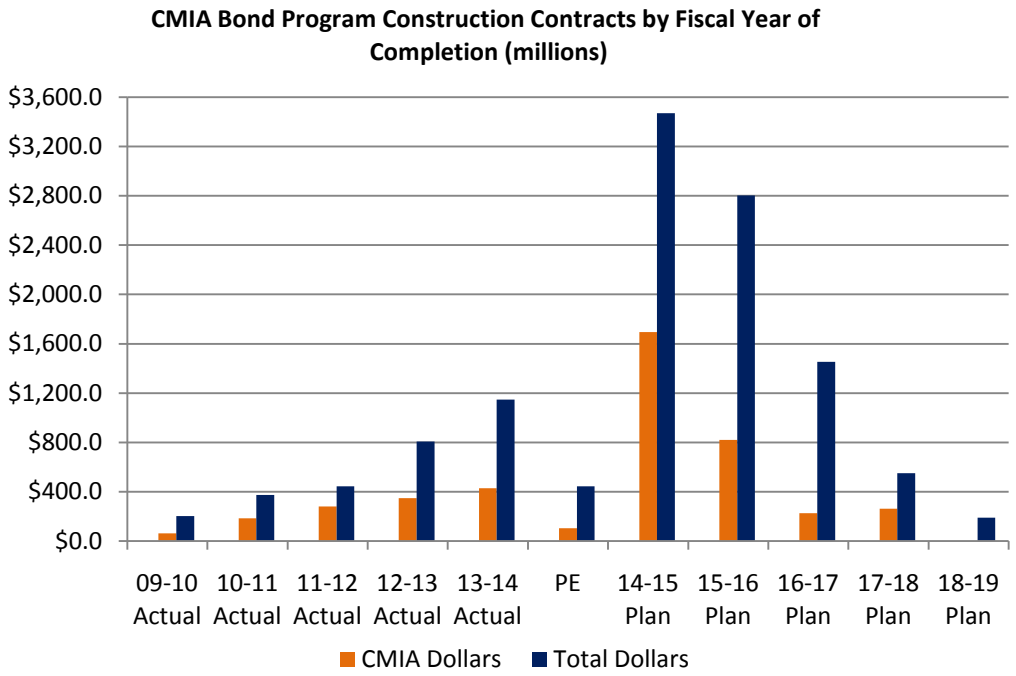
CMIA Bond Program Funding and Contributor Funds by Component (millions)

	Total Funds	Other Funds	CMIA Bond Program Funds		
			Allocated	Expended	Percent
Construction					
Support	$ 1,008.6	$ 566.6	$ 442.0	$ 316.7	72 %
Capital	$ 7,697.9	$ 3,736.8	$ 3,961.1	$ 2,923.9	74 %
Right of Way					
Support	$ 128.1	$ 128.1			
Capital	$ 1,818.6	$ 1,818.1	$ 0.5	$ 0.0	0 %
Preliminary Engineering					
Support	$ 1,231.1	$ 1,224.7	$ 6.4	$ 5.8	91 %
Committed Subtotal	$11,884.3	$ 7,474.3	$ 4,410.0	$ 3,246.4	74 %
Uncommitted			$ 0.0		
Percent Uncommitted			0 %		
Bond Administration			$ 90.0	$ 12.7	13 %
Program Total			$ 4,500.0	$ 3,259.1	72 %

(1b) CMIA Bond Program Project Completions

	# Projects Completed	Percent Projects Completed
CMIA bond program construction contracts completed to date:	60	47%

A total of 90 corridor projects received CMIA bond program funds. Some corridor projects were constructed in stages, resulting in a total of 129 construction contracts being administered to complete the CMIA bond program.



PE - Plant Establishment

CMIA Bond Program Completions - Projects and Dollars (millions)

	Contracts Accepted				Contracts In Plant Establishment			Contracts Under Construction			All CMIA Bond Program Contracts		
	#	Total Funds	CMIA Funds	# FDR's	#	Total Funds	CMIA Funds	#	Total Funds	CMIA Funds	#	Total Funds	CMIA Funds
FY 09-10	4	$ 203	$ 63	4							4	$ 203	$ 63
FY 10-11	8	$ 375	$ 184	8							8	$ 375	$ 184
FY 11-12	8	$ 443	$ 280	8							8	$ 443	$ 280
FY 12-13	17	$ 806	$ 348	10							17	$ 806	$ 348
FY 13-14	23	$1,146	$ 429	6	1	$ 399	$ 84				28	$ 1,545	$ 513
FY 14-15					1	$ 46	$ 19	40	$ 3,471	$ 1,694	39	$ 3,517	$1,713
FY 15-16								17	$ 2,802	$ 820	15	$ 2,802	$ 820
FY 16-17								7	$ 1,454	$ 226	7	$ 1,454	$ 226
FY 17-18								2	$ 550	$ 263	2	$ 550	$ 263
FY 18-19								1	$ 190	$ 0	1	$ 190	$ 0
Total Value	60	$2,973	$1,304	36	2	$ 445	$ 103	67	$ 8,467	$ 3,003	129	$11,885	$4,410

The status of final delivery reports (FDR) to be completed within six months after construction contracts are accepted is outlined in the table above.

(1c) CMIA Bond Program Closeout

CMIA Bond Program Construction Claims and Arbitration Status

There are 129 construction contracts, of which 51 (40 percent) have completed construction. Construction activities are complete when the construction contract has been accepted (CCA). Currently, five projects are pending resolution of claims, and no projects are in arbitration.

State Administered Construction Contracts	**Number**	**Total Contract**	**Bond Value**	**Claims**
Number of Construction Contracts Accepted:	46	$ 1,667,008	$ 1,019,888	$ 24,201
Notice of Potential Claims:	6	242,286	154,958	24,201
Projects in arbitration:	0	0	0	0
Projects Settled and Closed:	40	1,424,722	864,930	0

Local Administered Construction Contracts	**Number**	**Total Contract**	**Bond Value**	**Claims**
Number of Construction Contracts Accepted:	14	$ 224,189	$ 99,974	$ 0
Notice of Potential Claims:	0	0	0	0
Projects in arbitration:	0	0	0	0
Projects Settled and Closed:	14	224,189	99,974	0

State and Local Construction Contracts	**Number**	**Total Contract**	**Bond Value**
Number of Construction Contracts Accepted:	60	$ 1,891,197	$ 1,119,862

(dollars are in $1,000's, and are construction capital funds only)

CMIA Bond Program Closeout Status

There are a total of 90 commission adopted corridor projects in the CMIA program Corridor projects are closed after closeout work is completed (settlement claims, right of way work, mitigation work) and a supplemental project delivery report is submitted outlining final project expenditures.

	Number
Supplemental Final Delivery Reports coming due (within 6 months closeout date):	6
Supplemental Final Delivery Reports due (closeout date 6 months ago or more):	3
Supplemental Final Delivery Reports completed:	3

(2) CMIA Bond Program Action Plans

Fourth Quarter FY 2013-14

(2a) Major Project Issues

The following projects have major issues that may impact schedule or the project budget.

- Project #13, Segment 3 - I-5 widening at Burbank Interchange - the construction contract was awarded in November, 2012. The contract had a 55 day delayed start. The contract was suspended in April of 2013 because of utility relocation. In January 2014, LA Metro granted approval to allow utility relocation as part of a contract change order, and Construction resumed in June, 2014. The additional cost of this change is within the overall corridor budget. Under normal circumstance the cost of utility relocation would have been paid for as a right of way cost, since it is now paid for as a construction cost, there will need to be an amendment to transfer the budget to the construction contract.

The following projects have cost increases that have been identified with project sponsors indicating that they will cover the cost increase, pursuant to the signed baseline agreements that place responsibility for cost increases on the project applicants. Bond program amendments are not processed for projects that have been allocated and are under construction. Projects with identified cost increases will be listed here until such time as the project sponsor provides a letter to the commission committing additional funds with a PPR attached that shows where the additional funds are coming from.

- Project #12 - I-405 NB Carpool Lane. LA Metro has committed and provided documentation to increasing the budget by $89.3 million and add twelve months to the construction completion date.
- Project #89 - Gerald Desmond Bridge - previously, it had been reported that there is a cost variance of $303 million dollars between the Board of Harbor Commissioners "BHC" approved (10/21/13) budget and the amount of secured funds identified in the CMIA program baseline agreement. The BHC has committed to providing additional funds. On May 21, 2014 a TIFIA loan closed for $325 million. This loan covers the funding gap between the CMIA baseline agreement and the BHC's approved budget. The Port has provided a PPR outlining the revised funding and the budget will be updated in next quarter's report.
- Project # 90 - Devore Widening, IC. This project is a design build contract. Cooperative agreements have been revised to transfer $9 million (Measure funds) in RW savings to the construction phase.

(2b) Project Budgets Supplemented with Local Funds

The following projects had cost increases that project sponsors recently supplemented the project budget or identified savings. Bond program amendments are not processed for projects that have been allocated and are under construction. The following projects approved budgets were revised through revisions to cooperative agreements for funding and a PPR was provided to Transportation Programming showing where additional funds are coming from so that the budget could be updated in data systems and quarterly bond reports.

Project		CMIA Project Cost Project Cost ($1,000's)	Previous Total Project Cost ($1,000's)	Change Funds		Revised Total Project Cost ($1,000's)
#1-3	I-580 EB Project #3	$ 20,400	$ 37,939	$ 4,318	LOCAL	$ 42,839
#2-1	I-580 WB Project #1	$ 41,860	$ 78,177	$ 13,500	LOCAL	$ 91,677
#2-2	I-580 WB Project #2	$ 40,481	$ 57,450	$ 8,250	LOCAL	$ 65,700
#11	Route 198 Expressway	$ 44,514	$ 94,041	$ 475	STIP	$ 94,516
#18-1	SR12 Jameson Canyon #1	$ 18,518	$ 41,899	$ 3,987	STIP	$ 45,886
#21-1	SR22/I-405/I-605 ITS #1	$ 135,430	$ 159,630	$ 3,394	LOCAL	$ 163,024
#21-2	SR22/I-405/I-605 ITS #2	$ 0	$ 169,000	$ -49,343	CMAQ	$ 119,657

(2c) Project Action Plans

Project #14-2 - I5 South Carpool Lane, Segment 2. A 12 month time extension request for allocation of STIP funds is being requested. Additional time is needed to secure necessary right of way to advertise the project. There are a significant number of resolutions of necessity need and significant staff effort to prepare. This will delay award and construction completion dates one year.

Project #15-5 - Sonoma Narrows "A3". The project was suspended due to shortfall of funds to supplement the construction capital and support budgets. A meeting was held with Caltrans, CTC staff, and TAM to explore funding options. The result of the meeting was TAM would provide local funds for construction capital, and TAM and MTC are tasked to find a solution for construction support. The project is to be resume construction, and the support budget will show as over expended until a solution for the support is enacted.

Project #29 - HOV Gap Closure. Effort is underway to supplement the construction support and construction capital budget $8 million. Additional funding will be CMAQ funds that were de-allocated at time of award. The cooperative agreements have been executed and budget information will be updated.

Project #64 - FPI Bay Area. Additional funds were added for construction capital by various counties.

(3) CMIA Bond Program Current Status Report

(3a) CMIA Bond Prgram Project Delivery Report

Fourth Quarter FY 2013-14

Milestone Behind Schedule ☑ Project Delivery Report Complete **PE** - plant establishment Milestone Complete

PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	TOTAL PROJECT COST ($1,000's) LST QTR	CMIA PROJECT COST ($1,000's) LST QTR	PROJECT DESCRIPTION	ALLOCATION	AWARD	% Complete	APPVD CCA	CURR CCA	% COMPLETE	FINAL PDR	APPVD CLOSEOUT	CURR CLOSEOUT	COMPLETE	SUP FDR
I-580 Eastbound HOV Lane - Greenville to Hacienda - Corridor Project																	
1	04	Ala	580	$ 54,280	$ 29,037	Corridor Project #1 (EA 29084)	3/13/08	07/28/08	100	12/01/11	02/04/10	100	☑				
				$ 46,491	$ 5,765	Corridor Project #2 (EA 29083)	10/30/08	07/22/09	100	12/01/11	09/30/11	100	☑				
				$ 42,839	$ 20,400	Corridor Project #3 (EA 2908V)	5/23/12	08/23/12	100	11/01/14	11/01/14	64					
				$ 143,610	$ 55,202	Corridor Summary				11/01/14	11/01/14			11/01/15	12/01/15		
I-580 Westbound HOV Lane - Greenville to Foothill - Corridor Project																	
2	04	Ala	580	$ 91,677	$ 41,860	Corridor Project #1 (EA 2908C)	5/23/12	11/20/12	100	11/01/14	12/01/14	54					
				$ 65,700	$ 40,481	Corridor Project #2 (EA 2908E)	4/26/12	10/29/12	100	11/01/14	11/01/14	61					
				$ 157,377	$ 82,341	Corridor Summary				11/01/14	12/01/14			11/01/15	11/01/15		
I-580 / Isabel Interchange - Corridor Project																	
3	04	Ala	580	$ 43,495	$ 18,375	Corridor Project #1 (EA 17131)	12/11/8	06/22/09	100	03/01/12	04/09/12	100	☑				
				$ 6,810	$ 1,770	Corridor Project #2 (EA 17132)	12/11/08	06/22/09	100	01/01/12	10/31/11	100	☑				
				$ 73,313	$ 25,113	Corridor Project #3 (EA 17133)	10/30/08	07/23/09	100	01/01/12	11/23/11	100	☑				
				$ 123,618	$ 45,258	Corridor Summary				03/01/12	04/09/12			03/01/13	07/01/13		
I-880 SB HOV Ln Extension - Hegenberger to Marina Blvd - Corridor Project																	
4	04	Ala	880	$ 63,589	$ 52,846	Corridor Project #1 (EA 3A921)	4/26/12	09/14/12	100	01/01/16	07/30/15	60					
				$ 35,052	$ 29,765	Corridor Project #2 (EA 3A922)	5/23/12	11/08/12	100	02/01/16	09/02/15	75					
				$ 98,641	$ 82,611	Corridor Summary				02/01/16	09/02/15			02/01/17	09/03/17		
State Route 24 Caldecott Tunnel - Fourth Bore - Corridor Project																	
5	04	Ala CC	24	$ 398,861	$ 84,482	Corridor Project #1 (EA 29491)	5/14/09	11/10/09	100	05/01/14	05/01/14	PE					
				$ 4,730	$ -	Corridor Project #2 (EA 29492)	Local	12/22/09	100	03/01/11	04/20/11	100	☑				
				$ 642	$ -	Corridor Project #3 (EA 29493)	Local	12/23/09	100	07/01/10	07/19/10	100	☑				
				$ 404,233	$ 84,482	Corridor Summary				05/01/14	05/01/14			03/01/15	02/01/16		
6	10	Cal	4	$ 60,688	$ 3,574	Angels Camp Bypass	9/20/07	08/11/07	100	09/01/10	09/24/09	100	☑	03/01/12	03/01/14		

PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	TOTAL PROJECT COST ($1,000's) LST QTR	CMIA PROJECT COST ($1,000's) LST QTR	PROJECT DESCRIPTION	ALLOCATION	AWARD	% Complete	APPVD CCA	CURR CCA	% COMPLETE	FINAL PDR	APPVD CLOSEOUT	CURR CLOSEOUT	COMPLETE	SUP FDR
State Route 4 East Widening from Somersville to Route 160																	
7	04	CC	4	$ 72,930	$ 12,428	Corridor Project #1 (EA 2285C)	5/20/10	01/05/11	100	02/01/13	12/16/13	100	☑				
				$ 83,967	$ 16,671	Corridor Project #2 (EA 2285E)	8/10/11	10/20/11	100	02/01/15	10/31/15	71					
				$ 92,407	$ 39,200	Corridor Project #3 (EA 1G940)	1/25/12	05/25/12	100	12/01/14	03/31/16	49					
				$ 110,355	$ -	Corridor Project #4 (EA 1G941)	8/22/12	11/14/12	100	08/01/15	12/31/15	30					
				$ 44,949	$ 31,787	Corridor Project #5 (EA 24657)	1/25/12	04/19/12	100	09/30/13	01/08/15	84					
				$ 404,608	$ 100,086	Corridor Summary				02/01/15	03/31/16			08/01/16	11/01/16		
I-80 Integrated Corridor Mobility Project																	
8	04	Ala CC	80	$ 8,384	$ 7,584	Corridor Project #1 (EA 3A774)	10/27/11	03/15/12	100	04/01/15	06/01/15	25					
				$ 6,163	$ 5,363	Corridor Project #2 (EA 3A775)	3/29/12	07/26/12	100	04/01/14	01/30/15	75					
				$ 2,296	$ 1,896	Corridor Project #3 (EA 3A771)	1/20/11	04/28/11	100	04/01/12	08/16/12	100	☑				
				$ 10,754	$ 9,379	Corridor Project #4 (EA 3A776)	5/23/12	09/30/12	100	01/01/14	09/01/14	95					
				$ 28,136	$ 22,256	Corridor Project #5 (EA 3A777)	5/23/12	10/01/12	100	06/01/14	08/01/14	57					
				$ 55,733	$ 46,478	Corridor Summary				04/01/15	06/30/15			10/01/15	08/01/16		
US 50 HOV Lanes - Corridor Project																	
9	03	ED	50	$ 44,568	$ 20,000	Corridor Project #1 (EA 3A711)	9/25/08	11/18/08	100	06/01/10	07/06/12	100					
				$ 10,454	$ 6,294	Corridor Project #2 (EA 3A712)	12/15/11	04/01/12	100	10/01/13	04/05/13	100					
				$ 55,022	$ 26,294	Corridor Summary				10/01/13	04/05/13			10/01/14	10/15/15		
10	06	Ker	46	$ 75,570	$ 32,751	Route 46 Expressway - Segment 3	5/20/10	01/26/11	100	07/01/14	01/16/13	100		01/01/16	01/30/16		
11	06	Kin Tul	198	$ 94,516	$ 44,514	Route 198 Expressway	5/14/09	09/01/09	100	02/01/12	03/11/13	100	☑	08/01/13	04/01/15		
12	07	LA	405	$ 1,060,100	$ 730,000	I-405 Carpool Lane I-10 To US 101 (NB) (Design Build)	9/25/08	04/23/09	100	12/31/13	10/03/14	81		12/01/15	12/01/15		
Interstate 5 Carpool Lane from Route 134 to Route 170 - Corridor Project																	
13	07	LA	5	$ 152,624	$ -	Corridor Project #1 (EA 12184)	Local	12/06/10	100	12/31/13	02/20/15	58					
				$ 132,358	$ -	Corridor Project #2 (EA 1218V)	Local	10/14/10	100	12/31/12	12/30/14	95					
				$ 355,359	$ 64,713	Corridor Project #3 (EA 1218W)	5/23/12	11/29/12	100	05/30/16	05/16/16	7					
				$ 640,341	$ 64,713	Corridor Summary				05/30/16	05/16/16			05/30/17	01/31/18		

PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	TOTAL PROJECT COST ($1,000's) LST QTR	CMIA PROJECT COST ($1,000's) LST QTR	PROJECT DESCRIPTION	ALLOCATION	AWARD	% Complete	APPVD CCA	CURR CCA	% COMPLETE	FINAL PDR	APPVD CLOSEOUT	CURR CLOSEOUT	COMPLETE	SUP FDR
I-5 Carpool Lane from Orange County Line to I-605 - Corridor Project																	
14	07	LA	5	$ 96,771	$ 51,983	Corridor Project #1 (EA 21591)	8/10/11	11/28/11	100	04/29/15	03/22/16	71					
				$ 615,261	$ -	Corridor Project #2 (EA 21592)		09/05/15		03/31/17	03/21/18						
				$ 180,003	$ 104,708	Corridor Project #3 (EA 21593)	4/26/12	08/14/12	100	04/22/16	03/13/18	36					
				$ 370,270	$ 158,320	Corridor Project #4 (EA 21594)	4/26/12	08/23/12	100	04/01/16	01/24/18	34					
				$ 190,392	$ -	Corridor Project #5 (EA 21595)	8/6/13	04/24/14	100	12/01/16	10/02/18	1					
				$ 1,452,697	$ 315,011	Corridor Summary				12/01/16	10/02/18			05/31/20	11/18/20		
Highway 101 Marin-Sonoma Narrows - Corridor Project																	
15	04	Mrn Son	101	$ 85,126	$ 15,409	Corridor Project #1 (EA 26407)	5/23/12	09/14/12	100	06/01/15	12/01/14	90					
				$ 127,347	$ 72,717	Corridor Project #2 (EA 2640U)	5/23/12	11/01/12	100	06/01/15	10/31/16	57					
				$ 49,842	$ 29,773	Corridor Project #3 (EA 26406)	1/20/11	06/02/11	100	12/02/13	12/17/12	100					
				$ 4,467	$ 4,092	Corridor Project #4 (EA 2640G)	6/27/12	11/08/12	100	12/01/13	12/02/13	100					
				$ 18,202	$ 17,244	Corridor Project #5 (EA 2640L)	6/27/12	11/01/12	100	06/30/14	08/01/14	91					
				$ 31,679	$ 30,729	Corridor Project #6 (EA 2640K)	6/27/12	11/02/12	100	10/01/14	06/30/15	65					
				$ 316,663	$ 169,964	Corridor Summary				06/01/15	10/31/16			07/01/16	12/01/17		
16	04	Mrn	580	$ 17,852	$ 17,852	Westbound I-580 to Northbound US 101 Connector	5/14/09	11/04/09	100	03/01/11	01/27/11	100	☑	03/01/12	12/01/12	100	☑
17	05	Mon	1	$ 31,691	$ 18,568	Salinas Road Interchange	5/14/09	10/07/09	100	07/01/11	03/20/14	100		12/01/12	12/01/15		
SR 12 Jameson Canyon Widening - Phase 1 - Corridor Project																	
18	04	Nap Sol	12	$ 2,190	$ -	PAED Costs Phase 2 (EA 26412)											
				$ 45,886	$ 18,518	Corridor Project #1 (EA 26413)	8/10/11	01/26/12	100	08/01/12	06/01/15	PE					
				$ 72,004	$ 36,349	Corridor Project #2 (EA 26414)	8/10/11	01/11/12	100	08/01/13	06/01/15	90					
				$ 120,080	$ 54,867	Corridor Summary				08/01/13	06/01/15			08/01/14	12/31/16		
19	03	Nev	49	$ 30,019	$ 8,255	Route 49 La Barr Meadows Widening	1/13/10	05/28/10	100	12/01/14	04/08/14	100		12/01/16	12/01/16		
20	12	Ora	91	$ 60,759	$ -	Add one lane on EB SR-91 from SR-241/SR-91 to SR-71/SR-91	Local	08/29/09	100	09/01/11	05/13/11	100	☑	09/01/15	03/28/12	100	☑
SR-22 / I-405 / I-605 HOV Connector with ITS Elements - Corridor Project																	
21	12	Ora	22	$ 163,024	$ 135,430	Corridor Project #1 (EA 07163)	4/8/10	10/12/10	100	05/01/14	06/07/15	87					
				$ 119,657	$ -	Corridor Project #2 (EA 07162)	Local	06/11/10	100	02/01/14	01/16/15	92					
				$ 282,681	$ 135,430	Corridor Summary				05/01/14	06/07/15			05/01/15	10/06/16		

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22	12	Ora	91	$ 77,510	$ 17,937	Widen EB&WB SR-91 fr E of SR-55 Conn to E of Weir Canyon Road	1/20/11	05/03/11	100	12/01/14	09/01/13	100	☑	12/01/15	06/29/14		
23	12	Ora	57	$ 32,278	$ 24,127	Widen NB fr 0.3M S of Katella Ave to 0.3M N of Lincoln Ave	8/10/11	10/26/11	100	03/01/15	03/01/15	84		03/01/16	03/01/16		
Widen NB from 0.4 m N of SR-91 to 0.1 m N of Lambert Road - Corridor Project																	
24	12	Ora	57	$ 50,759	$ 40,925	Corridor Project #1 (EA 0F031)	4/8/10	10/12/10	100	07/01/14	09/01/14	99					
				$ 52,959	$ 41,250	Corridor Project #2 (EA 0F032)	4/8/10	10/13/10	100	07/01/14	05/02/14	100					
				$ 103,718	$ 82,175	Corridor Summary				07/01/14	09/01/14			07/01/15	07/01/15		
Lincoln Bypass - Corridor Project																	
25	03	Pla	65	$ 292,203	$ 48,934	Corridor Project #1 (EA 3338U)	2/14/08	06/09/08	100	06/15/13	07/03/13	100					
				$ 23,099	$ 20,000	Corridor Project #2 (EA 33382)	10/26/11	05/21/12	100	12/15/14	09/01/14	94					
				$ 315,302	$ 68,934	Corridor Summary				12/15/14	09/01/14			12/15/16	04/01/16		
26	03	Pla	80	$ 47,577	$ 8,484	Pla-80 HOV Phase 2	1/10/08	05/01/08	100	10/01/10	10/18/12	100	☑	10/01/12	10/01/14		
27	03	Pla	80	$ 49,374	$ 22,985	Pla-80 HOV Phase 3	12/11/08	08/10/09	100	01/01/11	06/17/13	100		01/01/13	10/01/15		
28	08	Riv	215	$ 29,228	$ 10,297	Widening, Add One Mixed Flow Lane in Each Direction	1/20/11	09/28/10	100	12/01/13	11/21/13	100	☑	12/01/14	05/30/14		
29	08	Riv	91	$ 241,449	$ 120,191	HOV Lane Gap Closure	8/10/11	02/10/12	100	08/01/15	02/05/16	67		08/01/17	02/05/18		
30	03	Sac	50	$ 96,581	$ 47,611	Hwy 50 Bus/Carpool & Aux Lns & Community Enhancements	7/9/09	10/26/09	100	01/01/13	05/10/13	100	☑	01/01/15	01/15/15		
31	03	Sac	Loc	$ 17,575	$ 14,075	White Rock Road from Grant Line to Prairie City	2/23/12	04/30/12	100	12/31/13	12/01/13	100		06/01/14			
32	08	SBd	10	$ 30,760	$ 14,074	Westbound Mixed Flow Lane Addition	1/13/10	12/10/10	100	05/01/12	12/01/14	97		06/01/13	12/02/16		
33	08	SBd	215	$ 347,307	$ 49,120	I-215 North Segments 1 & 2 - HOV & Mixed Flow Ln Addition	4/16/09	08/27/09	100	09/05/13	07/31/14	95		09/15/15	09/14/15		
Interstate 215 HOV Lanes and Connectors - Corridor Project																	
34	08	SBd	215	$ 77,658	$ 29,000	SR - 210/215 Connectors	4/16/09	09/17/09	100	02/01/13	05/01/14	100					
35				$ 44,740	$ 36,540	I-215 North Segment 5	4/16/09	09/17/09	100	02/01/13	05/01/14	100					
				$ 122,398	$ 65,540	Corridor Summary				02/01/13	05/01/14			03/01/15	11/16/15		
36	08	SBd	10	$ 18,300	$ 8,880	Widen Exit Ramps&Add Aux Ln @Cherry, Citrus&Cedar Ave IC's	1/13/10	10/12/10	100	12/01/10	12/20/12	100	☑	06/01/11	12/19/14		

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I-15 Managed Lanes - Corridor Project																	
37	11	SD	15	$ 110,103	$ 93,765	Corridor Project #1 (EA 2T093)	9/20/07	02/08/08	100	01/17/11	12/28/11	100	☑				
				$ 87,770	$ 71,641	Corridor Project #2 (EA 2T091)	2/14/08	05/12/08	100	02/21/12	05/31/11	100	☑				
				$ 138,686	$ 115,668	Corridor Project #3 (EA 2T092)	4/10/08	07/25/08	100	04/15/12	06/14/12	100	☑				
				$ 336,559	$ 281,074	Corridor Summary				04/15/12	06/14/12			10/03/13	08/15/14		
I-5 North Coast Corridor - Stage 1A - Corridor Project																	
38	11	SD	5	$ 52,664	$ 24,500	Corridor Project #1 (EA 2358U)	9/20/07	08/15/07	100	10/30/09	07/14/10	100	☑				
				$ 80,446	$ -	Corridor Project #2 (EA 2T040)	Local	01/28/11	100	06/30/12	01/06/15	99					
				$ 133,110	$ 24,500	Corridor Summary				06/30/12	01/06/15			01/30/14	07/12/18		
39	10	SJ	205	$ 22,009	$ 9,070	I-205 Auxiliary Lanes	4/8/10	10/12/10	100	04/01/13	06/15/13	100	☑	11/01/14	08/31/14		
Route 46 Corridor Improvements (Whitley 1) - Corridor Project																	
40	05	SLO	46	$ 78,605	$ 49,778	Corridor Project #1 (EA 33072)	4/8/10	10/25/10	100	08/01/13	09/01/14	98					
				$ 4,500	$ -	STIP TEA Enhancements											
				$ 83,105	$ 49,778	Corridor Summary				08/01/13	09/01/14			10/01/14	02/01/16		
Widen US 101 & add Aux Lns fr Marsh Rd to Embarcadero Rd. - Corridor Project																	
41	04	SM	101	$ 40,638	$ 23,445	Corridor Project #1 (EA 23563)	1/20/11	06/01/11	100	03/01/12	06/25/13	100	☑				
				$ 22,514	$ 3,802	Corridor Project #2 (EA 23564)	10/26/11	05/24/12	100	11/01/13	11/15/13	100	☑				
				$ 63,152	$ 27,247	Corridor Summary				11/01/13	11/15/13			11/01/14	11/01/15		
42	04	SCl	880	$ 69,329	$ 45,929	I-880 Widening (SR 237 to US 101)	8/10/11	12/14/11	100	07/01/13	04/04/14	100		08/01/14	10/30/14		
43	04	SCl	101	$ 73,199	$ 55,871	US 101 Aux Lanes - State Route 85 to Embarcadero Rd	8/10/11	11/17/11	100	08/01/13	01/23/15	93		09/01/14	07/31/15		
44	04	SCl	101	$ 49,869	$ 16,894	US 101 Improvements (I-280 to Yerba Buena Rd)	1/13/10	10/01/10	100	06/01/13	10/31/12	100	☑	06/01/14	12/01/14		
45	05	SCr	1	$ 20,085	$ 13,783	Highway 1 Soquel to Morrissey Auxiliary Lanes	8/10/11	01/05/12	100	11/01/13	11/01/13	100		12/01/14	12/01/14		
46	02	Sha	5	$ 16,479	$ 13,660	Cottonwood Hills Truck Climbing Lane	1/13/10	04/21/10	100	12/01/11	11/17/11	100	☑	12/01/12	04/01/15		
I-80 HOV Lanes, Fairfield (Rt 80/680/12 to Putah Creek) - Corridor Project																	
47	04	Sol	80	$ 42,748	$ 20,171	Corridor Project #1 (EA 0A531)	2/14/08	06/04/08	100	12/01/09	12/23/09	100	☑				
				$ 7,887	$ 6,087	Corridor Project #2 (EA 0A532)	4/8/10	10/12/10	100	09/01/11	02/29/12	100	☑				
				$ 30,296	$ -	Corridor Project #3 (EA 4C51U)	3/12/09	04/21/09	100	11/01/10	12/01/10	100	☑				
				$ 80,931	$ 26,258	Corridor Summary				09/01/11	02/29/12			10/01/12	03/01/14	100	☑

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48	04	Son	101	$ 92,761	$ 17,359	Central Phase A - US 101 HOV Lns from Railroad Ave to Rohnert Park Expressway	5/14/09	10/12/09	100	12/01/11	08/31/12	100		02/01/13	06/30/14		
49	04	Son	101	$ 120,260	$ 69,860	US 101 HOV lanes - North Phase A (from Steele Lane to Windsor River Road)	5/29/08	10/29/08	100	01/01/11	12/30/10	100	☑	02/01/12	12/25/13		
50	04	Son	101	$ 79,367	$ 29,280	US 101 HOV Lanes - Wilfred Ave to Santa Rosa Ave	9/25/08	03/03/09	100	12/01/13	12/30/12	100		01/01/15	12/01/14		
51	10	Sta	219	$ 45,580	$ 9,844	SR-219 Expressway, Phase 1 (SR-99 to Morrow Road)	1/10/08	06/19/08	100	08/01/09	06/30/10	100	☑	11/01/09	12/30/13		
52	10	Sta	219	$ 42,662	$ 12,744	SR-219 Expressway, Phase 2 (Morrow Road to Route 108)	12/15/11	08/30/12	100	05/30/14	12/31/15	53		07/31/15	12/31/17		
53	10	Tuo	108	$ 53,392	$ 14,530	E. Sonora Bypass Stage II	1/20/11	12/16/11	100	03/01/14	01/10/14	100		11/01/15	06/30/15		
54	07	Ven SB	101	$ 101,163	$ 81,293	HOV Lanes, Mussel Shoals to Casitas Pass Road	8/10/11	01/04/12	100	08/01/16	09/22/16	72		09/01/17	04/25/19		
CMIA projects amended into program using project cost/award savings																	
55	04	Son	101	$ 18,633	$ 16,312	Central Project - Phase B	1/20/11	05/19/11	100	12/31/12	07/17/13	100		01/01/14	01/01/15		
56	03	Sac	80	$ 133,035	$ 53,537	I-80 HOV Ln Across the Top	1/20/11	07/29/11	100	11/01/14	11/15/15	62		11/01/16	11/15/17		
57	10	SJ	5	$ 121,278	$ 42,470	I-5 HOV Ln and CRCP	1/20/11	06/02/11	100	12/30/14	03/31/15	63		01/30/16	03/28/16		
58	05	SLO	101	$ 50,299	$ 31,174	Santa Maria Bridge	1/20/11	06/21/11	100	04/01/14	01/15/15	99		07/15/15	07/15/16		
59	11	SD	15	$ 68,159	$ 25,802	Mira Mesa Direct Access Ramp	12/15/11	04/04/12	100	01/14/15	09/30/15	78		07/07/16	12/11/16		
60	02	Sha	5	$ 23,468	$ 21,713	South Redding 6;Lane	1/20/11	05/09/11	100	11/15/12	02/01/13	100	☑	11/15/13	01/31/14		
61	03	But	32	$ 9,925	$ 3,425	But 32 Highway Widening	8/10/11	06/30/12	100	11/30/13	12/31/14	9		05/30/14	02/01/16		
Widen Ala 84 Expressway - Corridor Project																	
62	04	Ala	84	$ 41,065	$ 16,057	Corridor Project #1 (EA 29761)	8/10/11	03/21/12	100	07/31/13	05/01/15	85					
				$ 97,402	$ -	Corridor Project #2 (EA 29762)		10/01/15		10/01/15	12/01/16						
				$ 138,467	$ 16,057	Corridor Summary				10/01/15	12/01/16			08/01/16	12/01/17		
63	06	Tul	198	$ 27,266	$ 6,667	Plaza Drive IC / Aux Lns	8/10/11	11/30/11	100	06/30/13	06/30/14	100		12/31/13	12/01/14		
64	04	Var	Var	$ 72,718	$ 36,057	Freeway Performance Initiative	4/26/12	08/28/12	100	10/01/14	06/30/15	90		04/01/16	06/30/17		

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Bi-County I-215 Gap Closure - Corridor Project																	
65	08	SBd	215	$ 182,802	$ 15,350	I-215 Gap Closure	6/27/12	12/03/12	100	05/01/16	07/20/16	92					
66	8	Riv	215	$ 5,193	$ 3,007	Newport Ave OC	6/27/12	12/03/12	100	05/01/16	07/20/16	92					
				$ 187,995	$ 18,357	Corridor Summary				05/01/16	07/20/16			04/01/18	08/02/18		
67	04	Son	101	$ 49,621	$ 22,242	North Project Phase B Airport IC	4/26/12	12/03/12	100	12/31/13	08/31/15	92		11/01/15	09/01/17		
68	04	SCl	880	$ 62,097	$ 39,231	I-880/I-280 Stevens Creek IC Impvmts	5/23/12	09/06/12	100	12/01/14	03/01/15	50		12/01/15	09/01/15		
69	04	SCl	101	$ 33,962	$ 22,367	Capitol Exp Yerba Buena IC	5/23/12	08/02/12	100	06/30/14	04/08/15	80		07/01/15	06/30/15		
70	08	SBd	15	$ 82,912	$ 16,206	La Mesa Nisqualli Rd IC	8/10/11	12/08/11	100	12/01/13	03/05/14	100		12/01/15	06/05/15		
71	11	SD	805	$ 36,501	$ 18,785	HOV Lns - SR54 to SR94	1/25/12	06/22/12	100	12/31/13	12/20/13	100		07/11/13	03/01/14		
72	11	SD	805	$ 55,432	$ 37,978	HOV Lns - Palomar to SR54	1/25/12	09/09/12	100	07/30/14	04/03/14	100		11/05/13	07/25/15		
73	05	SLO	46	$ 55,559	$ 45,088	Whitley 2A	2/23/12	05/18/12	100	09/08/15	09/08/15	46		10/01/16	06/15/16		
74	12	Ora	74	$ 77,211	$ 24,109	SR74 / I-5 IC	4/25/12	10/19/12	100	02/02/15	06/01/16	38		02/01/17	06/01/17		
75	11	SD	805	$ 121,500	$ 40,638	805 Managed Lns North (Design Build)	10/26/11	7/30/12 2/26/13*	100	03/15/15	03/31/16	49		06/30/16	06/30/17		
76	2	Sha	5	$ 7,275	$ 6,000	I5/Deschutes Rd IC	5/3/12	7/26/12	100	12/15/12	01/31/14	100		05/01/13	09/01/14		
77	3	Sac	50	$ 39,919	$ 12,109	SR50 - Watt IC	4/26/12	9/15/12	100	11/30/14	11/17/14	22		05/31/15	01/01/17		
78	5	Mon	101	$ 91,150	$ 28,325	San Juan IC	4/26/12	09/27/12	100	03/18/15	01/29/16	64		03/19/16	08/26/16		
79	5	SB	101	$ 17,968	$ 4,792	Union Valley Pkwy IC	4/26/12	07/26/12	100	12/31/13	12/31/13	100	☑	02/03/15	02/03/15		
80	8	SBd	10	$ 18,620	$ 10,000	I-10 Tippercanoe Ave IC	4/26/12	07/11/12	100	07/11/13	02/25/15	91		08/01/15	06/24/15		
81	11	SD	76	$ 36,749	$ 29,387	I-5 / SR 76 IC	4/26/12	08/01/12	100	01/01/17	12/01/14	85			12/26/15		
82	3	ED	50	$ 19,200	$ 15,500	US Route 50 HOV Ln	5/23/12	07/17/12	100	12/31/13	12/31/14	71		10/31/14	08/01/16		
83	3	ED	50	$ 9,145	$ 6,000	Western Placerville IC Ph 1A	5/23/12	11/05/12	100	10/15/13	02/01/15	95		01/15/14	02/01/17		
84	8	Riv	215	$ 123,502	$ 38,779	215 Widening Scortt to Nuevo Rd	5/23/12	11/14/12	100	12/31/15	12/31/15	20		06/30/16	11/07/17		

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85	8	SBd	15	$ 63,923	$ 20,785	I15 Ranchero Rd IC	5/23/12	08/01/12	100	08/01/14	10/01/14	71		09/01/16	04/21/16		
86	4	Ala	680	$ 8,793	$ 6,673	FPI	6/27/12	09/29/12	100	11/01/14	06/27/13	100	☑	12/01/15	11/15/14		
87	8	SBd	15	$ 35,274	$ 12,000	Duncan Canyon Rd IC	6/27/12	08/14/12	100	06/01/14	04/21/15	65		12/01/14	10/14/16		
88	12	Ora	405	$ 3,230	$ 2,410	Widen Ramp for Deceleration Lane	6/27/12	10/11/12	100	07/01/14	05/30/14	100		12/01/14	12/01/14		
89	7	LA	710	$ 960,203	$ 153,657	Gerald Desmond Bridge (Design Build)	10/24/12	10/1/12 6/11/13*	100	06/27/16	06/27/16	9		09/26/17	09/26/17		
90	8	SBd	15	$ 324,460	$ 53,743	Devore Widening, IC	12/6/12	11/13/12	100	03/25/16	09/30/16	38		02/28/19	10/25/19		
Totals				$ 11,884,317	$ 4,410,000												

* Design Build contract: two award dates. 1st, notice to proceed for design, 2nd, construction start

(3b) CMIA Bond Program Project Expenditure Report

Fourth Quarter FY 2013-14

Within Budget Conditions
- G Estimated cost < or = budget

Post Vote STIP costs; No CTC action required
- S Estimated cost STIP funds > 120% budget
- B Estimated cost BOND funds > 100% budget
- O Estimated cost LOCAL funds > 100% budget

Budget Changed in Construction
- C Budget Supplemented / Reduced by Coop Agmt

Known cost overrun conditions
- P Actual cost STIP funds > 100% budget
- B Actual cost BOND funds > 100% budget
- L Actual cost LOCAL funds > 100% budget

Project					Construction (1,000's)										
						Support				Capital					
#	D	CO	RTE	PROJECT DESCRIPTION	Agency	Appd	Exp			Appd	Exp				
I-580 Eastbound HOV Lane - Greenville to Hacienda - Corridor Project															
1	04	Ala	580	Corridor Project #1 (EA 29084)	Caltrans	$ 5,700	$ 5,104			$ 42,410	$ 42,410				
				Corridor Project #2 (EA 29083)	Caltrans	$ 4,458	$ 4,561			$ 35,203	$ 35,203				
				Corridor Project #3 (EA 2908V)	Caltrans	$ 4,132	$ 3,459			$ 35,162	$ 17,612			C	
				Corridor Summary		$ 14,290	$ 13,124		G	$ 112,775	$ 95,225			G	
I-580 Westbound HOV Lane - Greenville to Foothill - Corridor Project															
2	04	Ala	580	Corridor Project #1 (EA 2908C)	Caltrans	$ 9,795	$ 6,674			$ 73,769	$ 28,830			C	
				Corridor Project #2 (EA 2908E)	Caltrans	$ 7,820	$ 5,727			$ 50,101	$ 24,307			C	
				Corridor Summary		$ 17,615	$ 12,401		G	$ 123,870	$ 53,137			G	
I-580 / Isabel Interchange - Corridor Project															
3	04	Ala	580	Corridor Project #1 (EA 17131)	Livermore	$ -	$ -			$ 26,495	$ 18,375				
				Corridor Project #2 (EA 17132)	Livermore	$ -	$ -			$ 3,210	$ 1,770				
				Corridor Project #3 (EA 17133)	Caltrans	$ 8,000	$ 7,006			$ 37,813	$ 28,032				
				Corridor Summary		$ 8,000	$ 7,006		G	$ 67,518	$ 48,177			G	
I-880 SB HOV Ln Extension - Hegenberger to Marina Blvd - Corridor Project															
4	04	Ala	880	Corridor Project #1 (EA 3A921)	Caltrans	$ 7,020	$ 5,025			$ 46,657	$ 25,030				
				Corridor Project #2 (EA 3A922)	Caltrans	$ 4,000	$ 3,751			$ 25,765	$ 15,577				
				Corridor Summary		$ 11,020	$ 8,776		G	$ 72,422	$ 40,607			G	
State Route 24 Caldecott Tunnel - Fourth Bore - Corridor Project															
5	04	Ala CC	24	Corridor Project #1 (EA 29491)	Caltrans	$ 51,218	$ 49,591		C	$ 293,425	$ 276,686			C	
				Corridor Project #2 (EA 29492)	Caltrans	$ 400	$ 492		L	$ 4,300	$ 2,809				
				Corridor Project #3 (EA 29493)	Caltrans	$ 100	$ 130		L	$ 500	$ 407				
				Corridor Summary		$ 51,718	$ 50,213		G	$ 298,225	$ 279,902			G	
6	10	Cal	4	Angels Camp Bypass	Caltrans	$ 3,600	$ 4,319		P	$ 31,101	$ 25,615			G	
State Route 4 East Widening from Somersville to Route 160 - Corridor Project															
7	04	CC	4	Corridor Project #1 (EA 2285C)	Caltrans	$ 10,608	$ 5,459			$ 39,641	$ 44,471			C	
				Corridor Project #2 (EA 2285E)	Caltrans	$ 14,395	$ 4,675			$ 48,717	$ 33,010				
				Corridor Project #3 (EA 1G940)	Caltrans	$ 13,389	$ 3,945			$ 59,775	$ 27,302				
				Corridor Project #4 (EA 1G941)	CCTA	$ -	$ -			$ 98,934	$ 19,452			C	
				Corridor Project #5 (EA 24657)	CCTA	$ -	$ -			$ 36,787	$ 30,565			C	
				Corridor Summary		$ 38,392	$ 14,079		G	$ 283,854	$ 124,235			G	
I-80 Integrated Corridor - Corridor Project															
8	04	Ala CC	4	Corridor Project #1 (EA 3A774)	ACCMA	$ -	$ -			$ 7,584	$ 1,430				
				Corridor Project #2 (EA 3A775)	ACCMA	$ -	$ -			$ 5,363	$ 1,215				
				Corridor Project #3 (EA 3A771)	ACCMA	$ -	$ -			$ 1,896	$ 1,682				
				Corridor Project #4 (EA 3A776)	Caltrans	$ 1,492	$ 1,099			$ 7,887	$ 6,118				
				Corridor Project #5 (EA 3A777)	Caltrans	$ 3,675	$ 1,917			$ 18,581	$ 7,481				
				Corridor Summary		$ 5,167	$ 3,016		G	$ 41,311	$ 17,926			G	
US 50 HOV Lanes - Corridor Project															
9	03	ED	50	Corridor Project #1 (EA 3A711)	ED Co DOT	$ 3,560	$ 9,294		L	$ 37,808	$ 30,926				
				Corridor Project #2 (EA 3A712)		$ -	$ 1,279		L	$ 8,794	$ 15,461			L	
				Corridor Summary		$ 3,560	$ 10,573		L	$ 46,602	$ 46,387			G	
10	06	Ker	46	Route 46 Expressway - Segment 3	Caltrans	$ 9,900	$ 4,157		G	$ 49,995	$ 45,517			G	
11	06	Kin Tul	198	Route 198 Expressway	Caltrans	$ 9,514	$ 8,510		G	$ 51,758	$ 51,756			G	

Project					Construction (1,000's)										
					Support					Capital					
#	D	CO	RTE	PROJECT DESCRIPTION	Agency	Appd		Exp		Appd		Exp		
12	07	LA	405	I-405 Carpool Lane I-10 To US 101 (Northbound)	Metro	$	-	$	-	G	$	902,100	$	777,121	O
Interstate 5 Carpool Lane from Route 134 to Route 170 - Corridor Project															
13	7	LA	5	Corridor Project #1 (EA 12184)	Caltrans	$	12,718	$	17,133	L	$	110,786	$	35,128	
				Corridor Project #2 (EA 1218V)	Caltrans	$	13,197	$	17,050	L	$	99,851	$	58,620	
				Corridor Project #3 (EA 1218W)	Caltrans	$	33,000	$	3,574		$	195,787	$	15,173	O
				Corridor Summary		$	58,915	$	37,757	G	$	406,424	$	108,921	G
I-5 Carpool Lane from Orange County Line to I-605 - Corridor Project															
14	07	LA	5	Corridor Project #1 (EA 21591)	Caltrans	$	10,809	$	10,555	L	$	45,247	$	29,655	
				Corridor Project #2 (EA 21592)	Caltrans	$	21,700	$	-	C	$	175,000	$	-	C
				Corridor Project #3 (EA 21593)	Caltrans	$	16,681	$	9,090		$	89,447	$	27,788	
				Corridor Project #4 (EA 21594)	Caltrans	$	17,012	$	10,987		$	141,627	$	43,302	
				Corridor Project #5 (EA 21595)	Caltrans	$	15,975	$	-		$	98,962	$	-	C
				Corridor Summary		$	82,177	$	-	G	$	550,283	$	-	G
Highway 101 Marin-Sonoma Narrows - Corridor Project															
15	04	Mrn Son	101	Corridor Project #1 (EA 26407)	Caltrans	$	4,970	$	4,684		$	26,950	$	22,673	
				Corridor Project #2 (EA 26408U)	Caltrans	$	12,190	$	6,804		$	77,000	$	41,899	
				Corridor Project #3 (EA 26406)	Caltrans	$	7,000	$	6,641		$	28,473	$	26,676	
				Corridor Project #4 (EA 2640G)	Caltrans	$	700	$	700		$	3,392	$	2,829	
				Corridor Project #5 (EA 2640L)	Caltrans	$	2,500	$	2,414		$	14,744	$	11,991	
				Corridor Project #6 (EA 2640K)	Caltrans	$	4,800	$	2,970		$	25,929	$	13,718	
				Corridor Summary		$	32,160	$	24,213	G	$	176,488	$	119,786	G
16	04	Mrn	580	Westbound I-580 to Northbound US 101 Connector Improvements	Caltrans	$	2,100	$	1,858	G	$	11,052	$	10,609	G
17	05	Mon	1	Salinas Road Interchange	Caltrans	$	4,598	$	4,587	G	$	15,078	$	14,787	G
SR 12 Jameson Canyon Widening - Phase 1															
18	04	Nap Sol	12	PAED Costs Phase 2 (EA 26412)		$	-	$	-		$	-	$	-	
				Corridor Project #1 (EA 26413)	Caltrans	$	4,850	$	7,410	P	$	30,528	$	25,754	
				Corridor Project #2 (EA 26414)	Caltrans	$	9,250	$	10,476	P	$	43,293	$	35,231	
				Corridor Summary		$	14,100	$	17,886	P	$	73,821	$	60,985	G
19	03	Nev	49	Route 49 La Barr Meadows Widening	Caltrans	$	3,500	$	3,346	G	$	10,447	$	9,585	G
20	12	Ora	91	Add one lane on EB SR-91 from SR-241/SR-91 to SR-71/SR-91	Caltrans	$	7,801	$	5,900	G	$	40,086	$	39,043	G
SR-22 / I-405 / I-605 HOV Connector with ITS Elements - Corridor Project															
21	12	Ora	22	Corridor Project #1 (EA 07163)	Caltrans	$	25,113	$	22,589		$	122,811	$	102,000	C
				Corridor Project #2 (EA 07162)	Caltrans	$	18,374	$	16,462		$	78,637	$	68,215	C
				Corridor Summary		$	43,487	$	39,051	G	$	201,448	$	170,215	G
22	12	Ora	91	Widen EB&WB SR-91 fr E of SR-55 Conn to E of Weir Canyon Road	Caltrans	$	8,633	$	9,921	P	$	54,253	$	54,043	G
23	12	Ora	57	Widen NB fr 0.3 m S of Katella Ave to 0.3 m N of Lincoln Ave	Caltrans	$	5,292	$	4,768	G	$	19,435	$	15,563	C
Widen NB from 0.4 m N of SR-91 to 0.1 m N of Lambert Road - Corridor Project															
24	12	Ora	57	Corridor Project #1 (EA 0F031)	Caltrans	$	9,180	$	8,608		$	31,745	$	30,331	C
				Corridor Project #2 (EA 0F032)	Caltrans	$	9,180	$	8,111		$	32,670	$	32,080	C
				Corridor Summary		$	18,360	$	16,719	G	$	64,415	$	62,411	G
Lincoln Bypass - Corridor Project															
25	03	Pla	65	Corridor Project #1 (EA 3338U)	Caltrans	$	22,000	$	23,600	P	$	164,453	$	160,736	
				Corridor Project #2 (EA 33382)	Caltrans	$	2,751	$	2,131		$	19,499	$	17,365	
				Corridor Summary		$	24,751	$	25,731	P	$	183,952	$	178,101	G
26	03	Pla	80	Pla-80 HOV Phase 2	Caltrans	$	7,143	$	5,416	G	$	31,200	$	29,955	G
27	03	Pla	80	Pla-80 HOV Phase 3	Caltrans	$	5,300	$	5,208	G	$	39,974	$	25,382	G

Project					Construction (1,000's)										
						Support				Capital					
#	D	CO	RTE	PROJECT DESCRIPTION	Agency	Appd	Exp			Appd	Exp				
28	08	Riv	215	Widening, Add One Mixed Flow Lane in Each Direction	RCTC	$ -	$ -	G		$ 22,057	$ 12,200	G			
29	08	Riv	91	HOV Lane Gap Closure	Caltrans	$ 20,598	$ 18,642	G		$ 134,139	$ 78,315	G			
30	03	Sac	50	Hwy 50 Bus/Carpool & Aux Lns & Community Enhancements	Caltrans	$ 11,500	$ 12,139	C		$ 68,513	$ 68,093	C			
31	03	Sac	Loc	White Rock Road from Grant Line to Prairie City	Sac Co	$ -	$ -	G		$ 11,875	$ 10,281	G			
32	08	SBd	10	Westbound Mixed Flow Lane Addition	SANBAG	$ -	$ -	G		$ 25,449	$ 20,152	G			
33	08	SBd	215	I-215 North Segments 1 & 2 - HOV & Mixed Flow Ln Addition	SANBAG	$ -	$ -	G		$ 212,704	$ 205,576	G			
215 North and 210 Connectors - Corridor Project															
34	08	SBd	215	SR - 210/215 Connectors	Caltrans	$ 12,883	see			$ 47,672	see				
35				I-215 North Segment 5	Caltrans	$ 7,333	below			$ 29,207	below				
				Corridor Summary		$ 20,216	$ 12,920	G		$ 76,879	$ 71,431	G			
36	08	SBd	10	Widen Exit Ramps&Add Aux @Cherry, Citrus&Cedar IC's	Caltrans	$ 3,280	$ 3,422	P		$ 12,130	$ 11,214	G			
Managed Lanes South Segment - Corridor Project															
37	11	SD	15	Corridor Project #1 (EA 2T093)	Caltrans	$ 14,739	$ 14,603			$ 79,026	$ 77,319				
				Corridor Project #2 (EA 2T091)	Caltrans	$ 14,025	$ 11,346			$ 57,616	$ 57,438				
				Corridor Project #3 (EA 2T092)	Caltrans	$ 21,236	$ 15,431			$ 94,432	$ 93,786				
				Corridor Summary		$ 50,000	$ 41,380	G		$ 231,074	$ 228,543	G			
I-5 North Coast Corridor - Stage 1A - Corridor Project															
38	11	SD	5	Corridor Project #1 (EA 2358U)	Caltrans	$ 6,000	$ 7,770	P		$ 43,038	$ 37,018				
				Corridor Project #2 (EA 2T040)	Caltrans	$ 11,820	$ 14,638	L		$ 75,380	$ 55,365				
				Corridor Summary		$ 17,820	$ 22,408	P		$ 118,418	$ 92,383	G			
39	10	SJ	205	I-205 Auxiliary Lanes	Caltrans	$ 2,900	$ 2,283	G		$ 11,860	$ 11,536	G			
40	05	SLO	46	Route 46 Corridor Improvements (Whitley 1)	Caltrans	$ 7,000	$ 7,085	P		$ 58,105	$ 50,145	G			
Widen US 101 & Add Aux Lns Marsh Rd to Embarcadero Rd - Corridor Project															
41	04	SM	101	Corridor Project #1 (EA 23563)	Caltrans	$ 8,259	$ 2,844			$ 22,304	$ 16,054				
				Corridor Project #3 (EA 23564)	Caltrans	$ 3,802	$ 1,245			$ 12,648	$ 6,518				
				Corridor Summary		$ 12,061	$ 4,089	G		$ 34,952	$ 22,572	G			
42	04	SCl	880	I-880 Widening (SR 237 to US 101)	Caltrans	$ 9,810	$ 6,018	G		$ 39,719	$ 31,769	G			
43	04	SCl	101	US 101 Aux Lanes - State Route 85 to Embarcadero Rd	Caltrans	$ 11,080	$ 8,293	G		$ 44,791	$ 34,989	G			
44	04	SCl	101	US 101 Improvements (I-280 to Yerba Buena Rd)	Caltrans	$ 6,690	$ 6,619	G		$ 31,459	$ 26,049	G			
45	05	SCr	1	Highway 1 Soquel to Morrissey Auxiliary Lanes	SCCRTC	$ -	$ -	G		$ 15,933	$ 15,178	G			
46	02	Sha	5	Cottonwood Hills Truck Climbing Lane	Caltrans	$ 2,100	$ 1,252	G		$ 11,560	$ 11,396	G			
HOV lanes, Fairfield (Rt 80/680/12 to Putah Creek) - Corridor Project															
47	04	Sol	80	Corridor Project #1 (EA 0A531)	Caltrans	$ 6,351	$ 4,284			$ 29,197	$ 28,260				
				Corridor Project #3 (EA 0A532)	Caltrans	$ 1,319	$ 1,318			$ 4,768	$ 4,764				
				Corridor Project #2 (EA 4C15U)		$ 3,900	$ 1,597			$ 22,200	$ 15,837				
				Corridor Summary		$ 11,570	$ 7,199	G		$ 56,165	$ 48,861	G			
48	04	Son	101	Central Phase A - US 101 HOV Lns from Railroad Ave to Rohnert Park Expressway	Caltrans	$ 10,500	$ 10,729	P		$ 58,311	$ 55,171	G			
49	04	Son	101	US 101 HOV lanes - North Phase A (from Steele Lane to Windsor River Road)	Caltrans	$ 12,000	$ 9,586	G		$ 91,200	$ 88,485	G			
50	04	Son	101	US 101 HOV Lanes - Wilfred Ave to Santa Rosa Ave	Caltrans	$ 6,600	$ 7,502	P		$ 51,065	$ 46,028	G			
51	10	Sta	219	SR-219 Expressway, Phase 1 (SR-99 to Morrow Road)	Caltrans	$ 2,000	$ 1,942	G		$ 7,844	$ 6,602	G			
52	10	Sta	219	SR-219 Expressway, Phase 2 (Morrow Road to Route 108)	Caltrans	$ 4,300	$ 2,137	G		$ 17,612	$ 7,009	G			
53	10	Tuo	108	E. Sonora Bypass Stage II	Caltrans	$ 5,500	$ 6,300	P		$ 26,560	$ 24,857	G			

Project					Construction (1,000's)											
						Support					Capital					
#	D	CO	RTE	PROJECT DESCRIPTION	Agency		Appd		Exp			Appd		Exp	
54	07	Ven	101	HOV Lanes, Mussel Shoals to Casitas Pass Road	Caltrans	$	15,300	$	9,301	G	$	65,993	$	45,710	G
				CMIA projects amended into program using project cost/award savings											
55	4	Son	101	Central Project Phase B	Caltrans	$	3,000	$	2,844	G	$	13,312	$	12,012	G
56	3	Sac	80	I-80 HOV Ln Across the Top	Caltrans	$	16,000	$	10,717	G	$	104,588	$	60,820	G
57	10	SJ	5	I-5 HOV Ln and CRCP	Caltrans	$	11,990	$	10,643	G	$	94,008	$	55,697	G
58	5	SLO	101	Santa Maria Bridge	Caltrans	$	6,600	$	4,752	G	$	37,274	$	33,548	G
59	11	SD	15	Mira Mesa Direct Access Ramp	Caltrans	$	8,500	$	6,312	G	$	36,102	$	20,310	G
60	2	Sha	5	South Redding 6-Lane	Caltrans	$	2,250	$	1,917	G	$	19,463	$	18,624	G
61	3	But	32	But 32 Hwy Widening	Chico	$	-	$	-	G	$	6,425	$	590	G
				Ala 84 Expressway - Corridor Project											
62	04	Ala	84	Corridor Project #1 (EA 29761)	Caltrans	$	3,780	$	3,722		$	25,085	$	22,808	
				Corridor Project #3 (EA 29762)	Caltrans	$	8,005	$	-	C	$	48,000	$	-	C
				Corridor Summary		$	11,785	$	3,722	G	$	73,085	$	22,808	G
63	6	Tul	198	Plaza Dr IC / Aux Lns	Visalia	$	-	$	-	G	$	21,187	$	19,828	G
64	4	Var	Var	Fwy Performance Initiative	Caltrans	$	7,953	$	8,242	L	$	49,398	$	39,404	O
				I-215 Bi-County Gap Closure - Corridor Project											
65	8	SBd Riv	215	I-215 Gap Closure	Caltrans	$	16,270		see		$	137,171		see	
66				Newport Ave OC	Caltrans	$	361		below		$	3,007		below	
				Corridor Summary		$	16,631	$	10,939	G	$	140,178	$	89,839	G
67	4	Son	101	North Project Phase B Airport	Caltrans	$	4,500	$	4,164	G	$	33,813	$	26,151	G
68	4	SCl	880	I-880 Stevens Ctk IC Impvmts	SCVTA	$	-	$	-	G	$	47,197	$	22,980	G
69	4	SCl	101	Capitol Exp Yerba Buena IC	SCVTA	$	-	$	-	G	$	26,286	$	22,902	G
70	8	SBd	15	La Mesa Nisqualli Rd IC	SANBAG	$	-	$	-	G	$	53,082	$	15,331	G
71	11	SD	805	HOV Lns - SR54 to SR94	Caltrans	$	5,392	$	3,940	G	$	19,355	$	18,379	C
72	11	SD	805	HOV Lns - Palomar to SR94	Caltrans	$	7,400	$	7,159	G	$	34,278	$	32,920	G
73	5	SLO	46	Whitley 2A	Caltrans	$	7,000	$	3,632	G	$	38,088	$	15,890	G
74	5	Ora	74	SR 74 / I-5 IC	Caltrans	$	6,364	$	3,544	G	$	30,231	$	8,315	G
75	11	SD	805	I-805 Managed Lns North	Caltrans	$	26,142	$	8,900	G	$	86,419	$	34,341	G
76	2	Sha	5	I-5 Deschutes Rd IC	Anderson	$	-	$	-	G	$	6,000	$	5,704	G
77	3	Sac	50	SR50 - Watt IC	Sac Co	$	-	$	-	G	$	31,617	$	6,439	G
78	5	Mon	101	San Juan IC	Caltrans	$	8,000	$	4,492	G	$	48,700	$	26,602	G
79	5	SB	101	Union Valley Pkwy IC	Caltrans	$	1,900	$	1,633	G	$	9,584	$	8,884	G
80	8	SBd	10	I-10 Tippercanoe Ave IC	SANBAG	$	2,000	$	2,718	L	$	13,787	$	13,227	G
81	11	SD	76	I-5 / SR 76 IC	Caltrans	$	4,856	$	4,686	G	$	24,561	$	22,321	C
82	3	ED	50	US Route 50 HOV Ln	ED Co DOT	$	-	$	-	G	$	17,240	$	12,462	G
83	3	ED	50	Western Placerville IC Ph 1A	Caltrans	$	-	$	-	G	$	6,000	$	6,000	G
84	8	Riv	215	215 Widening Scott to Nuevo	RCTC	$	-	$	-	G	$	98,500	$	39,272	G
85	8	SBd	15	I-15 Ranchero Rd IC	SANBAG	$	3,650	$	-	G	$	40,148	$	33,443	G
86	4	Ala	680	FPI	Caltrans	$	1,000	$	997	G	$	5,673	$	4,740	G
87	8	SBd	15	Duncan Canyon Rd IC	Fontana	$	2,900	$	-	G	$	26,054	$	5,068	G

Project					Construction (1,000's)										
						Support					Capital				
#	D	CO	RTE	PROJECT DESCRIPTION	Agency		Appd		Exp			Appd		Exp	
88	*12*	*Ora*	*405*	*Widen Ramp for Deceleration Lane*	*Caltrans*	$	500	$	500	G	$	1,910	$	1,746	G
89	*7*	*LA*	*710*	*Gerald Desmond Bridge*	*Port of Long Beach*	$	-	$	-	G	$	782,359	$	212,607	O
90	*8*	*SBd*	*405*	*I-15 Widening and Devore IC*	*SANBAG*	$	26,951	$	10,252	G	$	225,528	$	60,306	O

CALIFORNIA DEPARTMENT OF TRANSPORTATION

Fourth Quarter FY 2013-14 State Route 99 (SR99) Bond Program Report

Quarterly Report to the California Transportation Commission

(1) SR99 Bond Program Summary

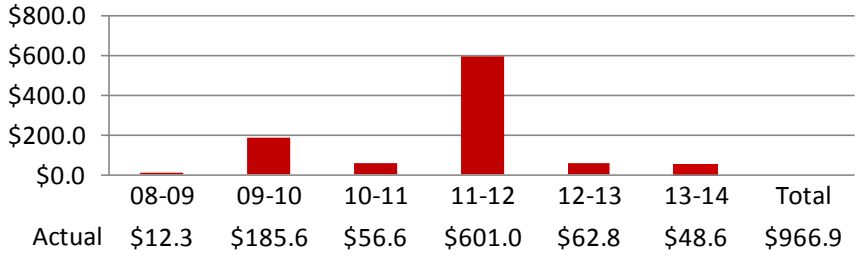
Fourth Quarter FY 2013-14

(1a) SR99 Bond Program Funding

	#Projects	Project Allocated Funds	% Allocated
SR99 bond program funds available for projects allocated to date:	27	$967 million	99%

In the SR99 bond program budget, $785 million was allocated for construction. In addition, $182 million has been allocated for other funded project components including right of way and engineering support costs. There is also $20 million set aside for bond administrative costs. There is currently an uncommitted balance of $13 million. Additional projects are planned for the uncommitted balance, and will be programmed and added to the program as they are delivered.

SR99 Program Allocations by FY (millions)



	Project Expenditures	Percent Expended
SR99 bond program project funds expended to date:	$545 million	55%

In the SR99 bond program's $1,000 million dollar budget, $967 million has been allocated to projects from SR99 bond program funds. In addition, $387 million has been committed from other contributor funds to increase the total value of projects in the SR99 bond program to $1,354 million. The table below shows how SR99 bond program funds and contributor funds were distributed by project components to complete funding for all projects in the SR99 bond program. Included are expenditures to date for SR99 bond program funds.

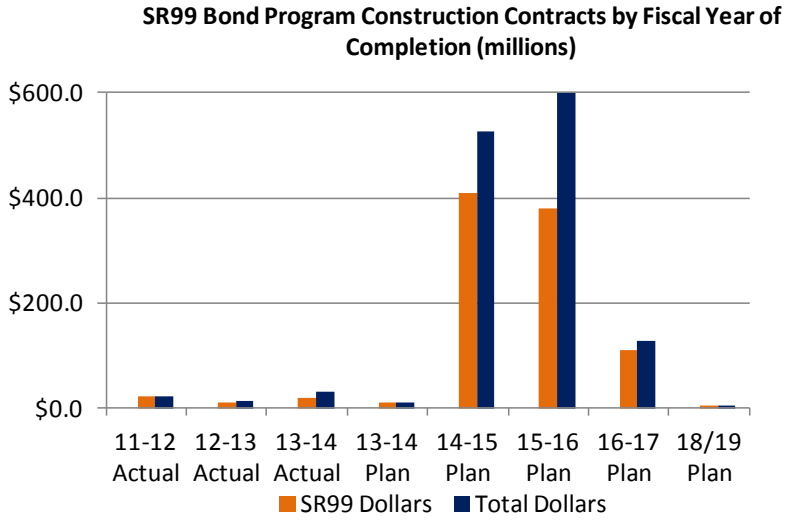
SR99 Bond Program Funding and Contributor Funds by Component (millions)

	Total Funds	Other Funds	SR99 Bond Program Funds		
			Allocated	Expended	Percent
Construction					
Support	$ 119.4	$ 12.3	$ 107.1	$ 69.3	65 %
Capital	$ 897.4	$ 112.7	$ 784.7	$ 429.3	53 %
Right of Way					
Support	$ 19.5	$ 8.2	$ 11.3	$ 6.4	57 %
Capital	$ 184.4	$ 133.2	$ 51.2	$ 28.6	56 %
Preliminary Engineering					
Support	$ 133.7	$ 121.0	$ 12.7	$ 8.6	68 %
Committed Subtotal	$ 1,354.4	$ 387.4	$ 967.0	$ 542.2	56 %
Uncommitted			$ 13.0		
Percent uncommitted			1.3%		
Bond Administration			$ 20.0	$ 3.1	16 %
Program Total			$ 1,000.0	$ 545.3	55 %

(1b) SR99 Bond Program Project Completions

	# Projects Completed	Percent Projects Completed
SR99 bond program construction contracts completed to date:	5	19%

To date, a total of 23 corridor projects have received SR99 bond program funds. Some corridor projects were constructed in stages, resulting in a total of 28 construction contracts being administered to complete the SR99 bond program.



SR99 Bond Program Completions – Projects and Dollars (millions)

	Contracts Accepted				In Plant Establishment			Contracts Under Construction			All SR99 Bond Program Contracts		
	#	Total Funds	SR99 Funds	# FDR's	#	Total Funds	SR99 Funds	#	Total Funds	SR99 Funds	#	Total Funds	SR99 Funds
FY 11-12	1	$ 23	$ 23	1							1	$ 23	$ 23
FY 12-13	3	$ 15	$ 11	2							2	$ 15	$ 11
FY 13-14	1	$ 32	$ 19					1	$ 11	$ 10	2	$ 44	$ 29
FY 14-15								11	$ 525	$ 410	11	$ 525	$ 410
FY 15-16								8	$ 615	$ 379	8	$ 615	$ 379
FY 16-17								2	$ 127	$ 110	2	$ 127	$ 110
FY 18-19								1	$ 5	$ 5	1	$ 5	$ 5
Total Value	5	$ 71	$ 52	3	0	$ 0	$ 0	23	$1,283	$ 914	28	$1,354	$ 967

The status of final delivery reports (FDR) to be completed within six months after construction contracts are accepted is outlined in the table above.

(2) SR99 Action Plans

Fourth Quarter FY 2013-14

(2a) Major Project Issues

The following projects have major issues that may result in action plans at a later date to adjust schedule or the project budget.

No major project issues to report this quarter.

(2b) Action Plans

Project #2
Island Park 6-Lane The bond funded PSE and RW Support budgets have exceeded the budget. Options are being evaluated to rectify charges.

(3) State Route 99 Program Current Status Report

(3a) State Route 99 Project Delivery Report

Fourth Quarter FY 2013-14

PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	TOTAL PROJECT COST ($1,000's)	SR99 PROJECT COST ($1,000's) LST QTR	PROJECT DESCRIPTION	ALLOCATION	AWARD	% COMPLETE	APPVD CCA	CURR CCA	CCA % COMPLETE	FINAL PDR	APPVD CLOSEOUT	CURR CLOSEOUT	SUPP PDR
		Milestone Behind Schedule		☑ Project Delivery Report Complete		PE Plant Establishment			100					Milestone Complete		
1	03	But	99	$ 37,859	$ 20,592	Butte SR 99 Chico Auxilliary Lanes - Phase II	1/20/11	7/8/11	100	10/15/13	9/1/14	88		10/15/15	10/15/15	
Island Park 6-Lane - Corridor Project																
2	06	Fre Mad	99	$ 23,212	$ 23,212	Corridor Project #1 (EA 44261)	1/13/10	8/10/10	100	9/1/12	2/3/12	100	☑			
				$ 68,213	$ 68,213	Corridor Project #1 (EA 44262)	4/26/12	10/10/12	100	7/1/16	7/1/16	63				
				$ 91,425	$ 91,425	Corridor Summary				7/1/16	7/1/16			7/1/18	7/1/18	
3	06	Mad	99	$ 84,202	$ 49,802	Reconstruct Interchange at Avenue 12	6/27/12	12/7/12	100	11/1/15	9/1/16	39		8/1/17	7/1/18	
4	10	Mer	99	$ 127,652	$ 91,319	Arboleda Road Freeway	12/15/11	4/6/12	100	4/1/15	5/2/15	76		5/1/16	7/2/16	
5	10	Mer	99	$ 76,611	$ 65,869	Freeway Upgrade & Plainsburg Road I/C	2/23/12	7/12/12	100	7/1/15	6/20/15	53		8/1/16	7/20/16	
6	03	Sac	99	$ 7,446	$ 5,806	Add Aux Lane Calvine to North of Mack Rd on 99	2/25/10	6/23/10	100	10/1/12	2/15/13	100		10/1/14	10/15/14	
7	03	Sac	99	$ 32,470	$ 18,529	SR 99/Elverta Rd. Interchange	2/23/12	5/28/12	100	2/1/14	12/1/13	100		7/1/14	3/11/16	
8	10	SJ	99	$ 214,458	$ 132,256	SR 99 (South Stockton) Widening	6/27/12	10/16/12	100	6/1/16	3/5/16	36		2/1/17	12/5/17	
SR 99 Widening in Manteca and San Joaquin - Corridor Project																
9	10	SJ	99	$ 3,600	$ -	Corridor PAED (EA 0E610)										
				$ 42,100	$ 36,644	Corridor Project #2 (EA 0E611)	12/15/11	3/27/12	100	7/1/14	7/1/14	85				
				$ 46,450	$ 40,753	Corridor Project #2 (EA 0E612)	1/25/12	6/27/12	100	10/1/14	3/1/15	44				
				$ 63,730	$ 12,143	Corridor Project #3 (EA 0E613)	6/27/12	10/11/12	100	10/1/15	10/1/14	47				
				$ 155,880	$ 89,540	Corridor Summary				10/1/15	10/1/15			7/1/17	7/1/16	
10	03	Sut	99	$ 31,082	$ 19,264	SR 99 / Riego Road Interchange	3/29/12	10/1/12	100	1/15/15	1/15/15	75		1/1/17	1/15/17	

PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	TOTAL PROJECT COST ($1,000's)	SR99 PROJECT COST ($1,000's) LST QTR	PROJECT DESCRIPTION	ALLOCATION	AWARD	% COMPLETE	APPVD CCA	CURR CCA	CCA % COMPLETE	FINAL PDR	APPVD CLOSEOUT	CURR CLOSEOUT	SUPP PDR
11	03	Sut	99	$ 56,725	$ 53,211	Sutter 99 Segment 2	1/13/10	7/14/10	100	12/1/15	12/1/15	95		12/1/17	12/1/17	
Los Molinos - Staged Construction Project																
12	02	Teh	99	$ 6,986	$ 4,705	Stage #1	1/13/10	5/5/10	100	12/31/12	4/20/11	100				
						Stage #2	1/25/12	5/31/12	100	12/31/12	5/15/13	100				
				$ 588	$ -	Enhancements										
				$ 7,574	$ 4,705	Corridor Summary				12/31/12	5/15/13	100	☑	12/31/13	11/14/14	
Goshen to Kingsburg 6-Lane - Corridor Project																
13	06	Tul	99	$ 101,315	$ 86,545	Goshen to Kingsburg 6-Lane	5/20/10	1/4/11	100	8/1/14	8/1/14	76				
				$ 4,944	$ 4,944	Landscape Mitigation	6/27/12	10/1/12	100	8/1/19	8/1/18	59				
				$ 106,259	$ 91,489	Corridor Summary				8/1/19	8/1/18			5/1/21	10/1/20	
SR 99 projects amended into program using project cost/award savings																
14	03	Sut	99	$ 18,233	$ 16,333	SR 99/113 Interchange	6/27/12	10/16/12	100	12/1/14	12/1/14	90		12/1/16	12/2/16	
15	06	Tul	99	$ 51,107	$ 45,327	Tulare to Goshen 6 Ln	6/27/12	12/7/12	100	7/1/15	8/1/15	44		12/31/17	12/31/17	
16	06	Ker	99	$ 29,372	$ 26,622	South Bakersfield Widening	6/27/12	10/24/12	100	11/15/14	9/1/14	92		11/15/16	3/1/16	
17	10	Sta	99	$ 42,849	$ 33,401	Kiernan IC	6/27/12	11/27/12	100	9/1/15	9/1/15	31		2/1/16	11/30/17	
18	06	Ker	99	$ 11,428	$ 10,228	North Bakersfield Widening	10/24/12	2/21/12	100	12/1/13	3/1/14	77		12/1/15	3/1/16	
19	10	Mer	99	$ 65,880	$ 46,521	Merced Atwater Expwy Ph 1A	3/5/13	6/12/13	100	2/1/16	2/1/16	50		12/1/16	7/1/18	
20	03	Sac	99	$ 8,981	$ 5,000	Elk Grove Blvd SR99 IC	3/5/13	5/1/13	100	7/1/14	9/1/14	95		12/1/14	12/1/15	
21	03	Sac	99	$ 1,930	$ 1,108	Elkhorn Blvd IC	5/7/13	7/1/13	100	12/1/13	7/31/14	75		12/1/14	5/1/16	
22	10	Sta	99	$ 59,001	$ 41,630	Pelandale Ave IC	10/8/13	2/25/14	100	12/1/16	12/1/16	7		12/1/18	12/1/18	
23	06	Tul	99	$ 36,050	$ 7,000	Cartmill Interchange	1/29/14	6/3/14	100	3/1/15	3/1/15			7/1/15	7/1/15	
			Total Cost	$ 1,354,474	$ 966,977											

(3b) State Route 99 Bond Program Project Expenditure Report

Fourth Quarter FY 2013-14

Within Budget Conditions
- G Estimated cost < or = budget

Post Vote STIP costs; No CTC action required
- S Estimated cost STIP funds > 120% budget
- B Estimated cost BOND funds > 100% budget
- O Estimated cost LOCAL funds > 100% budget

Budget Changed in Construction
- C Budget Supplemented / Reduced by Coop Agmt

Known cost overrun conditions
- P Actual cost STIP funds > 100% budget
- B Actual cost BOND funds > 100% budget
- L Actual cost LOCAL funds > 100% budget

Project					Construction (1,000's)							
					Support					Capital		
#	D	CO	RTE	PROJECT DESCRIPTION	Agency	Appd	Exp			Appd	Exp	
1	03	But	99	Butte SR 99 Chico Auxilliary Lanes - Phase II	Caltrans	$ 4,394	$ 4,531	P		$ 26,800	$ 23,480	G
Island Park 6-Lane - Corridor Project												
2	06	Fre	99	Corridor Project #1 (EA 44261)	Caltrans	$ 3,500	$ 3,313			$ 17,270	$ 16,914	
				Corridor Project #2 (EA 44262)	Caltrans	$ 7,500	$ 4,893			$ 47,613	$ 30,816	
				Corridor Summary		$ 11,000	$ 8,205	G		$ 64,883	$ 47,730	G
3	06	Mad	99	Reconstruct Interchange at Avenue 12	Caltrans	$ 6,800	$ 3,715	G		$ 49,402	$ 21,066	G
4	10	Mer	99	Arboleda Road Freeway	Caltrans	$ 12,000	$ 6,551	G		$ 78,360	$ 57,322	G
5	10	Mer	99	Freeway Upgrade & Plainsburg Road I/C	Caltrans	$ 8,300	$ 4,332	G		$ 53,098	$ 27,222	G
6	03	Sac	99	Add Aux Lane Calvine to North of Mack Rd on 99	Caltrans	$ 750	$ 744	G		$ 5,506	$ 5,099	G
7	03	Sac	99	SR 99/Elverta Rd. Interchange	Sac Co	$ -	$ -	G		$ 25,270	$ 23,582	C
8	10	SJ	99	SR 99 (South Stockton) Widening	Caltrans	$ 15,500	$ 6,842	G		$ 113,958	$ 36,197	G
Manteca Widening - Corridor Project												
9	10	SJ	99	Corridor PAED PHASE (EA 0E610)								
				Corridor Project #1 (EA 0E611)	Caltrans	$ 5,000	$ 4,060			$ 31,644	$ 22,577	
				Corridor Project #2 (EA 0E612)	Caltrans	$ 7,000	$ 3,723			$ 31,543	$ 13,072	
				Corridor Project #3 (EA 0E613)	Caltrans	$ 7,500	$ 3,345			$ 29,481	$ 13,668	
				Corridor Summary		$ 19,500	$ 11,128	G		$ 92,668	$ 49,318	G
10	03	Sut	99	SR 99 / Riego Road Interchange	Caltrans	$ 3,500	$ 2,986	G		$ 20,062	$ 12,893	G
11	03	Sut	99	Sutter 99 Segment 2	Caltrans	$ 8,500	$ 7,948	G		$ 43,731	$ 38,186	G
12	02	Teh	99	Los Molinos (Stage 1&2)	Caltrans	$ 848	$ 268	G		$ 4,723	$ 2,821	G
Goshen to Kingsburg 6-Ln - Corridor Project												
13	06	Tul	99	Goshen to Kingsburg 6-Ln	Caltrans	$ 13,000	$ 11,583	G		$ 75,863	$ 60,936	G
				Landscape Mitigation	Caltrans	$ 700	$ 507	G		$ 3,752	$ 1,963	G
				Corridor Summary		$ 13,700	$ 12,090	G		$ 79,615	$ 62,899	G

Project					Construction (1,000's)							
					Support				Capital			
#	D	CO	RTE	PROJECT DESCRIPTION	Agency	Appd	Exp		Appd	Exp		
SR 99 projects amended into program using project cost/award savings												
14	*3*	*Sut*	*99*	*SR 99/113 Interchange*	*Caltrans*	$ 2,500	$ 1,727	G	$ 13,833	$ 11,375	G
15	*6*	*Tul*	*99*	*Tulare to Goshen 6 Ln*	*Caltrans*	$ 6,600	$ 3,820	G	$ 38,727	$ 14,749	G
16	*6*	*Ker*	*99*	*South Bakersfield Widening*	*Caltrans*	$ 3,800	$ 2,924	G	$ 22,822	$ 19,767	G
17	*10*	*Sta*	*99*	*Kiernan IC*	*Sta Cty*	$ -	$ -	G	$ 33,401	$ 14,456	G
18	*6*	*Ker*	*99*	*North Bakersfield Widening*	*Caltrans*	$ 1,700	$ 934	G	$ 8,528	$ 6,558	G
19	*10*	*Mer*	*99*	*Merced Atwater Expwy Ph 1A*	*MCAG*	$ -	$ -	G	$ 46,521	$ 3,861	G
20	*3*	*Sac*	*99*	*Elk Grove Blvd SR99 IC*	*Elk Grove*	$ -	$ -	G	$ 6,896	$ 4,756	G
21	*3*	*Sac*	*99*	*Elkhorn Blvd IC*	*Sacramento*	$ -	$ -	G	$ 1,330	$ 355	G
22	*10*	*Sta*	*99*	*Pelandate Avenue IC*	*Modesto*	$ -	$ -	G	$ 41,630	$ 446	G
23	*6*	*Tul*	*99*	*Cartmill Interchange*	*Tulare Cty*	$ -	$ -	G	$ 28,181	$ -	G

CALIFORNIA DEPARTMENT OF TRANSPORTATION

FY 2013-14 Fourth Quarter Proposition 1B Local Bridge Seismic Retrofit Program Project Delivery Report

April 1 – June 30, 2014

Federal Fiscal Year 2014

Quarterly Report to the California Transportation Commission

Local Bridge Seismic Retrofit Program Status

Fourth Quarter Fiscal Year 2013-14

The purpose of this report is to provide information on program delivery status of the Local Bridge Seismic Retrofit Program (LBSRP) for the 479 bridges adopted by the California Transportation Commission (Commission) on May 28, 2007.

In previous quarterly reports, we have reported changes that had reduced the number of bond funded bridges to 386. This Quarter one of the City of Los Angeles bridges was removed from the program because it did not meet the award deadline; therefore, this report reflect the program delivery of 385 bond funded bridges from here on.

The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006 (Prop 1B) provides $125 million of state matching funds to complete LBSRP. These funds are to be allocated to provide the 11.47 percent required local match for right of way and construction phases of the remaining seismic retrofit work on local bridges, ramps, and overpasses, and includes $2.5 million set aside for bond administrative costs. An additional $32.9 million of state funds has been identified to cover the non-federal match. These funds are available through an exchange of a portion of local funds received from the federal Highway Bridge Program (HBP). These funds are available to accommodate the current $4.8 million shortfall in required local match. Consistent with the Local Bridge Seismic Retrofit Account (LBSRA) Guidelines adopted by the Commission, the Department sub-allocates bond funds on a first come, first serve basis for new phases of right of way and construction.

The Commission has allocated $13.5 million, $21 million, $12.2 million, 5.2 million, $4.1, and $11.2 million bond funds for Fiscal Years (FYs) 2007-08, 2008-09, 2009-10, 2011-12, 2012-13, and 2013-14 respectively. The Department did not request a bond allocation from the Commission for FY 2010-11. The bond funds allocated by the Commission are available for sub-allocation in one fiscal year. Therefore, bond funds that were not sub-allocated from any of the previous FYs will be available for future years. Consistent with the LBSRA Guidelines, the Department has exchanged $24.3 million of the local share of funds received through the federal HBP for state funds to accommodate local non-federal match needs for Bay Area Rapid Transit (BART) and other bridges. To date, $21.35 million of State match funds and $41.12 million of seismic bond funds have been sub-allocated to local agency bridges for a total of $62.47 million.

The match needs for FY 2010/11 used state funds remaining from the exchange mentioned above.

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

Local Bridge Seismic Retrofit Program Progress Report

Overall Bond Program Status

To date, pre-strategy work has been completed on all 385 bridges in the program, the design phase has been completed on 307 bridges, construction is underway on 82 bridges, and retrofit is complete on 225 bridges.

Progress of LBSRP is tracked based on the Federal Fiscal Year (FFY).

FFY 2014 Bond Program Accomplishments

Progress continues to be made to deliver and implement the LBSRP.

Local agencies have identified 23 bridges to be delivered in FFY 2014.

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

Local Agency	Br. No.	Project	Milestone
Mendocino County	10C0048	Moore Street, over West Branch Russian River	Right of Way
Fremont	33C0128	Nile BLVD, over BART, UPRR, & BNSF	Construction
Healdsburg	20C0065	Healdsburg Avenue, over Russian River	Construction
Oakland	33C0030	Embarcadero Street, over Lake Merritt Canal	Construction
Mendocino County	10C0084	School Way, over West Branch Russian River	Construction
Santa Cruz County	36C0103	Pedestrian Overcrossing, over Soquel Drive	Construction
Del Mar	57C0207	North Torrey Pine Road, over AMTRAK	Complete
Fresno County	44C0281	West Sierra Avenue, over Delta Mendota Canal	Complete
Monterey County	44C0115	Schulte Road, over Carmel River	Complete
Butte County	12C0120	Ord Ferry Road, over Sacramento River	Complete
Placer County	19C0060	Auburn-Foresthill Road over American River	Complete
Riverside County	56C0001R,L	Van Buren BLVD, over Santa Ana River	Complete
Los Angeles	53C1362	Vanowen Street, over Los Angeles River	Removed

Ten Longest Delivery Schedules Reported by Local Agencies

District	Local Agency	Bridge Number	Project Description	Estimated Bond Value	Estimated Construction Begin Date	Design phase (% Complete)
04	Vallejo	23C0152	Sacramento Street	$219,000	1/1/117	0
08	Barstow	54C0088	North 1st Avenue	$350,000	3/1/17	0
04	Oakland	33C0215	Leimert Boulevard	$557,968	4/15/17	0
01	Mendocino County	10C0034	Eureka Hill Road	$465,000	10/9/17	78
07	Los Angeles	53C1881	Hyperion Avenue	$1,220,000	4/1/18	65
07	Los Angeles	53C1882	Hyperion Avenue	$290,000	4/1/18	65
07	Los Angeles	53C1883	Glendale Boulevard	$115,000	4/1/18	65
07	Los Angeles	53C1884	Glendale Boulevard	$115,000	4/1/18	65
08	Riverside County	56C0071	Mission Boulevard	$3,670,400	2/15/18	0
04	Sonoma County	20C0018	Bohemian Highway	$2,992,454	6/15/18	0

Program Management

The following table shows the list of LBSRP bridges that are programmed for delivery in FFY 2014. Each project in the LBSRP is monitored at the component level for potential scope, cost, and schedule changes to ensure timely delivery of the full scope as approved and adopted. The following projects are locked in for delivery in FFY 2014 and local agencies will not be allowed to change their schedules. Projects programmed in the current FFY, for which federal funds are not obligated by end of the FFY, may be removed from fundable element of the Federal Transportation Improvement Program at the discretion of the Department.

Bridges Programmed in FFY 2014

District	Agency	Bridge Number	Description	Phase	Bond Amount Programmed	Bond Funds Sub-Allocated as of 6/30/14	State Funds Sub-Allocated as of 6/30/14
01	Mendocino County	10C0048	Moore St, over West Branch Russian River	Construction	$222,231		
01	Mendocino County	10C0084	School Way, over West Branch Russian River	Construction	$482,007	$482,007	
02	Tehama County	08C0043	Jellys Ferry Road, over Sacramento River	Right of Way	$7,200		
04	Fremont	33C0128	Niles Blvd, over BART, UPRR, & BNSF RR	Construction	$458,800	$458,800	
04	Oakland	33C0030	Embarcadero Street, over Lake Merritt Canal	Construction	$1,696,945	$1,696,945	
04	San Francisco County Transportati on Authority	01CA0003	On east side of Yerba Buena Island, Reconstruct ramps on and off of I-80	Construction (AC Conversion)	$2,259,121		
04	Healdsburg	20C0065	Healdsburg Avenue, over Russian River	Construction	$244,311	$244,311	
04	Sonoma County	20C0155	Wohler Road, Over Russian River	Construction	$481,740		
05	Monterey County	44C0151	Peach Tree Road, Over Pancho Rico Creek	Right of Way	$6,194		
05	Santa Barbara County	51C0001	Cathedral Oaks Road, over San Antonio Creek	Construction	$229,400	$229,400	
05	Santa Barbara County	51C0017	Jalama Road, over Jalama Creek	Right of Way	$9,176		
05	Santa Barbara County	51C0039	Rincon Hill Road, over Rincon Creek	Right of Way	$5,735		$5,735
05	Santa Cruz	36C0108	Murray Avenue, over Woods Lagoon	Right of Way	$103,230	$219,306	

District	Agency	Bridge Number	Description	Phase	Bond Amount Programmed	Bond Funds Sub-Allocated as of 6/30/14	State Funds Sub-Allocated as of 6/30/14
05	Santa Cruz County	36C0103	Pedestrian Overcrossing, over Soquel Drive	Construction	$17,205		$25,700
07	Los Angeles	53C1875	Avenue 26, over Arroyo Seco Channel	Construction	$422,714	$189,298	
07	Los Angeles	53C1880	Sixth Street, over Los Angeles River, East of Santa Ana Freeway.	Construction	$4,184,030		
08	Indio	56C0084	Jackson Street, over Whitewater River	Construction	$157,218		
08	Colton	54C0078	BNSF RR, Amtrak, Metro Link, over Cadena Drive	Construction	$14,911		
08	Colton	54C0079	Pedestrian Over Crossing at La Cadena Drive, Over West Wilson	Construction	$14,911		
08	Colton	54C0375	UP RR Over West C Street	Construction	$14,911		
08	Colton	54C0384	UP RR Spur, over C Street	Construction	$22,367		
08	Colton	54C0599	Colton High School Pedestrian Overcrossing, Over Rancho Avenue	Construction	$14,292		
10	Stanislaus County	38C0048	Geer Road, over Tuolumne River	Construction	$132,758		
			Total		**$11,201,406**	**$3,520,067**	**$31,435**

Programmed Projects that have Advanced Sub-allocation in FFY 2014

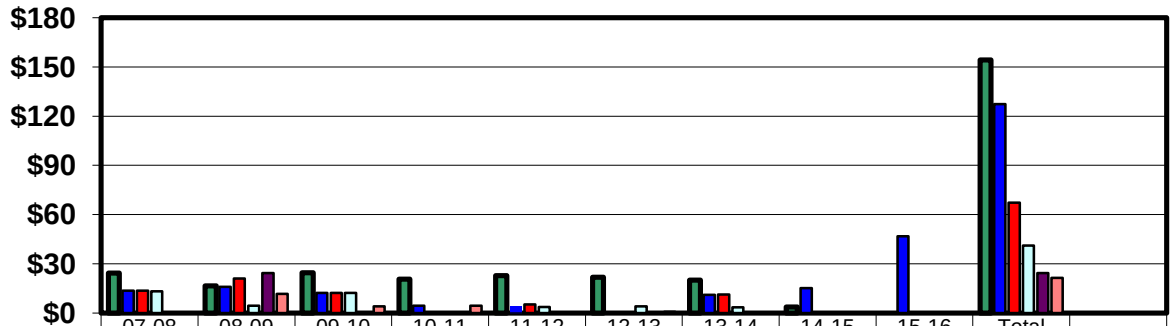
District	Agency	Bridge Number	Description	Phase	Bond Amount Programmed	Bond Amount Sub-Allocated as of 6/30/14	State Funds Sub-Allocated as of 6/30/14
07	Los Angeles	53C1875	Avenue 26, over Arroyo Seco Channel	Right of Way	$20,646		$20,646
01	Mendocino County	10C0048	Moore St, over West Branch Russian River	Right of Way	$2,523		$2,523
			Total		$23,169		$23,169

Allocation Summary

	Funds allocated for FY 2013-14	Sub-allocation as of 6/30/2014				Remaining Allocation for FFY 2014
		Projects programmed in FFY 2014		Projects advanced to FFY 2014		
		Number of Projects	Amount	Number of projects	Amount	
Bond	$11,201,406	7	$3,520,067			$7,681,339
State	$2,957,463*	2	$31,435	2	$23,169	$2,902,859
Total		**9**		**2**		

*Remaining state allocation carried over from FY 2008-09

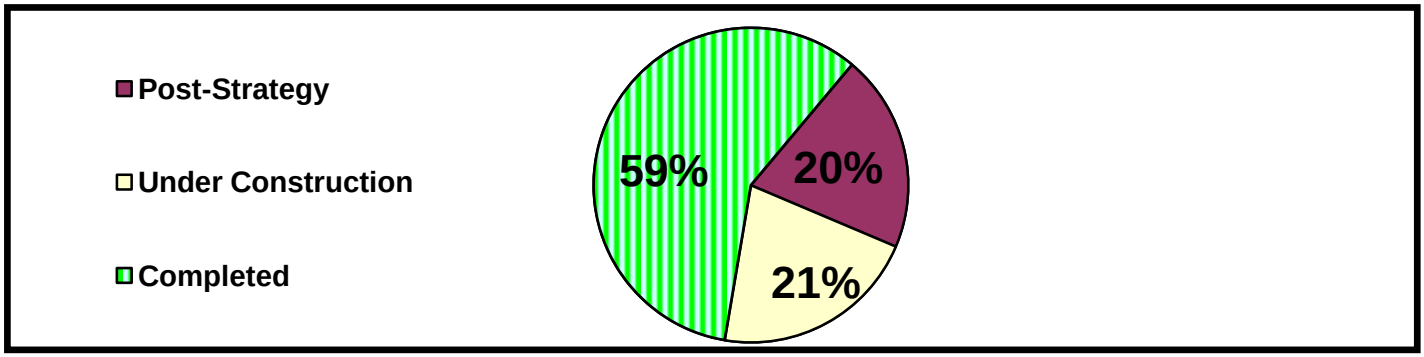
LBSRP Bond and State Capital Allocations (millions)



	07-08	08-09	09-10	10-11	11-12	12-13	13-14	14-15	15-16	Total
Baseline (State, Bond)	$24.40	$16.50	$24.50	$20.60	$22.80	$21.70	$20.10	$3.70	$0.00	$154.30
Projection (State, Bond)*	$13.50	$16.00	$12.20	$4.40	$4.10	$4.20	$11.00	$15.10	$46.80	$127.30
Allocated (Bond)	$13.50	$21.00	$12.20	$0.00	$5.20	$4.10	$11.20			$67.20
Sub-Allocated (Bond)	$13.30	$4.40	$12.20	$0.00	$3.70	$4.00	$3.52			$41.12
Allocated (State)**	$0.00	$24.30	$0.00	$0.00	$0.00	$0.00	$0.00			$24.30
Sub-Allocated (State)	$0.00	$11.67	$4.10	4.37	0.41	0.75	0.05			$21.35

Funds are tracked based on a Federal Fiscal Year. Sub-Allocation is based on the approved program supplement.
The projected bond fund is lowered due to use of toll credit instead of bond match for R/W phase of 6th street in City of Los Angeles.
* Projection is based on LA-ODIS information for second quarter of FFY 2013-14. These Projections are not financially constraint and should not be used for budgeting purposes. High cost projects programmed after FY 2011-12 will be cash managed since there is not sufficient federal fund to fully fund these projects. Therefore the need for bond funds matching federal funds for these cash managed projects will be well beyond 2016 federal fiscal year.
** State allocation of $24.30 million must be expended by June 30, 2014.

Number of Bond Funded Bridges by Phase



Bond Funds Committed and Expended (millions)

Component	Available	CTC Allocated	Expended
LBSRP Bond RW & Const.	$122.5	$67.2	$41.1
State RW & Const.	$32.9	$24.3	$21.4
Total	$155.4	$91.5	$62.5
Bond Administrative Cost	$2.5		

Status of Local Bridges Identified to Receive Bond Match by Phase of Work

Agency Group	Number of Agencies	Bridges in Pre-Strategy	Bridges in Post-Strategy	Bridges in Construction	Completed	Total No.
Los Angeles Region (CITY and County)	2	0	9	6	46	61
Department of Water Resources	1	0		23	0	23
BART	1	0	0	28	124	152
San Francisco (YBI)			8	1	0	9
All Other Agencies	59	0	61	23	56	140
Total	**63**	**0**	**78**	**82**	**225**	**385**
Status per March 31, 2014 Report	**63**	**1**	**83**	**84**	**219**	**386**
Status per Year-End Report for September 30, 2013	**63**	**1**	**90**	**99**	**229**	**419**

Some agencies have requested to Re-Strategy five bridges that completed their Pre-Strategy phase. They have not send in their formal request.
Status of phases provided in this table is confirmed by the Department and may be different from the attached report, which contains unconfirmed data submitted by local agencies.

Adjustment to the Number of Local Bridges Identified to Receive Bond Match

Total Bridges in the Program	Number of Bridges Removed	Number of Bridges Added	Responsible Agency	Justification	Remaining Bridges in the Bond Program
479	45		Bay Area Rapid Transit (BART)	Funded by other sources	434
434		8	YBI	Project Split	442
442	2		San Jose	Bridges Demolished	440
440	1		Monterey County	Private Ownership	439
439	3		Santa Barbara	Private Ownership	436
436	1		Department of Water Resources	Private Ownership	435
435	2		Los Angeles County	Previously Completed	433
433	1		Los Angeles County	Private Ownership	432

Total Bridges in the Program	Number of Bridges Removed	Number of Bridges Added	Responsible Agency	Justification	Remaining Bridges in the Bond Program
432	1		Merced County	Being replaced under a different program	431
431	1		Peninsula Joint Powers Board	Funded by other sources	430
430	2		Lassen County	Funded by other sources	428
428	1		Santa Barbra County	Funded by other sources	427
427	1		Santa Clara County	Funded by other sources	426
426	2		City of Oakland	Funded by other sources	424
424	2		BART	BART 4 contracts was not award on time	422
422	1		City of Larkspur	Funded by other sources	421
421	2		Nevada County	Funded by other sources	419
419	5		Sonoma County	Funded by other sources	414
414	1		Tehama County	Funded by other sources	413
413	27		BART	Funded by other sources	386
386	1		City of Los Angeles	Did not meet award deadline	385

385 Bridges Remaining in the Program – 225 Bridges Completed = 160 Bridges in Progress

Local Bridge Seismic Retrofit Program Delivery Report

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01	Humboldt County	04C0007	Bald Hills Road	$2,294	$712,000				▲	Project Complete	☑	☑	☑
01	Humboldt County	04C0055	Mattole Road (Honeydew)	$3,441	$688,200		8/7/15	2/26/16	12/16/16	50% Design	☑	☑	⊗
01	Humboldt County	04C0104	Waddington Road	$1,147	$160,000			2/27/15	12/18/15	80% ROW	☑	⊗	⊗
01	Humboldt County	04C0207	Williams Creek Road	$4,588	$140,080					Project Complete	☑	☑	☑
01	Mendocino County	10C0034	Eureka Hill Road	$2,294	$464,535		3/10/15	10/16/16	12/15/18	78% Design	☑	⊗	⊗
01	Mendocino County	10C0048	Moore Street	$2,524	$221,429		9/30/14	7/6/15	12/16/16	96% Design	☑	⊗	⊗
01	Mendocino County	10C0084	School Way	$0	$482,007				12/15/15	Waiting Award	☑	⊗	⊗
02	Lassen County	07C0070	Road306/Cappezolli	$0	$0					Bridge Removed			
02	Lassen County	07C0088	County Road 417	$0	$0					Bridge Removed			
02	Redding	06C0108L	Cypress Avenue West Bound	$0	$114,700				▲	Project Complete	☑	☑	☑
02	Redding	06C0108R	Cypress Avenue East Bound	$0	$114,700				▲	Project Complete	☑	☑	☑
02	Tehama County	08C0008	Evergreen Road	$0	$0					Bridge Removed			
02	Tehama County	08C0009	Bowman Road	$9,000	$1,123,900				10/31/14	95% Construction	☑	⊗	⊗
02	Tehama County	08C0043	Jellys Ferry Road	$11,000	$974,950		2/6/15	2/27/15	6/12/18	50% Design	☑	☑	⊗
03	Butte County	12C0120	Ord Ferry Road	$3,000	$1,525,510				▲	Project Complete	☑	☑	☑
03	Nevada County	17C0045	Hirschdale Road	$0	$0					Bridge Removed			
03	Nevada County	17C0046	Hirschdale Road	$0	$0					Bridge Removed			
03	Placer County	19C0060	Auburn-Foresthill Road	$0	$5,558,133				▲	Project Complete	☑	☑	☑
03	Yolo County	22C0074	County Road 57	$2,556	$225,697	▲			▲	Project Complete	☑	☑	☑
04	Alameda	33C0230	Ballena Boulevard	$0	$62,309				▲	Project Complete	☑	☑	☑
04	Alameda County	33C0026	High Street	$0	$121,194		▲	▲	▲	Project Complete	☑	☑	☑

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Phase Complete ▲ Completed ahead of schedule Behind schedule

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04	Alameda County	33C0027	Park Street	$0	$91,211		▲	▲	▲	Project Complete	☑	☑	☑
04	Alameda County	33C0147	Fruitvale Avenue	$0	$52,906				1/31/15	98% Construction	☑	☑	⊗
04	Alameda County	33C0237	Elgin Street	$0	$8,819		▲	▲	▲	Project Complete	☑	☑	☑
04	Antioch	28C0054	Wilbur Avenue	$0	$917,600				9/8/14	95% Construction	☑	☑	☑
04	Concord	28C0442	Marsh Drive	$0	$506,928		10/1/14	11/1/14	3/1/16	95% Design 18% ROW	☑	☑	⊗
04	Fairfax	27C0144	Creek Road	$0	$22,366		1/2/16	No R/W	4/1/17	100% Strategy	☑	☑	⊗
04	Fremont	33C0128	Niles Boulevard	$0	$747,844				12/31/15	1% Construction	☑	☑	⊗
04	Healdsburg	20C0065	Healdsburg Avenue	$5,735	$244,311				12/18/15	1% Construction	☑	☑	⊗
04	Larkspur	27C0150	Alexander Avenue	$0	$0					Bridge Removed			
04	Oakland	33C0030	Embarcadero Street	$0	$1,696,681				12/31/16	1% Construction	☑	⊗	⊗
04	Oakland	33C0148	23rd Avenue	$5,735	$1,003,625		8/30/14	12/31/14	12/31/15	90% Design	☑	⊗	⊗
04	Oakland	33C0178	Park Boulevard	$0	$95,186				9/30/14	99% Construction	☑	☑	☑
04	Oakland	33C0179	Park Boulevard	$0	$95,186				9/30/14	99% Construction	☑	☑	☑
04	Oakland	33C0180	Park Boulevard	$0	$95,186				9/30/14	99% Construction	☑	☑	☑
04	Oakland	33C0181	East 14th Street	$0	$0					Bridge Removed			
04	Oakland	33C0182	East 12th Street	$0	$0					Bridge Removed			
04	Oakland	33C0202	Hegenberger Road	$0	$655,218				9/30/14	99% Construction	☑	☑	◆
04	Oakland	33C0215	Leimert Boulevard	$28,675	$557,968	12/15/14	4/15/16	9/15/16	4/15/18	Request Re-Strategy	☑	⊗	⊗
04	Oakland	33C0238	Campus Drive	$0	$176,811				9/30/14	99% Construction	☑	☑	⊗
04	Oakland	33C0253	Coliseum Way	$0	$519,589				9/30/14	99% Construction	☑	⊗	◆
04	Orinda	28C0330	Miner Road	$3,854	$141,091		2/27/15	2/27/15	12/31/15	80% Design 10% ROW	☑	☑	⊗
04	Orinda	28C0331	Bear Creek Road	$0	$11,929		6/30/15	6/30/15	9/30/16	50% Design	☑	☑	⊗

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04	Peninsula Joint Powers Board	34C0051	Quint Street	$0	$341,473		9/30/14	No R/W	1/31/16	35% Design	☑	☑	⊗
04	Peninsula Joint Powers Board	34C0052	Jerrold Avenue	$0	$0					Bridge Removed			
04	Peninsula Joint Powers Board	35C0087	Tilton Avenue	$0	$69,837					Project Complete	☑	☑	☑
04	Peninsula Joint Powers Board	35C0090	Santa Inez Avenue	$0	$104,756					Project Complete	☑	☑	☑
04	Peninsula Joint Powers Board	35C0091	East Poplar Avenue	$0	$120,275					Project Complete	☑	☑	☑
04	Peninsula Joint Powers Board	35C0161	Southern Pacific Transportation Company	$0	$93,116					Project Complete	☑	☑	☑
04	Pittsburg	28C0165	North Parkside Drive	$0	$32,690		1/19/15	8/29/14	6/1/15	100% Strategy	☑	☑	⊗
04	San Francisco Bay Area Rapid Transit District	BART Various	BART 1: Projects authorized in FFY 2008/09 and prior (83 Bridges)	$636,279	$6,968,709				▲	Project Complete	☑	☑	☑
04	San Francisco Bay Area Rapid Transit District	BART Various	BART 2: R-Line North Aerials over Public Road (28 Bridges)	$0	$591,488					Project Complete	☑	☑	☑
04	San Francisco Bay Area Rapid Transit District	BART Various	BART 3: A-Line South Aerials over Public Roads (21 Bridges)	$0	$344,329					Project Complete	☑	☑	☑
04	San Francisco Bay Area Rapid Transit District	BART Various	BART 4: A-Line Stations over Public Roads (2 Bridges)	$0	$0					Bridge Removed			
04	San Francisco Bay Area Rapid Transit District	BART Various	BART 5: A-Line North Aerials over public Roads (19 Bridges)	$0	$367,876					Project Complete	☑	☑	☑
04	San Francisco Bay Area Rapid Transit District	33C0321	West Oakland Pier 110 to Transbay Tube Portal	$0	$124,083				▲	Project Complete	☑	☑	☑
04	San Francisco County Transportation Authority	01CA0001	West Bound SFOBB on ramp West of Yerba Buena Island	$0	$47,890		6/30/15	9/30/15	12/30/17	57% Design 40% ROW	☑	⊗	⊗
04	San Francisco County Transporation Authority	01CA0002	West Bound I-80 on ramp West of Yerba Buena Island	$63,085	$2,471,629		6/30/15	9/30/15	12/30/17	57% Design 40% ROW	☑	⊗	⊗
04	San Francisco County Transporation Authority	01CA0003	East Bound I-80 off ramp connecting to Treasure Island Road	$34,410	$1,096,115		6/30/15	9/30/15	12/30/17	57% Design 40% ROW	☑	⊗	⊗
04	San Francisco County Transporation Authority	01CA0004	Treasure Island Road West of SFOBB	$0	$223,487		6/30/15	9/30/15	12/30/17	57% Design 40% ROW	☑	⊗	⊗
04	San Francisco County Transporation Authority	01CA0006	Hillcrest Road West of Yerba Buena Island	$0	$264,672		6/30/15	9/30/15	12/30/17	57% Design 40% ROW	☑	⊗	⊗

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04	San Francisco County Transporation Authority	01CA0008	Treasure Island road West of SFOBB	$0	$65,450		6/30/15	9/30/15	12/30/17	57% Design 40% ROW	☑	⊗	⊗
04	San Francisco County Transporation Authority	01CA007A	Treasure Island Road West of SFOBB	$0	$35,119		6/30/15	9/30/15	12/30/17	57% Design 40% ROW	☑	⊗	⊗
04	San Francisco County Transporation Authority	01CA007B	Treasure Isand Road west of SFOBB	$0	$46,294		6/30/15	9/30/15	12/30/17	57% Design 40% ROW	☑	⊗	⊗
04	San Francisco County Transporation Authority	34U0003	Ramps on East side of Yerba Buena Island Tunnel at SFOBB on/off of I-80	$530,040	$8,892,959				6/30/16	15% Construction	☑	☑	☑
04	San Francisco International Airport	35C0133	Departing Flight Traffic	$0	$1,467,021				▲	Project Complete	☑	☑	☑
04	San Jose	37C0052L	Southwest Expressway	$0	$35,678				▲	Project Complete	☑	☑	☑
04	San Jose	37C0299	Belt (Auzerias Street)	$0	$0					Bridge Removed			
04	San Jose	37C0300	Belt/Pipe(Auzerias & Del Monte)	$0	$0					Bridge Removed			
04	San Jose	37C0701	East Julian Street	$0	$83,164				▲	Project Complete	☑	☑	☑
04	San Jose	37C0732	East William Street	$0	$15,762				▲	Project Complete	☑	☑	☑
04	Santa Clara County	37C0121	Shoreline Boulevard	$0	$54,107				▲	Project Complete	☑	☑	☑
04	Santa Clara County	37C0159	Alamitos Road	$0	$0					Bridge Removed			
04	Santa Clara County	37C0173	Aldercroft Heights Road	$0	$93,460				▲	Project Complete	☑	☑	☑
04	Santa Clara County	37C0183	Central & Lawrence Expressway	$0	$82,549				▲	Project Complete	☑	☑	☑
04	Sonoma County	20C0005	Geysers Road	$0	$0					Bridge Removed			
04	Sonoma County	20C0017	Watmaugh Road	$22,740	$562,639		1/30/15	2/29/16	5/1/17	65% Design	☑	☑	⊗
04	Sonoma County	20C0018	Bohemian Highway	$57,028	$2,992,454		5/1/17	12/3/18	10/15/19	100% Strategy	☑	☑	⊗
04	Sonoma County	20C0139	Wohler Road	$0	$0					Bridge Removed			
04	Sonoma County	20C0141	Annapolis Road	$0	$154,327					Project Complete	☑	☑	☑
04	Sonoma County	20C0155	Wohler Road	$4,548	$465,115		9/1/14	10/6/14	10/1/15	80% Design	☑	☑	⊗

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04	Sonoma County	20C0242	Chalk Hill Road	$0	$0					Bridge Removed			
04	Sonoma County	20C0248	Lambert Bridge Road	$0	$0					Bridge Removed			
04	Sonoma County	20C0262	Boyes Boulevard	$56,850	$581,394		6/1/15	12/1/15	10/3/16	50% Design	☑	☑	⊗
04	Sonoma County	20C0407	West Dry Creek Road	$0	$0					Bridge Removed			
04	Union City	33C0111	Decoto Road	$0	$567,954				6/1/15	35% Construction	☑	☑	⊗
04	Union City	33C0223	Whipple Road	$0	$94,607					Project Complete	☑	☑	☑
04	Vallejo	23C0152	Sacramento Street	$0	$219,000		6/1/16	No R/W	10/1/17	100% Strategy	☑	⊗	⊗
05	King City	44C0059	First Street	$0	$39,342				▲	Project Complete	☑	☑	☑
05	Monterey County	44C0009	Nacimiento Lake Drive	$14,510	$402,597		8/31/15	8/31/15	12/31/16	89% Design 20% ROW	☑	⊗	⊗
05	Monterey County	44C0099	Boronda Road	$24,087	$508,121		12/31/14	12/31/14	12/31/15	35% Design	☑	⊗	⊗
05	Monterey County	44C0115	Schulte Road	$0	$508,121		▲			Project Complete	☑	☑	☑
05	Monterey County	44C0151	Peach Tree Road	$5,735	$215,063		2/28/15	12/31/14	12/31/15	85% Design 85% ROW	☑	⊗	⊗
05	Monterey County	44C0158	Lonoak Road	$0	$247,509					Project Complete	☑	☑	☑
05	Montery County	44C0042	Union Pacific Railroad & Amtrak	$0	$0					Bridge Removed			
05	San Benito County	43C0027	Panoche Road	$0	$7,433				1/30/16	95% Design	☑	☑	⊗
05	San Benito County	43C0043	Lone Tree Road	$0	$194,891					Project Complete	☑	☑	☑
05	San Luis Obispo County	49C0338	Moonstone Beach	$0	$68,034					Project Complete	☑	☑	☑
05	Santa Barbara	51C0144	Southern Pacific Transportation Company	$0	$0					Bridge Removed			
05	Santa Barbara	51C0146	Union Pacific Railroad & Amtrak	$0	$0					Bridge Removed			
05	Santa Barbara	51C0150	Union Pacific Railroad & Amtrak	$0	$0					Bridge Removed			
05	Santa Barbara	51C0250	Chapala Street	$0	$0					Bridge Removed			

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05	Santa Barbara County	51C0001	Cathedral Oaks Road	$0	$229,400				1/30/16	20% Construction	☑	⊗	⊗
05	Santa Barbara County	51C0002	San Marcos Road	$0	$109,874					Project Complete	☑	☑	☑
05	Santa Barbara County	51C0006	Floradale Avenue	$29,822	$1,243,578		9/15/14	10/15/15	11/15/17	95% Design	☑	☑	⊗
05	Santa Barbara County	51C0014	Jalama Road	$0	$73,497		▲		▲	Project Complete	☑	☑	☑
05	Santa Barbara County	51C0016	Jalama Road	$0	$55,842		▲		▲	Project Complete	☑	☑	☑
05	Santa Barbara County	51C0017	Jalama Road	$9,176	$453,065		10/31/14	10/31/14	11/30/16	90% Design 50% ROW	☑	⊗	⊗
05	Santa Barbara County	51C0018	Union Pacific Railroad & Amtrak	$3,885	$170,308					Project Complete	☑	☑	☑
05	Santa Barbara County	51C0039	Rincon Hill Road	$5,735	$79,946		9/30/14	9/30/14	2/28/15	95% Design 5% ROW	☑	☑	⊗
05	Santa Barbara County	51C0173	Santa Rosa Road	$4,553	$166,734					Project Complete	☑	☑	☑
05	Santa Cruz	36C0103	Soquel Drive	$0	$17,205				8/14/14	Waiting Award	☑	⊗	⊗
05	Santa Cruz	36C0108	Murray Avenue	$38,540	$1,065,678		1/31/15	6/30/15	6/30/17	88% Design 65% ROW	☑	⊗	⊗
05	Solvang	51C0008	Alisal Road	$0	$65,000		9/26/14	No R/W	8/28/15	75% Design	☑	⊗	⊗
06	Bakersfield	50C0021L	Manor Street North Bound	$0	$298,220	9/5/14	8/31/15	No R/W	6/1/17	70% Strategy	☑	☑	⊗
06	Bakersfield	50C0021R	Manor Street South Bound	$0	$298,220	9/5/14	8/31/15	No R/W	6/1/17	70% Strategy	☑	☑	⊗
06	Department of Water Resources	42C0140	West Shields Avenue	$0	$22,940				3/15/15	1 % Construction	☑	☑	⊗
06	Department of Water Resources	42C0141	North Russell Avenue	$0	$22,940				3/15/15	1 % Construction	☑	☑	⊗
06	Department of Water Resources	42C0143	West Nees Avenue	$0	$22,940				3/15/15	1 % Construction	☑	☑	⊗
06	Department of Water Resources	42C0156	West Jayne Avenue	$0	$18,352				3/15/15	1 % Construction	☑	☑	⊗
06	Department of Water Resources	42C0159	West Mount Whitney Avenue	$0	$18,352				3/15/15	1 % Construction	☑	☑	⊗
06	Department of Water Resources	42C0173	West Manning Avenue	$0	$18,352				3/15/15	1 % Construction	☑	☑	⊗

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06	Department of Water Resources	42C0245	West Panoche Road	$0	$18,352				3/15/15	1 % Construction	☑	☑	⊗
06	Department of Water Resources	42C0370	West Clarkson Avenue	$0	$22,940				3/15/15	1 % Construction	☑	☑	⊗
06	Department of Water Resources	42C0371	South El Dorado Avenue	$0	$22,940				3/15/15	1 % Construction	☑	☑	⊗
06	Department of Water Resources	42C0425	West Gale Avenue	$0	$18,352				3/15/15	1 % Construction	☑	☑	⊗
06	Department of Water Resources	45C0071	Avenal Cutoff	$0	$18,352				3/15/15	1 % Construction	☑	☑	⊗
06	Department of Water Resources	45C0123	Plymouth Avenue	$0	$18,352				3/15/15	1 % Construction	☑	☑	⊗
06	Department of Water Resources	45C0124	30th Avenue	$0	$18,352				3/15/15	1 % Construction	☑	☑	⊗
06	Department of Water Resources	45C0125	Quail Avenue	$0	$18,352				3/15/15	1 % Construction	☑	☑	⊗
06	Department of Water Resources	50C0113	Elk Hills Road	$0	$0					Bridge Removed			
06	Department of Water Resources	50C0123	Old River Road	$0	$17,205				3/15/15	1 % Construction	☑	☑	⊗
06	Fresno County	42C0098	South Calaveras Avenue	$0	$30,923		▲		▲	Project Complete	☑	☑	☑
06	Fresno County	42C0280	West Althea Avenue	$0	$0					Project Complete	☑	☑	☑
06	Fresno County	42C0281	West Sierra Avenue	$0	$48,633					Project Complete	☑	☑	☑
06	Tulare County	46C0027	Avenue 416	$0	$521,885				8/31/14	95% Construction	☑	☑	⊗
07	Los Angeles	53C0045	Beverly-First Street	$0	$848,780		6/29/15	No R/W	6/30/18	90% Design	☑	☑	⊗
07	Los Angeles	53C0096	Fletcher Drive	$0	$848,780					Project Complete	☑	☑	☑
07	Los Angeles	53C0784	At&Sf RR	$0	$0					Bridge Removed			
07	Los Angeles	53C0859	North Spring Street	$0	$229,400				10/31/16	35% Construction	☑	☑	⊗
07	Los Angeles	53C0884	Ocean Boulevard	$0	$0					Bridge Removed			

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07	Los Angeles	53C1010	North Main Street	$0	$965,295				6/30/15	80% Construction	☑	☑	⊗
07	Los Angeles	53C1184	4th Street	$0	$147,178					Project Complete	☑	☑	☑
07	Los Angeles	53C1335	Tampa Avenue	$0	$59,644				▲	Project Complete	☑	☑	☑
07	Los Angeles	53C1362	Vanowen Street	$0	$0					Bridge Removed			
07	Los Angeles	53C1388	Winnetka Ave	$0	$45,306				▲	Project Complete	☑	☑	☑
07	Los Angeles	53C1875	Avenue 26	$0	$409,953				12/30/15	Waiting Award	☑	☑	⊗
07	Los Angeles	53C1880	Sixth Street	$0	$29,045,264		6/30/15	9/30/14	12/31/19	40% Design 5% ROW	☑	⊗	⊗
07	Los Angeles	53C1881	Hyperion Avenue	$0	$1,220,371		6/30/17	3/31/17	9/30/21	65% Design	☑	⊗	⊗
07	Los Angeles	53C1882	Hyperion Avenue	$0	$290,191		6/30/17	No R/W	9/30/21	65% Design	☑	☑	⊗
07	Los Angeles	53C1883	Glendale Boulevard	$0	$114,700		6/30/17	3/31/17	9/30/21	65% Design	☑	☑	⊗
07	Los Angeles	53C1884	Glendale Boulevard	$0	$114,700		6/30/17	3/30/17	9/30/21	65% Design	☑	☑	⊗
07	Los Angeles County	53C0031	Alondra Boulevard	$0	$36,476				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0036	Beverly Boulevard	$0	$156,935				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0070	East Fork Road	$0	$229,819				5/31/15	19% Construction	☑	☑	☑
07	Los Angeles County	53C0082	Washington Boulevard	$0	$12,815			▲	▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0084	Slauson Avenue	$0	$128,805			12/31/14	6/30/17	98% ROW	☑	☑	⊗
07	Los Angeles County	53C0085	Florence Avenue	$0	$33,325				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0106	Imperial Highway	$0	$117,037		▲	▲	▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0138	Union Pacific Railroad	$0	$3,766				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0139	College Park Drive	$0	$12,606				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0178	Valley Boulevard	$0	$236,783	▲				Project Complete	☑	☑	☑
07	Los Angeles County	53C0261	Avalon Boulevard	$0	$30,718			▲	▲	Project Complete	☑	☑	☑

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07	Los Angeles County	53C0266	Willow Street	$0	$34,103				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0289	Azusa Avenue	$0	$405,399				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0329	Garey Avenue	$0	$30,869				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0375	Foothill Boulevard	$0	$287,750				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0377	Foothill Boulevard	$0	$60,835				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0445	Slauson Avenue	$0	$209,093				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0458	Union Pacific Railroad	$0	$32,388				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0459	Wilmington Avenue 223	$0	$231,045		▲		10/15/14	Waiting Award	☑	☑	☑
07	Los Angeles County	53C0471	Washington Boulavard	$0	$62,400				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0495	Irwindale Avenue	$0	$12,150				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0531	Atchinson, Topeka, & Sante Fe Railroad	$0	$89,294				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0575	Artesia Boulevard	$0	$60,486				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0590	Union Pacific Railroad	$0	$8,592				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0592	Cherry Avenue	$0	$7,833					Project Complete	☑	☑	☑
07	Los Angeles County	53C0594	Long Beach Boulevard	$0	$18,015				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0596	Atchinson, Topeka, & Santa Fe Railroad	$0	$16,151				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0599	Alameda Street	$0	$120,320	▲			▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0671	Azusa Canyon Road	$0	$12,540				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0807	Avenue T	$0	$126,437				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0810	Southern Pacific Transportation Company Railroad	$0	$15,088					Project Complete	☑	☑	☑
07	Los Angeles County	53C0864	Martin Luther King Junior Avenue	$0	$51,404				▲	Project Complete	☑	☑	☑

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07	Los Angeles County	53C0867	Soto Street	$0	$357,666				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0885	Long Beach Freeway	$0	$29,393				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0890L	Queens Way-South Bound	$0	$275,317				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0890R	Queens Way-South Bound	$0	$275,317				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0892L	Queens Way South Bound	$0	$273,821				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0892R	Queens Way North Bound	$0	$273,821				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0897	S.P.T.C. R R	$0	$15,990				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0916	First Street	$0	$19,658				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0918	First Street	$0	$19,658				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0930	9th Street	$0	$259,726					Project Complete	☑	☑	☑
07	Los Angeles County	53C0931	10th Street Off Ramp	$0	$722,148				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0933	7th Street On Ramp	$0	$79,055				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0934	6th Street Off Ramp	$0	$380,774				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0951	Garey Avenue	$0	$27,418				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C1403	The Old Road	$0	$402,429	▲	11/30/15	12/31/15	4/30/18	38% Design	☑	☑	⊗
07	Los Angeles County	53C1577	Oleander Avenue	$0	$17,584				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C1710	Fruitland Avenue	$0	$0					Bridge Removed			
07	Los Angeles County	53C1829	Oak Grove Drive	$0	$242,594		▲		▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C1851	Oak Grove Drive	$0	$243,263				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C1909	AT & SF Railroad	$0	$29,067				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C1915	4th Street	$0	$37,502		▲	▲	▲	Project Complete	☑	☑	☑
08	Barstow	54C0088	North 1st Avenue	$0	$350,000	1/1/15	1/1/17	1/1/17	3/1/19	Request Re-Strategy	☑	⊗	⊗

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08	Barstow	54C0089	North 1st Avenue	$0	$82,010	4/1/15	7/5/16	7/5/16	3/1/17	Request Re-Strategy	☑	☑	⊗
08	Barstow	54C0583	Yucca Street	$0	$50,000	4/1/15	12/31/15	12/31/15	12/31/16	Request Re-Strategy	☑	⊗	⊗
08	Colton	54C0077	La Cadena Drive	$0	$134,199		12/31/14	No R/W	12/31/16	90% Design	☑	☑	⊗
08	Colton	54C0078	La Cadena Drive	$0	$14,911				3/31/15	100% Design	☑	☑	⊗
08	Colton	54C0079	La Cadena Drive	$0	$14,911				3/31/15	100% Design	☑	☑	⊗
08	Colton	54C0100	Mount Vernon Avenue	$0	$71,285		12/30/14	No R/W	12/31/15	90% Design	☑	☑	⊗
08	Colton	54C0101	Mount Vernon Avenue	$0	$19,384		6/30/16	No R/W	12/31/17	95% Design	☑	☑	⊗
08	Colton	54C0375	West C Street	$0	$14,911				3/31/15	100% Design	☑	☑	⊗
08	Colton	54C0384	C Street	$0	$22,366				8/30/14	100% Design	☑	☑	⊗
08	Colton	54C0599	Rancho Avenue	$0	$14,292				3/31/15	100% Design	☑	☑	⊗
08	Department of Water Resources	54C0449	Ranchero Street	$0	$28,675				3/15/15	2% Construction	☑	☑	⊗
08	Department of Water Resources	54C0451	Mesquite Street	$0	$17,205				3/15/15	2% Construction	☑	☑	⊗
08	Department of Water Resources	54C0452	Maple Avenue	$0	$28,675				3/15/15	2% Construction	☑	☑	⊗
08	Department of Water Resources	54C0495	Goodwin Drive	$0	$17,205				3/15/15	2% Construction	☑	☑	⊗
08	Department of Water Resources	54C0496	Duncan Road	$0	$17,205				3/15/15	2% Construction	☑	☑	⊗
08	Grand Terrace	54C0379	Barton Road	$0	$52,188				12/30/15	100% Design	☑	☑	⊗
08	Indio	56C0084	Jackson Street	$0	$157,218			12/2/14	12/30/15	95% ROW	☑	⊗	⊗
08	Indio	56C0283	S/B Indio Blvd.	$0	$444,463				12/30/15	Waiting Award	☑	⊗	⊗
08	Indio	56C0291	Jackson Street	$0	$237,795					Project Complete	☑	☑	☑
08	Indio	56C0292	North Bound Indio Boulevard	$5,735	$241,868		10/1/14	10/1/14	12/30/15	90% Design 90% ROW	☑	⊗	⊗

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08	Lake Elsinore	56C0309	Auto Center Drive	$0	$49,206	12/2/15	6/17/16	No R/W	3/23/18	Request Re-Strategy	☑	☑	⊗
08	Loma Linda	54C0130	Anderson Street	$0	$25,052					Project Complete	☑	☑	☑
08	Riverside County	56C0001L	South Bound Van Buren Boulevard	$0	$1,316,701				▲	Project Complete	☑	☑	☑
08	Riverside County	56C0001R	North Bound Van Buren Boulevard	$0	$1,316,701					Project Complete	☑	☑	☑
08	Riverside County	56C0017	River Road	$0	$21,678					Project Complete	☑	☑	☑
08	Riverside County	56C0071	Mission Boulevard//Buena Vista	$57,350	$3,670,400	6/15/16	11/15/17	8/10/17	10/25/20	21% Strategy	☑	☑	⊗
08	San Bernardino	54C0066	Mount Vernon Avenue	$0	$3,452,670		9/8/14	2/9/15	8/10/17	30% Design	☑	☑	⊗
10	Department of Water Resources	39C0250	Mccabe Road	$0	$17,205				3/15/15	1% Construction	☑	☑	⊗
10	Department of Water Resources	39C0252	Butts Road	$0	$28,675				3/15/15	1% Construction	☑	☑	⊗
10	Department of Water Resources	39C0314	Mervel Avenue	$0	$22,940				3/15/15	1% Construction	☑	☑	⊗
10	Merced County	39C0339	Canal School Road	$0	$0					Bridge Removed			
10	Modesto	38C0050	Carpenter Road	$0	$1,187,886				12/31/14	93% Construction	☑	⊗	⊗
10	San Joaquin County	29C0187	Airport Way	$0	$420,730				▲	Project Complete	☑	☑	☑
10	San Joaquin County	38C0032	Mchenry Avenue	$0	$238,576		11/14/14	11/19/15	4/1/19	65% Design	☑	☑	⊗
10	Stanislaus County	38C0003	Santa Fe Avenue	$0	$536,796		10/31/14	10/31/14	6/30/16	40% Design	☑	☑	⊗
10	Stanislaus County	38C0004	Hickman Road	$0	$820,105		7/1/14	9/1/14	9/30/17	75% Design	☑	☑	⊗
10	Stanislaus County	38C0010	Crows Landing	$0	$745,550		3/31/15	6/1/15	10/31/17	65% Design	☑	☑	⊗
10	Stanislaus County	38C0048	Geer Road	$0	$141,655		12/31/14		9/30/15	68% Design 100% ROW	☑	☑	⊗
10	Stanislaus County	38C0202	Pete Miller Road	$0	$44,733		12/31/14	No R/W	10/31/15	Design Phase Started	☑	☑	⊗
10	Stanislaus County	39C0001	River Road	$0	$670,995		10/31/14	1/29/15	12/28/16	35% Design	☑	☑	⊗
10	Tracy	29C0126	Eleventh Street	$0	$2,278,743		10/30/14	9/25/14	12/30/16	92% Design 85% ROW	☑	⊗	⊗

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11	Del Mar	57C0207	North Torrey Pines Road	$0	$2,679,446				▲	Project Complete	☑	☑	☑
11	Imperial County	58C0014	Forrester Road	$28,675	$725,569		6/21/16	3/21/15	1/21/17	Design Phase Started	☑	☑	⊗
11	Imperial County	58C0092	Araz Road	$0	$0					Bridge Removed			
11	Imperial County	58C0094	Winterhaven Drive	$0	$152,780		2/21/15	No R/W	10/21/15	100% Strategy	☑	☑	⊗
11	Oceanside	57C0010	Douglas Drive	$0	$984,126		3/1/16	6/1/15	2/1/18	20% Design	☑	⊗	⊗
11	Oceanside	57C0322	Hill Street	$0	$0		3/1/18	6/1/16	2/1/20	33% Design	☑	☑	⊗
11	San Diego	57C0015	North Harbor Drive	$0	$1,351,438				▲	Project Complete	☑	☑	☑
11	San Diego	57C0416	First Avenue	$0	$698,119				▲	Project Complete	☑	☑	☑
11	San Diego	57C0418	Georgia Street	$0	$142,549		9/1/14	10/31/14	6/1/15	60% Design 30% ROW	☑	☑	⊗
11	Santee	57C0398	Carlton Oaks Drive	$0	$46,000		2/27/15	No R/W	8/31/15	9% Design	☑	⊗	⊗
12	Newport Beach	55C0015	Park Avenue	$0	$146,242		6/30/15	8/15/14	12/31/16	10% Design	☑	☑	⊗
12	Newport Beach	55C0149L	South Bound Jamboree Road	$0	$57,003				▲	Project Complete	☑	☑	☑
12	Newport Beach	55C0149R	North Bound Jamboree Road	$0	$28,305				▲	Project Complete	☑	☑	☑
12	Newport Beach	55C0151	Bayside Drive	$0	$18,044				▲	Project Complete	☑	☑	☑
12	Orange County	55C0038	Santiago Canyon Road	$0	$63,477				▲	Project Complete	☑	☑	☑
12	Orange County	55C0655	John Wayne Airport - Macarthur	$0	$457,185	▲				Project Complete	☑	☑	☑
12	Orange County	55C0656	Route 55 Departures	$0	$106,800					Project Complete	☑	☑	☑
12	Orange County	55C0657	Macarthur	$0	$39,254					Project Complete	☑	☑	☑
12	Orange County	55C0658	Departures Traffic	$0	$182,292					Project Complete	☑	☑	☑
			Total	**$1,718,626**	**$125,646,901**								

☑ No known scope, budget, or schedule impacts ⊗ Known scope, budget, or schedule impact
◆ Potential schedule impact (late, but within the same Federal Fiscal Year)

Phase Complete ▲ Completed ahead of schedule Behind schedule

Estimated costs and schedule are input by local agencies into the LA-ODIS and are compared with Baseline Agreement Data. Report data entered as of 6/30/2014.

CALIFORNIA DEPARTMENT OF TRANSPORTATION

FY 2013-14
4th Quarter Report

State-Local Partnership Program

Quarterly Report to the

California Transportation Commission

State-Local Partnership Program
Progress Report

SUMMARY:

This report covers the fourth quarter of the State Fiscal Year (FY) 2013-14 for the State-Local Partnership Program (SLPP). There are 279 projects with a total value of $980.992 million (M) in SLPP funds that have been approved by the California Transportation Commission (Commission) for this program. All $980.992M has been allocated. There are 260 projects shown on the tables in this report due to some of these projects receiving funding in multiple cycles of the program. Currently there are 118 projects in construction and 71 projects are completed with approved final delivery reports.

The SLPP was set at $200M each year for five years, for a total of $1 billion. It is split into two sub-programs. The first is a "formula" based program and the second is a "competitive" based program. The formula program matches local sales tax, property tax and/or bridge tolls and is 95 percent of the total SLPP. The competitive program matches local uniform developer fees and represents five percent of the SLPP. Any SLPP funds that were not programmed in either the "formula" or "competitive" programs in a given fiscal year remained available for future programming in the remaining cycles of the SLPP.

FORMULA PROGRAM:

Each year the Commission reviewed projects that were nominated for the formula program. The Commission adopted those projects that met the requirements of Proposition 1B, the Highway Safety, Traffic Reduction and Port Security Bond Act of 2006, and had a commitment of the required match and any required supplementary funding. The following is the status of the formula program projects. See the attached lists for specific project information.

- Cycle 1: In FY 2008-09, 18 projects were programmed for formula share funding. Nine projects were removed from the program and one was reprogrammed to Cycle two. The 8 remaining projects total $72.6M in SLPP bond funds. All eight projects have been allocated; two projects had an approved Letter of No Prejudice (LONP) prior to allocation and five projects have been completed.

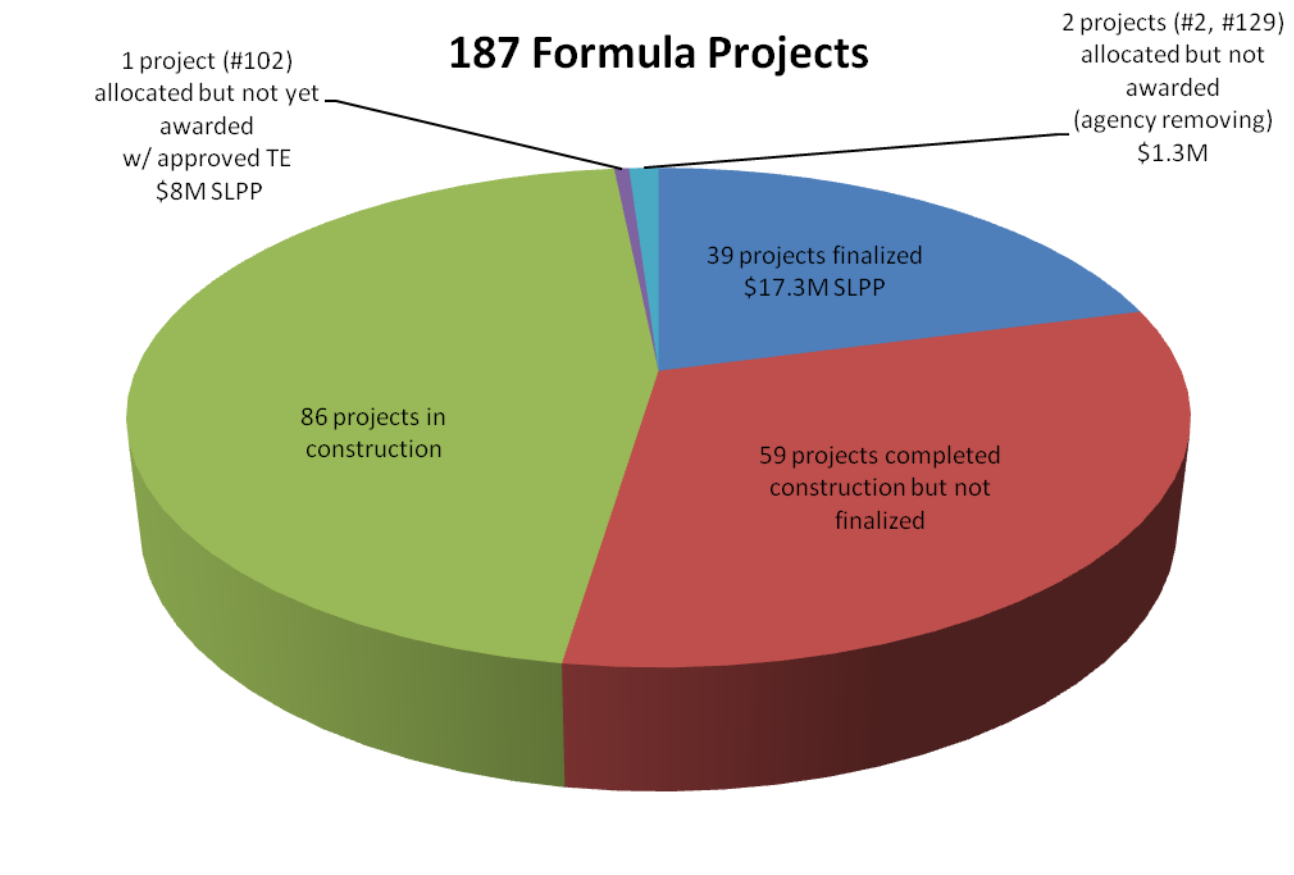
- Cycle 2: In FY 2009-10, 23 projects were programmed for formula share funding. Five of the projects were removed from the program; one was re-programmed in Cycle four and one was re-programmed in Cycle five. The remaining 16 projects total $126.4M in SLPP funds. All 16 of these projects have been allocated; five projects had an approved LONP prior to allocation and nine projects have been completed.

- Cycle 3: In FY 2010-11, 12 projects were programmed for formula share funding. One of these projects was removed from the program. The remaining 11 projects total $100.3M in SLPP funds. All 11 of these projects have been allocated; three had an approved LONP prior to allocation and six projects have been completed.

- Cycle 4: In FY 2011-12, 35 projects were programmed for formula share funding. Seven have been removed from the program and eight were reprogrammed to Cycle five. The 20 remaining projects total $120.4M in SLPP funds. All 20 of these projects have approved allocations; five of these had an approved LONP prior to allocation and four projects have been completed.

- Cycle 5: In FY 2012-13, there were 151 projects programmed for formula share funding, two projects were removed from the program. The remaining 149 projects total $511.2M in SLPP funding. All 149 of these projects have approved allocations and 75 have been completed.

FORMULA PROGRAM PROJECT SUMMARY:



COMPETITIVE PROGRAM:

Each year the Commission reviewed eligible projects that were nominated for the competitive grant program. Projects had to meet the requirements of Proposition 1B and must have had a commitment of the required match and any supplementary funding needed. No single grant could exceed $1M.

The Commission selected projects that met the following specified criteria:

- Geographic balance
- Cost-effectiveness
- Multimodal
- Safety
- Reliability
- Construction schedule
- Leverage of funding
- Air quality improvements

The following is the status of the competitive program projects. See the attached lists for specific project information.

- Cycle 1: In FY 2008-09, 12 projects were programmed for competitive share funding. One of these projects was previously removed and the 11 remaining projects totaled $8.6M in programmed SLPP bond funds; that amount was reduced to $7.6M after bid savings were accounted for on the completed projects. All 11 of these projects have approved allocations; one project had an approved LONP prior to allocation and all projects have been completed.

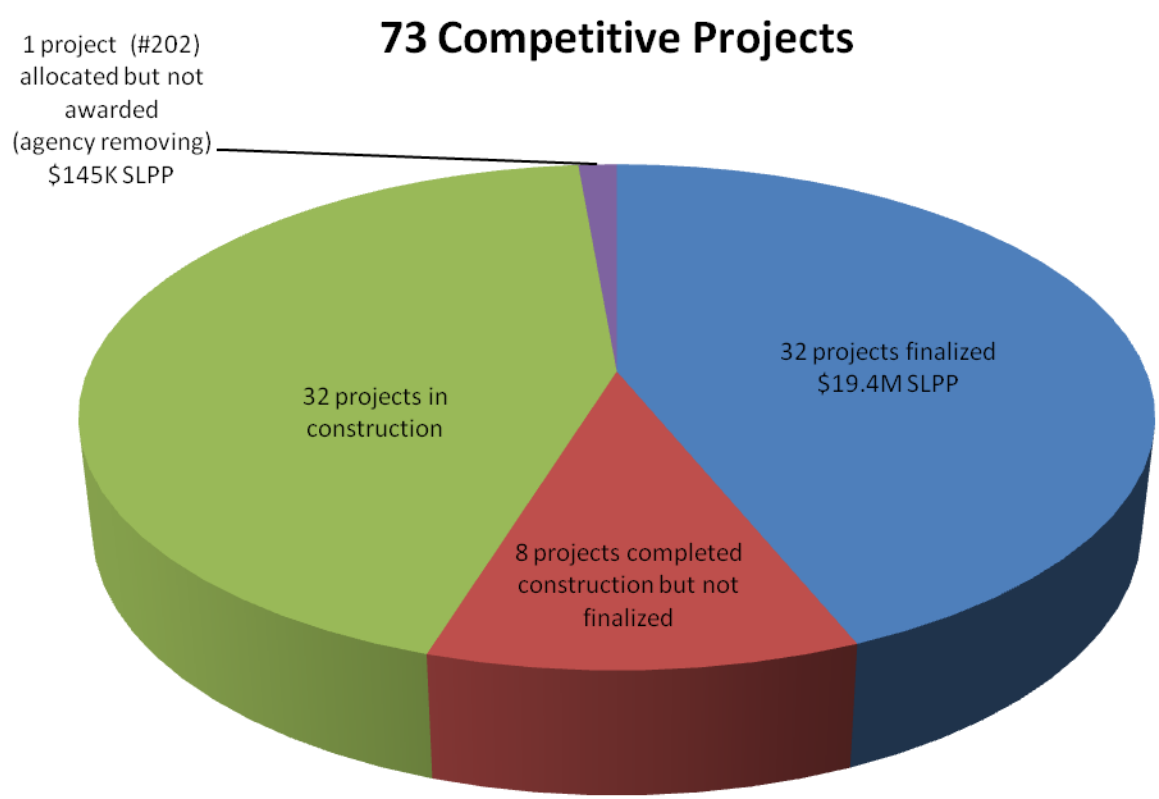
- Cycle 2: In FY 2009-10, 14 projects were programmed for competitive share funding. One of these projects was removed from the program. The 13 remaining projects totaled $9M in programmed SLPP bond funds; that amount was reduced to $7.8M after bid savings were accounted for on the completed projects. All 13 projects have approved allocations; five of these projects had an approved LONP prior to allocation and 12 of these projects have been completed.

- Cycle 3: In FY 2010-11, 17 projects were programmed for competitive share funding. Four of these projects were previously removed from the program. The remaining 13 projects totaled $8.4M in SLPP bond funds; that amount was reduced to $8.3M after bid savings were accounted for on completed projects. All 13 of these projects have been allocated; three of these projects had an approved LONP prior to allocation and 11 projects have been completed.

- Cycle 4: In FY 2011-12, 13 projects were programmed for competitive share funding; three of these projects were removed from the program. The remaining ten projects total $8.2M in SLPP bond funds. All 10 of these projects have been allocated and three have been completed.

- Cycle 5: In FY 2012-13, 31 projects were programmed for competitive share funding; three of these projects were removed from the program. The remaining 28 projects total $18M in SLPP bond funds. All 28 of these projects have been allocated and three have been completed.

COMPETITIVE PROGRAM PROJECT SUMMARY:



LONP:

The LONP Guidelines were approved in December 2009. There were 22 projects that were approved for a LONP; all 22 of these projects have since been allocated.

BACKGROUND:

On November 7, 2006, the voters approved Proposition 1B, which authorized $1 billion for the State-Local Partnership Program to be available, upon appropriation by the Legislature, for allocation by the Commission over a five-year period to eligible transportation projects nominated by eligible transportation agencies. Proposition 1B requires a dollar for dollar match of local funds for an applicant agency to receive state funds under the program.

CURRENT STATUS:

This report includes several attachments that provide detailed information on project status. Please note that the “Project Numbers” in these lists are for clarification in this report and are only for reference to indicate the number of projects in this report. These “Project Numbers” are subject to change in subsequent reports as projects are added and deleted. Currently there are 260 projects shown in the tables in these reports.

COMPLETED PROJECTS:

This report shows projects that are completed and have an approved Final Delivery Report in separate tables at the end of the project status and detail tables.

Formula Projects - Status and Detail: Scope Budget and Schedule

PROJECT NUMBER	DISTRICT	COUNTY/ Agency	AGENCY	PROJECT ID	PROJECT NAME/ (SLPP Cycle)	TOTAL PROJECT COST X $1,000	TOTAL CONST COST X $1,000	TOTAL SLPP FUNDS X $1,000	APPROVED BEGIN CONST/ AWARD DATE	DATE OF ALLOCATION	CONSTRUCTION % COMPLETE	DATE CONSTRUCTION COMPLETED	CONSTRUCTION AWARDED	ALLOCATED BUT NOT AWARDED	SCOPE	BUDGET	SCHEDULE
1	1	MEN	City of Fort Bragg	7615	Street Resurfacing (5)	$1,445	$1,445	$163	8/2013	5/2013	100%	12/2013	X		●	●	●
2	1	MEN	City of Point Arena	7687	Port & Windy Hollow Rd Rehab (5)	$22	$22	$11	4/2014	6/2013	0			X	◆	◆	◆
3	3	SAC	Sacramento County	7536	Hwy 50 / Watt Ave (5)	$38,750	$30,448	$8,586	9/2012	4/2012	84%		X		●	●	●
4	3	SAC	Sacramento RT	7501	South Sacramento Light Rail, Ph 2 (3)	$31,500	$31,500	$7,200	11/2011	10/2011	98%		X		●	●	●
5	3	SAC	City of Sacramento	7558	Cosumnes River Blvd / I-5 Interchange (5)	$82,917	$70,056	$7,691	1/2013	12/2012	50%		X		●	●	●
6	3	SAC	Caltrans		Sac 50 – HOV (1)	$128,536	$100,736	$7,214	10/2009	6/2009	100%	5/2013	X		●	●	●
7	4	ALA	Alameda Cty Transit	7502	Bus Procurement Program (2,5)	$52,434	$52,434	$21,007	4/2012	10/2011 9/2012	95%		X		●	●	●
8	4	Vari.	Bay Area Rapid Transit	7489	BART - Warm Springs Extension (1,2,3,4,5)	$890,000	$746,904	$99,180	5/2009	1/2010 1/2010 1/2011 10/2011 9/2012	63%		X		●	●	◆
9	4	Bay Area Toll Auth	Bay Area Rapid Transit	7499	Oakland Airport Connector (2,4,5)	$484,111	$454,081	$20,000	11/2010	1/2011 10/2011 12/2012	93%		X		●	●	●
10	4	CC	Caltrans		SR 4 East Somersville to 160 Segment 2 (1,3)	$83,967	$48,717	$9,984	10/2011	10/2011 10/2011	70%		X		●	●	●
11	4	CC	Caltrans		SR 4 East Somersville to 160 Segment 3 (2,4)	$92,407	$59,775	$8,534	4/2012	1/2012 1/2012	49%		X		●	●	●
12	4	CC	Contra Costa Transp Auth		SR 4 East Widening Segment 3B (5)	$88,161	$76,740	$5,868	10/2012	8/2012	27%		X		●	●	●
13	4	CC	City of El Cerrito	7693	2013 Street Improvements (5)	$832	$751	$354	10/2013	6/2013	90%		X		●	●	●
14	4	MRN	Sonoma Marin Rail Trans Dist	7530	Sonoma-Marin Area Rail Transit (4,5)	$397,060	$294,970	$8,322	12/2011	12/2011 8/2012	50%		X		●	●	●
15	4	SF	Caltrans	7698	Doyle Drive (5) P3 project	$849,169	$605,799	$19,366	1/2011	6/2013	45%		X		●	●	●
16	4	SM	Peninsula Cnty Jnt Pwrs Brd	7514	Positive Train Control (4,5)	$227,691	$203,700	$6,300	10/2011	10/2011 5/2013	5%		X		●	●	●
17	4	Vari	Peninsula Cnty Jnt Pwrs Brd	7671	Signal System Rehab (5)	$2,600	$2,600	$233	3/2013	3/2013	100%	6/2014	X		●	●	●
18	4	SM	SamTrans	7655	Replacement Gillig Buses (5)	$35,630	$34,279	$5,505	1/2013	12/2012	50%		X		●	●	●
19	4	SM	Sam Trans	7694	Communications System Upgrade (5)	$13,400	$13,400	$101	82013	5/2013	40%		X		●	●	●
20	4	SM	City of Brisbane	7647	School Crossing Safety Systems (5)	$74	$74	$37	7/2013	5/2013	100%	1/2014	X		●	●	●

Formula Projects - Status and Detail: Scope Budget and Schedule

PROJECT NUMBER	DISTRICT	COUNTY/ Agency	AGENCY	PROJECT ID	PROJECT NAME/ (SLPP Cycle)	TOTAL PROJECT COST X $1,000	TOTAL CONST COST X $1,000	TOTAL SLPP FUNDS X $1,000	APPROVED BEGIN CONST/ AWARD DATE	DATE OF ALLOCATION	CONSTRUCTION % COMPLETE	DATE CONSTRUCTION COMPLETED	CONSTRUCTION AWARDED	ALLOCATED BUT NOT AWARDED	SCOPE	BUDGET	SCHEDULE
21	4	SM	City of Brisbane	7649	Sidewalk Improvement (5)	$100	$100	$50	8/2013	5/2013	100%	2/2014	X		●	●	●
22	4	SM	City of Brisbane	7648	Bayshore Drive Rehab (5)	$120	$120	$60	8/2013	5/2013	100%	11/2013	X		●	●	●
23	4	SM	City of Burlingame	7646	Street Resurfacing (5)	$1,000	$950	$411	8/2013	5/2013	100%	1/2014	X		●	●	●
24	4	SM	City of E Palo Alto	7638	Street Resurfacing (5)	$1,090	$990	$495	2/2014	5/2013	40%		X		●	●	◆
25	4	SM	City of Foster City	7639	Street Resurfacing (5)	$1,016	$1,016	$508	8/2013	1/2013	100%	10/2013	X		●	●	◆
26	4	SM	City of Half Moon Bay	7651	Road Rehab (5)	$484	$484	$242	8/2013	5/2013	100%	1/2014	X		●	●	●
27	4	SM	City of San Bruno	7637	Road Rehab (5)	$1,287	$1,247	$431	5/2013	5/2013	99%		X		●	●	●
28	4	SM	City of San Mateo	7641	Citywide Street Rehab (5)	$1,280	$1,280	$613	7/2013	3/2013	100%	4/2014	X		●	●	●
29	4	SM	City of So San Francisco	7642	2013 Street Rehab (5)	$1,014	$1,004	$502	8/2013	5/2013	100%	12/2013	X		●	●	●
30	4	SM	City of Woodside	7657	Road Rehab (5)	$534	$534	$267	9/2013	5/2013	100%	4/2014	X		●	●	●
31	4	SM	San Mateo Cnty	7654	Street Resurfacing (5)	$1,850	$1,850	$605	7/2013	5/2013	100%	5/2014	X		●	●	●
32	4	SCL	Santa Clara Vly Trans Auth	7534	BART – Vehicle Procurement (4,5)	$213,112	$213,112	$34,865	6/2012	5/2013 5/2013	7%		X		●	●	●
33	4	SON	Caltrans		101 – Airport OC and I/C (4,5)	$49,208	$33,400	$3,693	10/2012	4/2012 9/2012	87%		X		●	●	●
34	4	SON	Caltrans		101 – Petaluma River Bridge (4)	$127,347	$77,000	$1,865	10/2012	5/2012	55%		X		●	●	●
35	4	SON	Caltrans	7697	101 – Old Redwood Hwy OC & IC (5)	$41,388	$26,798	$4,610	2/2013	9/2012	55%		X		●	●	●
36	5	SCR	Santa Cruz Metro Transit District	7557	Metro Base Consolidated Facility (5)	$74,824	$63,376	$5,812	12/2012	8/2012	30%		X		●	●	●
37	5	SB	Santa Barbara County	7684	Overlay Various County Roads (5)	$1,109	$1,109	$242	10/2013	5/2013	100%	4/2014	X		●	●	●
38	5	SB	City of Goleta	7678	Patterson Avenue Sidewalk Infill (5)	$335	$314	$54	2/2014	5/2013	100%	3/2014	X		●	●	◆
39	5	SB	City of Lompoc	7673	2013 Laurel Avenue Rehab (5)	$300	$300	$77	11/2013	5/2013	95%		X		●	●	●
40	5	SB	City of Santa Maria	7510	Union Valley Parkway Arterial – Ph II (5)	$5,039	$5,039	$2,163	3/2013	12/2012	100%	1/2014	X		●	●	●
41	5	SB	City of Santa Maria	7683	Central Santa Maria Roadway Repairs (5)	$600	$600	$180	8/2013	5/2013	100%	3/2014	X		●	●	●
42	6	FRE	Caltrans	7696	Kings Canyon Expressway Seg 2 (5)	$43,600	$23,000	$11,500	6/2013	1/2013	68%		X		●	●	●
43	6	FRE	City of Clovis	7663	Temperance – Bullard to Herndon (5)	$2,597	$2,597	$1,298	5/2013	1/2013	100%	3/2013	X		●	●	●
44	6	FRE	City of Clovis	7662	Herndon Ave – Clovis to Fowler (5)	$1,598	$1,598	$799	5/2013	1/2013	95%		X		●	●	●
45	6	FRE	City of Clovis	7680	Temperance Ave Improvements (5)	$1,594	$1,594	$728	12/2013	6/2013	80%		X		●	●	●
46	6	FRE	City of Fresno	7668	Peach Ave – Kings Canyon Rd to Belmont (5)	$12,311	$7,300	$3,650	8/2013	1/2013	99%		X		●	●	◆

Formula Projects - Status and Detail: Scope Budget and Schedule

PROJECT NUMBER	DISTRICT	COUNTY/ Agency	AGENCY	PROJECT ID	PROJECT NAME/ (SLPP Cycle)	TOTAL PROJECT COST X $1,000	TOTAL CONST COST X $1,000	TOTAL SLPP FUNDS X $1,000	APPROVED BEGIN CONST/ AWARD DATE	DATE OF ALLOCATION	CONSTRUCTION % COMPLETE	DATE CONSTRUCTION COMPLETED	CONSTRUCTION AWARDED	ALLOCATED BUT NOT AWARDED	SCOPE	BUDGET	SCHEDULE
47	6	FRE	City of Fresno	7667	Willow Ave – Barstow Ave to Escalon Ave (5)	$2,367	$1,930	$965	9/2013	3/2013	80%		X		●	●	●
48	6	FRE	City of Fresno	7675	Herndon EB Widening (5)	$2,044	$1,715	$818	10/2013	6/2013	98%		X		●	●	●
49	6	FRE	City of Fresno	7685	180 West Frontage Road (5)	$7,519	$4,426	$2,213	11/2013	6/2013	35%		X		●	●	●
50	6	MAD	Madera County	7549	Avenue 9 Improvements (5)	$3,419	$3,204	$1,454	6/2013	3/2013	100%	1/2014	X		●	●	●
51	6	MAD	City of Chowchilla	7613	Presidential Street Resurfacing (5)	$527	$480	$240	12/2013	6/2013	99%		X		●	●	●
52	6	MAD	City of Madera	7486	3R & ADA – South Gateway Drive (3)	$437	$417	$206	7/2013	10/2012	100%	11/2013	X		●	●	◆
53	6	MAD	City of Madera	7485	3R & ADA – D Street and Almond Ave (3)	$566	$546	$273	62013	10/2012	100%	11/2013	X		●	●	◆
54	6	MAD	City of Madera	7541	4th Street – Pine Street to K Street (5)	$1,512	$1,360	$567	6/2013	1/2013	100%	2/2014	X		●	●	●
55	6	TUL	Dinuba	7511	Avenue 416 Widening -Rd 56 to Rd 80 (5)	$22,730	$22,730	$7,551	11/2013	6/2013	2%		X		●	●	●
56	7	LA	LA County Metropolitan Transp Auth	7449	I-10 & I-110 Convert HOV to HOT Lanes (2)	$120,635	$113,287	$20,000	7/2011	1/2011	98%		X		●	●	●
57	7	LA	LA County Metropolitan Transp Auth	7496	LA - San Fernando Valley Transit Ext (2,3)	$160,600	$151,500	$32,300	3/2010	1/2011 1/2011	98%		X		●	●	●
58	7	LA	LA County Metropolitan Transp Auth	7494	CNG Bus Procurement (3,4)	$77,100	$77,100	$38,550	12/2011	1/2011 2/2012	100%	8/2013	X		●	●	●
59	7	LA	LA County Metropolitan Transp Auth	7555	Transit Bus Acquisition (5)	$297,070	$297,070	$36,250	1/2013	8/2012	34%		X		●	●	●
60	7	LA	LA County Metropolitan Transp Auth	7664	Exposition Light Rail (5)	$110,315	$101,930	$28,259	6/2013	3/2013	25%		X		●	●	●
61	7	LA	LA County Metropolitan Transp Auth	7695	Crenshaw LAX Transit Corridor (5)	$1,762,725	$1,571,975	$49,529	12/2012	5/2013	13%		X		●	●	◆
62	7	LA	Southern CA Regional Rail Authority	7495	Positive Train Control (3,4)	$231,112	$209,282	$20,000	1/2011	1/2011 8/2011	82%		X		●	●	●
63	7	LA	Caltrans		I-5 N. Carpool Lanes SR 118-170 (1)	$236,001	$136,075	$25,075	5/2010	5/2009	83%		X		●	●	●
64	7	LA	Caltrans	7484	I-5 Carmenita Interchange (2)	$395,167	$171,930	$14,925	7/2011	6/2010	47%		X		●	●	●
65	7	LA	Caltrans		I-5 HOV Empire Ave I/C (4)	$341,859	$195,787	$13,061	10/2012	5/2012	6%		X		●	●	●
66	8	RIV	City of Corona	7546	Foothill Parkway Westerly Extension (5)	$23,500	$23,500	$7,000	7/2014	3/2013	10%		X		●	●	◆
67	8	RIV	City of Indian Wells	7556	Highway 111 Improvements (5)	$3,100	$3,100	$1,550	7/2013	3/2013	100%	5/2014	X		●	●	●

Formula Projects - Status and Detail: Scope Budget and Schedule

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68	8	RIV	City of Indio	7544	Monroe Street Improvements (5)	$2,750	$2,750	$1,375	10/2012	10/2012	100%	7/2013	X		●	●	●
69	8	RIV	City of Indio	7545	Varner Road / Jefferson Street Improv. (5)	$4,500	$4,500	$2,253	10/2013	6/2013	80%		X		●	●	●
70	8	RIV	City of Murrieta	7636	I-15 / Los Alamos Rd OC (5) (Also Receiving Competitive Funds)	$8,900	$8,900	$2,500	4/2013	1/2013	49%		X		●	●	●
71	8	RIV	City of La Quinta	7656	Rte 111 / Washington St Int Improv (5)	$566	$566	$283	8/2013	6/2013	100%	2/2014	X		●	●	●
72	8	RIV	City of Palm Desert	7640	I-10 / Monterey Ave I/C Ramp Mod (5)	$8,361	$8,361	$2,800	1/2014	5/2013	30%		X		●	●	●
73	8	RIV	Riverside Cnty	7652	Fred Waring Drive Widening (5)	$9,432	$8,000	$4,000	11/2013	6/2013	50%		X		●	●	●
74	8	RIV	Riverside Cnty	7653	Rte 91 Corridor Improvement (5)	$1,344,829	$942,109	$37,173	5/2013	3/2013	17%		X		●	●	●
75	8	SBD	SANBAG	7538	I-15 / Ranchero Rd Interchange (4)	$57,622	$44,221	$4,550	11/2012	5/2012	69%		X		●	●	●
76	8	SBD	SANBAG	7681	Downtown Passenger Rail Project (5)	$92,757	$66,347	$10,921	12/2013	6/2013	2%		X		●	●	●
77	8	SBD	San Bernardino County	7658	Maple Lane Improvements (5)	$2,892	$2,604	$1,302	4/2013	3/2013	98%		X		●	●	●
78	8	SBD	Town of Apple Valley	7682	Yucca Loma Bridge and Yates Road (5)	$42,525	$41,762	$9,712	12/2013	6/2013	20%		X		●	●	●
79	8	SBD	City of Big Bear Lake	7666	Village “L” St Improvements Var Loc (5)	$4,710	$4,541	$1,200	4/2013	1/2013	100%	12/2013	X		●	●	●
80	8	SBD	City of Ontario	7688	South Milliken Avenue RR Grade Sep (5)	$82,016	$71,300	$7,210	12/2013	6/2013	5%		X		●	●	●
81	8	SBD	City of Ontario	7691	Vineyard Avenue RR Grade Sep (5)	$55,195	$50,800	$19,490	12/2013	6/2013	18%		X		●	●	●
82	8	SBD	City of Twenty Nine Palms	7659	National Park Drive Improvements (5)	$850	$815	$400	8/2013	1/2013	100%	6/2013	X		●	●	●
83	8	SBD	City of Yucca Valley	7660	Rte 62 Imp. - Apache Trail to Palm Ave (5)	$3,801	$2,930	$723	11/2013	3/2013	1%		X		●	●	●
84	8	SBD	City of Yucca Valley	7661	Rte 62 Imp. – La Honda to Dumosa (5)	$3,702	$2,594	$778	7/2013	1/2013	100%	5/2014	X		●	●	●
85	10	SJ	City of Stockton	7448	Lower Sacramento Rd Grade Separation (2)	$34,400	$30,040	$5,100	10/2010	4/2010	100%	3/2014	X		●	●	●
86	10	SJ	City of Stockton	7533	I-5 French Camp Road I/C (4)	$50,644	$31,100	$3,800	9/2012	4/2012	80%		X		●	●	●
87	10	SJ	Caltrans		Rte 99 South Stockton 6 Lane (5)	$214,458	$113,958	$16,065	10/2012	6/2012 1/2013	39%		X		●	●	●
88	11	IMP	Imperial County	7561	Dogwood Road (5)	$1,802	$1,802	$901	8/2013	3/2013	99%		X		●	●	●
89	11	IMP	Imperial County	7560	Willoughby Road (5)	$1,300	$1,300	$650	8/2013	3/2013	100%	4/2014	X		●	●	●
90	11	IMP	City of Brawley	7550	Eastern Avenue Rehab (5)	$1,250	$1,250	$625	6/2013	3/2013	98%		X		●	●	●
91	11	IMP	City of Calexico	7563	5th Street Repaving (5)	$1,030	$1,030	$515	3/2014	3/2013	50%		X		●	●	●
92	11	IMP	City of Calexico	7562	Downtown Repaving (5)	$800	$800	$400	3/2014	3/2013	50%		X		●	●	●
93	11	IMP	City of Calipatria	7552	Lake Avenue Improvements (5)	$271	$271	$133	7/2013	3/2013	100%	9/2013	X		●	●	●

Formula Projects - Status and Detail: Scope Budget and Schedule

PROJECT NUMBER	DISTRICT	COUNTY/ Agency	AGENCY	PROJECT ID	PROJECT NAME/ (SLPP Cycle)	TOTAL PROJECT COST X $1,000	TOTAL CONST COST X $1,000	TOTAL SLPP FUNDS X $1,000	APPROVED BEGIN CONST/ AWARD DATE	DATE OF ALLOCATION	CONSTRUCTION % COMPLETE	DATE CONSTRUCTION COMPLETED	CONSTRUCTION AWARDED	ALLOCATED BUT NOT AWARDED	SCOPE	BUDGET	SCHEDULE
94	11	IMP	City of El Centro	7553	FY 2013 Streets Rehab (5)	$2,073	$2,073	$1,036	10/2013	3/2013	100%	6/2014	X		●	●	◆
95	11	IMP	City of Imperial	7564	South N Street Reconstruction (5)	$768	$768	$384	9/2013	3/2013	99%		X		●	●	●
96	11	IMP	City of Westmorland	7554	6th Street and G Street Improvements (5)	$136	$136	$68	10/2013	3/2013	100%	3/2014	X		●	●	◆
97	11	IMP	San Diego Assoc of Gov	7497	Blue Line Light Rail Vehicles (2)	$233,178	$233,178	$31,097	1/2011	1/2011	100%	4/2014	X		●	●	●
98	11	SD	San Diego Assoc of Gov	7513	Blue Line Crossovers and Signals (4)	$43,393	$38,479	$10,200	9/2011	10/2011	98%		X		●	●	◆
99	11	SD	San Diego Assoc of Gov	7531	Blue Line Station Rehab (5)	$136,818	$135,761	$30,993	5/2013	8/2012 5/2013	37%		X		●	●	●
100	11	SD	San Diego Assoc of Gov	7559	Blue Line Traction and Power Substation (5)	$19,019	$16,587	$4,658	9/2012	8/2012	85%		X		●	●	●
101	11	SD	Caltrans		I-805 HOV Managed Lanes – North (4)	$163,000	$127,305	$1,358	4/2012	10/2011	46%		X		●	●	●
102	11	SD	Caltrans	7699	I-5 Genessee Avenue Interchange (5)	$83,944	$64,857	$8,000	5/2015	5/2013	0			X	●	●	●
103	12	ORA	Orange County	7608	Moulton Pkwy – Smart Street, Seg 3 (5)	$7,986	$6,842	$3,422	12/2012	6/2012	88%		X		●	●	●
104	12	ORA	Orange County	7504	Cow Camp Rd (5)	$39,900	$37,900	$4,160	7/2013	5/2013	50%		X		●	●	●
105	12	ORA	Orange County	7543	La Pata Avenue (5)	$57,220	$45,220	$5,110	12/2013	6/2013	8%		X		●	●	●
106	12	ORA	Orange County	7609	Skyline Drive Reconstruction (5)	$580	$504	$252	8/2013	3/2013	100%	11/2013	X		●	●	●
107	12	ORA	Orange County	7610	Dale Street Reconstruction (5)	$262	$215	$107	7/2013	3/2013	100%	9/2013	X		●	●	●
108	12	ORA	Orange County	7650	La Colina Drive Pavement Rehab (5)	$1,818	$1,665	$815	6/2013	3/2013 6/2013	100%	8/2013	X		●	●	●
109	12	ORA	City of Anaheim	7505	Brookhurst St Widening (5)	$8,961	$8,961	$3,393	9/2013	5/2013	70%		X		●	●	●
110	12	ORA	City of Anaheim	7582	Sunkist Street Improvements (5)	$1670	$1670	$835	4/2013	12/2012	100%	1/2014	X		●	●	●
111	12	ORA	City of Anaheim	7581	Orange Avenue Improvements (5)	$348	$348	$174	5/2013	12/2012	100%	2/2014	X		●	●	●
112	12	ORA	City of Anaheim	7583	Knott Avenue Improvements (5)	$448	$448	$224	5/2013	12/2012	100%	2/2014	X		●	●	●
113	12	ORA	City of Anaheim	7580	Anaheim Blvd Improvements (5)	$664	$664	$332	5/2013	12/2012	100%	2/2014	X		●	●	●
114	12	ORA	City of Brea	7570	Lambert Rd Ph 2 Rehab (5)	$794	$794	$362	11/2013	3/2013	100%	6/2014	X		●	●	◆
115	12	ORA	City of Buena Park	7618	La Palma Ave Rehab-Beach Blvd/ECL (5)	$1,182	$1,142	$571	7/2013	3/2013	100%	11/2013	X		●	●	●
116	12	ORA	City of Costa Mesa	7567	Redhill Avenue Rehab (5)	$1,901	$1,901	$922	6/2013	1/2013	99%		X		●	●	●
117	12	ORA	City of Costa Mesa	7507	Harbor Blvd & Adams Ave (5)	$4,779	$3,914	$1,482	11/2013	5/2013	49%		X		●	●	●
118	12	ORA	City of Cypress	7568	Cerritos Avenue Widening (5)	$439	$378	$168	5/2013	3/2013	95%		X		●	●	●

Formula Projects - Status and Detail: Scope Budget and Schedule

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119	12	ORA	City of Fountain Valley	7575	Brookhurst Street Improvement (5)	$933	$933	$396	8/2013	3/2013	100%	12/2013	X		●	●	●
120	12	ORA	City of Fullerton	7573	Magnolia Avenue Reconstruction (5)	$1,230	$1,100	$410	5/2013	1/2013	100%	1/2014	X		●	●	●
121	12	ORA	City of Fullerton	7572	Berkeley Avenue Reconstruction (5)	$780	$700	$343	5/2013	1/2013	100%	1/2014	X		●	●	●
122	12	ORA	City of Garden Grove	7571	Local Road Rehab (5)	$1,684	$1,684	$842	8/2013	3/2013	70%		X		●	●	●
123	12	ORA	City of Irvine	7604	Campus Drive Rehab (5)	$2,680	$2,500	$1,138	6/2013	1/2013 6/2013	95%		X		●	●	●
124	12	ORA	City of La Palma	7576	La Palma Ave Rehab-Valley View/WCL (5)	$676	$636	$318	6/2013	3/2013	100%	3/2014	X		●	●	●
125	12	ORA	City of Laguna Beach	7611	Trolley Bus Acquisition (5)	$636	$636	$318	6/2013	1/2013	100%	3/2014	X		●	●	●
126	12	ORA	City of Laguna Hills	7598	El Toro Rd / Ridge Route Dr Reconstruction (5)	$1,280	$1,280	$343	6/2013	1/2013	98%		X		●	●	●
127	12	ORA	City of Laguna Woods	7616	El Toro Rd Reconstruction (5)	$591	$591	$293	10/2013	3/2013	99%		X		●	●	◆
128	12	ORA	City of Los Alamitos	7617	Business Area Street Improvement (5)	$636	$636	$318	7/2013	3/2013	100%	9/2013	X		●	●	●
129	12	ORA	City of Mission Viejo	7508	La Paz Bridge & Road Widening (4)	$7,519	$5,548	$1,275	11/2013	5/2012	0			X	○	○	○
130	12	ORA	City of Mission Viejo	7503	Oso Parkway Widening (5)	$5,579	$3,180	$1,204	5/2014	5/2013	1%		X		●	●	●
131	12	ORA	City of Mission Viejo	7597	Jeronimo Road Resurfacing (5)	$1,378	$1,278	$574	4/2013	12/2012	100%	12/2013	X		●	●	●
132	12	ORA	City of Orange	7591	Jamboree Rd Rehab (5)	$2,112	$2,072	$1,036	5/2013	3/2013	100%	3/2014	X		●	●	●
133	12	ORA	City of Placentia	7599	Rose Dr / Yorba Linda Blvd (5)	$300	$300	$95	4/2013	1/2013	100%	11/2013	X		●	●	●
134	12	ORA	City of Placentia	7600	Valencia Avenue Rehab (5)	$636	$636	$318	5/2013	1/2013	100%	9/2013	X		●	●	●
135	12	ORA	City of San Clemente	7602	Camino De Los Mares Rehab (5)	$1,400	$1,400	$318	8/2013	3/2013	100%	3/2014	X		●	●	●
136	12	ORA	City of San Juan Capistrano	7592	Local Street Rehab (5)	$804	$804	$318	9/2013	3/2013	1%		X		●	●	●
137	12	ORA	City of Santa Ana	7506	Bristol St Widening (4)	$9,600	$9,600	$3,120	3/2013	8/2012	95%		X		●	●	◆
138	12	ORA	City of Santa Ana	7601	Broadway & McFadden Rehab (5)	$3,765	$3,765	$1,551	8/2013	3/2013	62%		X		●	●	●
139	12	ORA	City of Seal Beach	7596	Arterial and Local Street Rehab (5)	$655	$655	$318	6/2013	3/2013	100%	9/2013	X		●	●	●
140	12	ORA	City of Tustin	7587	Newport Avenue Bike Trail Reconstruct (5)	$450	$400	$200	8/2013	3/2013	90%		X		●	●	●
141	12	ORA	City of Tustin	7535	Tustin Ranch Road Extension (4,5)	$27,752	$25,837	$4,927	8/2012	5/2012 6/2013	100%	3/2014	X		●	●	●

Formula Projects - Status and Detail: Scope Budget and Schedule

PROJECT NUMBER	DISTRICT	COUNTY/ Agency	AGENCY	PROJECT ID	PROJECT NAME/ (SLPP Cycle)	TOTAL PROJECT COST X $1,000	TOTAL CONST COST X $1,000	TOTAL SLPP FUNDS X $1,000	APPROVED BEGIN CONST/ AWARD DATE	DATE OF ALLOCATION	CONSTRUCTION % COMPLETE	DATE CONSTRUCTION COMPLETED	CONSTRUCTION AWARDED	ALLOCATED BUT NOT AWARDED	SCOPE	BUDGET	SCHEDULE
142	12	ORA	City of Tustin	7588	Enderle Ctr / Vandenburg Ln Intersection (5)	$145	$70	$35	8/2013	3/2013	90%		X		●	●	●
143	12	ORA	City of Tustin	7586	Irvine Blvd & McFadden Ave Rehab (5)	$913	$828	$358	8/2013	3/2013	90%		X		●	●	●
144	12	ORA	City of Villa Park	7594	Street Rehab (5)	$651	$651	$125	10/2013	6/2013	99%		X		●	●	●
145	12	ORA	City of Westminster	7589	Brookhurst Street Improvements (5)	$1,212	$1,212	$520	8/2013	3/2013	100%	2/2014	X		●	●	●
146	12	ORA	City of Yorba Linda	7595	Yorba Linda Blvd Rehab (5)	$761	$674	$336	6/2013	1/2013	100%	8/2013	X		●	●	●
147	12	ORA	Caltrans	7700	I-5 HOV Pac Coast Hwy-San Juan Clark (5)	$63,093	$49,272	$20,789	12/2013	6/2013	13%		X		●	●	●
148	12	ORA	Caltrans	7701	SR 91 Aux Lane / Tustin Ave - SR 55 IC (5)	$41,930	$28,000	$14,000	10/2013	6/2013	23%		X		●	●	●
Totals								$913.3M									

● Project is on time, on budget, or within scope.
◆ Schedule, scope and/or budget is unavailable. See Corrective Actions.
□ Project has been delivered and is awaiting allocation.
○ The agency will not be awarding a contract for project or project is no longer using SLPP funds. Project will remain in this report.

Formula Projects - Completed

PROJECT NUMBER	DISTRICT	COUNTY / AGENCY	AGENCY	PROJECT NAME/ (SLPP Cycle)/ Project ID	APPROVED TOTAL PROJECT COST X $1,000	ACTUAL TOTAL PROJECT COST X $1,000	APPROVED TOTAL CONST COST X $1,000	ACTUAL TOTAL CONST COST X $1,000	APPROVED SLPP FUNDS X $1,000	ACTUAL SLPP FUNDS X $1,000	DE-ALLOCATED SLPP SAVINGS X$1,000	NON DE-ALLOCATED SLPP SAVINGS X$1,000	ALLOCATION DATE	ACTUAL CONST START DATE	ACTUAL CONST END DATE
149	1	MEN	City of Willits	Street Rehab (5) 7614	$712	$486.1	$712	$486.1	$116	$116			5/2013	6/03/13	9/12/13
150	3	NEV	Truckee	Annual Slurry Seal Project (2) 7430	$673	$505.6	$673	$505.6	$163	$163			5/2010	7/29/10	10/08/10
151	3	NEV	Truckee	2012 Slurry Seal Project (4) 7509	$825	$606.4	$825	$606.4	$144	$144			10/2011	6/07/12	9/14/12
152	3	NEV	Truckee	2013 Slurry Seal Project (5) 7548	$660	$734.6	$660	$734.6	$71	$71			3/2013	6/18/13	9/24/13
153	3	NEV	Nevada City	Nevada City Paving- Various Locations (2) 7424	$62	$74.6	$62	$74.6	$31	$31			1/2011	6/08/11	6/14/11
154	3	NEV	Nevada City	New Mohawk Road Paving (5) 7692	$101	$83.6	$101	$83.6	$41	$41			6/2013	7/10/13	8/13/13
155	3	SAC	City of Rancho Cordova	Folsom Boulevard Enhancements (3) 7474	$6,837	$6,295	$6,037	$5,665	$2,724	$2,724			10/2011	9/01/11	5/09/13
156	4	SM	Town of Colma	Hillside Blvd Pavement Rehab (5) 7644	$144	$140.5	$144	$140.5	$49	$49			3/2013	06/12/13	07/11/13
157	4	SM	Town of Hillsborough	2013 Street Resurfacing (5) 7645	$914	$1,853.5	$914	$1,853.5	$457	$457			3/2013	5/06/13	8/31/13
158	4	SM	San Mateo Cnty	Resurface and Restripe Alpine Rd (5) 7643	$215	$564.6	$215	$564.6	$88	$88			5/2013	8/01/13	10/25/13
159	4	SM	SMCTD	Purchase Buses for Paratransit (2) 7491	$241	$171.8	$241	$171.8	$49	$23	$22	$4	1/2011	9/14/11	2/28/12
160	4	SM	SMCTD	Replacement Mini Vans (3) 7492	$604	$468.7	$604	$468.7	$100	$47		$53	1/2011	9/14/11	2/15/12
161	4	SM	SMCTD	Replacement Bus Washer (3) 7493	$676	$302.1	$676	$302.1	$150	$31		$119	1/2011	2/08/12	3/31/14
162	4	SON	City of Santa Rosa	Hybrid Bus Acquisition (1) 7488	$2,400	$2,400	$2,400	$2,400	$1,200	$1,200			1/2010	3/30/10	10/19/11
163	5	SB	City of Santa Barbara	Carillo Street Pavement Overlay (5) 7686	$320	$321.2	$320	$321.2	$160	$160			5/2013	5/15/13	9/15/13
164	5	SCR	Santa Cruz Metro Transit Dist	CNG Bus Purchase (4) 7515	$5,820	$5,721.5	$5,820	$5,721.5	$427	$427			10/2011	11/23/11	5/04/12
165	6	MAD	Madera County	Avenue 12 Sidewalk between Rds 36&37 (1) 7406	$320	$416.1	$309	$405.1	$150	$150			1/2010	7/12/10	10/06/10
166	6	MAD	Madera County Transp Comm	Road 200 Reconstruction & Widening (2) 7445	$1,195	$2,022	$742	$727	$371	$364		$7	5/2010	7/11/11	1/24/12
167	6	MAD	City of Madera	Rehab, Resurface, Reconstruct & ADA (2) 7442	$356	$366.9	$336	$346.9	$150	$150			4/2010	10/06/10	12/21/11
168	6	MAD	City of Madera	Street 3R and ADA Improvements (2) 7444	$365	$252.4	$355	$242.4	$137	$122		$15	1/2011	7/06/11	12/21/11
169	6	TUL	Tulare County	Road 80 Widening Phase 1A (1) 7431	$6,000	$8,125	$6,000	$8,125	$2,294	$2,294			5/2010	9/15/10	1/15/13
170	6	TUL	Tulare County	Road 108 Widening (2) 7429	$29,498	$12,613.4	$29,498	$12.613.4	$2,295	$2,295			1/2011	2/07/11	5/15/13
171	11	IMP	City of Holtville	Grape Avenue Improvements Ph2 (5) 7551	$323	$297.1	$323	$297.1	$161	$149		$12	3/2013	6/10/13	11/22/13
172	12	ORA	OCTA	Laguna Niguel/Mission Viejo Metrolink (5) 7542	$4,132	$4,179.6	$1,469	$1,499	$695	$695			9/2012	04/30/13	10/28/13
173	12	ORA	City of Aliso Viejo	Aliso Creek Rd Rehab (5) 7565	$743	$573.8	$644	$484.6	$318	$259		$59	3/2013	8/21/13	10/29/13
174	12	ORA	City of Anaheim	Tustin & Riverdale Ave Improvements (5) 7584	$554	$574.5	$554	$574.5	$277	$277			12/2012	4/16/13	9/16/13
175	12	ORA	City of Anaheim	Broadway Improvements (5) 7585	$374	$642.4	$354	$588.1	$187	$187			12/2012	5/07/13	1/03/14
176	12	ORA	City of Brea	Imperial Hwy and Assoc. Rd Smart St. (1) 7408	$1,900	$1,292	$1,900	$1,292	$200	$200			4/2010	10/25/10	6/30/11

Formula Projects - Completed

PROJECT NUMBER	DISTRICT	COUNTY / AGENCY	AGENCY	PROJECT NAME/ (SLPP Cycle)/ Project ID	APPROVED TOTAL PROJECT COST X $1,000	ACTUAL TOTAL PROJECT COST X $1,000	APPROVED TOTAL CONST COST X $1,000	ACTUAL TOTAL CONST COST X $1,000	APPROVED SLPP FUNDS X $1,000	ACTUAL SLPP FUNDS X $1,000	DE-ALLOCATED SLPP SAVINGS X$1,000	NON DE-ALLOCATED SLPP SAVINGS X$1,000	ALLOCATION DATE	ACTUAL CONST START DATE	ACTUAL CONST END DATE
177	12	ORA	City of Cypress	Valley View Ave Overlay (5) 7569	$438	$420.7	$402	$384.7	$180	$180			3/2013	8/19/13	9/23/13
178	12	ORA	City of Dana Point	Residential Roadway Rehab (5) 7566	$824	$549.8	$824	$549.8	$318	$275		$43	1/2013	4/18/13	4/20/14
179	12	ORA	City of Huntington Beach	Goldenwest St and Garfield Ave Rehab (5) 7574	$2,266	$2,881	$2,266	$2,881	$1,133	$1,133			12/2012	5/06/13	12/30/13
180	12	ORA	City of Irvine	Jamboree Road Rehab (5) 7605	$1,628	$834.7	$1,394	$752.1	$435	$376		$59	1/2013	7/08/13	10/16/13
181	12	ORA	City of Laguna Niguel	La Paz Road Rehab (5) 7577	$826	$846.1	$826	$846.1	$413	$413			3/2013	9/23/13	12/16/13
182	12	ORA	City of La Habra	Idaho St Pavement Rehab (5) 7603	$492	$440.5	$492	$440.5	$246	$221		$25	3/2013	3/18/13	07/01/13
183	12	ORA	City of Lake Forest	Lake Forest & Rockfield Resurface (5) 7578	$1,035	$868.8	$1,035	$868.8	$479	$430		$49	3/2013	7/29/13	11/19/13
184	12	ORA	City of Newport Beach	Balboa Blvd & Channel Rd (5) 7593	$1,586	$1,593.8	$1,386	$1,393.8	$693	$693			1/2013	3/18/13	7/03/13
185	12	ORA	City of Rancho Santa Margarita	Santa Margarita Parkway Rehab (5) 7606	$600	$432.4	$535	$367.7	$99	$99			1/2013	4/10/13	5/30/13
186	12	ORA	City of Rancho Santa Margarita	FY 12/13 Residential Rehab (5) 7607	$500	$494.3	$480	$488.8	$216	$216			1/2013	2/27/13	6/04/13
187	12	ORA	City of Stanton	Citywide Street Rehab (5) 7590	$817	$816.8	$817	$816.8	$318	$318			3/2013	3/25/13	5/28/13
Total Completed Formula SLPP									$17.7M	$17.3M	$22K	$445K			

SLPP Corrective Actions – Formula Projects

Project 2: Port and Windy Hollow Road Rehab
Agency had previously informed the Department that they were not going to be going through with this project. No official notification has been received yet from the agency.

Project 24: Street Resurfacing
Project was allocated in May 2013. Agency had previously reported construction start date of December 2013, now the agency is reporting construction start date of February 2014. This is beyond the timely use of funds requirement.

Project 25: Street Resurfacing
Project was allocated in January 2013. Agency had previously reported construction start date of May 2013, now the agency is reporting construction start date of August 2013. This is beyond the timely use of funds requirement.

Project 38: Patterson Avenue Sidewalk Infill
Project was allocated in May 2013. Agency had previously reported construction start date of November 2013, now the agency is reporting construction start date of February 2014. This is beyond the timely use of funds requirement.

Project 46: Peach Avenue Kings Canyon Road to Belmont
Project was allocated in January 2013. Agency had previously reported construction start date of June 2013, now the agency is reporting construction start date of August 2013. This is beyond the timely use of funds requirement.

Project 53: BART Warm Springs Extension
Project was first allocated in January 2010 with a time extension granted until June 2011. Agency had previously reported construction start date of June 2011, now the agency is reporting construction start date of May 2009, which is prior to the allocation.

Project 52: 3R & ADA Gateway
Project was allocated in October 2012. Agency had previously reported construction start date of April 2013, now the agency is reporting construction start date of July 2013. This is beyond the timely use of funds requirement.

Project 53: 3R & ADA D Street and Almond Ave
Project was allocated in October 2012. Agency had previously reported construction start date of April 2013, now the agency is reporting construction start date of June 2013. This is beyond the timely use of funds requirement.

Project 61: Crenshaw LAX Transit Corridor
Project was allocated in May 2013. Agency had previously reported construction start date of July 2013, now the agency is reporting construction start date of December 2012, which is prior to the allocation.

Project 66: Foothill Parkway Westerly Extension
Project was allocated in March 2013, with a time extension granted to September 2014. Agency had previously reported construction start date of January 2014, now the agency is reporting construction start date of July 2014 with 10% completion.

Project 94: Fiscal Year 2013 Streets Rehab
Project was allocated in March 2013. Agency had previously reported construction start date of September 2013, now the agency is reporting construction start date of October 2013. This is beyond the timely use of funds requirement.

Project 96: 6th Street and G Street Improvements
Project was allocated in March 2013. Agency had previously reported construction start date of August 2013, now the agency is reporting construction start date of October 2013. This is beyond the timely use of funds requirement.

Project 98: Blue Line Crossovers and Signals
Project contract was awarded in March 2011. The project was programmed and put on the Delivered But Not Yet Allocated list in September 2011 and a LONP was approved in September 2011. The allocation was awarded in October 2011. Agency is submitting a memo to justify awarding the contract prior to programming and approval of the LONP.

Project 114: Lambert Road Phase 2 Rehab
Project was allocated in March 2013. Agency had previously reported construction start date of September 2013, now the agency is reporting construction start date of November 2013. This is beyond the timely use of funds requirement.

Project 127: El Toro Road Reconstruction
Project was allocated in March 2013. Agency had previously reported construction start date of August 2013, now the agency is reporting construction start date of October 2013. This is beyond the timely use of funds requirement.

Project 137: Bristol Street Widening
Project was allocated in August 2012. Agency had previously reported construction start date of January 2013, now the agency is reporting construction start date of March 2013. This is beyond the timely use of funds requirement.

SLPP Updates – Formula Projects

Project 6: Sac 50 – HOV
Project was completed in May 2013. A Final Delivery Report has not been submitted for the use of SLPP funds.

Project 129: La Paz Bridge and Road Widening
Project will no longer be receiving SLPP funds. Agency will be using other funds in lieu of SLPP funds.

Project 65: I-5 HOV Empire Avenue Interchange
Contract was awarded in November 2012 and the contract was suspended in April 2013 due to the contractor being unable to work during the utility relocation work being performed by the City of Burbank (City). The project was due to re-start in May 2014, but it hasn't yet re-started. It is anticipated that the schedule will slip because the utility relocation was to be paid for by the City and the Department is negotiating with the contractor to do the work, and no agreement is in place for the City to pay for the relocation work.

Competitive Projects - Status and Detail: Scope Budget and Schedule

PROJECT NUMBER	DISTRICT	COUNTY/ Agency	AGENCY	PROJECT ID	PROJECT NAME/ (SLPP cycle)	TOTAL PROJECT COST X $1,000	TOTAL CONST COST X $1,000	TOTAL SLPP FUNDS X $1,000	APPROVED BEGIN CONST/ AWARD DATE	DATE OF ALLOCATION	CONSTRUCTION % COMPLETE	DATE CONSTRUCTION COMPLETED	CONSTRUCTION AWARDED	ALLOCATED BUT NOT AWARDED	SCOPE	BUDGET	SCHEDULE
188	3	ED	El Dorado Cnty	7527	Pleasant Valley Rd/ Patterson Dr. (4)	$4,107	$2,442	$600	10/2013	6/2013	20%		X		●	●	●
189	3	ED	El Dorado Cnty	7526	Silva Valley Parkway / US 50 IC (4)	$52,323	$38,200	$1,000	9/2013	1/2013	1%		X		●	●	●
190	3	PLA	Placer County	7621	Kings Beach Commercial Core Imp (5)	$45,875	$33,025	$1,000	12/2013	6/2013	18%		X		●	●	●
191	3	PLA	Placer County	7619	Auburn / Folsom Rd Widen, North Ph (5)	$7,770	$6,670	$1,000	9/2013	6/2013	17%		X		●	●	●
192	3	PLA	City of Lincoln	7620	Nelson Lane Improvements (5)	$1,400	$1,200	$600	4/2014	6/2013	25%		X		●	●	●
193	3	PLA	City of Roseville	7622	Blue Oaks Blvd Widening (5)	$4,150	$3,500	$1,000	10/2013	6/2013	70%		X		●	●	●
194	3	SAC	Sac RT	7674	Cosumnes River College Transit Station (5)	$89,822	$89,822	$1,000	7/2013	5/2013	18%		X		●	●	●
195	3	SAC	City of Elk Grove	7689	Elk Grove-Florin Road / Stockton Blvd Intersection (5)	$1,108	$838	$419	10/2013	6/2013	99%		X		●	●	●
196	4	CC	Contra Costa Transportation Authority	7524	I-680 Auxiliary Lane Project (4)	$33,170	$25,140	$1,000	12/2012	8/2012	85%		X		●	●	●
197	5	SLO	San Luis Obispo County	7423	Willow Rd Extension - Phase II (2)	$17,932	$17,932	$1,000	3/2011	1/2011	91%		X		●	●	●
198	5	SLO	San Luis Obispo County	7623	Willow Rd Extension Mitigation (5)	$750	$750	$375	3/2013	3/2013	80%		X		●	●	●
199	5	SLO	San Luis Obispo County	7523	Los Osos Valley Rd (4)	$348	$348	$174	9/2013	5/2013	100%	12/2013	X		●	●	●
200	6	FRE	City of Fresno	7672	Audobon/Cole Traffic Signal (5)	$377	$362	$181	4/2014	6/2013	1%		X		●	●	●
201	6	FRE	City of Fresno	7670	Traffic Signal at Shields / Temperance (5)	$445	$430	$215	6/2014	6/2013	1%		X		●	●	●
202	6	FRE	City of Fresno	7669	Friant Rd Widening at Shepherd Ave (5)	$305	$290	$145		6/2013	0			X	○	○	○
203	6	KER	City of Bakersfield	7626	Mohawk St Extension & Improvements (5)	$2,393	$2,028	$1,000	11/2013	3/2013	100%	6/2014	X		●	●	◆
204	6	KER	City of Bakersfield	7676	Hageman Road Signal Install and Synch (5)	$450	$450	$225	11/2013	6/2013	99%		X		●	●	●
205	6	KER	City of Bakersfield	7677	Hosking Avenue Widening (5)	$872	$872	$436	11/2013	6/2013	100%	5/2014	X		●	●	●
206	6	KIN	City of Hanford	7627	Campus Drive / UPRR Crossing (5)	$740	$640	$320	12/2013	6/2013	95%		X		●	●	●
207	6	KIN	City of Hanford	7522	10th Ave Widening / Reconstruction (4)	$1,930	$1,650	$750	2/2014	6/2012	98%		X		●	●	●
208	7	LA	City of Lancaster	7665	25th Street East Alignment (5)	$722	$722	$361	12/2013	6/2013	1%		X		●	●	●
209	8	RIV	City of Moreno Valley	7518	SR 60 / Nason St OC (4)	$17,130	$15,030	$1,000	9/2012	5/2012	98%		X		●	●	●
210	8	RIV	City of Moreno Valley	7628	Cactus Ave Widening E. Bound 3d Lane (5)	$1,515	$1,120	$560	10/2013	5/2013	98%		X		●	●	●
211	8	RIV	City of Moreno Valley	7679	Perris Blvd Improvements (5)	$6,000	$6,000	$1,000	5/2014	6/2013	5%		X		●	●	●

Competitive Projects - Status and Detail: Scope Budget and Schedule

PROJECT NUMBER	DISTRICT	COUNTY/ Agency	AGENCY	PROJECT ID	PROJECT NAME/ (SLPP cycle)	TOTAL PROJECT COST X $1,000	TOTAL CONST COST X $1,000	TOTAL SLPP FUNDS X $1,000	APPROVED BEGIN CONST/ AWARD DATE	DATE OF ALLOCATION	CONSTRUCTION % COMPLETE	DATE CONSTRUCTION COMPLETED	CONSTRUCTION AWARDED	ALLOCATED BUT NOT AWARDED	SCOPE	BUDGET	SCHEDULE
212	8	RIV	City of Murrieta	7636	I-15/ Los Alamos Rd Replace/ Widen (5) (Also Receiving Formula Funds)	$8,900	$8,900	$1,000	4/2013	1/2013	49%		X		●	●	●
213	8	RIV	Riverside Cnty	7435	Magnolia Ave / Neece Street Signal (2)	$895	$645	$150	7/2012	10/2011	100%	11/2013	X		●	●	●
214	8	RIV	Riverside Cnty	7480	I-15 / Indian Truck Trail IC (3)	$10,365	$7,784	$1,000	9/2011	10/2011	100%	3/2014	X		●	●	●
215	8	SBD	Town of Apple Valley	7629	Kiowa Rd Widening, Ph II (5)	$640	$640	$320	9/2013	1/2013	100%	12/2013	X		●	●	●
216	8	SBD	City of Chino	7630	Signal Interconnect (5)	$900	$900	$450	12/2013	6/2013	1%		X		●	●	●
217	8	SBD	City of Fontana	7471	I-15 / Duncan Canyon IC (3,4)	$31,752	$24,414	$1,972	10/2012	6/2012 6/2012	70%		X		●	●	●
218	8	SBD	City of Highland	7520	SR 210 / Greenspot Rd (4,5)	$9,047	$8,399	$1,886	12/2012	6/2012 3/2013 6/2013	70%		X		●	●	●
219	8	SBD	City of Highland	7632	Greenspot Road Bridge at Santa Ana River (5)	$13,534	$13,534	$1,000	11/2013	5/2013	10%		X		●	●	●
220	8	SBD	City of Highland	7631	5th Street Corridor Improvements (5)	$3,795	$3,795	$1,000	11/2013	6/2013	5%		X		●	●	●
221	8	SBD	City of Highland	7690	Baseline Greenspot Traffic Safety (5)	$974	$974	$393	11/2013	6/2013	15%		X		●	●	●
222	8	SBD	City of Montclair	7633	Monte Vista Ave Widening (5)	$663	$360	$180	5/2014	5/2013	10%		X		●	●	●
223	8	SBD	City of Rancho Cucamonga	7635	I-15 Baseline Rd Interchange Improvements (5)	$50,883	$37,983	$1,000	4/2014	6/2013	1%		X		●	●	●
224	8	SBD	City of Redlands	7634	Redlands Blvd/Alabama St Int Improv (5)	$5,581	$5,581	$1,000	11/2013	6/2013	1%		X		◆	◆	◆
225	8	SBD	City of Upland	7479	Foothill Blvd (Route 66) (3)	$2,100	$2,100	$1,000	7/2012	1/2012	100%	8/2013	X		●	●	●
226	10	AMA	Amador County Transportation Commission	7465	SR 104 / Prospect Drive Relocation (3)	$2,336	$1,975	$885	6/2012	10/2011	100%	5/2013	X		●	●	●
227	12	ORA	City of Anaheim	7476	Tustin Ave / La Palma Widening (3)	$13,705	$11,235	$1,000	6/2013	10/2011	80%		X		●	●	●
228	12	ORA	City of Anaheim	7579	Katella Ave Widening (5)	$7,300	$7,300	$1,000	11/2013	6/2013	40%		X		●	●	●
Totals								$30.6M									

● Project is on time, on budget, or within scope.
◆ Schedule, scope and/or budget is unavailable See Corrective Actions.
□ Project has been delivered and is awaiting allocation.
○ The agency will not be awarding a contract for project or project will no longer be using SLPP funds. Project will remain in report.

Competitive Projects - Completed

PROJECT NUMBER	DISTRICT	COUNTY / AGENCY	AGENCY	PROJECT NAME/ (SLPP Cycle	APPROVED TOTAL PROJECT COST X $1,000	ACTUAL TOTAL PROJECT COST X $1,000	APPROVED TOTAL CONST COST X $1,000	ACTUAL TOTAL CONST COST X $1,000	APPROVED SLPP FUNDS X $1,000	ACTUAL SLPP FUNDS X $1,000	DE-ALLOCATED SLPP SAVINGS X $1,000	NON DE-ALLOCATED SLPP SAVINGS X$1,000	ALLOCATION DATE	ACTUAL CONST START DATE	ACTUAL CONST END DATE
229	3	SAC	City of Elk Grove	Franklin / Elk Grove (1) 7397	$4,015	$3,103.4	$1,976	$1,064.4	$988	$533	$455		1/2010	4/01/10	12/08/10
230	3	SAC	City of Elk Grove	Waterman / Grant Line Lane (1) 7398	$4,294	$3,841.7	$3,703	$3,250.9	$1,000	$1,000			1/2010	7/14/10	1/13/12
231	3	ED	El Dorado County	Silva Valley Parkway Widening (2) 7414	$2,735	$1,164	$1,985	$730.7	$993	$365	$628		4/2010	10/29/10	4/13/12
232	3	ED	El Dorado County	Durock Rd / Business Dr. Intersection (2) 7413	$1,740	$2,046.9	$1,440	$1,294.8	$710	$648	$62		4/2010	8/24/10	9/13/11
233	3	ED	El Dorado County	White Rock Road Widening & Signal (2) 7415	$1,132	$1,322.1	$1000	$995.1	$500	$498	$2		4/2010	10/29/10	4/13/12
234	3	ED	City of Placerville	Point View Drive (1) 7402	$3,160	$2,399.5	$2,455	$1,674.5	$750	$750			1/2010	6/01/11	1/10/12
235	3	PLA	Placer County	Tahoe City Transit (1) 7487	$7,342	$7,342	$5,808	$5,808	$226	$226			1/2010	6/29/10	10/29/12
236	3	PLA	City of Lincoln	Nicolaus Road Widening (4) 7525	$1,578	$1,648	$1,516	$1,450	$758	$725		$33	6/2012	8/01/12	4/30/13
237	3	PLA	City of Roseville	Fiddyment Road Widening (4) 7529	$3,660	$2,877	$3,100	$2,616.6	$1,000	$1,000			1/2012	5/31/12	4/17/13
238	3	YOL	City of West Sacramento	Tower Bridge Gateway - East Phase (2) 7425	$6,488	$6,345.2	$6,488	$6,345.2	$1,000	$1,000			1/2011	9/30/10	1/27/12
239	5	SLO	San Luis Obispo County	Willow Road Extension (1) 7409	$6,500	$4,866.8	$6,500	$4,866.8	$1,000	$1,000			1/2010	6/14/10	8/09/11
240	5	SB	City of Goleta	Fairview / Berkeley Traffic Signal (2) 7417	$315	$223.1	$300	$203.3	$150	$102	$48		4/2010	2/07/11	4/14/11
241	5	SB	City of Goleta	Los Carneros/Calle Roundabout (3) 7478	$2,218	$1,631.6	$1,285	$1,319.4	$335	$335			10/2011	3/01/12	11/15/13
242	5	SB	County of Santa Barbara	Union Valley Parkway / Bradley Road Intersection (2) 7412	$1,278	$572.76	$1,100	$530.69	$550	$266	$284		4/2010	6/28/10	11/01/10
243	6	FRE	City of Clovis	Shaw Avenue Improvement (3) 7468	$569	$493.7	$485	$410	$243	$205	$38		10/2011	5/15/12	8/06/12
244	6	FRE	City of Clovis	DeWolf / Nees Street Improvement (3) 7469	$1,374	$1,490.6	$759	$575.4	$379	$282	$97		10/2011	5/14/12	10/08/12
245	6	FRE	City of Clovis	Bullard/ Locan (3) 7466	$860	$781.7	$730	$651.2	$315	$315			10/2011	8/01/12	1/22/13
246	6	KIN	City of Hanford	Greenfield Avenue Extension (1) 7399	$895	$639.9	$825	$608.9	$250	$185	$65		1/2010	8/1/10	6/07/11
247	6	KIN	City of Hanford	12th Ave Widening (1) 7400	$2,370	$2,476.1	$2,150	$2,182.5	$600	$487	$113		1/2010	8/1/10	6/07/11
248	6	KIN	City of Hanford	11th Ave Widening (2) 7411	$1,448	$1,153.6	$1,320	$1,045.4	$500	$396	$104		4/2010	6/28/10	4/05/11
249	6	KIN	City of Hanford	12th Ave Widening/Reconstruct (3) 7470	$3,140	$3,310.5	$2,795	$2,678.9	$750	$750			12/2011	7/30/12	2/08/13
250	8	RIV	City of Indio	Golf Center Parkway Rehab (2) 7418	$3,400	$2,426	$3,000	$2,026	$433	$433			4/2010	2/22/10	7/12/10
251	8	RIV	City of Moreno Valley	Cactus Ave Improvements (2) 7439	$6,350	$4,926	$5,500	$4,076	$1,000	$1,000			1/2011	3/13/12	5/27/13

Competitive Projects - Completed

PROJECT NUMBER	DISTRICT	COUNTY / AGENCY	AGENCY	PROJECT NAME/ (SLPP Cycle	APPROVED TOTAL PROJECT COST X $1,000	ACTUAL TOTAL PROJECT COST X $1,000	APPROVED TOTAL CONST COST X $1,000	ACTUAL TOTAL CONST COST X $1,000	APPROVED SLPP FUNDS X $1,000	ACTUAL SLPP FUNDS X $1,000	DE-ALLOCATED SLPP SAVINGS X $1,000	NON DE-ALLOCATED SLPP SAVINGS X$1,000	ALLOCATION DATE	ACTUAL CONST START DATE	ACTUAL CONST END DATE
252	8	RIV	City of Riverside	Route 91 Auxiliary Lane (2) 7426	$3,100	$2,267	$2,746	$1,913.1	$1,000	$957	$43		1/2011	3/21/11	7/31/11
253	8	SBD	Town of Apple Valley	Bear Valley / Deep Creek Rd (3) 7473	$184	$175.1	$184	$175.1	$92	$88	$4		10/2011	8/15/11	11/30/11
254	8	SBD	City of Hesperia	Ranchero Rd Grade Sep (3) 7481	$30, 845	$31,646.9	$25,000	$27,210.1	$1,000	$1,000			3/2011	8/31/11	9/30/13
255	10	AMA	Amador Cnty	Mission Blvd Gap (1) 7404	$1,955	$1,262.8	$1,600	$845.6	$800	$423	$377		1/2010	4/19/10	1/27/11
256	10	MER	City of Merced	Parsons Avenue (1) 7410	$2,319	$2,261.9	$1,590	$2,116.3	$1,000	$1,000			4/2010	11/15/10	11/11/11
257	10	MER	City of Merced	Parsons Avenue/Ada Givens Gap (3) 7482	$1,650	$1,274	$800	$825	$400	$400			10/2011	5/01/12	11/17/12
258	10	MER	City of Merced	Yosemite Avenue Reconstruction (2) 7428	$2,100	$2,114	$1,850	$2,007	$1,000	$1,000			1/2011	1/10/12	11/29/12
259	10	MER	City of Merced	Highway 59 / Cooper Avenue (1) 7419	$5,020	$3,307	$2,300	$2,077	$1,000	$1,000			1/2011	8/08/11	12/31/12
260	11	SD	San Diego County	South Santa Fe Ave North Reconstruction (1) 7403	$29,652	$31,267.4	$21,387	$23,751.4	$1,000	$1,000			4/2010	4/01/10	3/01/13
Total Completed Competitive SLPP									$21.7M	$19.4M	$2.32M	$33K			

SLPP Corrective Actions – Competitive Projects

Project 203: Mohawk Street Extension and Improvements
Project was allocated in March 2013. Agency had previously reported construction start date of September 2013, now the agency is reporting construction start date of November 2013.

Project 224: Redlands Blvd / Alabama Street Int Improvements
Project was allocated in June 2013. Agency did not report the status for this quarter.

SLPP Updates – Competitive Projects

There are currently no SLPP Competitive Projects with Updates.

CALIFORNIA DEPARTMENT OF TRANSPORTATION

FY 2013-14 Fourth Quarter Traffic Light Synchronization Program Project Delivery Report

Quarterly Report to the California Transportation Commission

TRAFFIC LIGHT SYNCHRONIZATION PROGRAM
PROGRESS REPORT

BACKGROUND:

Proposition 1B was passed by California voters on November 7, 2006, and created the Traffic Light Synchronization Program (TLSP). Proposition 1B provides $250 million, upon appropriation by the Legislature, for TLSP projects approved by the California Transportation Commission (CTC). The California Department of Transportation (Caltrans) is required to provide quarterly reports to the Commission on the status of progress by the local agencies on completing TLSP work funded by the Proposition 1B bond funds.

The guidelines for the TLSP were adopted on February 13, 2008. The CTC has approved 22 TLSP projects totaling $147,000,000 for the City of Los Angeles and 59 additional TLSP projects totaling $96,845,933 for agencies other than the City of Los Angeles.

Program Summary:

TLSP Fourth Quarter Progress Report for fiscal year 2013-2014.

The CTC has allocated a total of $223,242,133 to 76 TLSP projects. The City of Los Angeles has received allocations for 17 projects, totaling $126,396,200, while agencies other than the City of Los Angeles have received allocations for 59 projects, totaling $96,845,933. Of the 76 TLSP projects receiving an allocation, 55 have completed construction. The City of Los Angeles has completed construction on 7 projects expending a total of $50,427,300, while agencies other than the City of Los Angeles have completed construction on 48 projects expending a total of $50,680,794.

At the close of the Fourth Quarter ending June 30, 2014, there were 5 projects for which an allocation has not been requested.

• City of Los Angeles – ATCS – Central Business District	$748,000
• City of Los Angeles – ATCS – Central City East**	$0
• City of Los Angeles – ATCS – Echo Park/Silver Lake Phase 2	$4,076,500
• City of Los Angeles – ATCS – Los Angeles	$11,528,500
• City of Los Angeles – ATCS – West Adams	$4,250,800
Total	$20,603,800

**Note
Savings form Los Angeles projects will be added to this project.

Project Status – City of Los Angeles

Dist	Co	Agency	Proj ID	Project Name	TLSP Prog Cost	TOTAL CONST COST	CURRENT TLSP EXPENDITURE	ALLOCATION DATE*	BEGIN CONST	End Construct Date	CONST PERCENT COMPLETE	SCOPE	BUDGET	SCHEDULE	Closeout Report	Comments
7	LA	Los Angeles	6760	ATCS - Central Business District	$748,000	$9,215,000	$0	Feb-15	May-15	May-16	0	●	●	●		
7	LA	Los Angeles	6761	ATCS - Central City East	$0	$4,885,000	$0	May-15	Aug-15	Aug-16	0	●	●	●		
7	LA	Los Angeles	6762	ATCS - Echo Park / Silver Lake	$3,215,000	$3,480,000	$3,215,000	Dec-08	Jul-09	Aug-12	100	●	●	●	☒	
7	LA	Los Angeles	6826	ATCS - Echo Park / Silver Lake Phase 2	$4,076,500	$4,361,900	$0	May-14	Aug-14	Aug-15	0	●	●	●		
7	LA	Los Angeles	6763	ATCS - Los Angeles	$11,528,500	$15,344,800	$0	Jun-14	Nov-14	May-16	0	●	●	●		
7	LA	Los Angeles	6764	ATCS - Santa Monica Fwy Corridor Phase 1	$6,515,500	$7,507,800	$3,161,554	Jun-12	Aug-12	Sep-15	85	●	●	●		
7	LA	Los Angeles	6765	ATCS - Santa Monica Fwy Corridor Phase 2	$6,515,500	$7,507,800	$0	Dec-13	Jan-14	Jan-15	0	●	●	●		
7	LA	Los Angeles	6766	ATCS - West Adams	$4,250,800	$4,870,120	$0	Jun-14	Nov-14	Nov-15	0	●	●	●		
7	LA	Los Angeles	6767	ATCS - Westwood / West Los Angeles	$3,484,200	$4,009,200	$1,610,928	Jun-12	Jan-12	Feb-15	85	●	●	●		
7	LA	Los Angeles	6768	ATCS - Wilshire East	$4,877,900	$5,597,300	$0	Feb-14	May-14	May-15	0	●	●	●		
7	LA	Los Angeles	6769	ATSAC - Canoga Park	$10,316,400	$11,031,100	$8,663,718	Jan-11	Jul-11	Apr-14	100	●	●	●		
7	LA	Los Angeles	6770	ATSAC - Canoga Park Phase 2	$9,228,900	$9,943,600	$8,607,397	Jan-11	Jun-11	Jul-14	99	●	●	●		
7	LA	Los Angeles	6771	ATSAC - Foothill	$8,802,900	$9,425,400	$4,558,000	Oct-11	Jul-11	Jul-14	99	●	●	●		
7	LA	Los Angeles	6772	ATSAC - Harbor - Gateway 2	$7,899,000	$8,341,000	$7,741,020	Apr-10	Mar-11	Apr-14	100	●	●	●		
7	LA	Los Angeles	6773	ATSAC - Pacific Palisades / Canyons	$6,922,200	$7,548,300	$6,735,073	Jan-11	Jul-11	Jul-14	98	●	●	●		
7	LA	Los Angeles	6774	ATSAC - Platt Ranch	$4,358,600	$4,905,000	$4,358,000	May-09	Dec-09	Jan-13	100	●	●	●	◆	
7	LA	Los Angeles	6775	ATSAC - Reseda	$8,506,300	$9,333,000	$8,506,300	Oct-08	Jan-09	Feb-12	100	●	●	●	◆	
7	LA	Los Angeles	6776	ATSAC - Reseda Phase 2	$7,221,000	$7,898,000	$7,221,000	Jan-10	Jul-10	Aug-13	100	●	●	●	◆	
7	LA	Los Angeles	6777	ATSAC - San Pedro	$8,911,000	$9,802,000	$8,911,000	May-09	Sep-09	Oct-12	100	●	●	●	◆	
7	LA	Los Angeles	6778	ATSAC - Wilmington	$11,073,000	$12,319,700	$9,756,624	Jan-11	Jul-11	Apr-14	98	●	●	■		See pg 5
7	LA	Los Angeles	6779	ATSAC - Coliseum / Florence	$8,107,000	$9,007,500	$6,550,225	Oct-11	Jul-11	Jul-14	95	●	●	●		
7	LA	Los Angeles	6780	ATSAC - Coliseum / Florence Phase 2	$10,441,800	$11,342,300	$8,331,561	Oct-11	Jul-11	Jul-14	95	●	●	●		

Los Angeles Prog Total	$147,000,000	$177,675,820	$84,762,003

- ● Project is on time, on budget, or within scope.
- ■ Project is behind schedule.
- ◆ Closeout report accepted.
- ◆ Closeout report is being reviewed.
- ☒ Closeout report was rejected, waiting on agency to address issue.
- ☒ Closeout report is late.

** Note: The allocation dates highlighted are scheduled dates.*

Project Status – Other Agencies

Dist	Co	Agency	Proj ID	Project Name	TLSP Prog Cost	TOTAL CONST COST	CURRENT TLSP EXPENDITURE	ALLOCATION DATE	BEGIN CONST Date	End Construct Date	CONST PERCENT COMPLETE	SCOPE	BUDGET	SCHEDULE	Closeout Report	Comments
3	Pla	Roseville	6794	East ITS Coordination	$912,414	$1,013,456	$912,414	Sep-08	Jun-09	Dec-09	100	●	●	●	◆	
3	Sac	Citrus Heights	6745	TLSP Phase II Greenback Lane	$180,000	$238,000	$180,000	Sep-08	Jul-08	Nov-08	100	●	●	●	◆	
3	Sac	Citrus Heights	6746	TLSP Phase III Antelope Road	$102,000	$124,000	$102,000	Apr-10	Sep-10	Apr-11	100	●	●	●	◆	
3	Sac	Rancho Cordova	6792	Folsom Boulevard	$180,000	$460,000	$180,000	May-09	Sep-09	Dec-09	100	●	●	●	◆	
3	Sac	Sacramento	6795	TLSP	$2,862,000	$4,072,000	$2,862,000	Jan-10	Jun-10	May-11	100	●	●	●	◆	
3	Sac	Sacramento County	6796	Florin Road	$401,000	$552,000	$401,000	Dec-08	Jun-09	Apr-10	100	●	●	●	◆	
3	Sac	Sacramento County	6797	Madison Avenue	$142,000	$652,000	$142,000	Aug-08	Sep-08	Feb-09	100	●	●	●	◆	
4	Ala	Alameda CMA*	6744	San Pablo Corridor	$18,718,405	$25,618,405	$13,233,783	Jan-11	Jan-11	Oct-13	85	●	●	■		See pg 5
4	Ala	Alameda County	6743	Redwood Road	$124,000	$159,000	$120,542	May-09	Mar-10	Sep-10	100	●	●	●	◆	
4	Ala	San Leandro	6802	ATMS Expansion	$350,000	$558,000	$350,000	Oct-08	Jul-09	Jun-11	100	●	●	●	◆	
4	CC	San Ramon	6806	Bollinger Canyon	$475,000	$739,000	$474,398	Jan10	Sep-09	Mar-10	100	●	●	●	☒	
4	CC	San Ramon	6807	Crow Canyon	$310,000	$435,000	$310,000	Jan-10	Sep-09	Mar-10	100	●	●	●	◆	
4	CC	Walnut Creek	6824	Ygnacio Valley Road Corridor	$1,489,000	$2,139,000	$1,460,594	Dec-08	Jun-09	Nov-10	100	●	●	●	◆	
4	Mrn	Marin County	6781	Sir Francis Drake Boulevard	$208,000	$260,000	$199,639	Sep-08	May-09	Dec-09	100	●	●	●	◆	
4	SCl	San Jose*	6801	TLSP	$15,000,000	$20,000,000	$15,000,000	Jan-10	Jan-09	Jun-13	100	●	●	●	◆	
4	SCl	Santa Clara County	6814	County Expressway TDCS for TLSP	$900,000	$1,030,000	$900,000	May-10	Oct-10	Nov-11	100	●	●	●	◆	
4	SF	SFMTA	6800	Franklin, Gough & Polk Streets	$5,110,000	$12,020,000	$1,952,138	Oct-08	Jan-10	Dec-13	80	●	●	■		See pg 5
4	SM	San Mateo C/CAG*	6805	SMART Corridor Projects	$17,500,000	$35,349,000	$1,000,000	Sep-12	Dec-09	Jun-13	87	●	●	■		See pg 5
4	Son	Santa Rosa	6816	Steele Lane / Guerneville	$1,100,000	$1,600,000	$1,099,647	Aug-08	Aug-08	Sep-09	100	●	●	●	◆	
5	SCr	Watsonville	6825	Signal Corridor Upgrade	$120,000	$180,000	$106,866	Apr-10	Jun-10	Apr-13	100	●	●	●	☒	
6	Fre	Fresno	6751	Clovis Avenue	$2,100,000	$3,270,733	$1,958,569	Apr-10	Feb-11	Oct-11	100	●	●	●	◆	
6	Fre	Fresno	6752	Shaw Avenue	$2,100,000	$3,165,800	$1,525,444	Oct-11	Sep-12	Jun-13	95	●	●	■		See pg 5
6	Kin	Hanford	6757	12th Avenue	$76,126	$173,408	$70,430	Sep-08	Dec-09	Feb-10	100	●	●	●	☒	
7	LA	Compton	6747	Rosecrans Avenue	$682,734	$944,176	$453,241	Apr-10	Feb-11	Oct-12	93	●	●	■		See pg 5
7	LA	Culver City	6749	Citywide TLSP	$199,224	$249,030	$199,224	Jan-10	Apr-10	May-11	100	●	●	●	◆	
7	LA	Glendale	6754	Brand Boulevard	$850,000	$1,301,000	$35,078	Jan-12	Jul-12	Mar-13	100	●	●	●	☒	
7	LA	Glendale	6755	Colorado Street/ San Fernando Road	$523,000	$820,000	$148,650	Jan-12	Jul-12	Mar-13	99	●	●	■		See pg 5
7	LA	Glendale	6756	Glendale Avenue/Verdugo Road	$1,658,000	$2,531,000	$89,923	Jan-12	Jul-12	Mar-13	100	●	●	●	☒	

● Project is on time, on budget, or within scope.
■ Project is behind schedule.
◆ Closeout report accepted.
◆ Closeout report is being reviewed.
☒ Closeout report was rejected, waiting on agency to address issue.
☒ Closeout report is late.

Dist	Co	Agency	Proj ID	Project Name	TLSP Prog Cost	TOTAL CONST COST	CURRENT TLSP EXPENDITURE	ALLOCATION DATE	BEGIN CONST Date	End Construct Date	CONST PERCENT COMPLETE	SCOPE	BUDGET	SCHEDULE	Closeout Report	Comments
7	LA	Inglewood	6758	La Brea Avenue	$426,000	$606,000	$0	Aug-13	Aug-13	Jan-14	0	●	●	■		See pg 6
7	LA	Pasadena	6784	California Boulevard	$68,000	$76,000	$18,513	Jan-12	Apr-12	Apr-13	90	●	●	■		See pg 6
7	LA	Pasadena	6785	Del Mar Boulevard	$138,000	$172,000	$43,100	Jan-12	Apr-12	Apr-13	100	●	●	●	☒	
7	LA	Pasadena	6787	Hill Avenue	$66,000	$83,000	$19,997	Jan-12	Apr-12	Apr-13	100	●	●	●	☒	
7	LA	Pasadena	6788	Los Robles Avenue	$107,000	$134,000	$22,609	Jan-12	Apr-12	Apr-13	95	●	●	■		See pg 6
7	LA	Pasadena	6789	Orange Grove Boulevard	$188,000	$235,000	$48,429	Jan-12	Apr-12	Apr-13	100	●	●	●	☒	
7	LA	Pasadena	6791	Sierra Madre Boulevard	$110,000	$138,000	$25,093	Jan-12	Apr-12	Aug-13	95	●	●	■		See pg 6
7	LA	Santa Clarita	6815	Advanced System Detection Expansion	$345,079	$414,111	$345,079	Dec-08	Oct-09	Jan-10	100	●	●	●	◆	
8	Riv	Murrieta	6782	Murrieta Hot Springs Road	$335,387	$470,125	$335,387	Oct-08	Aug-09	Dec-10	100	●	●	●	◆	
8	Riv	Corona	6748	TLSP ATMS Phase II	$4,488,000	$5,511,000	$4,487,493	Oct-08	Jun-09	Sep-11	100	●	●	●	◆	
8	Riv	Temecula	6819	Citywide Traffic Signal Synchronization	$515,000	$618,000	$515,000	Apr-10	Sep-10	Mar-11	100	●	●	●	◆	
8	SBd	SANBAG	6808	TLSP Tier 3 & 4	$1,537,041	$6,256,105	$1,497,041	Jan-11	Dec-10	Jun-12	100	●	●	●	☒	
8	SBd	Rancho Cucamonga	6793	Foothill Boulevard	$225,000	$712,250	$225,000	Aug-08	Mar-09	Dec-09	100	●	●	●	◆	
10	SJ	Tracy	6820	Grant Line Road	$162,830	$217,107	$162,830	May-09	Jan-10	Oct-10	100	●	●	●	◆	
10	SJ	Tracy	6821	Tracy Boulevard	$111,211	$148,281	$111,211	May-09	Jan-10	Oct-10	100	●	●	●	◆	
11	SD	El Cajon	6750	Main Street	$38,956	$38,956	$38,956	May-09	Nov-09	Feb-10	100	●	●	●	◆	
11	SD	San Diego County	6798	Bonita Road, Sweetwater Road, Briarwood Road	$632,494	$1,319,620	$632,494	Aug-08	Sep-09	Oct-10	100	●	●	●	◆	
11	SD	San Diego County	6799	South Mission Road	$78,000	$115,000	$78,000	Aug-08	Sep-09	Oct-10	100	●	●	●	◆	
11	SD	San Marcos	6803	Rancho Santa Fe Road	$265,024	$359,696	$263,298	Aug-08	Apr-10	Aug-10	100	●	●	●	◆	
11	SD	San Marcos	6804	San Marcos Boulevard Smart Corridor	$549,000	$686,000	$549,000	Aug-08	Dec-08	Jun-11	100	●	●	●	☒	
11	SD	SANDAG	6809	At-grade Crossing Traffic Synchronization	$820,000	$1,100,000	$624,246	Oct-08	Oct-08	Dec-12	80	●	●	■		See pg 6
11	SD	SANDAG	6810	East-West Metro Corridor	$1,267,000	$1,417,000	$1,266,940	Oct-08	Jun-10	Jun-11	100	●	●	●	◆	
11	SD	SANDAG	6811	I-15 Corridor	$2,162,000	$2,412,000	$2,153,685	Oct-08	Jun-10	Jun-11	100	●	●	●	◆	
11	SD	SANDAG	6812	I-805 Corridor	$273,739	$337,908	$273,739	Oct-08	Oct-08	Aug-09	100	●	●	●	◆	
11	SD	SANDAG	6813	Transit Signal Priority	$951,000	$2,947,000	$941,775	Oct-08	Nov-08	Nov-12	100	●	●	●	◆	
11	SD	Santee	6817	Magnolia Avenue	$93,030	$116,288	$93,030	May-09	Mar-10	May-10	100	●	●	●	◆	
11	SD	Santee	6818	Mission Gorge Road	$322,483	$403,104	$322,483	May-09	Feb-10	May-10	100	●	●	●	◆	
11	SD	Vista	6822	North Santa Fe Avenue	$155,574	$210,662	$155,574	Aug-08	Oct-08	Jan-09	100	●	●	●	◆	
11	SD	Vista	6823	South Melrose Drive	$183,182	$230,534	$183,182	Aug-08	Oct-08	Jan-09	100	●	●	●	◆	
12	Ora	Garden Grove	6753	TMC Upgrade	$1,859,000	$4,758,000	$1,859,000	Oct-08	Jun-10	Nov-11	100	●	●	●	◆	
12	Ora	OCTA*	6783	Countywide TLSP	$4,000,000	$8,000,000	$3,614,918	Jan-11	Jul-10	Sep-12	100	●	●	●	☒	
7	LA	Long Beach	6759	Long Beach Area TLSP							0					Project withdrawn
7	LA	Pasadena	6786	Fair Oaks Avenue							0					Project withdrawn
7	LA	Pasadena	6790	San Gabriel Boulevard							0					Project withdrawn

Agencies other than City of Los Angeles Prog Total	$96,845,933	$162,568,822	$66,374,682

** Note: Projects for the Orange County Transportation Authority (OCTA), the City of San Jose, the City/County Association of Governments of San Mateo County (San Mateo C/CAG), and Alameda County Congestion Management Agency (CMA) fall under several categories, as the projects have been phased or segmented.*

● Project is on time, on budget, or within scope.
■ Project is behind schedule.
◆ Closeout report accepted.
◆ Closeout report is being reviewed.
☒ Closeout report was rejected, waiting on agency to address issue.
☒ Closeout report is late.

Corrective Actions

ATSAC – Wilmington (Project ID 6778)
The project is under construction. The agency stated that delays in construction were due to conflicts in the construction schedule between multiple projects. The project is in the final stages of construction. The project is currently behind schedule by 2 months from the currently approved schedule. The agency anticipates completing construction by October 2014.

Alameda County Congestion Management Agency – San Pablo Corridor (Project ID 6744)
The project is part of a CMIA project currently under construction. At the January 2011 CTC meeting, the agency received approval to split into two projects and five segments. The agency stated that delays in construction were due to conflicts in construction schedule between multiple projects. The project is currently behind schedule by 8 months from the currently approved schedule. The agency anticipates completing construction by March 2015.

San Francisco Municipal Transportation Agency – Franklin, Gough & Polk Streets (Project ID 6800)
The project is under construction. The agency stated that delays in construction were due to conflicts in construction schedule between multiple projects. The project is in the final stages of construction. The project is currently behind schedule by 6 months from the currently approved schedule. The agency anticipates completing construction by December 2015.

San Mateo C/CAG – SMART Corridor Projects (Project ID 6805)
The project is under construction. At the May 2012 CTC meeting, the agency received approval to expand the project to include additional segments along the corridor. The agency stated that delays in construction were due to conflicts in construction schedule between multiple projects. The project is currently behind schedule by 12 months from the currently approved schedule. The agency anticipates completing construction by August 2014.

City of Fresno – Shaw Avenue (Project ID 6752)
The project is under construction. The agency stated that the project is behind schedule due to the delay of federal funds. The project is in the final stages of construction. The project is currently behind schedule by 12 months from the currently approved schedule. The agency anticipates completing construction by August 2014.

City of Compton – Rosecrans Avenue (Project ID 6747)
The project is under construction. The agency stated that delays in construction were due to conflicts in construction schedule between multiple projects. The project is in the final stages of construction. The project is currently behind schedule by 20 months from the currently approved schedule. The agency anticipates completing construction by August 2014.

City of Glendale – Colorado Street/San Fernando Road Project (Project ID 6755)
The project is under construction. The agency stated that the project is behind schedule due to the City's Information Technology Department requiring a redesign of the Communications Master Plan and reevaluation of the Ethernet switches for the fiber optic communications. The project is currently behind schedule by 15 months from the currently approved schedule. The agency anticipates completing construction by August 2014.

City of Inglewood – La Brea Avenue (Project ID 6758)
The project was advertised and bids received were higher than funding available. The City rejected the bids. The project is currently advertised and the City is planning on awarding the project by June 2014. The project is currently behind schedule by 5 months from the currently approved schedule. The City anticipates completing construction by January 2015.

City of Pasadena – Total of three projects (Project ID 6784, 6788, 6791)
The agency stated that due to delay in design engineering, the projects are behind the current approved schedules. The projects are under construction, and currently behind schedule by 14 months from the currently approved schedule. The agency anticipates completing construction by August 2014.

SANDAG – At-grade Crossing Traffic Synchronization (Project ID 6809)
The project is under construction. The agency stated that the project is behind schedule due to delay in design and review of plans paid by Centre City Development Corporation. The project is currently behind schedule by 18 months from the currently approved schedule. The agency anticipates completing construction by October 2014.

The following projects were identified as reimbursement, not consistent with guidelines, a reimbursement request letter was sent to the agency.

Dis	Co	Agency	Proj ID	Project Name	Notice Sent	Agency Responded	Comments/Action
4	CC	Walnut Creek	6824	Ygnacio Valley Road Corridor	04/16/2013	Yes	Agency has reimbursed Caltrans.

CALIFORNIA DEPARTMENT OF TRANSPORTATION

FY 2013-14
Fourth Quarter Report
Highway Railroad Crossing Safety Account

Quarterly Report to the

California Transportation Commission

SUMMARY:

This report for the Highway Railroad Crossing Safety Account (HRCSA) is for the fourth quarter of the 2013-14 fiscal years. This report includes the status of the HRCSA 2008, 2010 and 2012 program.

The HRCSA program has a total of 37 Projects programmed with $250 million, of which $232 million has been allocated with 37 projects. $146 million expended. Twelve of the 37 projects have completed construction.

STATUS

2008 Sixteen projects programmed with $161 million. Sixteen projects allocated with $118 million. $112 million expended. Ten projects completed construction and submitted final delivery report.

San Bruno	Extreme Weather in 2011. Design and Construction Methodology changes necessitated by unanticipated site conditions. Grade Separation opened for passenger services. Project work is completed (99%).	ConEnd June 2014
Eight Mile Rd E **Eight Mile Rd W** **Lower Sacramento**	Construction schedule has been impacted by utility and RR delays and inclement weather. All three projects have been completed (99%).	ConEnd June 2014
Sand Canyon	Construction is delayed due to utility relocation. CTC approved 14-month time extension in March 2014 for new construction completion. Continued with utility relocation.	ConEnd Aug 2014

2010 Eight Projects programmed with $71 million. Eight projects allocated with $71 million. $24 million expended.

Bardsley Avenue	Completed other utility relocation activities. Trains continue to operate on shoofly track. Completed abutment and pier construction. Completed excavation for roadway, replaced fill at bridge location. Completed forming of superstructure and stem and soffit reinforcement and prestressing system installation.	ConEnd Scheduled Oct 2014
Kato Road	Delay in accepting final construction contract, a component of the irrigation was not included in the installation. Completing plant establishment and closeout by next quarter.	ConEnd Nov 2014 (New PPR)
6th Street Overcrossing	Weather and public utility work delayed the construction and completion of the project. Contractor is working on punch list items in preparation for the final walk through by the City.	ConEnd July 2014

2012 Thirteen projects programmed with $42 million. Thirteen projects allocated with $42 million. $6.5 million expended. 1 project completed construction and submitted final delivery report.

Branford	Issued contract task order to VTMI in May 2014 to perform the track panel widening work. SCRRA & City of LA begin coordination schedules and ROW maintenance personnel to address site access issues.	ConStrt June 2014
Moorpark	Working on obtaining an easement deed from Union Pacific.	ConStrt Dec 2014 ConEnd Sept 2015
Grandview **Sonora**	Signal contractor construction work 95% completed. City of Glendale traffic signal construction work not ready to tie into the railroad signal system.	ConEnd-Mar 2016
Woodley	SCRRA has a signed Construction & Maintenance Agreement with the City of LA. Materials ordered and delivered to Contractor. Project Construction is at 80% complete.	ConStrt May 2014 ConStrt Aug 2014

BACKGROUND:

Proposition 1B was passed by California voters on November 7, 2006. Proposition 1B authorized $250 million for HRCSA in two parts, $150 million for projects on the Public Utilities Commission (PUC) priority list and $100 million for high-priority railroad crossing improvements, including grade separation projects. The Guidelines for HRCSA were adopted on March 12, 2008.

(numbers in thousands)

PY	PT	D	C	Applicant	Project Name	Tot Proj	Grant	Allocated	Date Allocated	Beg Const	End Const	Expnd	Cmpt	S	B	Sc
08	1	7	LA	City of LA	Riverside Drive GS Replacement	60,964	5,000	5,000	6/30/10		Jun-15	2,587	60%	●	●	●
08	1	4	SM	PCJPB	San Bruno GS	147,000	30,000	26,727	6/30/10		Dec-12	26,727	99%	●	●	■
08	1	10	SJ	City of Stockton	Lower Sacramento	34,000	10,000	6,877	4/7/10		Nov-12	6,290	99%	●	●	■
08	2	10	SJ	City of Stockton	Eight Mile Road/UPRR (East) GS	31,000	8,500	5,598	4/7/10		Nov-12	5,141	99%	●	●	■
08	2	10	SJ	City of Stockton	Eight Mile Road/UPRR (West) GS	25,000	8,500	8,081	4/7/10		Nov-12	7,651	99%	●	●	■
08	2	12	ORA	OCTA	Sand Canyon GS	55,590	8,000	6,618	6/30/10		Mar-14	4,300	85%	●	●	■
10	1	6	TUL	City of Tulare	Bardsley Avenue GS	18,498	7,156	7,156	5/23/12		Mar-14	4,066	55%	●	●	■
10	1	7	LA	ACE	Nogales Street GS	85,430	25,600	25,600	4/25/12		Apr-16	1,063	35%	●	●	●
10	1	4	ALA	City of Fremont	Warren Avenue GS	68,782	9,600	9,600	3/28/12		Jun-15	5,062	58%	●	●	●
10	1	7	LA	City of LA	North Spring Street GS	48,766	5,001	5,001	5/23/12		Dec-14	388	32%	●	●	●
10	2	3	SAC	City of Sacramento	6th Street OverXing - Roadwork	15,730	7,865	7,865	6/27/12		Dec-13	5,297	92%	●	●	■
10	2	4	ALA	City of Fremont	Kato Road GS	52,265	10,000	10,000	8/10/11		Nov-14	8,728	91%	●	●	■
10	2	7	LA	SCRRA	Broadway-Brazil Street Grade Xing	9,100	4,000	3,738	2/22/12		Mar-14	233	100%	●	●	●
10	2	12	ORA	OCTA	San Clemente Beach Trail Xings	4,500	2,250	2,250	6/27/12		Apr-14	0	99%	●	●	●
12	1	3	SAC	City of Elk Grove	Grant Line Road GS Project	30,375	5,000	5,000	5/3/13		Dec-14	142	8%	●	●	●
12	1	10	SJ	City of Lathrop	Lathrop Road GS with UPRR	16,855	5,000	5,000	5/7/13		Oct-15	2,368	51%	●	●	●
12	1	4	SM	PCJPB	San Mateo Bridges GS Project, PII	30,000	9,000	9,000	5/21/14		May-16	0	0%	●	●	●
12	1	10	SJ	Port of Stockton	Navy Drive/BNSF Underpass (1 of 2)	6,530	3,173	3,173	6/25/14	July-14	Dec-15	0	0%	●	●	●
12	2	10	SJ	Port of Stockton	Navy Drive/BNSF Underpass (2 of 2)	2,567	2,567	2,567	6/25/14	July-14	Dec-15	0	0%	●	●	●
12	2	4	CC	City of Richmond	Officer Bradley A. Moody/Marina Bay	42,180	4,230	4,230	5/3/13		May-15	1,895	60%	●	●	●
12	2	6	TL	City of Tulare	Santa Fe Trail at UPRR GS	6,813	3,381	3,381	6/25/14	Oct-14	Dec-15	0	0%	●	●	●
12	2	7	LA	SCRRA	Branford Road Grade Xing Safety	3,048	1,325	1,325	12/11/13		May-15	0	0%	●	●	■
12	2	7	LA	SCRRA	Moorpark Avenue GS Safety	5,041	4,841	4,841	6/25/14	Jul-13	Sept-15	0	0%	●	●	■
12	2	7	LA	SCRRA	Grandview Ave Grade Xing Safety	2,630	580	580	5/7/13		Feb-13	0	95%	●	●	■
12	2	7	LA	SCRRA	Sonora Avenue Grade Xing Safety	2,630	580	580	5/7/13		Feb-13	0	95%	●	●	■
12	2	7	LA	SCRRA	Woodley Avenue Grade Xing Safety	1,000	500	500	10/13		Oct-13	0	80%	●	●	■
						806,294	**181,649**	**170,288**				**81,938**				

● Project is on-time, on-budget, and/or within scope ■ Project behind schedule △ Schedule, scope or cost is changing, pending review and acceptance

PY-Program Year PT – Part D-District C-County S- Scope B- Budget Sc -Schedule

PROJECT OPERATIONAL/FINAL REPORT SUBMITTED

PY	PT	D	C	Applicant	Project Name	Tot Proj	Grant	Allocated	Date Allocated	Beg Const	End Const	Expnd	Cmpt	S	B	Sc
08	1	6	KER	County of Kern	BNSF GS 7th Standard Rd/Santa Fe Wy	22,440	9,926	7,044	1/13/10			7,044	100%	●	●	●
08	1	4	SM	PCJPB	San Mateo Bridges GS	13,440	5,000	1,107	5/19/10			977	100%	●	●	●
08	1	4	SF	PCJPB	Jerrold Ave & Quint St Bridges GS	19,630	10,000	2,786	5/13/10			2,786	100%	●	●	●
08	1	10	MER	City of Merced	G Street Undercrossing	18,000	9,000	7,422	1/13/10			7,413	100%	●	●	●
08	1	6	KER	County of Kern	Hageman Rd/BNSF Railroad	35,300	17,650	13,759	6/30/10			13,759	100%	●	●	●
08	2	11	SD	City of San Diego	Park Blvd. at Harbor Dr./Ped Bridge	27,000	6,000	6,000	12/10/08			6,000	100%	●	●	●
08	2	3	SAC	City of Sacramento	6th St Overcrossing - Bridge	11,974	5,987	4,837	12/9/09			4,837	100%	●	●	●
08	2	6	TUL	City of Tulare	Cartmill Avenue GS	26,808	11,293	10,161	6/30/10			10,161	100%	●	●	●
08	2	6	TUL	County of Tulare	Betty Drive GS	14,882	12,175	4,885	6/30/10			4,885	100%	●	●	●
08	2	10	SJ	Port of Stockton	Port of Stockton Expressway	8,587	4,400	1,537	6/30/10			1,537	100%	●	●	●
12	2	12	ORA	OCTA	Dana Point & San Clemente Xing	4,200	2,100	2,100	1/9/11			2,100	100%	●	●	●
						202,261	**93,531**	**61,638**				**61,499**				

● Project is on-time, on-budget, and/or within scope Project behind schedule △ Schedule, scope or cost is changing, pending review and acceptance

PY-Program Year PT – Part D-District C-County S- Scope B- Budget Sc -Schedule

CALIFORNIA DEPARTMENT OF TRANSPORTATION

FY 2013-14
Fourth Quarter Report

Proposition 1B
Intercity Rail
Improvement Program

Quarterly Report to the

California Transportation Commission

Intercity Rail Improvement Program
Progress Report

SUMMARY

This report is for the fourth quarter of Fiscal Year (FY) 2013-14 for the Proposition 1B Intercity Rail Improvement (IRI) Program. The IRI Program consists of sixteen projects, two projects remain unallocated, three projects partially allocated, and eleven fully allocated, for a total allocation of $199,099,000. This is 51% of the $392,050,000 available for allocation. Five projects are closed, and as shown in the Attachment, some have savings.

CURRENT STATUS

Project No. 1:

Procure New Rail Cars and Locomotives (Statute requires at least $125 million to be used for the procurement of intercity passenger rail cars and locomotives). To date, $42 million has been allocated.

> **Passenger Rail Cars –** Final Design Review is occurring March through August 2014. Preparation is being made for First Article Inspections. Discussion continues with Caltrans regarding selections of exterior design. Mockup design complete and final documentation is being reviewed. Jacobs Engineering has provided engineering and contract support. Discussion continues with Caltrans, Illinois Department of Transportation (IDOT), Federal Railroad Administration (FRA) and the car builder about option cars and accelerated delivery schedule.
>
> Locomotive Kickoff Meeting and Preliminary Design Review occurred in April with Siemens, IDOT, Washington (WSDOT), and FRA.

Project No. 2:

New Station Tracks at Los Angeles Union Station – The project is 97 percent complete and is on schedule to be fully completed by June 30, 2015. The Customer Information Signage (CIS) installation activities are complete at this time. Waiting Room and Tunnel displays are installed and operational, Platform LCD's and LED signage are installed and operational as well. As-builts have been received by Contractor and approved by Southern California Regional Rail Authority. Punch list has been generated and executed by Contractor.

Project No. 3:

San Onofre to Pulgas Double Track Project – Phase 1 – The construction is 20 percent complete. Grading and drainage work is progressing along with the construction of pier protection walls under Interstate 5. Bridge 215.3 head walls and wing walls are proceeding.

Project No. 4:

Northern California Maintenance Facility – Currently, this project is unallocated for IRI1B funds. The proposed allocation date is December 2015.

Project No. 5:

Oakley to Port Chicago – Construction is 47 percent complete and continues to be on schedule. Construction activities continue. Milestones include upgrading Sando Siding to increase speed to 30 mph from previous speed of 10 mph. Grade crossing at Wilbur Lane was upgraded. BNSF Railway installed a universal crossover at the east end of the project at Mile Post 1146.8 in the City of Oakley.

Project No. 6:

Coast Daylight Track and Signal – The project is currently unallocated with an anticipated date of January 2016 for environmental clearance and phase completion.

Project No. 7:

Santa Margarita Bridge and Double Track – The construction is 100 percent complete. On April 11, 2014, all remaining physical work activities were completed. San Diego Association of Governments (SANDAG) is in the closeout phase.

Project No. 8:

Wireless Network for Northern California IPR Fleet – Base installation of Wi-Fi System is complete. Additional upgrades to the technology, which changes rapidly, will ensure the systems on the Northern California Fleet will be functioning to the latest advisable technology and performance standards.

Project No. 9:

Raymer to Bernson Double Track – In April 2014, RFP awarded for Design in the amount of $6.5 million to J. L. Patterson. For the remaining ICR1B funds for construction, the proposed allocation date is June 2016.

Project No. 10:

Van Nuys North Platform – For the Design Phase, Contract was awarded in June 2014 to Rail Pros. Work is estimated to start in July 2014.

Project No. 11:

Capitol Corridor Track, Bridge and Signal Upgrade – Activities this quarter include tie tamping along the tracks.

14	Capitol Corridor	CCJPA	SCRRA	SCRRA Sealed Improvement Project
15	Pacific Surfliner Metrolink	SCRRA	SCRRA	SCRRA Sealed Corridor
15	Pacific Surfliner Metrolink	SCRRA	SCRRA	SCRRA Sealed Corridor

* Multi-state new car procurement with Nippon

* Multi-state new car procurement with Nippon-Sharyo

* Multi-state new car procurement with Nippon-Sharyo

BACKGROUND:

Proposition 1B was passed by California voters on November 7, 2006. The Guidelines for the IRI were adopted on December 13, 2007, and provide $400 million, upon appropriation by the Legislature, to the Department for intercity passenger rail improvement projects. A minimum of $125 million is designated for procurement of additional intercity passenger rail cars and locomotives.

This $400 million program is part of the $4 billion Proposition 1B Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA). This Account is to be used to fund public transportation projects. Pursuant to paragraph (2) of subdivision (c) of section 8879.50 of the Government Code, the Department is the administrative agency for PTMISEA.

At its December 2007 meeting, the Commission approved the guidelines for intercity passenger rail projects in the PTMISEA. At its February 2008 meeting, the Commission approved the list of Proposition 1B intercity rail projects to be funded in the IRI. The Commission last amended the list of projects in June 2014.

Attachment

California Department of Transportation
Proposition 1B
Intercity Rail Improvement (IRI)

IRI Quarterly Delivery Report
Fourth Quarter FY 2013-14
April - June 2014

Project No.	Corridor	Agency	Project Name	END PA&ED	END PS&E	END R/W	END CON	Final Delivery Report	Project Schedule: Funding Phase	Project Schedule: % of Phase Completed	Total Intercity Rail Prop. 1B: Programmed Amount	Total Intercity Rail Prop. 1B: Funding Allocated	Total Intercity Rail Prop. 1B: Prop. 1B Expenditures	Actual Allocation Date	Contract Award Date	Scope	Budget	Schedule
1	Capitol Corridor, Pacific Surfliner, San Joaquin	*Caltrans	Procure New Rail Cars				May-17	Jun-21	CON	13%	$ 150,000,000	$ 42,000,000	$ 3,112,822	Dec-11	Nov-12	●	●	●
2	Pacific Surfliner	SCRRA	New Station Track at LA Union Station				Feb-15	Jun-15	CON	97%	$ 21,800,000	$ 21,800,000	$ 19,547,894	Apr-08	Jul-09	●	●	●
3	Pacific Surfliner	SANDAG	San Onofre to Pulgas Double Track Project Phase 1				Mar-16	Sep-16	PA&ED CON	100% 20%	$ 30,000,000	$ 3,146,000 $ 26,854,000	$ 5,567,580	Jan-10 Mar-13	May-10 Sep-13	●	●	●
4	Capitol Corridor, San Joaquin	Caltrans	Northern California Maintenance Facility	Dec-14	Dec-15	Dec-15	Jun-17	Dec-17	R/W CON	0%	$ 19,151,000	$ -	$ -			●	●	●
5	San Joaquin	Caltrans/ BNSF	Oakley to Port Chicago				Aug-15	Mar-16	CON	47%	$ 25,450,000	$ 25,450,000	$ 12,031,901	Oct-11	Sep-12	●	●	●
6	Pacific Surfliner, Coast Daylight	Caltrans	Coast Daylight Track and Signal	Jan-16	Jul-16	N/A	Dec-19	Jun-20	PS&E CON	0%	$ 25,000,000	$ -	$ -			●	●	●
7	Pacific Surfliner	SANDAG	Santa Margarita Bridge and Double Track				May-14	Jun-15	CON	100%	$ 16,206,000	$ 16,206,000	$ 11,313,335	Apr-08	Aug-08	●	●	●
8	Capitol Corridor, San Joaquin	CCJPA	Wireless Network for Northern California IPR Fleet				Jun-15	Dec-15	CON	77%	$ 3,750,000	$ 3,750,000	$ 2,908,554	Jan-11	Apr-11	●	●	●
9	Pacific Surfliner LACMTA	LACMTA	Raymer to Bernson Double Track		May-17	N/A	May-20	Nov-20	PS&E CON	0%	$ 16,800,000	$ 6,500,000	$ -	Jan-14	Apr-14	●	●	●
10	Pacific Surfliner LACMTA	LACMTA	Van Nuys North Platform		Jul-16	N/A	Dec-19	Jun-20	PS&E CON	0%	$ 34,500,000	$ 4,000,000	$ -	Dec-13	Jun-14	●	●	●
11	Capitol Corridor	CCJPA	Capitol Corridor Track, Bridge and Signal Upgrade			N/A	May-17	Nov-17	CON	0%	$ 1,305,000	$ 1,305,000	$ -	May-14	Jun-14	●	●	●
										SUBTOTAL OPEN PROJECTS:	**$ 343,962,000**	**$ 151,011,000**	**$ 54,482,086**					
									CLOSED PROJECTS									
12	Pacific Surfliner, Metrolink	Caltrans/ BNSF	Commerce Fullerton Triple Track Segment 6					May-13	CON	100%	$ 31,992,000	$ 31,992,000	$ 31,991,132	Aug-08	Feb-09			
13	San Joaquin	Caltrans/ BNSF	Kings Park Track and Signal Improvements					Oct-12	CON	100%	$ 3,500,000	$ 3,500,000	$ 3,500,000	Aug-08	Oct-08			
14	Capitol Corridor, San Joaquin	CCJPA	Emeryville Station and Track Improvements					Jul-12	CON	100%	$ 6,151,000	$ 6,151,000	$ 6,150,678	May-08	Sep-08			
15	Capitol Corridor	CCJPA	Bahia Benicia Crossover and Track Improvement Project					Mar-14	CON	100%	$ 3,445,000	$ 3,445,000	$ 3,444,434	Apr-08	Sep-08			
16	Pacific Surfliner Metrolink	SCRRA	SCRRA Sealed Corridor					Mar-14	CON	100%	$ 3,000,000	$ 3,000,000	$ 2,781,257	Apr-08	Nov-11			
										SUBTOTAL CLOSED PROJECTS:	**$ 48,088,000**	**$ 48,088,000**	**$ 47,867,501**					
										TOTAL:	**$ 392,050,000**	**$ 199,099,000**	**$ 102,349,587**					
												51%						

* Multi-state new car procurement with Nippon-Sharyo and Jacobs Engineering Group, Inc. Locomotive with Seamens and Jacobs Engineering Group, Inc.

Legend:
- ● **Project is on-time, on-budget, and/or within scope**
- ■ **Allocation request is late or construction start date has been delayed**
- ▲ **Schedule or cost is changing, pending review and acceptance**

CALIFORNIA DEPARTMENT OF TRANSPORTATION

FY 2013-14
Fourth Quarter Report
Trade Corridors
Improvement Fund

Quarterly Report to the

California Transportation Commission

Trade Corridors Improvement Fund
Progress Report

SUMMARY

This report covers the fourth quarter of Fiscal Year (FY) 2013-14 (April through June 2014) for the Trade Corridors Improvement Fund (TCIF) program. At the close of the fourth quarter, there were a total of 78 projects with a TCIF programmed value of $2,400,507,000 and a total project value of $5,894,511,000. The California Transportation Commission (Commission) has approved 75 of the 78 baseline agreements. Additionally, Commission updated the Savings Policy to extend the savings utilization deadline by two years. Projects funded with savings have until June 2016 to allocate and December 2016 to award.

To date, 74 projects have received bond allocations totaling $2,364,245,410. Eight of the allocated projects have been completed. The available unallocated TCIF funds from savings, total $85,754,590, of which $36,262,000 is currently programmed, and the remaining available balance to be programmed is $49,492,590.

	Available per AB 268	Programmed	Available for Programming	Allocated	Available for Allocation
NCTC	**$640,000,000**	**$622,785,000**	**$17,215,000**	**$609,385,000**	**$30,615,000**
Bond	*$449,795,000*	*$432,911,000*	*$16,884,000*	*$421,911,000*	*$27,884,000*
SHOPP	*$190,205,000*	*$189,874,000*	*$331,000*	*$187,474,000*	*$2,731,000*
SCCG	**$1,500,000,000**	**$1,467,722,450**	**$32,277,550**	**$1,464,881,450**	**$35,118,550**
Bond	*$1,200,205,000*	*$1,167,927,450*	*$32,277,550*	*$1,165,086,450*	*$35,118,550*
SHOPP	*$299,795,000*	*$299,795,000*	*$0*	*$299,795,000*	*$0*
SDBR - ***Bond***	**$250,000,000**	**$249,999,960**	**$40**	**$229,978,960**	**$20,021,040**
OTHER - ***Bond***	**$60,000,000**	**$60,000,000**	**$0**	**$60,000,000**	**$0**
TOTAL	**$2,450,000,000**	**$2,400,507,410**	**$49,492,590**	**$2,364,245,410**	**$85,754,590**

CURRENT STATUS

The tables below show the actions that were taken during this quarter. The spreadsheets that follow separate the projects into three categories: Projects Unallocated, Projects Allocated, Projects Completed and Projects Deleted.

ID	D	Co.	Rte.	Project Title/Amendment Resolution	Bond $ x1000	Total $ x1000	Action $ x 1000
Programming Actions							
103	4	SOL		Fairfield/Vacaville Intermodal Station – New track and Grade Separation *Resolution TCIF-P-1314-15, Approved 05/21/14*	$11,000	$22,600	Project added to TCIF Program.
104	11	SD	905/ 125	State Route 905/125 Northbound Connectors *Resolution TCIF-P-1314-18, Approved 06/25/14*	$20,021	$40,042	Project added to TCIF Program.
Baseline Agreement Approvals							
98	3	SAC	50	Natoma Overhead Widening and Onramp Improvements *Resolution TCIF-P-1314-16B, Approved 05/21/14*	$7,959	$8,459	Approved baseline agreement.
101	10	SJ	99	State Route 99 Ramp Improvements *Resolution TCIF-P-1314-16B, Approved 05/21/14*	$2,400	$3,040	Approved baseline agreement.

ID	D	Co.	Rte.	Project Title/Amendment Resolution	Bond $ x1000	Total $ x1000	Action $ x 1000
Baseline Agreement Amendments							
21	7	LA		Washington Boulevard Widening & Reconstruction *Resolution TCIF-P-1314-17, Approved 06/25/14*	$5,800	$32,000	Updated delivery schedule
Allocation Requests							
6	6	KER		Tehachapi Trade Corridor Rail Improvements *Resolution TCIF-A-1314-15, Approved 06/25/14*	$12,270	$26,040	Approved allocation of $12,270,000.
21	7	LA		Washington Boulevard Widening & Reconstruction *Resolution TCIF-A-1314-16, Approved 06/25/14*	$5,800	$32,000	Approved allocation of $5,800,000.
96	7	LA		Fairway Drive Grade Separation *Resolution TCIF-A-1314-17, Approved 06/25/14*	$71,000	$142,213	Approved allocation of $71,000,000.
98	3	SAC	50	Natoma Overhead Widening and Onramp Improvements *Resolution TCIF-A-1314-14, Approved 06/25/14*	$7,959	$8,459	Approved allocation of $7,959,000.
Allocation Amendments							
89	4	SOL	80/ 680 /12	Solano I80/680/12 Connector *Resolution TCIF-AA-1314-20, Approved 05/21/14*	$23,478	$99,878	Approved allocation amendment to reflect contract award savings.
46	8	RIV		Sunset Avenue Grade Separation *Resolution TCIF-AA-1314-21, Approved 06/25/14*	$8,278	$33,042	Approved allocation amendment to reflect contract award savings.
48	8	RIV		Avenue 56 Grade Separation *Resolution TCIF-AA-1314-22, Approved 06/25/14*	$12,802	$29,394	Approved allocation amendment to reflect contract award savings.
53	8	RIV		Magnolia Avenue Railroad Grade Separation *Resolution TCIF-AA-1314-23, Approved 06/25/14*	$17,673	$51,609	Approved allocation amendment to reflect contract award savings.
Environmental Actions							
6	6	KER		Tehachapi Trade Corridor Rail Improvements *Resolution E-14-21, Approved 06/25/14*	$12,270	$26,040	Approved Future Consideration of Funding.
TCIF Related Items							
				Proposition 1B Quarterly Reports *Approved 06/25/14, Tab 33, Ref. No. 3.9*			Approved

BACKGROUND

The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B on November 7, 2006, provided $2 billion for the TCIF. In the TCIF Guidelines, the Commission recognized the need for goods movement improvements far exceed the amount authorized in the TCIF program, that other funding sources should be explored, and that delivery challenges could limit project funding. The Commission supported increasing TCIF funding by approximately $500 million from the State Highway Account to fund state-level priorities that are critical to goods movement.

Trade Corridors Improvement Fund Delivery Report
Schedule and Cost
UNALLOCATED PROJECTS

Phase Complete
Behind Schedule

☑ No Known Scope, Budget, or Schedule Impact
☒ Known Scope, Budget, or Schedule Impact
◆ Potential Impact

PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	END ENVIRO	END DESIGN	END RIGHT OF WAY	BEGIN CONSTR	CURRENT PHASE (% COMPLETE)	TOTAL PROJECT COST (x1,000)	TCIF COST (x 1,000)	ENVIRO COST (x 1,000)	DESIGN COST (x 1,000)	RIGHT OF WAY COST (X1,000)	CONSTR COST (X1,000)	SCOPE	BUDGET	SCHEDULE
101	10	SJ	San Joaquin Council of Governments /Caltrans	99	State Route 99 Ramp Improvements *[SHOPP/TCIF]*				08/18/14	Env. 100% Des. 100% RW N/A	$3,040	$2,400	$130	$400	$110	$2,400	☑	☑	☑
102	7	LA	Port of Los Angeles		TraPac Terminal Automation-Automated Shuttle Carrier Maintenance & Repair	TBD	TBD	TBD	TBD		$2,841	$2,841	TBD	TBD	TBD	TBD	☑	☑	☑
103	4	SOL	City of Fairfield		Fairfield/Vacaville Intermodal Station - New track and Grade Separation	TBD	TBD	TBD	TBD		$22,600	$11,000	TBD	TBD	TBD	$22,600	☑	☑	☑
104	11	SD	SANDAG	905/ 125	State Route 905/State Route 125 Northbound Connectors	TBD	TBD	TBD	TBD		$40,042	$20,021	TBD	TBD	TBD	$20,021	☑	☑	☑
											$68,523	$36,262							

Trade Corridors Improvement Fund Delivery Report
Schedule and Cost
ALLOCATED
PROJECTS

Behind Schedule
Awarded / Begin Construction
Allocated but Not Awarded

☑ No Known Scope, Budget, or Schedule Impact
☒ Known Scope, Budget, or Schedule Impact
◆ Potential Impact

PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	ALLOCATION DATE	AWARD DATE	BEGIN CONSTR	END CONSTR	CURRENT PHASE (% COMPLETE)	END CLOSEOUT	TOTAL PROJECT COST (x1,000)	TCIF COST (x 1,000)	ENVIRO COST (x 1,000)	DESIGN COST (x 1,000)	RIGHT OF WAY COST (X1,000)	CONSTR COST (X1,000)	CONSTR EXPENDITURES (X1,000)	SCOPE	BUDGET	SCHEDULE
2	4	CC	Caltrans / BNSF		Richmond Rail Connector	08/06/13	12/31/13		09/01/14	Const 6%	10/01/15	$22,650	$10,880	$300	$550	$4,590	$17,210	$1,060	☑	☑	◆
3.1	4	ALA	Port of Oakland		Outer Harbor Intermodal Terminals (OHIT) *[Segment 1-Environmental Remediation]*	N/A	01/01/10		10/15/18	Const. 65%	04/16/19	$11,400	$0	$0	$0	$0	$11,400		☑	☑	☑
3.2	4	ALA	Port of Oakland		Outer Harbor Intermodal Terminals (OHIT) *[Segment 2 - Rail Access Improvements and Manifest Yard]*	10/24/12	03/14/13		07/31/15	Const. 40%	12/31/15	$74,600	$65,800	$100	$8,700	$0	$65,800	$13,717	☑	☑	☑
3.3	4	ALA	Port of Oakland		Outer Harbor Intermodal Terminals (OHIT) *[Segment 3 - City Site Prep Work and Backbone Infrastructure 3]*	05/07/13	10/14/13		10/15/18	Const. 18%	04/16/19	$247,241	$176,341	$4,500	$25,900	$0	$216,841	$35,239	☑	☑	☑
3.4	4	ALA	Port of Oakland		Outer Harbor Intermodal Terminals (OHIT) *[Segment 4 - Recycling Facilities]*	N/A		06/30/13	07/31/18	Const. 0%	12/31/18	$46,600	$0	$0	$600	$0	$46,000		☑	☑	☒
3.5	4	ALA	Port of Oakland		Outer Harbor Intermodal Terminals (OHIT) *[Segment 5 - City Trade and Logistics Facilities]*	N/A		06/30/13	12/31/19	Const. 0%	06/30/20	$99,400	$0	$0	$3,500	$0	$95,900		☑	☑	☒
3.6	4	ALA	Port of Oakland		Outer Harbor Intermodal Terminals (OHIT) *[Segment 6 - Unit Train Support Rail Yard]*	N/A			12/31/15	Const. 10%	07/01/16	$20,000	$0	$0	$5,000	$0	$15,000	$4	☑	☑	☑
4	4	ALA	Metropolitan Transportation Commission	880	I-880 Reconstruction, 29th & 23rd Avenues, Oakland *[SHOPP/TCIF]*	08/06/13	04/30/14		07/31/17	Const. 2%	08/31/18	$97,912	$72,820	$4,200	$7,387	$6,325	$80,000	$970	☑	☑	☑
5	4	ALA	Metropolitan Transportation Commission	580	I-580 Eastbound Truck Climbing Lane *[SHOPP/TCIF]*	06/23/11	06/18/12		04/01/15	Const. 40%	12/01/15	$49,485	$44,903	$2,490	$140	$105	$49,485	$22,258	☑	☑	☑
6	6	KER	Caltrans / BNSF		Tehachapi Trade Corridor Rail Improvement	06/25/14		07/01/14	10/01/16	Const. 0%	03/31/17	$26,040	$12,270	$9,500	$1,000	$0	$15,540		☑	☑	☑

Trade Corridors Improvement Fund Delivery Report
Schedule and Cost
ALLOCATED
PROJECTS

- Behind Schedule
- Awarded / Begin Construction
- Allocated but Not Awarded

- ☑ No Known Scope, Budget, or Schedule Impact
- ☒ Known Scope, Budget, or Schedule Impact
- ◆ Potential Impact

PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	ALLOCATION DATE	AWARD DATE	BEGIN CONSTR	END CONSTR	CURRENT PHASE (% COMPLETE)	END CLOSEOUT	TOTAL PROJECT COST (x1,000)	TCIF COST (x 1,000)	ENVIRO COST (x 1,000)	DESIGN COST (x 1,000)	RIGHT OF WAY COST (X1,000)	CONSTR COST (X1,000)	CONSTR EXPENDITURES (X1,000)	SCOPE	BUDGET	SCHEDULE
10	10	SJ	San Joaquin Council of Governments	4	State Route 4 West Crosstown Freeway Extension Stage 1	06/11/13	12/16/13		12/01/16	Const. 2%	12/01/17	$165,678	$69,458	$4,000	$10,400	$44,600	$106,678	$1,596	☑	☑	☑
11	10	SJ	Port of Stockton / Contra Costa County		San Francisco Bay to Stockton Ship Channel Deepening Project	05/23/12	06/29/12		11/30/13	Const. 30%	06/30/14	$15,000	$7,200	$100	$500	$0	$14,400	$1,583	☑	☑	☒
12	4	SOL	Metropolitan Transportation Commission	80	I-80 Eastbound Cordelia Truck Scales Relocation *[SHOPP/TCIF]*	06/23/11	01/25/12		12/31/14	Const. 99%	12/31/15	$88,392	$38,292	$6,800	$12,200	$7,500	$61,892	$58,120	☑	☒	☑
15.1	7	LA	Alameda Corridor East Construction Authority		San Gabriel Valley Grade Separation Program *[Phase I - Archaeological Services]*	10/26/11	08/22/11		09/30/16	Const. 30%	10/31/18	$4,000	$4,000	$0	$0	$0	$4,000		☑	☑	☑
15.2	7	LA	Alameda Corridor East Construction Authority		San Gabriel Valley Grade Separation Program *[Phase II - Trench and Fiber Optic relocation]*	10/26/11	07/23/12		09/30/17	Const. 30%	10/31/18	$332,492	$263,938	$0	$33,458	$35,096	$263,938	$127,312	☑	☑	☑
15.10	7	LA	Alameda Corridor East Construction Authority		San Gabriel Valley Grade Separation Program *[Hamilton Boulevard - Match]*	N/A		07/31/15	11/30/17	Const. 0%	05/31/18	$76,326	$0	$0	$6,875	$18,339	$51,112		☑	☑	☑
15.11	7	LA	Alameda Corridor East Construction Authority		San Gabriel Valley Grade Separation Program *[Fullerton Road - Match]*	N/A		09/30/15	09/30/17	Const. 0%	11/30/17	$99,052	$0	$0	$9,306	$65,713	$24,033		☑	☑	☒
15.12	7	LA	Alameda Corridor East Construction Authority		San Gabriel Valley Grade Separation Program *[Durfee Avenue - Match]*	N/A		01/31/16	05/31/18	Const. 0%	11/30/18	$73,568	$0	$0	$8,738	$38,262	$26,568		☑	☑	☑
17	7	LA	City of Santa Fe Springs		ACE: Gateway-Valley View Grade Separation Project	01/20/11	05/24/12		08/31/14	Const. 63%	11/30/14	$65,077	$19,092	$0	$4,000	$19,021	$42,056	$25,764	☑	☑	☑
19	7	LA	Port of Los Angeles	47/110	I-110 Fwy Access Ramp Improvement SR 47/I-110 NB Connector Widening	03/05/13	07/12/13		06/30/15	Const. 10%	05/01/16	$42,268	$14,700	$700	$5,568	$0	$36,000	$3	☑	☑	☑
20	7	LA	Port of Los Angeles	110	I-110 Freeway & C Street Interchange Improvements	06/11/13	12/30/13		10/31/16	Const 1%	04/30/17	$39,385	$8,300	$801	$3,491	$0	$35,093	$0	☑	☑	☑

Trade Corridors Improvement Fund Delivery Report
Schedule and Cost
ALLOCATED
PROJECTS

Behind Schedule
Awarded / Begin Construction
Allocated but Not Awarded

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PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	ALLOCATION DATE	AWARD DATE	BEGIN CONSTR	END CONSTR	CURRENT PHASE (% COMPLETE)	END CLOSEOUT	TOTAL PROJECT COST (x1,000)	TCIF COST (x 1,000)	ENVIRO COST (x 1,000)	DESIGN COST (x 1,000)	RIGHT OF WAY COST (X1,000)	CONSTR COST (X1,000)	CONSTR EXPENDITURES (X1,000)	SCOPE	BUDGET	SCHEDULE
21	7	LA	City of Commerce		Washington Boulevard Widening & Reconstruction	06/25/14		12/15/14	03/01/16	Const 0%	07/01/16	$32,000	$5,800	$39	$2,524	$3,198	$26,239	$0	☑	☑	☑
22	7	LA	Port of Los Angeles		South Wilmington Grade Separation	06/27/12	11/01/12		11/01/14	Const. 55%	11/01/15	$76,823	$17,000	$520	$6,631	$0	$69,672	$26,476	☑	☑	☑
23	7	LA	Port of Long Beach	710	Gerald Desmond Bridge Replacement *[Design-Build] [SHOPP/TCIF]*	06/22/11	10/01/12		06/27/16	Const. 5%	09/26/16	$960,203	$299,795	$11,862	$37,878	$128,104	$782,359	$212,607	☑	☒	☑
24	7	LA	Port of Long Beach		Ports Rail System - Tier 1 (Pier F Support Yard)	10/26/11	09/17/12		05/15/14	Const. 50%	07/20/14	$30,176	$6,936	$2,980	$1,990	$0	$25,206	$11,505	☑	☑	☒
25	7	LA	Port of Long Beach		Ports Rail System - Tier 1 (Track Realignment at Ocean Boulevard)	10/26/11	09/17/12		05/15/14	Const. 50%	07/02/14	$44,756	$16,216	$4,270	$2,850	$0	$37,636	$13,970	☑	☑	☒
32.1	7	LA	Port of Los Angeles		Ports Rail System - Tier 1 (West Basin Road Rail Access Improvements) *[Segment 1 - Berth 200 Rail Yard Improvements]*	03/29/12	05/31/12		07/01/14	Const. 90%	07/01/15	$111,956	$40,718	$6	$7,980	$0	$103,970	$94,490	☑	☑	☑
32.2	7	LA	Port of Los Angeles		Ports Rail System - Tier 1 (West Basin Road Rail Access Improvements) *[Segment 2 - Berth 200 Rail Yard Track Connections]*	03/05/13	07/25/13		06/01/14	Const. 40%	01/01/15	$25,700	$10,512	$0	$1,000	$0	$24,700	$22,700	☑	☑	☒
34	12	ORA	Orange County Transportation Authority	91	State Route 91 Connect Aux. Lanes through Interchange on Westbound State Route 91 between State Routes 57 and I-5	09/27/12	02/15/13		12/01/15	Const. 31%	11/01/16	$62,977	$27,227	$1,400	$6,234	$7,066	$48,277	$12,128	☑	☑	☑
35	12	ORA	Orange County Transportation Authority		State College Boulevard Grade Separation	06/11/13	02/04/14		08/01/16	Const 2%	08/01/19	$74,644	$35,890	$305	$3,595	$19,092	$51,652	$2,306	☑	☑	☑
36	12	ORA	Orange County Transportation Authority		Placentia Avenue Undercrossing	01/20/11	07/25/11		05/01/14	Const. 96%	05/01/17	$72,843	$9,548	$21	$3,401	$15,371	$54,050	$34,558	☑	☑	◆
37	12	ORA	Orange County Transportation Authority		Orangethorpe Avenue Grade Separation	05/23/12	01/14/13		07/01/16	Const. 17%	07/01/19	$108,595	$41,632	$631	$8,292	$24,863	$74,809	$10,022	☑	☑	☑

Trade Corridors Improvement Fund Delivery Report
Schedule and Cost
ALLOCATED
PROJECTS

Behind Schedule
Awarded / Begin Construction
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38	12	ORA	Orange County Transportation Authority		Kraemer Boulevard Undercrossing	01/20/11	09/12/11		05/01/14	Const. 97%	05/01/17	$68,799	$21,009	$631	$5,043	$9,382	$53,743	$35,572	☑	☑	◆
40	12	ORA	Orange County Transportation Authority		Lakeview Avenue Overcrossing	08/06/13	11/25/13		12/01/15	Const 2%	12/01/18	$87,873	$27,629	$631	$7,867	$39,688	$39,687	$2,627	☑	☑	☑
41	12	ORA	Orange County Transportation Authority		Tustin Avenue / Rose Drive Overcrossing	06/27/12	02/25/13		09/01/15	Const. 27%	09/01/18	$88,175	$30,862	$601	$7,085	$32,245	$48,244	$9,865	☑	☑	☑
43	8	RIV	City of Corona		Auto Center Drive Grade Separation	12/14/11	05/15/13		04/30/13	Const. 48%	05/30/14	$32,675	$16,000	$630	$1,370	$2,720	$27,955	$4,911	☑	☑	☒
45	8	RIV	City of Riverside		Iowa Avenue Grade Separation	10/27/11	06/26/12		11/01/13	Const. 99%	05/01/14	$32,000	$13,000	$500	$1,500	$5,500	$24,500	$18,801	☑	☑	◆
46	8	RIV	City of Banning		Sunset Avenue Grade Separation	06/11/13	12/03/13		02/28/16	Const. 20%	08/01/16	$33,042	$8,278	$900	$2,300	$1,142	$28,700	$1,633	☑	☑	☑
47	8	RIV	City of Riverside		Streeter Avenue Grade Separation	06/27/12	10/23/12		05/30/14	Const. 53%	11/30/14	$36,000	$15,500	$1,500	$1,000	$7,500	$26,000	$13,766	☑	☑	◆
48	8	RIV	Riverside County		Avenue 56 Grade Separation	06/11/13	11/05/13		02/28/16	Const. 9%	10/15/16	$29,394	$12,802	$295	$2,268	$3,289	$23,542	$1,650	☑	☑	☑
50	8	RIV	Riverside County		Grade Separation at Clay Street Railroad Grade Crossing	06/11/13	12/17/13		06/15/16	Const. 5%	12/15/16	$30,806	$13,247	$502	$2,843	$7,385	$20,076	$689	☑	☑	☑
51	8	RIV	City of Riverside		Riverside Avenue Grade Separation	05/07/13	12/03/13		04/01/15	Const. 11%	10/31/15	$33,820	$12,100	$1,047	$1,453	$6,892	$24,428	$1,825	☑	☑	☑
53	8	RIV	Riverside County		Grade Separation at Magnolia Avenue Railroad Grade Crossing - BNSF	06/11/13	12/10/13		06/01/16	Const. 5%	11/30/16	$51,609	$17,673	$563	$3,700	$1,923	$45,423	$1,853	☑	☑	☑
54	8	RIV	City of Riverside	215	March Inland Cargo Port Airport - I-215 Van Buren Boulevard - Ground Access Improvements	10/26/11	08/13/12		04/30/14	Const. 93%	09/30/14	$66,776	$8,835	$3,463	$4,786	$7,000	$51,527	$35,000	☑	☑	◆
56	8	SBD	San Bernardino Associated Governments	10	Route 10 Cherry Avenue Interchange Reconstruction	03/28/12	05/01/12		12/31/13	Const. 72%	06/30/14	$77,806	$30,773	$935	$5,822	$9,503	$61,546	$27,104	☑	☑	◆

Trade Corridors Improvement Fund Delivery Report
Schedule and Cost
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59	8	SBD	San Bernardino Associated Governments		ACE Glen Helen Parkway Grade Separation	03/05/13	05/07/13		08/22/14	Const. 43%	03/01/15	$25,885	$7,172	$0	$2,650	$6,400	$16,835	$2,921	☑	☑	☑
61	8	SBD	San Bernardino Associated Governments		ACE South Milliken Avenue Grade Separation	06/11/13	12/03/13		06/01/16	Const. 5%	02/01/17	$75,649	$21,846	$750	$4,745	$5,221	$64,933	$3,733	☑	☑	☑
63	8	SBD	San Bernardino Associated Governments		Palm Avenue Grade Separation	03/05/13	09/04/13		06/30/15	Const. 37%	09/01/15	$25,123	$3,285	$774	$2,024	$8,320	$14,005	$4,167	☑	☑	☑
64	8	SBD	San Bernardino Associated Governments		Lenwood Road Grade Separation	08/06/13	12/04/13		10/01/15	Const. 17%	05/01/16	$31,154	$8,276	$0	$4,409	$4,792	$21,953	$1,693	☑	☑	☑
66	7	VEN	City of Oxnard	101	Route 101 Rice Avenue Interchange Reconstruction	05/14/09	10/20/09		09/30/12	Const. 98%	12/31/12	$73,597	$14,194	$3,458	$3,766	$26,594	$39,779	$35,000	☑	☑	◆
68.1	11	SD	San Diego Association of Governments	11	SR 11/Otay Mesa East Port of Entry *[Segment 1 - SR 11/SR 905 Freeway to Freeway Connectors]*	05/07/13	10/02/13		03/30/16	Design Build Const 32%	04/30/18	$7,954	$71,625	$0	$7,300	$33,700	$71,625	$20,339	☑	☑	☑
68.2	11	SD	San Diego Association of Governments	11	SR 11/Otay Mesa East Port of Entry *[Segment 2 - SR 11 and Commercial Vehicle Enforcement Facility]*	N/A		10/30/13	06/30/16	Const. 0%	10/30/18	$245,400	$0	$0	$17,500	$52,000	$175,900		☑	☒	☒
68.3	11	SD	San Diego Association of Governments	11	SR 11/Otay Mesa East Port of Entry *[Segment 3 - East Otay Mesa Land POE]*	N/A		09/30/13	03/31/16	Const. 0%	04/30/18	$341,300	$0	$0	$14,400	$41,900	$285,000		☑	☒	☒
70	11	SD	Port of San Diego	5	10th Avenue/Harbor Drive At-Grade Improvements	05/07/13	10/04/13		08/25/16	Const 70%	08/25/17	$4,551	$748	$1,121	$880	$186	$2,364	$475	☑	☑	☑
74	11	SD	San Diego Association of Governments		Southline Rail Improvements - Yard Expansion	10/24/12	12/21/12		01/01/15	Const. 15%	04/02/15	$40,460	$25,900	$540	$2,482	$6,870	$30,568	$3,070	☑	☑	☑

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75.2	11	SD	San Diego Association of Governments		Southline Rail Improvements - Mainline Improvements *[Phase 2 - Signaling for Reverse Running and Initial Track Improvements]*	01/20/11	02/10/11		03/30/13	Const. 98%	10/31/13	$10,431	$10,431	$0	$0	$0	$10,431	$10,431	☑	☑	◆
75.3	11	SD	San Diego Association of Governments		Southline Rail Improvements - Mainline Improvements *[Phase 3 - Palomar Siding and Mainline Track Improvements]*	02/23/12	04/29/13		12/22/14	Const. 25%	12/21/15	$3,445	$3,445	$0	$0	$0	$3,445	$872	☑	☑	☑
75.4	11	SD	San Diego Association of Governments		Southline Rail Improvements - Mainline Improvements *[Phase 4 - Final Palomar Siding and System Upgrades]*	05/07/13	12/02/13		07/01/15	Const. 4%	01/1/16	$30,591	$21,621	$220	$8,750	$0	$21,621	$715	☑	☑	☑
76	11	SD	San Diego Association of Governments		LOSSAN N Rail Corridor at Sorrento	10/26/11	08/19/11		09/30/14	Const. 99%	10/13/15	$39,000	$10,800	$0	$3,200	$0	$35,800	$34,929	☑	☑	☑
81	10	SJ	Northern California Trade Corridors Coalition		Sperry Road Extension	01/20/11	07/26/11		08/31/13	Const. 99%	12/31/13	$56,582	$23,582	$1,000	$5,000	$7,000	$43,582	$35,649	☑	☑	◆
82	4	CC	Northern California Trade Corridors Coalition		Marina Bay Parkway Grade Separation	10/26/11	06/18/13		05/01/15	Const. 60%	06/01/15	$42,180	$18,975	$500	$2,780	$100	$38,800	$18,379	☑	☑	☑
84	8	SBD	San Bernardino Associated Governments		Laurel Street/BNSF Grade Separation	06/11/13	09/04/13		09/06/15	Const. 22%	01/30/16	$58,725	$23,583	$0	$4,657	$11,053	$43,016	$7,729	☑	☑	☑
85	8	RIV	Riverside County		Avenue 52 Grade Separation	06/11/13	11/13/13		03/31/15	Const. 1%	09/01/15	$29,866	$10,000	$2,668	$0	$3,000	$24,198	$3,452	☑	☑	☑
86	7	LA	Port of Los Angeles		Alameda Corridor West Terminus Intermodal Railyard -West Basin Railyard Extension	06/11/13	11/21/13		02/28/16	Const 10%	02/28/17	$72,987	$20,712	$0	$3,292	$0	$70	$240	☑	☑	☑
87.2	7	LA	Port of Los Angeles		Cargo Transportation Improvement Emission Reduction Program - Phase 2	06/11/13	11/21/13		09/30/17	Const. 10%	09/30/18	$143,000	$26,664	$0	$8,470	$0	$134,530	$8,536	☑	☑	☑

Trade Corridors Improvement Fund Delivery Report
Schedule and Cost
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PROJECTS

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88	7	LA	Alameda Corridor East Construction Authority		Baldwin Avenue Grade Separation	05/23/12	10/22/12		08/31/14	Const. 67%	01/31/15	$77,391	$33,559	$0	$1,902	$41,930	$33,559	$17,114	☑	☑	☑
89	4	SOL	Northern California Trade Corridors Coalition	80/ 680/ 12	Solano I-80/680/12 Connector	08/06/13	03/19/14		01/31/16	Const. 2%	01/31/17	$99,878	$23,478	$3,500	$8,880	$23,160	$64,338	$405	☑	☑	☑
90	7	VEN	Ventura County Transportation Commission / Alameda Corridor Transportation Authority		Hueneme Road Widening	05/07/13	03/18/14		02/15/14	Const. 2%	09/01/14	$2,924	$1,462	$0	$0	$0	$2,924	$0	☑	☑	☒
91	7	VEN	Ventura County Transportation Commission	101	Route 101 Improvements	06/11/13	11/21/13		08/10/15	Const. 15%	12/08/15	$46,525	$10,346	$1,600	$5,197	$500	$39,228	$11,072	☑	☑	☑
92.3	3	YOL	Port of Sacramento		West Sacramento/Port of West Sacramento Rail Plan *[Phase 3 - Washington Overpass]*	N/A		06/01/13	07/01/13	Const. 0%	12/01/13	$1,540	$0	$0	$0	$0	$1,540		☑	☑	◆
92.4	3	YOL	Port of Sacramento		West Sacramento/Port of West Sacramento Rail Plan *[Phase 4 - Loop Track]*	N/A		01/15/14	08/15/14	Const. 0%	12/01/14	$1,124	$0	$3	$100	$5	$1,016		☑	☑	☑
92.5	3	YOL	Port of Sacramento		West Sacramento/Port of West Sacramento Rail Plan *[Phase 5 - Pioneer Bluff Bridge]*	06/11/13	08/07/13		12/31/14	Const 25%	06/30/15	$10,561	$9,678	$210	$653	$20	$9,678	$3,910	☑	☑	☑
93	11	SD	San Diego Association of Governments		Sorrento Valley Double Track	05/07/13	10/25/13		11/01/15	Const. 24%	11/01/20	$36,381	$12,994	$3,352	$1,653	$345	$31,031	$5,304	☑	☑	☑
94	4	SCL	Metropolitan Transportation Commission	101	US-101 Freeway Performance Initiative (FPI) *[SHOPP/TCIF]*	10/08/13	11/21/13		10/24/14	Const 2%	10/24/15	$25,924	$15,000	$2,120	$2,120	$67	$21,617		☑	☑	☑
95	7	LA	Alameda Corridor East Construction Authority		ACE Puente Avenue Grade Separation	03/20/14	06/23/14		9/30/17	Const 2%	03/31/18	$99,019	$48,000	$300	$9,090	$32,868	$56,761	$50	☑	☑	☑
96	7	LA	Alameda Corridor East Construction Authority		ACE Fairway Drive Grade Separation	06/25/14		12/31/14	6/30/18	Const. 0%	12/31/18	$142,213	$71,000	$300	$8,456	$38,655	$94,802	$387	☑	☑	☑

Trade Corridors Improvement Fund Delivery Report
Schedule and Cost
ALLOCATED
PROJECTS

- Behind Schedule
- Awarded / Begin Construction
- Allocated but Not Awarded

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97	3	YUB	Metropolitan Transportation Commission	70	SR 70 / Feather River Boulevard Interchange	12/11/13	05/20/14		11/30/15	Const. 0%	06/01/16	$19,350	$4,361	$900	$950	$1,000	$16,500		☑	☑	☑
98	3	SAC	Northern California Trade Corridors Coalition/Caltrans	50	Natoma Overhead Widening and Onramp Improvements *[SHOPP/TCIF]*	06/25/14		12/01/14	12/01/15	Const. 0%	12/01/17	$8,459	$7,959	$125	$198	$253	$7,883		☑	☑	☑
99	12	ORA	Orange County Transportation Authority		Raymond Avenue Grade Separation	01/29/14	02/04/14		07/15/18	Const 2%	07/15/21	$112,190	$11,890	$0	$5,370	$34,901	$71,919	$13,436	☑	☑	☑
100	8	SBD	San Bernardino Associated Governments	10	Tippecanoe Interchange Improvements, Phase II	03/20/14		08/06/14	02/01/17	Const. 0%	08/01/17	$59,789	$10,669	$0	$5,189	$34,175	$20,425		☑	☑	☑
												$5,106,959	$2,130,231					$1,528,414			

Trade Corridors Improvement Fund Delivery Report
Schedule and Cost
COMPLETED PROJECTS

Phase Complete
Behind Schedule

☑ No Known Scope, Budget, or Schedule Impact
☒ Known Scope, Budget, or Schedule Impact
◆ Potential Impact

PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	APPROVED END CONSTR	CURRENT END CONSTR	FDR DUE DATE	APPROVED END CLOSEOUT	CURRENT END CLOSEOUT	SFDR DUE DATE	TOTAL PROJECT COST (x1,000)	TCIF COST (x 1,000)	CONSTR COST (X1,000)	CONSTR EXPENDITURES (X1,000)	FDR/SFDR STATUS	NOTES
9.1	3	SAC	City of Sacramento		Sacramento Intermodal Track Relocation *[Phase 1 - Initial Project]*	01/31/13	08/14/13		10/31/13	05/31/14	11/30/14	$77,809	$25,266	$67,689	$69,144	☑	FDR approved.
9.2	3	SAC	City of Sacramento		Sacramento Intermodal Track Relocation *[Phase 2 - West Ped-Bicycle Tunnel Ramps]*	01/31/13	09/16/13		10/31/13	05/30/14	11/29/14	$3,483	$0	$3,483	$3,748	☑	FDR approved.
15.3	7	LA	Alameda Corridor East Construction Authority		San Gabriel Valley Grade Separation Program *[Brea Canyon Grade Separation - Match]*	08/31/08	08/31/08		08/31/10	08/31/10		$38,922	$0	$28,676			Segmented Project. FDR/SFDR due when full project is complete.
15.6	7	LA	Alameda Corridor East Construction Authority		San Gabriel Valley Grade Separation Program *[Ramona Boulevard Grade Separation - Match]*	04/30/08	04/30/08		05/31/10	05/31/10		$14,965	$0	$11,972			Segmented Project. FDR/SFDR due when full project is complete.
15.7	7	LA	Alameda Corridor East Construction Authority		San Gabriel Valley Grade Separation Program *[Reservoir Street Grade Separation - Match]*	07/31/08	07/31/08		09/30/11	09/30/11		$12,480	$0	$11,355			Segmented Project. FDR/SFDR due when full project is complete.
15.8	7	LA	Alameda Corridor East Construction Authority		San Gabriel Valley Grade Separation Program *[Sunset Avenue Grade Separation - Match]*	12/31/10	12/31/10		06/31/12	06/31/12		$35,208	$0	$31,643			Segmented Project. FDR/SFDR due when full project is complete.
15.9	7	LA	Alameda Corridor East Construction Authority		San Gabriel Valley Grade Separation Program *[Temple Avenue Train Diversion - Match]*	03/30/10	03/30/10		12/31/14	12/31/14		$45,177	$0	$41,714			Segmented Project. FDR/SFDR due when full project is complete.
18	7	LA	Southern California Regional Rail Authority		New Siding on the Antelope Valley Line (MP44 to MP61) For Freight Trains	03/30/11	05/18/12	11/18/12	06/30/11	12/14/12	06/13/13	$14,700	$7,200	$13,200	$9,742	◆	FDR pending Audit.
42	8	RIV	City of Riverside		Columbia Avenue Grade Separation							$33,003	$4,953	$24,403	$21,594	☑	FDR/SFDR approved.
44	8	RIV	City of Riverside		Magnolia Avenue Grade Separation - UPRR							$50,248	$17,288	$24,088	$24,322	☑	FDR/SFDR approved.
58	8	SBD	San Bernardino Associated Governments	10	Route 10 Riverside Ave Interchange Reconstruction	1/1/2012	02/29/12		12/01/10	06/28/14	12/30/14	$29,741	$9,837	$25,386	$27,262	☑	FDR approved.

Trade Corridors Improvement Fund Delivery Report
Schedule and Cost
COMPLETED
PROJECTS

Phase Complete
Behind Schedule

☑ No Known Scope, Budget, or Schedule Impact
☒ Known Scope, Budget, or Schedule Impact
◆ Potential Impact

PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	APPROVED END CONSTR	CURRENT END CONSTR	FDR DUE DATE	APPROVED END CLOSEOUT	CURRENT END CLOSEOUT	SFDR DUE DATE	TOTAL PROJECT COST (x1,000)	TCIF COST (x 1,000)	CONSTR COST (X1,000)	CONSTR EXPENDITURES (X1,000)	FDR/SFDR STATUS	NOTES
67	11	SD	San Diego Association of Governments	905	State Route 905	07/11/12	10/04/13		07/12/13	12/31/14	06/30/15	$82,953	$66,804	$82,454	$79,033	☑	FDR Approved.
68	11	SD	San Diego Association of Governments	11	SR 11/Otay Mesa East Port of Entry *[Parent - Environmental Programming for Entire Corridor]*	N/A			04/01/18	04/01/18		$12,300	$0	$0			Segmented Project. FDR/SFDR due when full project is complete.
69	11	SD	Port of San Diego	5/15	Bay Marina Drive at I-5 At-Grade Improvements	11/07/13	04/11/14	10/11/14	11/07/14	11/07/14	05/07/15	$3,172	$792	$2,367	$1,730		
72	11	SD	Port of San Diego	5	Civic Center Drive at Harbor Drive and I-5 At-Grade Improvements	11/07/13	04/11/14	10/14/14	11/07/14	11/07/14	05/07/15	$2,193	$361	$1,325	$840		
75.1	11	SD	San Diego Association of Governments		Southline Rail Improvements - Mainline Improvements *[Phase 1 - Aerial Cabling]*	03/02/12	07/15/12		09/30/12	07/31/14		$4,458	$4,458	$4,458	$4,458		Segmented Project. FDR/SFDR due when full project is complete.
77	11	IMP	Imperial Valley Association of Governments	78/ 111	Brawley Bypass State Route 78/111	03/31/14	06/30/13		05/31/16	08/20/14	02/20/15	$70,305	$43,122	$44,030	$42,680	☑	FDR approved.
83	8	SBD	Caltrans / BNSF / UP		Colton Crossing Project	03/30/14	03/31/14	09/30/14	12/31/14	08/30/14	02/29/16	$151,917	$41,228	$109,928	$73,784		
87.1	7	LA	Port of Los Angeles		Cargo Transportation Improvement Emission Reduction Program - Phase 1	05/31/14	04/24/14		05/31/15	06/30/15		$26,695	$12,705	$25,410	$42,385		Segmented Project. FDR/SFDR due when full project is complete.
92.1	3	YOL	Port of Sacramento		West Sacramento/Port of West Sacramento Rail Plan *[Phase I - UPRR Track Improvements]*				06/30/12			$7,500	$0	$7,500			Segmented Project. FDR/SFDR due when full project is complete.
92.2	3	YOL	Port of Sacramento		West Sacramento/Port of West Sacramento Rail Plan *[Phase 2 - Cemex Track/Unit Track 2]*	01/25/12	01/25/12		06/28/12			$1,800	$0	$1,700			Segmented Project. FDR/SFDR due when full project is complete.
												$719,029	$234,014		$400,722		

TCIF Project Action Plan Report
Fourth Quarter FY 2013-14

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

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
2	4	CC		Richmond Rail Connector	$10,880	$22,650	Schedule

Project Action Plan: Project team has received several letters from a concerned resident who lives just east of the project site near the BNSF railroad tracks. Caltrans has addressed the concerns raised by the resident including; proof of proper notice and public outreach during the preparation of the environmental document, oil cars and possible increased freight traffic over the BNSF rail lines.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
3	4	ALA		Outer Harbor Intermodal Terminals (OHIT) – Segment 4, Recycling Facilities and Segment 5, City Trade and Logistics Facilities	$0	$146,000	Schedule

Project Action Plan: Start of construction is predicated on substantial completion of Segment 3-City Site Prep and Backbone Infrastructure to provide the necessary infrastructure and ready the site for Segments 4 and 5.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
11	10	SJ		San Francisco Bay to Stockton Ship Channel Deeping Projects	$7,200	$15,000	Schedule

Project Action Plan: The 2013 Fiscal Year contract schedule is behind schedule due to the USACOR contractor being in default. In lieu of terminating the contract, USACOE has deferred non-critical path work. The Port underwent an expedited bid process and received a competitive bid for the deferred work. Construction is now anticipated to be complete by the end of 2014.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
12	4	SOL	80	I-80 Eastbound Cordelia Truck Scales Relocation	$38,292	$88,392	Budget

Project Action Plan: An additional $3 million is needed to cover necessary elements approved by change orders. The Department is currently reviewing options for covering this additional need.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
15	7	LA		San Gabriel Valley Grade Separation Program – Fullerton Road	$0	$99,052	Budget

Project Action Plan: An additional $43.871 million is needed now that project design has reached 65%. Total project cost is estimated to be $142.923 million.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
23	7	LA	710	Gerald Desmond Bridge Replacement	$299,795	$960,203	Budget

Project Action Plan: There is a cost variance of $303 million between the approved budget and the amount of secured funds, for a current total cost of $1,263 million. The Port of Long Beach has committed to providing additional funds. On May 21, 2014 a TIFIA loan closed for $325 million. This loan covers the funding gap between the approved budget and the amount of secured funds.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
24	7	LA		Ports Rail System – Tier I (Pier F Support Yard)	$6,936	$30,176	Schedule
25				Ports Rail System – Tier I (Track Realignment at Ocean Boulevard)	$16,216	$44,756	

Project Action Plan: Project has been delayed approximately 9 months due to numerous differing site conditions which have impacted the schedule. Options for mitigating the delay are being considered by the Contractor and Port staff. Projected completion date is now March 28, 2015.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
32	7	LA		Ports Rail System – Tier I (West Basin Road Rail Access Improvements, Phase II)	$10,512	$25,700	Schedule

Project Action Plan: Construction completion date has been extended to October 31, 2014 due to unforeseen utility relocations and obtaining approval for final yard building occupancy permits.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
43	8	RIV		Auto Center Drive Grade Separation	$16,000	$32,,675	Schedule

Project Action Plan: Completion of construction is delayed due to upfront delays in obtaining federal authorization to proceed (E-76). Anticipate completion by September 2015.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
90	7	VEN		Hueneme Road Widening	$1,462	$2,924	Schedule

Project Action Plan: Although project was awarded in March 2014, start of construction is delayed in order to re-evaluate the environmental document and permits for regulator agencies. Anticipate starting construction by January 2015.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

Tab 21

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2014

Reference No.: 3.10
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: James E. Davis, Chief
Division of Project Management

Subject: **FY 2013-14 FOURTH QUARTER PROJECT DELIVERY REPORT**

Attached is the California Department of Transportation's Fiscal Year 2013-14 Fourth Quarter Project Delivery Report.

Attachment

CALIFORNIA DEPARTMENT OF TRANSPORTATION

End - of - Year Fourth Quarter Fiscal Year 2013-14 Project Delivery Report

Quarterly Report to the California Transportation Commission

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FY 2013-14 Contract for Delivery ---------- pg 2
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Past Years' Contract for Delivery Award Status ---------- pg 18
Environmental Document Milestones ---------- pg 19
Right of Way Program ---------- pg 20
Construction Program ---------- pg 21
Report on Completed Projects ---------- pg 22
Appendix: ---------- pg 29
(A) Glossary ---------- pg 30
(B) Prior Years' Contracts for Delivery Award Status ---------- pg 31
(C) Environmental Documents ---------- pg 32
(D) Status of Major Projects with Right of Way Capital ---------- pg 35
(E) Construction Contract Administration ---------- pg 37
(F) Completed Projects Cost Information ---------- pg 38

The Project Delivery Report is prepared quarterly in December, March, June, and September pursuant to California Transportation Commission (CTC) Resolution G-92–12. The Department of Transportation (Caltrans) staff prepares this report. The purpose of this report is to monitor and track the progress of project delivery during the year and to compare against past years.

Note 1: All costs shown are in $1,000's unless noted otherwise.
Note 2: Abbreviations and acronyms are listed in the appendix.

Executive Summary

Fourth Quarter - FY 2013-14

FY 2013-14 Contract for Delivery

For fiscal year (FY) 2013-14, the dollar value of projects in the Contract for Delivery was $2,524 million. Through the end of the fourth quarter, FY 2013-14, Caltrans delivered a total of 214 (98 percent of annual plan) highway construction contracts with an estimated value at ready to list of $2,071 million.

Program Delivery Summary

Through the end of the fourth quarter, FY 2013-14, Caltrans has delivered:

- A total of 521 projects valued at $2,712 million from all funding programs.
- A total of 21 (95 percent of annual plan) programmed State Transportation Improvement Program (STIP) highway construction contracts valued at $292 million (97 percent of annual plan).
- A total of 209 (99 percent of annual plan) programmed State Highway Operations and Protection Program (SHOPP) highway construction contracts valued at $1,664 million (94 percent of annual plan).

Past Years' Contracts for Delivery Award Status

Through the end of the fourth quarter, FY 2013-14, Caltrans has awarded:

- 164 projects out of 170 (96 percent) from the FY 2012-13 Contract for Delivery.
- 278 projects out of 279 (99 percent) from the FY 2011-12 Contract for Delivery.

Environmental Document Milestones

In FY 2013-14, the planned total number of environmental document milestones was 262. Caltrans delivered 184 (90 percent of annual plan) final environmental documents and 45 (79 percent of annual plan) draft environmental documents.

Right of Way Program

In FY 2013-14, Caltrans received a right-of-way allocation of $195 million dollars. The plan was subsequently reduced to $172 million. Through the end of the fourth quarter, Caltrans expended $172 million (100 percent of revised annual plan).

Construction Program

There are 684 on-going construction contracts valued at $10,960 million.

Report on Completed Projects

Through the end of the fourth quarter, FY 2013-14, Caltrans has completed:

- A total of 42 STIP projects. The total amount of State funds that were approved by the commission for these projects was $1,359 million. The actual cost of the projects completed was $1,233 million which is 91 percent of the approved funds.
- A total of 208 SHOPP projects. The total amount of State funds that were approved by the commission for these projects was $2,241 million. The actual cost of the projects completed was $1,797 million which is 80 percent of the approved funds.

FY 2013-14 Contract for Delivery

Each year, the Caltrans Director signs a contract with each of the Caltrans' 12 district directors committing ready-to-list (RTL) milestones for delivery by quarter.

The Contract for Delivery is Caltrans' FY plan and includes programmed projects and projects funded from other sources including toll bridge and partnership projects. The contract is not subject to change, so it does not include program amendments, emergency, or minor program projects.

The total estimated value at the “Ready To List” delivery milestone for all 219 projects in the FY 2013-14 Contract for Delivery was $2,524 million.

214 out of 219 projects planned in the fiscal year were delivered.

The reason 5 projects that were not delivered as planned in the fiscal year are as follows:

- Securing coastal commission permit.
- Design complications as a result of survey data.
- Additional time needed to secure right of way including resolutions of necessity.
- Late decision to combine SHOPP scope work to a STIP project.
- Buy America utility issue.

STATUS AS OF JUNE 30, 2014

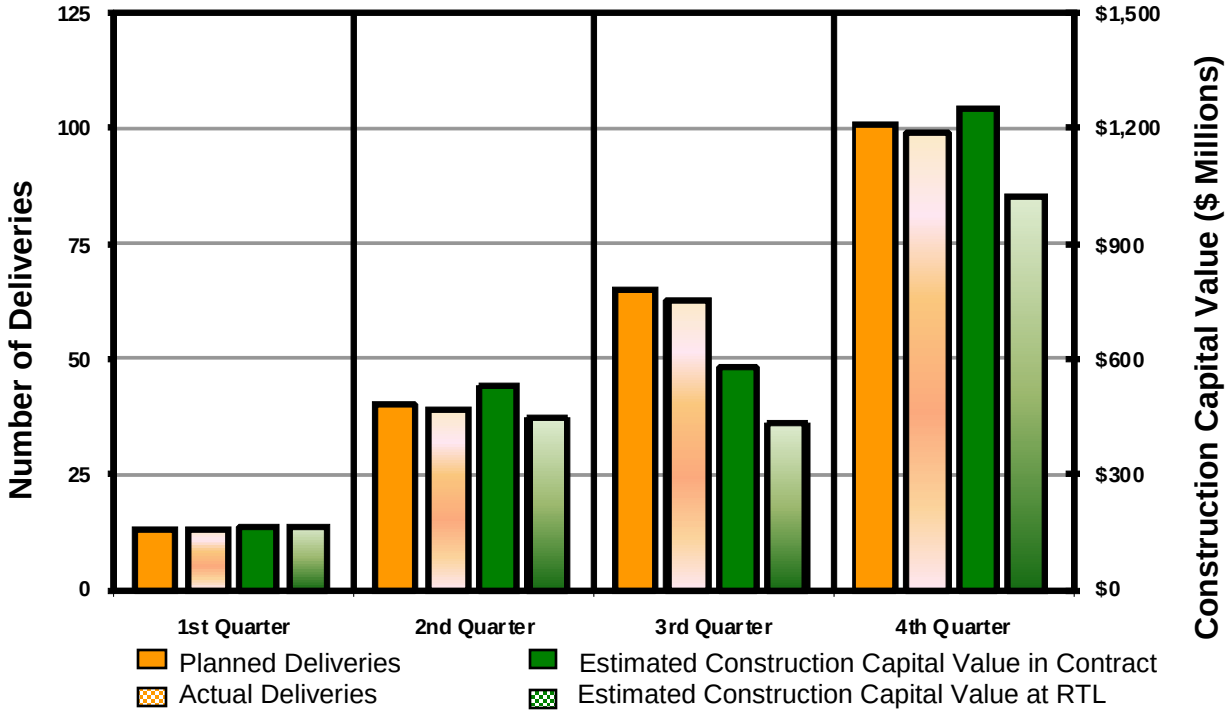
STATEWIDE

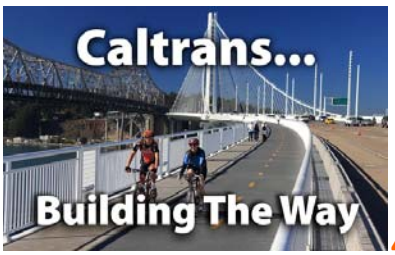
Contract for Delivery

FY 2013-14

Ready to List (RTL) Milestone Delivery

Description	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	TOTAL
NUMBER OF DELIVERIES					
Planned	13	40	65	101	219
Actual	13	39	63	99	214
CONSTRUCTION CAPITAL VALUE ($ MILLIONS)					
Estimate in Contract	$ 163.3	$ 528.7	$ 578.2	$ 1,254.0	$ 2,524.2
Estimated at RTL	$ 166.9	$ 446.0	$ 432.5	$ 1,025.5	$ 2,071.0





The California Department of Transportation Contract for Delivery! FY 2013/2014

4th Quarter Delivery Report 101 Planned Deliveries

DISTRICT	PROJECT	PROGRAM	COUNTY	ROUTE	EST. CONST. CAPITAL VALUE IN CONTRACT (`1000's)	BUDGETED PE SUPPORT (1000's)	ACTUAL PE SUPPORT (1000's)	PROJECT DESCRIPTION	PROJ APP & ENV DOC	RIGHT OF WAY CERT	PLANS, SPECS, EST.	READY TO LIST	AWARD
1	0C350	SHOPP	LAK	29	$4,161	$437	$427	PAVEMENT PRESERVATION (CAP-M)		★	AADD		09/01/14
1	0C460	SHOPP	HUM	299	$5,082	$534	$258	PAVEMENT PRESERVATION (CAP-M)		★	AADD		08/01/14
1	36291	SHOPP	MEN	101	$12,456	$1,258	$591	PAVEMENT PRESERVATION (CAP-M)		★	AADD		09/01/14
1	41540	SHOPP	MEN	101	$5,755	$587	$212	PAVEMENT PRESERVATION (CAP-M)		★	AADD		09/01/14
1	45930	SHOPP	MEN	101	$3,478	$353	$153	PAVEMENT PRESERVATION (CAP-M)		★	AADD		07/01/14
2	2E740	SHOPP	SHA	299	$2,417	$588	$812	CURVE IMPROVEMENT.		★	AADD		09/15/14
2	3E410	SHOPP	SHA	299	$25,000	$4,540	$3,393	CURVE IMPROVEMENT.		★	AADD		11/12/14
2	4E430	SHOPP	SHA	44	$5,765	$740	$457	REHABILITATE PAVEMENT.			AADD		10/15/14
2	4E811	SHOPP	VAR	VAR	$3,300	$1,380	$156	ROADSIDE SAFETY IMPROVEMENTS		★	AADD		09/10/14
2	4G480	SHOPP	SHA	299	$1,995	$610	$891	ADA IMPROVEMENTS	★		AADD		10/22/14
3	1A843	SHOPP	ED	89	$13,318	$5,017	$5,033	STORM WATER QUALITY IMPROVEMENTS.			AADD		10/15/14
3	1A845	SHOPP	ED	89	$10,772	$4,356	$4,057	STORM WATER MITIGATION.			AADD		10/01/14
3	1F260	STIP	SIE	89	$2,055	$330	$596	CONSTRUCT TWO UNDERCROSSINGS AND WILDLIFE BARRIERS.	★		AADD		08/01/14
3	2F290	SHOPP	PLA	267	$4,000	$758	$551	PAVEMENT REHAB AND WIDEN SHOULDERS		★	AADD		09/01/14
3	2F990	SHOPP	SAC	160	$7,100	$568	$584	HMA OVERLAY	★	★	AADD	★	10/15/14
3	3E120	SHOPP	BUT	70	$2,328	$955	$1,171	SEISMIC RETROFIT.			AADD		10/22/14
3	3F000	SHOPP	YUB	20	$6,619	$977	$515	HMA OVERLAY			AADD	★	01/01/15
3	3F040	SHOPP	SAC	5	$2,091	$626	$604	REPLACE ALL PUMP HOUSE COMPONENTS		★	AADD		10/15/14
3	3F650	SHOPP	NEV	89	$5,175	$501	$93	PAVEMENT OVERLAY			AADD		09/01/14
3	3F660	SHOPP	SAC	160	$3,053	$627	$292	HMA OVERLAY	★	★	AADD		12/01/14
3	3F670	SHOPP	ED	49	$6,210	$873	$533	PAVEMENT OVERLAY			AADD		10/01/14
4	04100	OTHER TOLL	SM	92	$40,000	$2,000	$2,953	RESURFACE ORTHOTROPIC DECK		★	AADD		08/15/14

FOURTH QUARTER APRIL 1 - JUNE 30 **Status as of 6/30/2014**

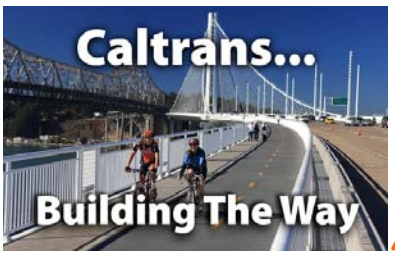
AADD -	Authority to Advertise District Delegation	RA -	Recovery Act
B - CMIA -	Bond - Corridor Mobility Improvement Account	Retro-SW -	Retrofit Soundwall
B - RTE99 -	P1B SR99 Improvement	RM2 -	Regional Measure 2
HM - b -	Highway Maintenance - bridge	STIPP -	State Transportation Improvement Program
HM - d -	Highway Maintenance - drainage	TCIP -	Trade Corridors Improvement Program
HM - p -	Highway Maintenance - pavement	TCRP -	Traffic Congestion Relief Program
L - Reimb -	Local Reimbursed	TOLL -	Other Toll
M - Reimb	Measure Reimbursed	TOLL-R -	Toll Retrofit
MTC -	Metropolitan Transportation Commission	VAR -	Various
PE -	Preliminary Engineering	SHOPP -	State Highway Operation Protection Prog.
Ph2 Ret -	Phase 2 Retrofit	B-SHOPP -	Bond - State Highway Operations Protection Program Augmentation

Completed
Completed Ahead of Schedul
Behind Schedule
To Be Completed/Awarded

Awarded
Awarded Ahead of Schedul
Awarded Behind Schedule

PE Support <= 80% of Budget
PE Support >= 120% of Budge

PE Support Within Budget
Future RTL Status Date



The California Department of Transportation Contract for Delivery! FY 2013/2014

4th Quarter Delivery Report 101 Planned Deliveries

DISTRICT	PROJECT	PROGRAM	COUNTY	ROUTE	EST. CONST. CAPITAL VALUE IN CONTRACT (`1000's)	BUDGETED PE SUPPORT (1000's)	ACTUAL PE SUPPORT (1000's)	PROJECT DESCRIPTION	PROJ APP & ENV DOC	RIGHT OF WAY CERT	PLANS, SPECS, EST.	READY TO LIST	AWARD
4	0G221	SHOPP	ALA	VAR	$1,425	$1,729	$514	CONSTRUCT CURB RAMPS AND PASSAGEWAYS			AADD		09/03/14
4	0G222	SHOPP	SM	VAR	$1,975	$883	$486	CONSTRUCT CURB RAMPS AND PASSAGEWAYS	★	★	AADD		09/03/14
4	0G710	SHOPP	SM	280	$1,320	$430	$1,262	BRIDGE SEISMIC RESTORATION		★	AADD	★	08/01/14
4	1SS02	SHOPP	ALA	13	$3,625	$1,192	$1,991	INSTALL TIEBACK RETAINING WALL.		★	AADD	★	12/08/14
4	1SS22	SHOPP	SON	128	$1,700	$1,115	$917	CONSTRUCT A RETAINING WALL AT PM 2.4 AND INSTALL AN ANCHORED WIRE MESH		★	AADD		12/08/14
4	25941	SHOPP	NAP	29	$19,155	$9,750	$11,091	REHABILITATE ROADWAY.			AADD		12/09/14
4	27204	SHOPP	SCL	280	$6,624	$781	$692	REHABILITATE ROADWAY.	★		AADD	★	04/06/15
4	2G870	SHOPP	MRN	1	$702	$560	$928	PLACE ROCK SLOPE PROTECTION.			AADD		11/19/14
4	3G120	SHOPP	SON	128	$1,420	$945	$672	CONSTRUCT CAST-IN-DRILLED-HOLE (CIDH) PILE WALL AND REPLACE CULVERT.		★	AADD		12/08/14
4	3G160	SHOPP	CC	24	$4,785	$2,125	$1,599	CONSTRUCT TIEBACK WALL.		★	AADD	★	10/28/14
4	3G650	SHOPP	SOL	680	$18,698	$3,825	$1,002	REHABILITATE PAVEMENT		★	AADD	★	12/03/14
4	3G760	SHOPP	NAP	128	$540	$550	$705	INSTALL SLOPE INDICATORS AND UPGRADE DRAINAGE SYSTEM.		★	AADD		12/09/14
4	4A090	SHOPP	NAP	29	$15,370	$2,945	$3,966	REPLACE BRIDGE ON NEW ALIGNMENT.		★	AADD		12/09/14
4	4A342	SHOPP	ALA	580	$1,620	$541	$339	REMOVE GORE SIGNS AND REPLACE WITH OVERHEAD SIGNS - PHASE II	★		AADD	★	12/08/14
4	4A480	SHOPP	ALA	260	$8,710	$2,100	$2,069	REHABILITATE BRIDGE.			AADD		10/22/14
4	4A810	SHOPP	ALA	880	$2,032	$583	$646	STORM WATER MITIGATION		★	AADD		09/01/14
4	4A820	SHOPP	ALA	80	$541	$333	$551	STORM WATER MITIGATION	★	★	AADD		09/01/14
4	4A830	SHOPP	ALA	13	$600	$407	$392	STORM WATER MITIGATION.		★	AADD		09/16/14
4	4C200	SHOPP	SCL	152	$10,678	$1,131	$785	PAVEMENT PRESERVATION (CAP-M)			AADD		04/06/15
4	4H221	SHOPP	ALA	580	$11,600	$1,154	$1,502	PAVEMENT PRESERVATION (CAP-M)			AADD		12/01/14
5	0R830	SHOPP	SB	1	$1,940	$1,940	$2,580	UPGRADE PEDESTRIAN CURB RAMPS.			AADD		09/15/14
5	0S030	SHOPP	SB	1	$807	$1,296	$1,276	CONSTRUCT/UPGRADE ADA CURB RAMPS.			AADD		09/15/14

FOURTH QUARTER APRIL 1 - JUNE 30 **Status as of 6/30/2014**

AADD -	Authority to Advertise District Delegation	RA -	Recovery Act
B - CMIA -	Bond - Corridor Mobility Improvement Account	Retro-SW -	Retrofit Soundwall
B - RTE99 -	P1B SR99 Improvement	RM2 -	Regional Measure 2
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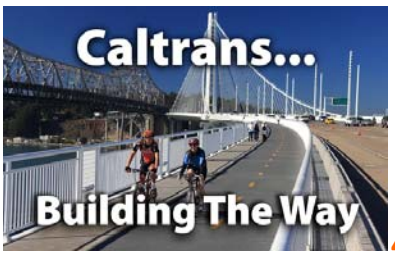
M - Reimb	Measure Reimbursed	TOLL-R -	Toll Retrofit
MTC -	Metropolitan Transportation Commission	VAR -	Various
PE -	Preliminary Engineering	SHOPP -	State Highway Operation Protection Prog.
Ph2 Ret -	Phase 2 Retrofit	B-SHOPP -	Bond - State Highway Operations Protection Program Augmentation

Completed
Completed Ahead of Schedul
Behind Schedule
To Be Completed/Awarded

Awarded
Awarded Ahead of Schedul
Awarded Behind Schedule

PE Support <= 80% of Budget
PE Support >= 120% of Budge

PE Support Within Budget
Future RTL Status Date



The California Department of Transportation Contract for Delivery! FY 2013/2014

4th Quarter Delivery Report 101 Planned Deliveries

DISTRICT	PROJECT	PROGRAM	COUNTY	ROUTE	EST. CONST. CAPITAL VALUE IN CONTRACT (`1000's)	BUDGETED PE SUPPORT (1000's)	ACTUAL PE SUPPORT (1000's)	PROJECT DESCRIPTION	PROJ APP & ENV DOC	RIGHT OF WAY CERT	PLANS, SPECS, EST.	READY TO LIST	AWARD
5	0T500	STIP	SCR	000	$693	$940	$363	DEVELOP AND INSTALL 22 OUTDOOR INTERPRETIVE DISPLAYS AT VARIOUS DISTRICT		★	AADD		10/15/14
5	0T640	SHOPP	SBT	25	$1,495	$1,825	$1,264	REALIGN ROADWAY			AADD		09/17/14
5	1A700	SHOPP	SLO	1	$17,200	$2,450	$1,611	CONSTRUCT RETAINING WALL.	★	★	AADD		10/15/14
5	1A730	SHOPP	MON	101	$6,513	$1,014	$391	PAVEMENT PRESERVATION (CAP M)		★	AADD	★	12/01/14
5	1C860	SHOPP	SCR	1	$10,122	$937	$396	PAVEMENT PRESERVATION	★		AADD		10/27/14
5	1C900	SHOPP	SLO	46	$7,485	$932	$448	PAVEMENT PRESERVATION		★	AADD	★	★
5	1F320	SHOPP	SB	101	$1,090	$430	$272	REPLACE OVERHEAD SIGN PANELS, INSTALL DELINEATION ON MBGR AND BARRIER, AND		★	AADD		07/01/14
6	0H630	SHOPP	TUL	198	$6,642	$2,469	$2,128	UPGRADE PEDESTRIAN OVERCROSSINGS TO CURRENT ADA STANDARDS.			AADD		11/15/14
6	0H640	SHOPP	KER	99	$7,619	$2,645	$2,630	UPGRADE PEDESTRIAN FACILITIES TO PROVIDE ADA COMPLIANCE.			AADD		11/15/14
6	0P140	SHOPP	KER	5	$40,000	$3,520	$1,686	REPAIR AND OVERLAY PAVEMENT.			AADD	★	03/01/15
6	0P150	SHOPP	KIN	198	$11,335	$1,066	$588	OVERLAY 2R		★	AADD		01/15/15
6	0P180	SHOPP	KIN	5	$14,410	$818	$479	OVERLAY 2R		★	AADD		10/17/14
6	0P810	SHOPP	KER	178	$3,000	$859	$657	RECONSTRUCT CENTER MEDIAN		★	AADD	★	01/02/15
6	0P970	SHOPP	MAD	152	$3,500	$685	$506	MEDIAN BARRIER AND RUMBLE STRIPS			AADD		11/01/14
6	0Q240	SHOPP	FRE	41	$2,683	$474	$344	PAVEMENT PRESERVATION CAP-M		★	AADD		12/02/14
6	0Q270	SHOPP	FRE	5	$16,526	$2,266	$790	PAVEMENT PRESERVATION (2R)	★	★	AADD		12/02/14
6	32551	STIP	KIN	198	$1,022	$10	$10	INSTALL LANDSCAPING.		★	AADD		09/15/14
6	43260	SHOPP	FRE	33	$6,932	$1,884	$2,486	REPLACE BRIDGE.			AADD		12/01/14
7	1193U	BOND CMIA	LA	10	$184,840	$23,129		CONSTRUCT HOV LANE		05/23/14	03/14/14	06/02/14	10/23/14
7	25902	SHOPP	LA	5	$33,350	$4,179	$3,686	CONSTRUCT SAND FILTERS AND INFILTRATION DEVICES PHASE 2 OF 10.		★			09/19/14
7	26560	SHOPP	LA	138	$21,100	$5,100	$1,956	WIDEN ROADWAY, PAVE SHOULDERS AND INSTALL RUMBLE STRIPS.		★	AADD		11/14/14
7	27480	SHOPP	LA	18	$2,557	$710	$1,021	REPLACE BRIDGE DECK, JOINT SEALS AND BRIDGE RAILING.			AADD	★	02/19/15

FOURTH QUARTER APRIL 1 - JUNE 30 **Status as of 6/30/2014**

AADD -	Authority to Advertise District Delegation	RA -	Recovery Act
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PE Support Within Budget
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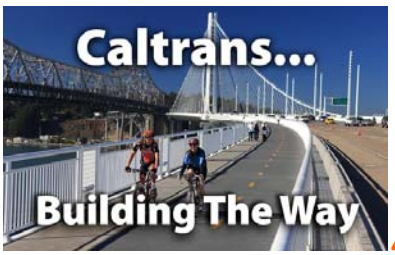

The California Department of Transportation Contract for Delivery! FY 2013/2014

4th Quarter Delivery Report 101 Planned Deliveries

DISTRICT	PROJECT	PROGRAM	COUNTY	ROUTE	EST. CONST. CAPITAL VALUE IN CONTRACT (`1000's)	BUDGETED PE SUPPORT (1000's)	ACTUAL PE SUPPORT (1000's)	PROJECT DESCRIPTION	PROJ APP & ENV DOC	RIGHT OF WAY CERT	PLANS, SPECS, EST.	READY TO LIST	AWARD
7	28270	SHOPP	LA	101	$11,800	$1,700		INSTALL METAL BEAM GUARDRAIL		05/01/14	AADD	06/02/14	07/24/14
7	28720	SHOPP	LA	134	$2,000	$475	$281	STORM WATER - SOURCE CONTROL		★	AADD		07/28/14
7	28730	SHOPP	LA	210	$2,000	$475	$388	STORM WATER - SOURCE CONTROL		★	AADD		07/24/14
7	30280	SHOPP	LA	138	$3,200	$468	$468	0.2" OVERLAY TW		★	AADD		11/14/14
7	3X820	SHOPP	LA	39	$2,000	$600	$801	REPAIR ERODED SLOPES BY CONSTRUCTING RETAINING WALL.			AADD		10/15/14
7	3X910	SHOPP	LA	10	$20,736	$5,184	$1,202	REPAIR & REPLACE STOLEN ELECTRICAL WIRING		★	AADD	★	12/29/14
7	3X920	SHOPP	LA	5	$15,725	$3,931	$872	REPAIR & REPLACE STOLEN ELECTRICAL WIRING			AADD		11/01/14
7	3X930	SHOPP	LA	118	$20,097	$5,024	$617	REPAIR & REPLACE STOLEN ELECTRICAL WIRING			AADD		11/01/14
7	3X940	SHOPP	LA	5	$4,650	$1,163	$921	RESTORE DAMAGED FIBER OPTIC SYSTEM			AADD		11/01/14
8	04351	STIP	SBD	58	$122,112	$20,297	$18,580	REALIGN AND WIDEN TO 4 LANE EXPRESSWAY.	★			★	11/20/14
8	0M200	SHOPP	RIV	371	$7,658	$1,742	$2,002	CONSTRUCT SHOULDER.			AADD		11/20/14
8	0N56U	SHOPP	SBD	40	$28,143	$6,189	$4,087	BRIDGE REPLACEMENT		★			10/15/14
8	0Q751	SHOPP	SBD	60	$8,265	$730	$537	REPLACEMENT OF CONCRETE SLABS	★		AADD	★	10/30/14
8	0Q760	SHOPP	SBD	10	$47,819	$3,748	$1,107	PAVEMENT REHAB AND SLAB REPLACEMENT			AADD	★	10/30/14
8	0R670	SHOPP	SBD	18	$432	$321	$327	INSTALL CENTERLINE GROUND-IN RUMBLE STRIPS.		★	AADD	★	11/20/14
8	1C370	SHOPP	RIV	95	$16,412	$1,272	$344	MILL AND OVERLAY PAVEMENT	★	★	AADD		10/30/14
8	35556	STIP	SBD	15	$63,240	$20,595	$20,450	RECONSTRUCT THREE INTERCHANGES AND UPGRADE ROADWAY STANDARDS.					11/28/14
8	35558	STIP	SBD	15	$1,446	$600	$641	RETENTION WALL ENHANCEMENTS AND LANDSCAPING.					11/28/14
10	0A830	SHOPP	SJ	88	$1,391	$1,456	$2,244	REPLACE GUARDRAIL END TREATMENTS AND RELOCATE LEVEE ACCESS ROAD CONNECTIONS		★	AADD	★	11/04/14
10	0T820	SHOPP	SJ	5	$1,106	$511	$771	INSTALL ADA CURB RAMPS			AADD		08/01/14
10	0V660	SHOPP	STA	5	$51,185	$1,915	$1,281	PAVEMENT PRESERVATION (CAP-M)	★	★	AADD	★	12/10/14
10	0W190	SHOPP	SJ	99	$32,108	$1,298	$790	PAVEMENT PRESERVATION (CAP-M)		★	AADD	★	01/08/15

FOURTH QUARTER APRIL 1 - JUNE 30 **Status as of 6/30/2014**

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Ph2 Ret -	Phase 2 Retrofit	B-SHOPP -	Bond - State Highway Operations Protection Program Augmentation

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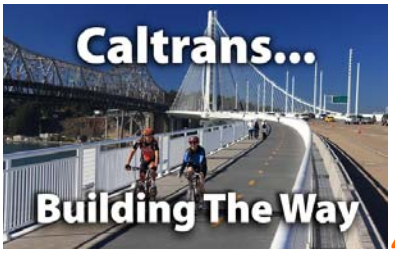

The California Department of Transportation Contract for Delivery! FY 2013/2014

4th Quarter Delivery Report 101 Planned Deliveries

DISTRICT	PROJECT	PROGRAM	COUNTY	ROUTE	EST. CONST. CAPITAL VALUE IN CONTRACT (`1000's)	BUDGETED PE SUPPORT (1000's)	ACTUAL PE SUPPORT (1000's)	PROJECT DESCRIPTION	PROJ APP & ENV DOC	RIGHT OF WAY CERT	PLANS, SPECS, EST.	READY TO LIST	AWARD
11	08017	LOCAL	SD	76	$3,200	$238	$462	PLANT ESTABLISHMENT FOR SR76 MIDDLE		★	AADD		08/16/14
11	26160	SHOPP	SD	5	$5,110	$1,125	$1,673	CONSTRUCT FREEWAY MAINTENANCE ACCESS	★		AADD		09/02/14
11	28250	SHOPP	SD	5	$13,852	$1,976	$1,345	STORM WATER MITIGATION; CONSTRUCT BIOSWALES AND INFILTRATION TRENCHES,			AADD		09/10/14
11	40690	SHOPP	SD	8	$17,116	$1,400	$865	REHABILITATE ROADWAY		★	AADD	★	10/09/14
11	40700	SHOPP	SD	8	$35,349	$3,600	$709	REHABILITATE ROADWAY			AADD		10/09/14
11	40850	SHOPP	SD	125	$1,330	$1,060	$794	INSTALL MEDIAN BARRIER.			AADD	★	08/29/14
12	0H007	SHOPP	ORA	5	$4,000	$750	$544	PROVIDE CLOSED CIRCUIT TV (CCTV)			AADD	★	12/01/14
12	0H034	SHOPP	ORA	73	$4,555	$1,115	$1,028	REHABILITATE PAVEMENT.			AADD		09/24/14
12	0H160	SHOPP	ORA	1	$4,570	$1,300	$1,307	RESURFACE PAVEMENT (CAPM)		★	AADD	★	10/01/14
12	0H20U	SHOPP	ORA	55	$4,581	$551	$482	REMOVE DISEASED TREES AND UPGRADE HIGHWAY		★	AADD	★	08/05/14
12	0J640	SHOPP	ORA	55	$2,100	$800	$527	REVEGETATION OF EXPOSED SLOPES		★	AADD		10/01/14
12	0L92U	SHOPP	ORA	5	$3,148	$1,590	$668	UPGRADE PEDESTRIAN FACILITIES W/IN CALTRANS R/W		★	AADD		02/01/15
12	0M720	SHOPP	ORA	405	$3,470	$1,553	$1,923	SEISMIC RETROFIT FOUR(4) BRIDGES		★	AADD	★	10/15/14
					$1,254,017	$220,024	$155,047						

FOURTH QUARTER APRIL 1 - JUNE 30 **Status as of 6/30/2014**

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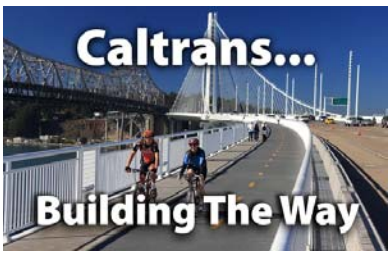

The California Department of Transportation Contract for Delivery! FY 2013/2014

3rd Quarter Delivery Report 65 Planned Deliveries

DISTRICT	PROJECT	PROGRAM	COUNTY	ROUTE	EST. CONST. CAPITAL VALUE IN CONTRACT (`1000's)	BUDGETED PE SUPPORT (1000's)	ACTUAL PE SUPPORT (1000's)	PROJECT DESCRIPTION	PROJ APP & ENV DOC	RIGHT OF WAY CERT	PLANS, SPECS, EST.	READY TO LIST	AWARD
1	0A360	SHOPP	HUM	299	$3,039	$1,015	$894	CURVE IMPROVEMENT.		★	AADD		★
1	0B000	SHOPP	LAK	20	$23,494	$727	$758	REHABILITATE PAVEMENT.		★	AADD		09/15/14
1	0B080	SHOPP	DN	101	$3,207	$200	$494	REHABILITATE PAVEMENT.			AADD		09/15/14
1	46480	SHOPP	HUM	101	$5,500	$3,199	$5,413	REALIGN ROADWAY		★	AADD	★	05/15/14
1	48860	SHOPP	LAK	20	$3,900	$1,189	$1,453	CONSTRUCT ROUNDABOUT.			AADD		09/15/14
2	0E360	SHOPP	TEH	5	$6,000	$1,240	$1,426	REBUILD N/B & S/B FACILITIES AT CORNING SAFETY ROADSIDE REST AREA(SRRA)	★	★			08/20/14
2	3C071	SHOPP	LAS	395	$16,500	$1,740	$1,673	REHABILITATE ROADWAY.		★	AADD	★	
2	3E790	SHOPP	TRI	299	$4,400	$1,973	$2,286	CURVE IMPROVEMENT.		★	AADD		10/01/14
2	4F100	SHOPP	PLU	70	$1,655	$270	$299	PLACE ROCK SLOPE PROTECTION.		★	AADD	★	★
2	4F410	SHOPP	SIS	96	$1,410	$300	$401	EXCAVATE THE ROCK SLOPE TO CREATE A LARGER CATCHMENT AREA.		★	AADD	★	★
3	2F000	SHOPP	VAR	000	$7,244	$706	$997	UPGRADE GUARDRAIL END TREATMENTS.		★	AADD	★	08/01/14
3	3E110	SHOPP	NEV	80	$2,380	$450	$278	PAINT BRIDGES.			AADD		08/01/14
3	3F770	SHOPP	SUT	99	$2,600	$535	$151	INSTALL SHOULDER AND CENTERLINE RUMBLE STRIPS		★	AADD	★	08/01/14
4	01410	SHOPP	ALA	80	$16,000	$9,365	$3,625	SFOBB MAINTENANCE WAREHOUSE PHASE 2		★	AADD	★	09/15/14
4	0G750	SHOPP	SOL	113	$378	$155	$314	CONSTRUCT DOUBLE THRIE BEAM BARRIER.		★	AADD	★	08/01/14
4	15272	LOCAL	CC	4	$13,500	$3,785	$4,477	INSTALL RAMP METERS AND TOS ELEMENT WIDEN ON-RAMPS TO PROVIDE HOV			AADD		09/27/14
4	1SS04	SHOPP	ALA	580	$1,690	$1,304	$1,551	INSTALL TIEBACK RETAINING WALL.		★	AADD		09/15/14
4	1SS05	SHOPP	ALA	580	$3,200	$1,612	$1,463	INSTALL SOLDIER BEAM TIEBACK WALL.		★	AADD		09/15/14
4	29494	STIPW/ LOCAL	ALA	24	$3,700	$410	$488	ROADWAY PLANTING		★	AADD	★	05/05/14
4	2G362	LOCAL	ALA	92	$1,100	$420	$704	REPLACEMENT PLANTING ANG IRRIGATION		★	AADD		05/29/14
4	2G860	SHOPP	ALA	580	$2,000	$1,050	$1,229	REBUILD EMBANKMENT AND INSTALL SUB-DRAINS.		★	AADD		09/10/14
4	3G750	SHOPP	SM	92	$271	$500	$551	INSTALL ROCK SLOPE PROTECTION AND DRAINAGE.		★	AADD		09/09/14

THIRD QUARTER JANUARY 1 - MARCH 31 **Status as of 6/30/2014**

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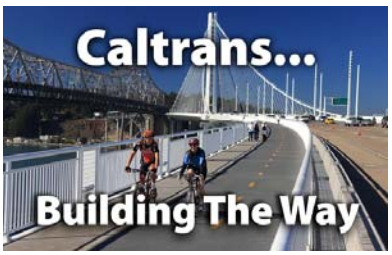

The California Department of Transportation Contract for Delivery! FY 2013/2014

3rd Quarter Delivery Report 65 Planned Deliveries

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5	0Q590	SHOPP	SCR	9	$2,543	$1,964	$2,256	STORM WATER MITIGATION AT VARIOUS LOCATIONS.			AADD		09/15/14
5	0S790	SHOPP	SLO	101	$2,950	$879	$620	PAVEMENT PRESERVATION	★		AADD		
5	0T070	STIP	SB	101	$1,250	$365	$211	INSTALL NATIVE TREES AND SHRUBS.			AADD		
5	0T760	SHOPP	MON	1	$617	$480	$423	PAVE WITH OPEN GRADED ASPHALT TO REDUCE WET PAVEMENT COLLISIONS.		★	AADD		02/05/14
5	1C180	SHOPP	SCR	17	$3,558	$963	$817	WIDEN SHOULDER AND ADD SAFETY BARRIER.		★	AADD	★	★
5	1C300	SHOPP	MON	1	$485	$434	$222	INSTALL RUMBLE STRIP		★	AADD	★	07/01/14
5	1C330	SHOPP	MON	101	$3,150	$782	$563	CONSTRUCT MEDIAN BARRIER.			AADD		05/21/14
5	1C340	SHOPP	SB	101	$1,412	$760	$461	CONSTRUCT MEDIAN BARRIER AND SHOULDER RUMBLE STRIPS.		★	AADD	★	
5	33076	STIP	SLO	46	$1,250	$410	$222	LANDSCAPE MITIGATION.		★	AADD	★	06/06/14
6	0E680	STIP	MAD	99	$500	$152	$202	INSTALL AESTHETIC BRIDGE ENHANCEMENTS AT VARIOUS LOCATIONS.		★	AADD	★	07/18/14
6	0M820	SHOPP	FRE	41	$1,443	$462	$626	UPGRADE GUARDRAIL.		★	AADD	★	07/15/14
6	0P170	SHOPP	TUL	99	$6,731	$662	$468	REPAIR AND OVERLAY PAVEMENT.		★	AADD	★	★
6	0P300	SHOPP	KER	99	$1,443	$440	$474	WIDEN SHOULDER AND INSTALL RUMBLE STRIP.		★	AADD	★	★
6	0P560	SHOPP	KER	58	$2,252	$823	$603	INSTALL MEDIAN RUMBLE STRIPS AND WIDEN OUTSIDE SHOULDERS.			AADD		08/01/14
6	0P840	SHOPP	KER	223	$3,652	$764	$606	INSTALL MEDIAN RUMBLE STRIPS AND WIDEN OUTSIDE SHOULDERS.			AADD		08/01/14
6	0Q250	SHOPP	KIN	198	$5,699	$566	$510	PAVEMENT PRESERVATION CAP-M			AADD		08/14/14
7	21592	STIP	LA	5	$131,854	$47,712		WIDEN WITH HOV AND MIXED FLOW LANES (SEGMENT 2).		03/14/14	09/27/13	03/28/14	09/05/14
7	27570	SHOPP	LA	103	$7,475	$1,380	$806	PAINT BRIDGE.					11/18/14
7	28810	SHOPP	LA	210	$56,380	$1,972	$1,488	LANE REPLACEMENT			AADD		07/30/14
7	29300	SHOPP	LA	210	$18,610	$1,445	$1,445	SLAB REPLACEMENT AND COLD PLANE AND OL RAMPS AND AUX LANE.			AADD		07/30/14
7	30230	SHOPP	LA	210	$50,000	$1,520	$1,520	LANE REPLACEMENT			AADD		07/30/14
7	3X710	SHOPP	LA	60	$6,000	$3,409		REALIGN RAMPS AND APPROACHES TO MATCH NEW OVERCROSSING AND RELOCATE UTILITIES.		03/20/14		03/28/14	08/13/14

THIRD QUARTER JANUARY 1 - MARCH 31 **Status as of 6/30/2014**

AADD -	Authority to Advertise District Delegation	RA -	Recovery Act
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MTC -	Metropolitan Transportation Commission	VAR -	Various
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Ph2 Ret -	Phase 2 Retrofit	B-SHOPP -	Bond - State Highway Operations Protection Program Augmentation

Completed
Completed Ahead of Schedul
Behind Schedule
To Be Completed/Awarded

Awarded
Awarded Ahead of Schedul
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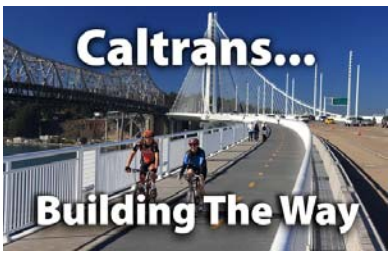
PE Support >= 120% of Budge

PE Support Within Budget
Future RTL Status Date



The California Department of Transportation Contract for Delivery! FY 2013/2014

3rd Quarter Delivery Report 65 Planned Deliveries

DISTRICT	PROJECT	PROGRAM	COUNTY	ROUTE	EST. CONST. CAPITAL VALUE IN CONTRACT (`1000's)	BUDGETED PE SUPPORT (1000's)	ACTUAL PE SUPPORT (1000's)	PROJECT DESCRIPTION	PROJ APP & ENV DOC	RIGHT OF WAY CERT	PLANS, SPECS, EST.	READY TO LIST	AWARD
8	0J930	SHOPP	SBD	15	$1,340	$831	$602	CONSTRUCT FOOTINGS AND INFILL WALLS AT BRIDGE BENTS.		★	AADD	★	08/21/14
8	0P280	SHOPP	RIV	60	$1,055	$540	$798	SIGNALIZE AND REALIGN LEFT TURN LANES.			AADD	★	07/31/14
8	3348V	STIP	RIV	215	$1,369	$830	$529	REPLACEMENT HIGHWAY PLANTING		★	AADD	★	★
8	33630	SHOPP	SBD	38	$1,601	$1,751	$2,207	REPLACE BRIDGE DECK AND UPGRADE BRIDGE RAIL, BRIDGE APPROACH RAILS AND SLABS.			AADD		06/26/14
8	3401U	STIP	SBD	138	$56,844	$16,839	$22,855	WIDEN FROM 2 TO 4 LANES AND CONSTRUCT 4 FOOT MEDIAN BUFFER.					07/10/14
8	38350	SHOPP	RIV	74	$2,857	$2,725	$3,261	REPLACE BRIDGE.		★	★		05/22/14
9	34650	SHOPP	MNO	266	$1,465	$760	$626	REALIGN CURVE AND WIDEN SHOULDERS.		★	AADD		07/01/14
10	0F740	SHOPP	MER	5	$3,500	$570	$656	BRIDGE REHABILITATION		★	AADD		
10	0K021	SHOPP	MER	99	$826	$673	$433	LANDSCAPE MITIGATION		★	AADD	★	06/01/14
10	0S870	SHOPP	STA	4	$465	$782	$629	RUMBLE STRIPS AND SHOULDER WIDENING.			AADD	★	
10	0V490	SHOPP	TUO	108	$1,200	$696	$290	STORM WATER MITIGATION		★	AADD	★	06/01/14
10	0V680	SHOPP	STA	120	$4,997	$774	$359	REHABILITATE PAVEMENT.			AADD		07/02/14
10	0W690	SHOPP	SJ	4	$3,047	$1,566	$193	TREAT BRIDGE DECKS	★		AADD		07/15/14
11	23840	SHOPP	IMP	7	$11,397	$1,481	$1,090	OVERLAY PAVEMENT FROM THE MEXICAN BORDER TO ROUTE 98			AADD		06/19/14
11	27550	SHOPP	SD	67	$22,005	$809	$1,984	REHABILITATE ROADWAY			AADD		09/11/14
11	29820	LOCAL	SD	905	$4,650	$600	$671	ROADWAY REHABILITATION		★	AADD	★	06/06/14
11	2T250	OCAL MEASUR	SD	805	$8,000	$1,750	$1,688	OUTSIDE WIDENING.		★	AADD	★	06/20/14
11	40440	STIP	IMP	78	$1,400	$200	$622	LANDSCAPE MITIGATION		★	AADD		09/26/14
11	40660	SHOPP	SD	76	$10,209	$1,029	$953	CONSTRUCT MEDIAN BARRIER		★	AADD		07/02/14
12	0H900	SHOPP	ORA	55	$1,200	$280	$266	CONSTRUCT ROADSIDE PAVING, ACCESS GATES, WEED BARRIERS AND RELOCATE		★	AADD	★	07/15/14
12	0J61U	SHOPP	ORA	5	$6,348	$1,056	$979	SLOPE REVEGETATION		★	AADD		06/07/14
					$578,197	$137,031	$87,159						

THIRD QUARTER JANUARY 1 - MARCH 31 **Status as of 6/30/2014**

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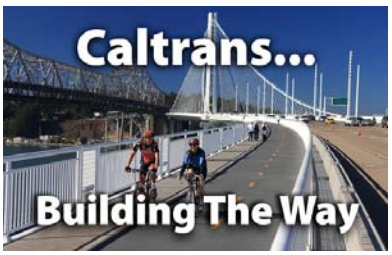
Ph2 Ret -	Phase 2 Retrofit	B-SHOPP -	Bond - State Highway Operations Protection Program Augmentation

Completed	Awarded
★ Completed Ahead of Schedul	★ Awarded Ahead of Schedul
Behind Schedule	Awarded Behind Schedule
To Be Completed/Awarded	
PE Support <= 80% of Budget	PE Support Within Budget
PE Support >= 120% of Budge	Future RTL Status Date



The California Department of Transportation Contract for Delivery! FY 2013/2014

2nd Quarter Delivery Report 40 Planned Deliveries

DISTRICT	PROJECT	PROGRAM	COUNTY	ROUTE	EST. CONST. CAPITAL VALUE IN CONTRACT (`1000's)	BUDGETED PE SUPPORT (1000's)	ACTUAL PE SUPPORT (1000's)	PROJECT DESCRIPTION	PROJ APP & ENV DOC	RIGHT OF WAY CERT	PLANS, SPECS, EST.	READY TO LIST	AWARD
1	49650	SHOPP	HUM	101	$2,143	$890	$513	HAZARDOUS WASTE MITIGATION AT THE FORTUNA MAINTENANCE STATION.		★	AADD		05/01/14
1	49710	SHOPP	MEN	271	$505	$348	$480	HAZARDOUS WASTE MITIGATION AT THE LEGGETT MAINTENANCE STATION.		★			
2	4E410	SHOPP	TRI	299	$9,410	$800	$512	REHABILITATE PAVEMENT.		★	AADD		★
2	4F450	SHOPP	SHA	5	$1,920	$370	$424	IMPROVE ROADWAY DRAINAGE.		★	AADD		★
3	1A842	SHOPP	ED	89	$18,000	$5,639	$6,430	STORM WATER QUALITY IMPROVEMENTS.		★	AADD		06/15/14
3	1F280	STIP	GLE	5	$640	$125	$71	NATIVE TREE PLANTING.		★	AADD		
3	1F290	STIP	COL	5	$640	$125	$59	NATIVE TREE PLANTING.		★	AADD	★	
3	4M200	SHOPP	VAR	000	$890	$608	$847	SCOUR MITIGATION.		★	AADD		04/01/14
4	1A551	SHOPP	SF	280	$17,808	$2,555	$2,153	REPLACE BRIDGE RAILINGS AT VARIOUS LOCATION.			AADD	★	02/03/14
4	3G443	OTHER TOLL	SF	80	$3,150	$1,060	$588	REPLACE GRATING SHIELDS, LADDERS, PLATFORMS, AND GREASE LINES			AADD		03/17/14
4	3G484	OTHER TOLL	CC	580	$45,000	$1,500	$1,132	STRUCTURAL STEEL PAINTING			AADD		
5	0R530	SHOPP	SLO	1	$1,315	$1,772	$1,555	UPGRADE SIDEWALK TO MEET ADA COMPLIANCE.			AADD		
5	49280	SHOPP	SLO	1	$43,600	$8,633		REALIGN ROUTE.		08/08/13	05/21/13	10/03/13	03/06/14
6	0M020	STIP	FRE	168	$1,553	$703	$1,339	PROVIDE VIEWING DECK, AND ADD INTERPRETIVE DISPLAYS AND PEDESTRIAN		★	AADD		04/01/14
6	0P160	SHOPP	KIN	198	$7,542	$808	$606	REHABILITATE PAVEMENT.			AADD	★	★
7	18312	SHOPP	LA	710	$1,934	$403	$600	LANDSCAPE MITIGATION.			AADD		04/17/14
7	27310	SHOPP	LA	110	$9,135	$1,810	$1,475	REPLACE JOINT SEALS AND REPAIR CONCRETE SPALLS.		★	AADD	★	★
7	28420	STIP	LA	5	$1,054	$191	$428	VINE PLANTING.			AADD		
7	28450	STIP	LA	14	$2,544	$458	$510	INSTALL LIGHTING, NATIVE VEGETATION, AND INTERPRETIVE SIGNS, AND PROVIDE STORMWA			AADD		★
7	28850	SHOPP	LA	405	$4,536	$1,203	$1,536	IN CARSON, AT THE NORTHBOUND CARSON WEIGH STATION. UPGRADE WEIGH STATION.					05/15/14
7	29470	SHOPP	LA	101	$55,000	$1,913	$910	PAVEMENT REHAB			AADD		07/01/14
7	29490	SHOPP	LA	5	$15,473	$1,680	$428	PAVEMENT REHAB			AADD		★

SECOND QUARTER OCTOBER 1 - DECEMBER 31 **Status as of 6/30/2014**

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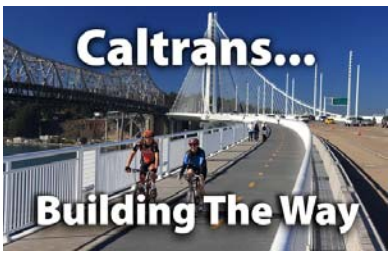

The California Department of Transportation Contract for Delivery! FY 2013/2014

2nd Quarter Delivery Report 40 Planned Deliveries

DISTRICT	PROJECT	PROGRAM	COUNTY	ROUTE	EST. CONST. CAPITAL VALUE IN CONTRACT ('1000's)	BUDGETED PE SUPPORT (1000's)	ACTUAL PE SUPPORT (1000's)	PROJECT DESCRIPTION	PROJ APP & ENV DOC	RIGHT OF WAY CERT	PLANS, SPECS, EST.	READY TO LIST	AWARD
7	29500	SHOPP	LA	10	$15,900	$1,508	$682	REPLACE SLAB AND GRIND	★		AADD		07/01/14
7	29550	SHOPP	LA	101	$17,865	$1,723	$829	PAVEMENT REHAB	★		AADD		07/01/14
7	29560	SHOPP	LA	5	$21,713	$2,260	$1,117	PAVEMENT REHAB	★		AADD		07/01/14
7	29570	SHOPP	LA	605	$25,138	$3,463	$1,109	PAVEMENT REHAB			AADD		07/01/14
7	29670	SHOPP	VEN	118	$16,310	$1,106	$715	PAVEMENT REHAB			AADD		★
7	29680	SHOPP	LA	405	$23,280	$2,718	$544	PAVEMENT REHAB	★		AADD		07/01/14
7	29700	SHOPP	LA	138	$16,700	$1,220	$504	PAVEMENT REHAB	★		AADD		★
8	0J850	SHOPP	SBD	138	$5,109	$2,333	$2,909	REPLACE BRIDGE.		★			06/11/14
8	0Q600	SHOPP	SBD	2	$260	$295	$341	MODIFY LEVEE AND PLACE RIP RAP.					
9	35310	SHOPP	MNO	395	$3,466	$324	$218	COLD IN-PLACE RECYCLE AND OVERLAY PAVEMENT		★	AADD		
10	0J920	SHOPP	SJ	12	$3,963	$1,115	$2,494	REPLACE CONTROL HOUSE					06/11/14
10	38151	SHOPP	MER	165	$5,027	$4,046	$1,765	REHABILITATE PAVEMENT			AADD	★	
11	25715	OCAL MEASUR	SD	76	$100,000	$13,098	$15,245	CONSTRUCT 4-LANE HIGHWAY			AADD		02/15/14
11	26330	STIP	IMP	8	$22,800	$4,900	$5,520	REVISE INTERCHANGE		★	AADD		04/15/14
11	27560	SHOPP	SD	15	$445	$536	$652	AT THE SOUTHBOUND RAINBOW TRUCK INSPECTION FACILITY, INSTALL STANDBY			AADD		
11	29230	SHOPP	SD	805	$1,786	$319	$536	SLOPE EROSION REPAIR			AADD		
11	2T178	LOCAL	SD	5	$1,500	$322	$369	LANDSCAPE		★	AADD		03/24/14
11	40650	SHOPP	SD	15	$3,616	$483	$503	CONSTRUCT MEDIAN BARRIER, OUTSIDE SHOULDER CABLE BARRIER, RAISED		★	AADD		
					$528,670	$75,363	$58,648						

SECOND QUARTER OCTOBER 1 - DECEMBER 31 **Status as of 6/30/2014**

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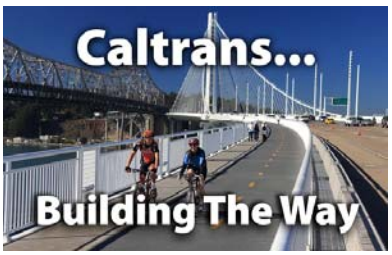

The California Department of Transportation Contract for Delivery! FY 2013/2014

1st Quarter Delivery Report 13 Planned Deliveries

DISTRICT	PROJECT	PROGRAM	COUNTY	ROUTE	EST. CONST. CAPITAL VALUE IN CONTRACT (`1000's)	BUDGETED PE SUPPORT (1000's)	ACTUAL PE SUPPORT (1000's)	PROJECT DESCRIPTION	PROJ APP & ENV DOC	RIGHT OF WAY CERT	PLANS, SPECS, EST.	READY TO LIST	AWARD
2	1E060	STIP	MOD	139	$500	$206	$258	INSTALL CCTV (CLOSED CIRCUIT TELEVISION) AND RWIS (ROADSIDE WEATHER				★	★
2	4E610	SHOPP	TRI	299	$350	$207	$273	REPAIR SLIDES.			AADD		
3	0F220	SHOPP	ED	50	$6,700	$861	$1,222	REPLACE BRIDGE.			AADD		
3	2F21U	SHOPP	SAC	50	$48,800	$5,346	$851	BRIDGE DECK REHABILITATION		★	★	★	
3	3F440	SHOPP	PLA	89	$2,975	$400	$786	INSTALL DRAINAGE FACILITIES.		★	AADD		
4	01352	TBSRP	ALA	80	$88,400	$4,500	$2,595	DISMANTLING OF EXISTING EAST SPAN					10/30/13
5	0T970	SHOPP	SB	246	$815	$336	$390	CONSTRUCT LEFT-TURN CHANNELIZATION.			AADD		★
6	0J920	SHOPP	FRE	145	$1,207	$1,388	$1,758	CONSTRUCT TRAFFIC ROUNDABOUT.			AADD		★
6	0N200	SHOPP	MAD	99	$2,200	$549	$666	CONSTRUCT MEDIAN BARRIER.			AADD		
6	0N360	SHOPP	KER	5	$1,764	$335	$318	REPAIR DAMAGED ROADWAY.			AADD		★
7	29250	SHOPP	VEN	101	$415	$416	$372	INSTALL LEFT-TURN SIGNAL PHASE AND UPGRADE ADA CURB RAMPS.		★			
8	0F660	SHOPP	SBD	247	$8,800	$4,143	$3,833	CONSTRUCT SHOULDER.			AADD		
8	0P310	SHOPP	SBD	395	$411	$583	$814	INSTALL TRAFFIC SIGNALS.		★	AADD	★	
					$163,337	$19,270	$14,136						

FIRST QUARTER JULY 1 - SEPTEMBER 30 **Status as of 6/30/2014**

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Program Delivery Summary

This section describes the number and dollar value of all projects delivered by funding programs.

Intercity Rail Program

For FY 2013-14, one Intercity Rail project valued at $20.5 million was programmed for delivery.

Number of Intercity Rail Projects

	Q1	Q2	Q3	Q4	Annual
Plan	1	0	0	0	1
Actual	1	0	0	0	1

Value of Intercity Rail Projects

	Q1	Q2	Q3	Q4	Annual
Plan	$ 20.5	$ 0.0	$ 0.0	$ 0.0	$ 20.5
Actual	$ 20.5	$ 0.0	$ 0.0	$ 0.0	$ 20.5

AB 1740 Retrofit Soundwall Program

All 63 planned projects with a construction value of $215 million have been delivered within the program budget of $226 million.

	Delivered		Construction Completed	
Locations	63	100%	63	100%
Value	$ 215	95%	$ 211	93%

At the beginning of the fiscal year, the last two projects in the program were under construction. One was completed in the first quarter, and the last one was completed in the fourth quarter. The AB 1740 Retrofit Soundwall Program is now complete.

Delivery Summary of All Programs

Through the end of the fourth quarter, FY 2013-14, Caltrans delivered a total of 521 projects valued at $2,712 million from all programs.

Projects are shown below by the planned program and dollar value.

Projects by Funding Programs	Number		Value	
	Annual Plan	FYTD	Annual Plan	FYTD
STIP (w TCRP,TFA)	22	21	$ 299.8	$ 292.2
SHOPP	210	209	$ 1,779.0	$ 1,663.7
TBSRA	1	1	$ 88.4	$ 88.4
Partnership*	19	17	$ 497.3	$ 250.2
Bond	2	2	$ 3.8	$ 3.8
Minor (CFD)	1	1	$ 0.3	$ 0.3
Subtotal	255	251	$ 2,668.6	$ 2,298.6
Emergency		90		$ 119.2
Minor		40		$ 30.7
Maintenance		140		$ 263.1
Total		521		$ 2,711.6

** Partnership funds include all local funds and federal fund subventions given to local agencies.*

Detailed Delivery Summary of All Projects by Programs

Programs	Annual Number of Projects			Annual Dollar Value of Projects		
	Plan	Actual	Percent	Plan	Actual	Percent
STIP Program						
STIP (w TCRP,TFA)	21	20	95	$ 279.3	$ 271.7	97
Intercity Rail	1	1	100	$ 20.5	$ 20.5	100
Advanced** STIP		0			$ 0.0	
TOTAL STIP	22	21	95	$ 299.8	$ 292.2	97
SHOPP (w Augmentation)	188	183	97	$ 1,673.5	$ 1,551.0	93
Amended** SHOPP	22	22	100	$ 105.5	$ 105.5	100
Advanced** SHOPP		4			$ 7.2	
	210	209	99	$ 1,779.0	$ 1,663.7	94
Other ** Programs in Contract						
TBSRA	1	1	100	$ 88.4	$ 88.4	100
Partnership	16	14	88	$ 483.3	$ 236.2	49
Amended** Partnership	3	3	100	$ 14.0	$ 14.0	100
Amended** TCIF Bond	2	2	100	$ 3.8	$ 3.8	100
Minor	1	1	100	$ 0.3	$ 0.3	100
TOTAL "Other"	23	21	91	$ 589.8	$ 342.7	58
Additional ** Programs						
Emergency		90			$ 119.2	
Minor		40			$ 30.7	
Maintenance		140			$ 263.1	
TOTAL "Additional"		270			$ 413.0	
TOTAL All Programs						
STIP	22	21	95	$ 299.8	$ 292.2	97
SHOPP	210	209	99	$ 1,779.0	$ 1,663.7	94
Other	23	21	91	$ 589.8	$ 342.7	58
Subtotal	255	251	98	$ 2,668.6	$ 2,298.6	86
Additional		270			$ 413.0	
TOTAL		521			$ 2,711.6	

** *Notes:*

Additional – Recent projects not in contract. Includes funding reservations.

Amended – Added or deleted to program by amendment.

Advanced – Delivered early from future program year. (Not included in planned numbers)

Other – planned non-STIP/SHOPP projects committed in contract.

Delivery Percentages – Advances in contracts are included in planned figures, other advances are not included in planned figures, but are added to delivered figures.

Due to multiple funding sources on some projects, the sum of contract projects by funding source will exceed the number of planned contract projects.

Historical Program Delivery Comparison

4th Quarter "Annual Plan" Comparison

Number of STIP Projects

	13-14	12-13	11-12	10-11	09-10
Annual Plan	22	23	31	26	39
FYTD	21	20	27	23	37
Percent	95	87	87	88	95

Value of STIP Projects

	13-14	12-13	11-12	10-11	09-10
Annual Plan	$ 300	$ 138	$ 510	$ 320	$ 380
FYTD	$ 292	$ 100	$ 487	$ 314	$ 221
Percent	97	73	95	98	58

Number of SHOPP Projects

	13-14	12-13	11-12	10-11	09-10
Annual Plan	210	151	197	263	247
FYTD	209	162	194	269	263
Percent	99	107	98	102	106

Value of SHOPP Projects

	13-14	12-13	11-12	10-11	09-10
Annual Plan	$1,779	$ 863	$1,204	$2,882	$1,483
FYTD	$1,664	$1,095	$1,187	$2,949	$1,609
Percent	94	127	99	102	108

Total Number of All Projects

	13-14	12-13	11-12	10-11	09-10
FYTD	521	450	593	697	741

Total Value of All Projects

	13-14	12-13	11-12	10-11	09-10
FYTD	$2,712	$2,134	$3,851	$4,630	$3,758

Past Years' Contract For Delivery Award Status

This section describes the contract award status projects in past years for the annual Contract for Delivery.

Contract Award Status

Progress continues to be made to get past years' contracts for delivery projects awarded.

Contract Award Status	Plan	Awarded	Percent
FY 2012-13 Contract for Delivery	170	164	96
FY 2011-12 Contract for Delivery	279	278	99
FY 2010-11 Contract for Delivery	346	346	100
FY 2009-10 Contract for Delivery	306	306	100
FY 2008-09 Contract for Delivery	334	334	100
FY 2007-08 Contract for Delivery	294	294	100
FY 2006-07 Contract for Delivery	286	286	100
FY 2005-06 Contract for Delivery	174	174	100

Historical Delivery Comparison

Through the end of the fourth quarter, FY 2013-14, for last year's contract for delivery (FY 2012-13), Caltrans has awarded 164 projects out of 170 projects or 96 percent of the planned projects. As a comparison, as reported a year ago for the same time period, Caltrans had awarded 268 projects out of 279 planned projects or 96 percent.

Contracts Not Yet Awarded

Of the 7 projects not yet awarded, 2 projects are currently out to bid. Issues for award delays on the other projects are as follows:

- 3 projects are being re-scoped and re-bid to match available funding.
- 1 project has not been delivered due to coastal permit issues.
- 1 project is programmed in future year.

Contracts Not Yet Awarded	Number
PROJECTS ALLOCATED	
Project Currently Bid	2
Projects being re-scoped, re-bid	3
PROJECTS NOT ALLOCATED	
Priority, funding	1
Not delivered	1
Total	7

Deleted Contracts

Five FY 12-13 projects delivered have subsequently been deleted from the SHOPP because they are no longer needed or are being substantially rescoped.

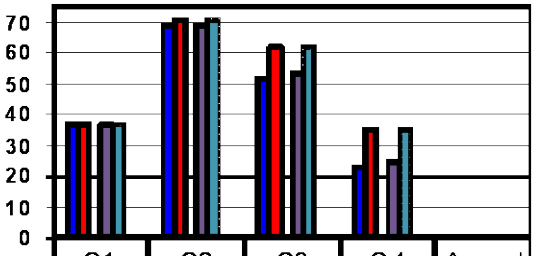
Environmental Document Milestones

Environmental Delivery Commitment

As part of this report, Caltrans reports on delivery for the upcoming year of project approval and environmental milestones that require CTC action for consideration of future funding. The milestones include Draft Environmental Documents (DED), and Project Approval and Environmental Document (PAED) which also includes the Final Environmental Documents (FED). To provide a comprehensive view of environmental documents under development, Caltrans also includes categorical exclusions that do not require CTC review or action. For FY 2013-14, Caltrans planned delivery of 262 environmental milestones.

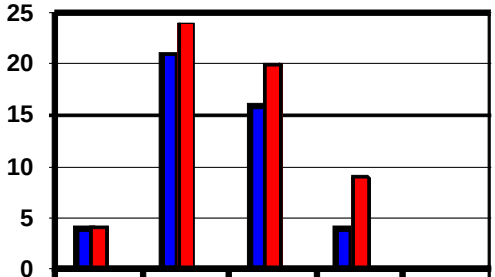
For FY 2013-14, through the end of the fourth quarter, Caltrans delivered 226 (86 percent of annual plan) environmental milestones.

Number of PAED & FED Milestones



	Q1	Q2	Q3	Q4	Annual
PAED Actual	37	69	52	23	181
PAED Plan	37	71	62	35	205
PAED FYTD	100%	97%	84%	66%	88%
FED Actual	37	69	53	25	184
FED Plan	37	71	62	35	205
FED FYTD	100%	97%	85%	71%	90%

Number of DED Milestones



	Q1	Q2	Q3	Q4	Annual
DED Actual	4	21	16	4	45
DED Plan	4	24	20	9	57
DED FYTD	100%	88%	80%	44%	79%

Through the end of the fourth quarter, 12 DED and 24 PAED planned milestones have slipped outside FY 2013-14.

Historical Delivery Comparisons

As a benchmark for comparison, below are historical environmental milestone delivery trend charts for the current year and past 4 years.

Past 4th Qtr PAED & FED Milestones

	13-14	12-13	11-12	10-11	09-10
PAED Plan	205	119	167	147	148
PAED FYTD	181	104	155	138	133
PAED Percent	88	87	93	94	90
FED Plan	205	119			
FED FYTD	184	108			
FED Percent	90	91			

Past 4th Qtr DED Milestones

	13-14	12-13	11-12	10-11	09-10
DED Plan	57	39	44	37	34
DED FYTD	45	29	31	31	26
DED Percent	79	74	70	84	76

Right of Way Program

Right of Way Delivery Commitment

Caltrans' R/W delivery commitment is twofold. One delivery commitment is to utilize funds approved by the CTC for acquisition of R/W. The second delivery commitment is to secure all necessary R/W requirements and to certify R/W for all projects scheduled for delivery in the current year.

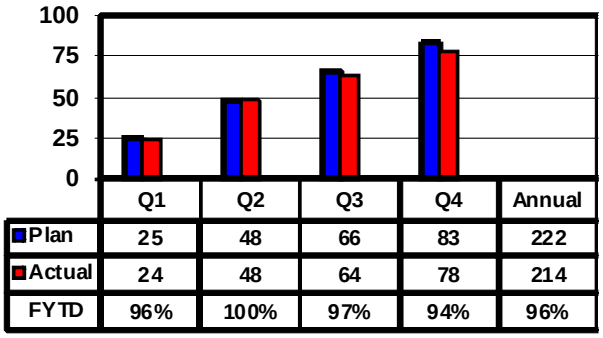
Right of Way Expenditures

R/W activities and expenditures are outlined by the categories below:

Category ($millions)	Orig Pln	Adj Pln	FYTD	Percent
Capital Projects				
STIP	$ 90.8	$ 74.5	$ 96.6	130
SHOPP	$ 38.8	$ 38.8	$ 51.4	132
Subtotal	$129.6	$ 113.3	$ 148.0	131
Specific Categories				
Post Certifications	$ 51.0	$ 44.0	$ 17.8	40
Inverse Condemnation	$ 12.5	$ 13.5	$ 4.9	36
Project Development	$ 1.0	$ 1.0	$ 1.1	110
Subtotal	$ 65.5	$ 58.5	$ 23.8	41
TOTAL	$195.1	$ 171.8	$ 171.8	100

For FY 2013-14, Caltrans requested and received an original R/W allocation of $195.1 million. The R/W allocation was subsequently reduced to an adjusted allocation of $171.8 million. Through the end of the fourth quarter, Caltrans expended a total of $171.8 million, 100 percent of the adjusted annual plan.

Right of Way Certifications



For FY 2013-14, the planned number of R/W certifications is 222. Through the end of the fourth quarter, Caltrans completed a total of 214 R/W certifications (96 percent of the annual plan).

Historical Delivery Comparisons

As a benchmark for comparison, below are historical R/W delivery trend charts for the current year and past 4 years.

Past 4th Qtr Right of Way Expenditures

	13-14	12-13	11-12	10-11	09-10
Plan	$171.8	$227.0	$217.5	$219.4	$237.7
FYTD	$171.8	$227.1	$217.6	$219.4	$237.7
Percent	100	100	100	100	100

Past 4th Qtr Right of Way Certifications

	13-14	12-13	11-12	10-11	09-10
Plan	222	174	275	311	283
FYTD	214	164	270	309	278
Percent	96	94	98	99	98

Construction Program

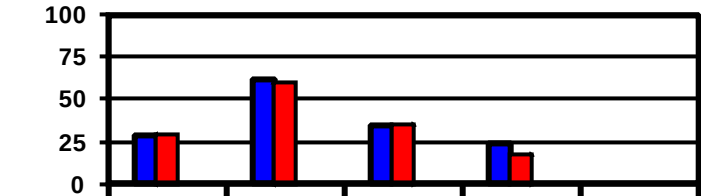
PLANNED CONSTRUCTION PROGRAM

(Excludes some projects such as minor, program amendments and emergency.)

Construction Delivery Commitment

Delivery in the eyes of our customers is achieved when capital improvements are delivered to the traveling public. This is best measured by when the construction contract is accepted.

Planned Construction Contracts Accepted



	Q1	Q2	Q3	Q4	Annual
Plan	29	62	35	24	150
Actual	29	60	35	18	142
FYTD	100%	97%	100%	75%	95%

Through the end of the fourth quarter, FY 2013-14, Caltrans had accepted a total of 142 major construction contracts (95 percent of annual plan) out of a total of 150 planned contracts identified in the Caltrans' delivery plan.

Historical Delivery Comparison

As a benchmark for comparison, shown are historical delivery trend charts for planned major construction contract acceptances.

Past 4th Qtr Construction Contracts Accepted

	13-14	12-13	11-12	10-11	09-10
Plan	149	199	272	216	226
FYTD	142	165	241	187	219
Percent	95	83	89	87	97

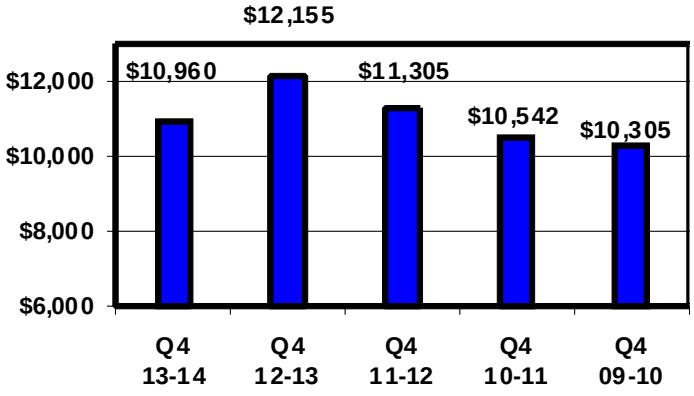
OVERALL CONSTRUCTION PROGRAM

(Includes planned programmed projects and additional minor A, amendments, and some minor B projects that are not programmed.)

Under Construction

At the end of the fourth quarter, FY 2013-14, Caltrans had 684 contracts valued at $10,960 million under construction.

Value of Ongoing Contracts ($ millions)



4th Quarter Construction Program Results

Construction Starts – 166 construction contracts valued at $650 million were started (including minor A and some minor B projects that are not programmed).

Accepted Contracts – 90 construction contracts valued at $900 million were accepted.

Arbitration - Caltrans currently has 18 construction contracts in arbitration. Four new arbitration cases were filed, and eight contracts were settled or received an arbitration decision.

Report on Completed Projects

The STIP guidelines require Caltrans to provide the Commission with a report on completed projects. This report provides cost information for projects that Caltrans has accepted the construction contract (CCA milestone).

Cost information at completion consists of all project expenditures to date. The expended costs in this report are compared to the latest approved budgets resulting from actions taken by the commission on each project, including: programmed funds, allocated funds, funds adjusted at vote, supplemental funds, and AB 608 adjustments.

Reporting Program / Project Thresholds

Completed project cost information is presented in the following levels for analysis:

- Program Costs
- STIP / SHOPP Component Groupings
- Individual Components
- Overall Project

Program Costs

At the Program level, total costs are reported for STIP and SHOPP program funds.

STIP / SHOPP Component Groupings

The methodology used to determine the amount of committed funds is based on programmed amounts, allocated funds, or debit and credit adjustments made against county shares in accordance with STIP guidelines.

It should be noted that while some individual components may exceed their approved budget, other components often have significant savings. STIP guidelines restrict the ability to capture savings and to supplement the budget. Consequently, some components are over expended while the overall project expenditures are less than the total county shares used to fund the entire project.

Individual Components

This section provides an assessment of estimating trends for each of the six individual programmed cost components.

When projects are initially programmed into a programming document, there are a lot of unknown factors that could result in higher or lower costs by the time a project is ready for construction. A good example of unknowns is project refinements and changes that are implemented by the public hearing and project input process during preliminary engineering.

Sometimes Caltrans expenditures in one component are offset by savings in another component. A common example is additional right of way support effort may result in lower right of way capital expenditures. Another example is additional environmental expenditures to produce a publicly acceptable environmental document may be offset by lower design expenditures.

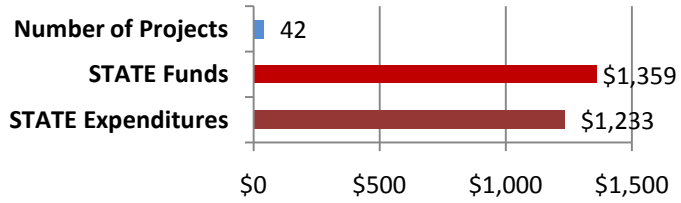
Overall Project

This section compares expended costs to the approved budget costs for the overall project. At the project level, greater flexibility is provided when costs can be managed within a project budget and transferred between components.

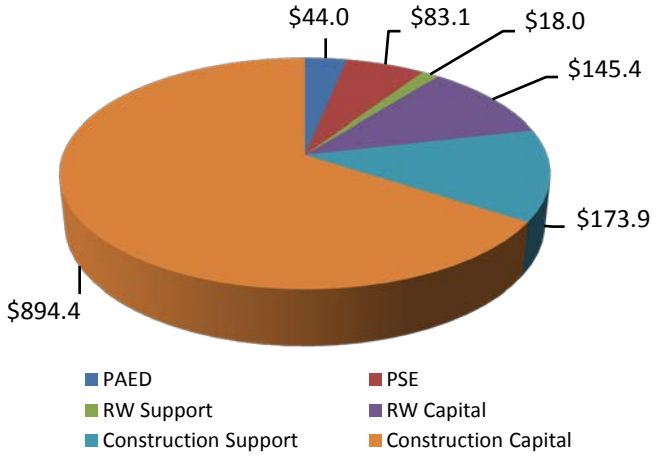
Completed FY 2013-14 STIP Projects

STIP Program Level

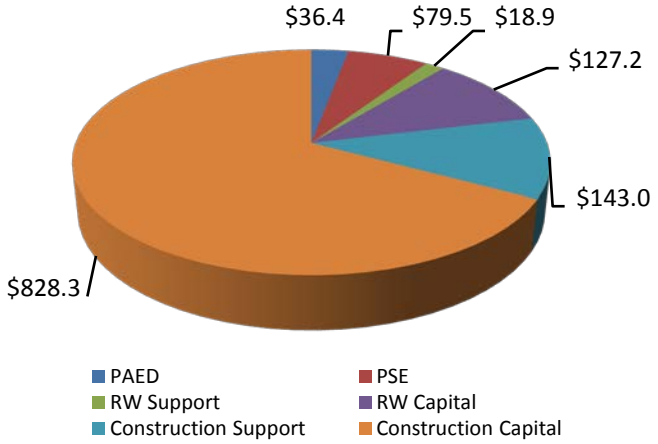
STIP Projects (millions)



Approved State Funded Budget (millions)



State Funded Expenditures (millions)



Program Expenditures by Component

Capital	77.5 %	Support	22.5 %
		• PAED	3.0 %
		• PSE	6.4 %
• Right of Way	11.6 %	• Right of Way	1.5 %
• Construction	67.2 %	• Construction	11.6 %

There were a total of 42 STIP projects that were completed through the end of FY 2013-14. The total amount of State funds(1) that were approved(2) by the commission for these projects was $1,359(3) million. The actual cost of the projects completed was $1,233 million which is 91 percent of the approved funds.

(1) Funds approved by Commission, STIP, TCRP, SHOPP, ARRA, and Bond.
(2) Programmed funds, allocated funds, adjusted funds (debits, credits), and supplemental funds.
(3) Local funds are only included if they were part of the construction contract administered by Caltrans. Other local funds may not be reflected in accounting and data systems.

STIP Component Levels

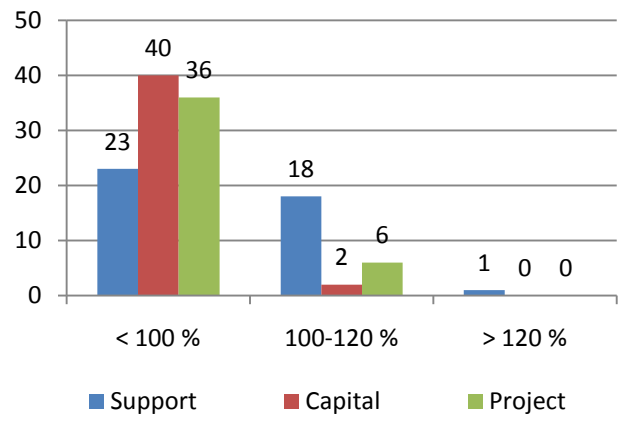
	Approved (1,000's)	Expended (1,000's)	Percent
PJD	$ 127,056	$ 115,983	91
RW	$ 163,321	$ 146,150	89
Con	$ 1,068,329	$ 971,302	91
Support	$ 318,955	$ 277,860	87
Capital	$ 1,039,751	$ 955,575	92
All	$ 1,358,706	$ 1,233,435	91

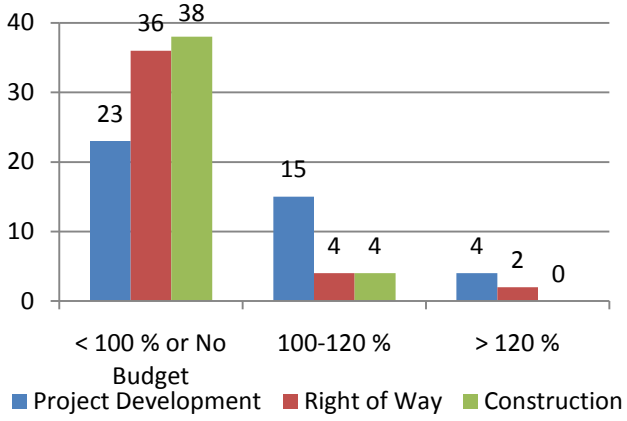
STIP Construction Capital Cost Trends

The table below provides construction capital trend information between programmed, allocated, awarded, construction (includes G-12's and supplemental) and expenditures for completed construction projects.

Construction Capital Component Budget	Cost ($1,000'S)	Percent of Allocated Funds
Programmed	$ 1,295,460	108 %
Allocated	$ 1,201,009	100 %
Awarded	$ 894,392	74 %
Construction	$ 899,068	75 %
Expended	$ 828,340	69 %

STIP Projects Completed Cost - Component Groupings



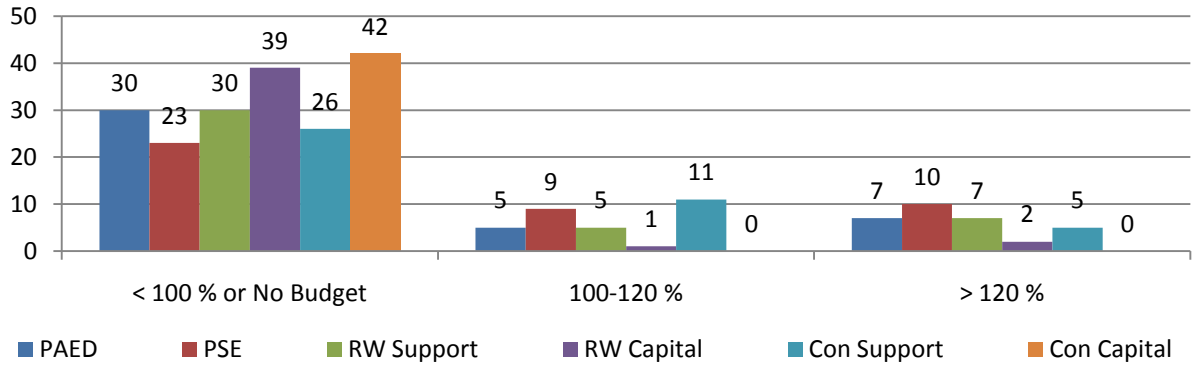


STIP Programmed and Completed Cost Information - Component Groupings

		Expended / Budget Percent	Number of Completed Projects			Budget ($1,000's)	Percent Budget	Spent ($1,000's)	Percent Spent	(+/-) ($1,000's)	Cost Ratios Spent / Budget
			Under	Over	Percent						
Capital / Support Components	Support	< 100	23		55%	$ 214,732	67%	$ 170,030	61%	Under Budget	
		100-120[1]		18	43%	103,963	33%	107,509	39%		
		> 120		1	2%	260	0%	321	0%		
		Total				$ 318,955		$ 277,860		$ 41,095	87%
	Capital	< 100	40		95%	$ 957,139	92%	$ 871,433	91%	Under Budget	
		100-120[1]		2	5%	82,612	8%	84,142	9%		
		> 120		0	0%	0	0%	0	0%		
		Total				$ 1,039,751		$ 955,575		$ 84,176	92%
	Project	< 100	36		86%	$ 1,237,445	91%	$1,110,994	90%	Under Budget	
		100-120[1]		6	14%	121,261	9%	122,441	10%		
		> 120		0	0%	0	0%	0	0%		
		Total				$1,358,706		$1,233,435		$ 125,271	91%
STIP Guidelines Components	PJD	No Budget	5		12%	$ 0	0%	$ 0	0%	Under Budget	
		< 100	18		43%	88,184	69%	72,529	63%		
		100-120[1]		15	35%	38,242	30%	42,050	36%		
		> 120		4	10%	630	1%	1,404	1%		
		Total				$ 127,056		$ 115,983		$ 11,073	91%
	Right of Way	No Budget	10		24%	$ 0	0%	$ 0	0%	Under Budget	
		< 100	26		61%	132,372	81%	112,282	76%		
		100-120[1]		4	10%	27,024	17%	28,633	20%		
		> 120		2	5%	3,925	2%	5,235	4%		
		Total				$ 163,321		$ 146,150		$ 17,171	89%
	Construction	No Budget	0		0%	$ 0	0%	$ 0	0%	Under Budget	
		< 100	38		90%	990,529	93%	891,967	92%		
		100-120[1]		4	10%	77,800	7%	79,335	8%		
		> 120		0	0%	0	0%	0	0%		
		Total				$ 1,068,329		$ 971,302		$ 97,027	91%

[1] Reference: Table 2, California State Auditor Report 2010-122: State law requires that STIP project costs may not be changed to reflect differences that are within 20 percent of the amount programmed for actual project costs. Further, according to the chief of Caltrans' Division of Project Management, although there are no written requirements, Caltrans' practice is to manage SHOPP projects similar to STIP projects when a SHOPP project is 20 percent over its support budget.

STIP Project Completed Cost - Individual Components



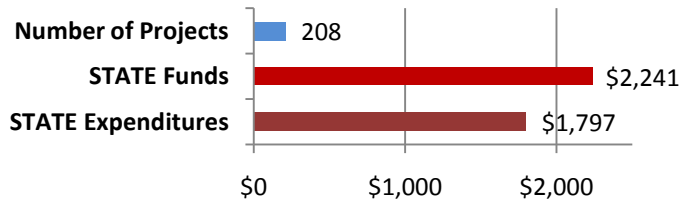
STIP Programmed and Completed Cost Information - Individual Components

		Expended / Budget Percent	Number of Completed Projects			Budget ($1,000's)	Percent Budget	Spent ($1,000's)	Percent Spent	(+/-) ($1,000's)	Cost Ratios Spent / Budget
			Under	Over	Percent						
Individual Project Components	PAED	No Budget	9		21%	$ 0	0%	$ 0	0%	Under Budget	
		< 100	21		50%	39,346	89%	30,982	85%		
		100-120[1]		5	12%	2,902	7%	3,001	8%		
		> 120		7	17%	1,716	4%	2,454	7%		
		Total				$ 43,964		$ 36,437		$ 7,527	83%
	PSE	No Budget	5		12%	$ 0	0%	$ 0	0%	Under Budget	
		< 100	18		43%	42,705	51%	33,559	42%		
		100-120[1]		9	21%	29,672	36%	32,009	40%		
		> 120		10	24%	10,715	13%	13,978	18%		
		Total				$ 83,092		$ 79,546		$ 3,546	96%
	RW Support	No Budget	11		26%	$ 0	0%	$ 0	0%	Over Budget	
		< 100	19		45%	7,441	41%	5,513	29%		
		100-120[1]		5	12%	4,983	28%	5,606	30%		
		> 120		7	17%	5,544	31%	7,796	41%		
		Total				$ 17,968		$ 18,915		($ 947)	105%
	RW Capital	No Budget	20		48%	$ 0	0%	$ 0	0%	Under Budget	
		< 100	19		45%	121,541	84%	101,419	80%		
		100-120[1]		1	2%	22,300	15%	22,651	18%		
		> 120		2	5%	1,512	1%	3,165	2%		
		Total				$ 145,353		$ 127,235		$ 18,118	88%
	Construction Support, Pre SB 1102	No Budget	0		0%	$ 0	0%	$ 0	0%	Under Budget	
		< 100	25		59%	117,139	67%	81,511	57%		
		100-120[1]		10	24%	55,189	32%	59,438	42%		
		> 120		5	12%	1,373	1%	1,798	1%		
	Construction Support, SB 1102	No Budget	0		0%	0	0%	0	0%		
		< 100	1		2%	130	<1%	102	<1%		
		100-120[1]		1	2%	100	<1%	113	<1%		
		> 120		0	0%	0	0%	0	0%		
		Total				$ 173,931		$ 142,962		$ 30,969	82%
	Construction Capital	No Budget	0		0%	$ 0	0%	$ 0	0%	Under Budget	
		< 100	42		100%	894,398	100%	828,340	100%		
		100-120[1]		0	0%	0	0%	0	0%		
		> 120		0	0%	0	0%	0	0%		
		Total				$ 894,398		$ 828,340		$ 66,058	93%

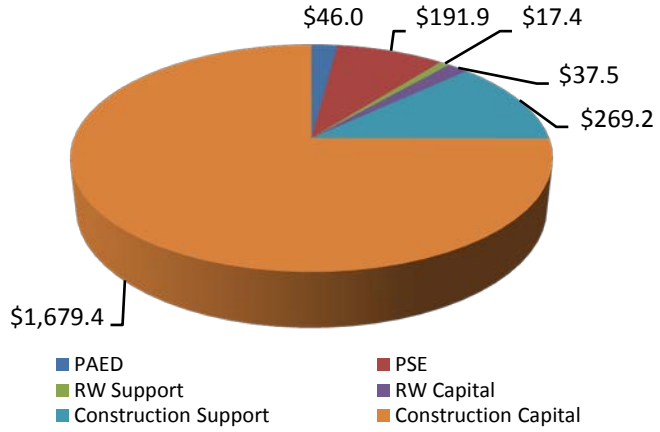
Completed FY 2013-14 SHOPP Projects

SHOPP Program Level

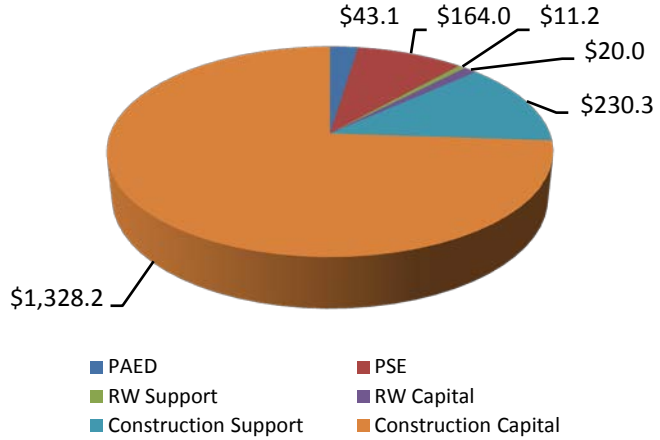
SHOPP Projects (millions)



Approved State Funded Budget (millions)



State Funded Expenditures (millions)



Program Expenditures by Component

Capital	75.0 %	Support	25.0 %
		• PAED	2.4 %
		• PSE	9.1 %
• Right of Way	1.1 %	• Right of Way	0.6 %
• Construction	73.9 %	• Construction	12.8 %

There were a total of 208 SHOPP projects that were completed through the fourth quarter in FY 2013-14. The total amount of State funds(1) that were approved(2) by the commission for these projects was $2,241(3) million. The actual cost of the projects completed was $1,797 million which is 80 percent of the approved funds.

(1) Funds approved by Commission, STIP, TCRP, SHOPP, ARRA, and Bond.
(2) Programmed funds, allocated funds, adjusted funds (debits, credits), and supplemental funds.
(3) Local funds are only included if they were part of the construction contract administered by Caltrans. Other local funds may not be reflected in accounting and data systems.

SHOPP Component Levels

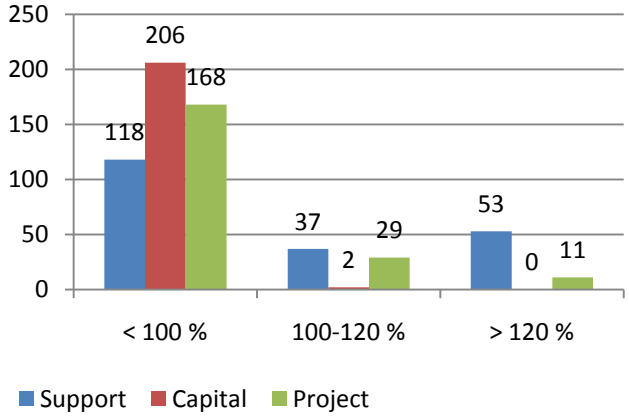
	Approved (1,000's)	Expended (1,000's)	Percent
PJD	$ 237,894	$ 207,175	87
RW	$ 54,868	$ 31,216	57
Con	$ 1,948,600	$ 1,558,457	80
Support	$ 524,503	$ 448,657	86
Capital	$ 1,716,859	$ 1,348,208	79
All	$ 2,241,363	$ 1,796,866	80

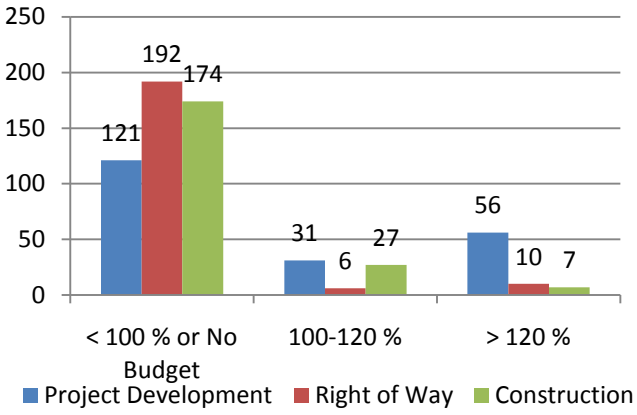
SHOPP Construction Capital Cost Trends

The table below provides construction capital trend information between programmed, allocated, awarded, construction (includes G-12's and supplemental) and expenditures for completed construction projects.

Construction Capital Component Budget	Cost ($1,000'S)	Percent of Allocated Funds
Programmed	$ 1,922,197	117 %
Allocated	$ 1,648,723	100 %
Awarded	$ 1,459,686	89 %
Construction	$ 1,429,297	87 %
Expended	$ 1,328,199	81 %

SHOPP Projects Completed Cost Percentages - Component Groupings



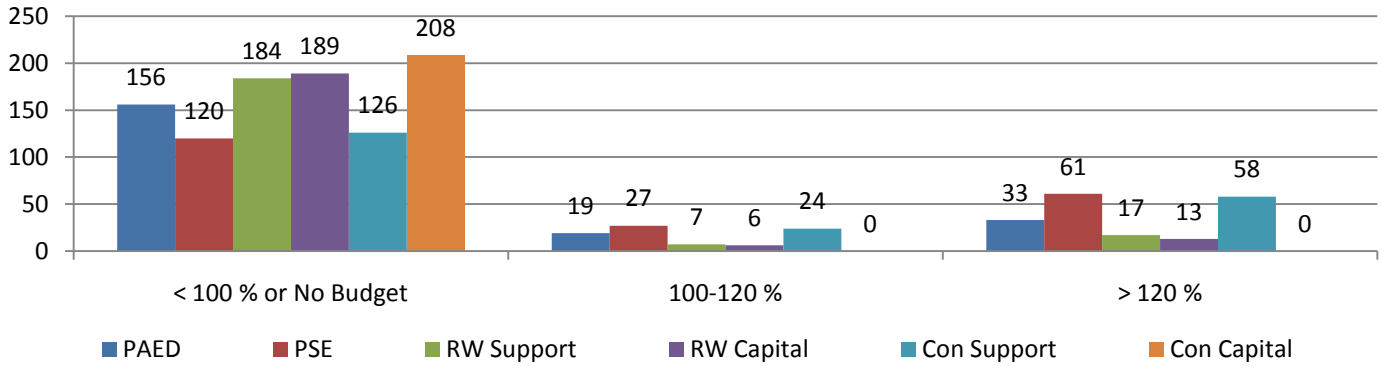


SHOPP Programmed and Completed Cost Information - Component Groupings

		Expended / Budget Percent	Number of Completed Projects			Budget ($1,000's)	Percent Budget	Spent ($1,000's)	Percent Spent	(+/-) ($1,000's)	Cost Ratios Spent / Budget
			Under	Over	Percent						
Capital / Support Components	Support	< 100	118		57%	$ 402,479	77%	$ 290,904	65%	Under Budget	
		100-120[1]		37	18%	68,120	13%	73,186	16%		
		> 120		53	25%	53,904	10%	84.567	19%		
		Total				$ 524,503		$ 448,657		$ 75,846	86%
	Capital	< 100	206		99%	$ 1,710,244	100%	$1,340,971	99%	Under Budget	
		100-120[1]		2	1%	6,615	0%	7,237	1%		
		> 120		0	0%	0	0%	0	0%		
		Total				$ 1,716,859		$1,348,208		$ 368,651	79%
	Project	< 100	168		81%	$ 2,119,285	95%	$1,660,930	92%	Under Budget	
		100-120[1]		29	14%	95,097	4%	101,134	6%		
		> 120		11	5%	26,981	1%	34,802	2%		
		Total				$ 2,241,363		$1,796,866		$ 444,497	80%
STIP Guidelines Components	PJD	No Budget	20		10%	$ 0	0%	$ 0	0%	Under Budget	
		< 100	101		49%	156,755	66%	102,804	50%		
		100-120[1]		31	15%	46,447	20%	50,008	24%		
		> 120		56	27%	34,692	14%	54,363	26%		
		Total				$ 237,894		$ 207,175		$ 30,719	87%
	Right of Way	No Budget	18		9%	$ 0	0%	$ 0	0%	Under Budget	
		< 100	174		84%	47,252	86%	18,850	60%		
		100-120[1]		6	3%	6,121	11%	6,374	20%		
		> 120		10	5%	1,495	3%	5,992	19%		
		Total				$ 54,868		$ 31,216		$ 23,652	57%
	Construction	No Budget	0		0%	$ 0	0%	$ 0	0%	Under Budget	
		< 100	174		84%	1,880,272	96%	1,484,532	95%		
		100-120[1]		27	13%	52,562	3%	55,928	4%		
		> 120		7	3%	15,766	1%	17,997	1%		
		Total				$ 1,948,600		$1,558,457		$ 390,143	80%

[1] Reference: Table 2, California State Auditor Report 2010-122: State law requires that STIP project costs may not be changed to reflect differences that are within 20 percent of the amount programmed for actual project costs. Further, according to the chief of Caltrans' Division of Project Management, although there are no written requirements, Caltrans' practice is to manage SHOPP projects similar to STIP projects when a SHOPP project is 20 percent over its support budget.

SHOPP Project Completed Cost Percentages - Individual Components



SHOPP Programmed and Completed Cost Information - Individual Components

		Expended / Budget Percent	Number of Completed Projects			Budget ($1,000's)	Percent Budget	Spent ($1,000's)	Percent Spent	(+/-) ($1,000's)	Cost Ratios Spent / Budget
			Under	Over	Percent						
Individual Project Components	PAED	No Budget	67		32%	$ 0	0%	$ 0	0%	Under Budget	
		< 100	89		43%	23,870	52%	13,814	32%		
		100-120[1]		19	9%	16,930	37%	17,700	41%		
		> 120		33	16%	5,238	11%	11,626	27%		
		Total				$ 46,038		$ 43,140		$ 2,898	94%
	PSE	No Budget	17		8%	$ 0	0%	$ 0	0%	Under Budget	
		< 100	103		50%	136,623	71%	89,634	55%		
		100-120[1]		27	13%	26,291	14%	28,504	17%		
		> 120		61	29%	28,942	15%	45,894	28%		
		Total				$ 191,858		$ 164,032		$ 27,824	85%
	RW Support	No Budget	26		13%	$ 0	0%	$ 0	0%	Under Budget	
		< 100	158		76%	13,082	75%	5,235	47%		
		100-120[1]		7	3%	1,168	7%	1,265	11%		
		> 120		17	8%	3,130	18%	4,722	42%		
		Total				$ 17,380		$ 11,222		$ 6,158	65%
	RW Capital	No Budget	61		29%	$ 0	0%	$ 0	0%	Under Budget	
		< 100	128		62%	35,923	96%	13,771	69%		
		100-120[1]		6	3%	377	1%	438	2%		
		> 120		13	6%	1,188	3%	5,800	29%		
		Total				$ 37,488		$ 20,009		$ 17,479	53%
	Construction Support – Pre SB 1102	No Budget	0		0%	$ 0	0%	$ 0	0%	Under Budget	
		< 100	126		61%	230,041	85%	169,367	74%		
		100-120[1]		24	12%	9,230	3%	10,037	4%		
		> 120		58	28%	29,958	11%	50,857	22%		
	Construction Support – SB 1102	No Budget	0		0%	0	0%	0	0%		
		< 100	0		0%	0	0%	0	0%		
		100-120[1]		0	0%	0	0%	0	0%		
		> 120		0	0%	0	0%	0	0%		
		Total				$ 269,229		$ 230,261		$ 38,968	86%
	Construction Capital	No Budget	0		0%	$ 0	0%	$ 0	0%	Under Budget	
		< 100	208		100%	1,679,371	100%	1,328,199	100%		
		100-120[1]		0	0%	0	0%	0	0%		
		> 120		0	0%	0	0%	0	0%		
		Total				$1,679,371		$1,328,199		$ 351,172	79%

Appendix

(A) Glossary

(B) Past Years' Contracts for Delivery Award Status Projects Not Yet Awarded

(C) Environmental Documents

(D) Status of Major Projects with Right of Way Capital

(E) Construction Contract Administration

(F) Completed Projects Cost Information

(A) Glossary

#

1st – First

2nd – Second

3rd – Third

4th - Fourth

A

AB – Assembly Bill

B

BATA – Bay Area Toll Authority

BIP –

BOND – Proposition 1B Bond Program

C

Cap – Capital (has construction)

CE – Categorical Exemption

Cert - Certification

CTC – California Transportation Commission

Cty - County

D

Doc – Document

D-EA – District and expenditure authorization

DED – Draft environmental document

E

ED – Environmental Document

EIR – Environmental Impact Report

Emerg – Emergency funded project

Env - Environmental

F

FED – Final environmental document

FY – Fiscal Year

FYTD – Fiscal year to date

N

ND – Negative Declaration

NOP – Notice of Preparation

P

PART – Partnership (local funded projects delivered by state including contributor funds on state funded projects (counts all non-STIP or non- SHOPP Funds)

PAED – Project approval and environmental document

PM – Post Mile

PSE – Plans, specifications and estimate

Q

Q1 – First Quarter

Q2 – Second Quarter

Q3 – Third Quarter

Q4 – Fourth Quarter

Qtr – Quarter

R

RTL – Ready to list

Rte – Route

R/W – Right-of-way

RWC – Right-of-way certification

S

SDWLL – Retrofit Soundwall funded project

SHOPP – State Highway Operations and Protection Program

STIP – State Transportation Improvement Program

T

TBSRA – Toll Bridge Seismic Retrofit Account

TCRF – Traffic congestion relief funds

(B) Past Years' Contracts for Delivery Award Status
Projects Not Yet Awarded

Projects initial bid.

FY CFD	D-EA	Pgm	Cty	Rte	Description	Value	Ready to List	Vote	Ad	Bid Opening	Comments
11-12	02-0E360	SHOPP	TEH	005	REBUILD N/B & S/B FACILITIES AT CORNING SRRA'S	$6,000	04/01/14	06/25/14	08/11/14	09/17/14	SRRA projects low priority. Resubmitted to OE 12/30/13. FY 15-16 funds.
12-13	11-0223U	RTIP/ SHOPP	SD	5	REPLACE BRIDGE, RECONSTRUCT INTERCHANGE, SIGNAL INTERSECTION, ADD AUX LANES AND	$74,700	3/25/13	5/7/13	8/18/14	10/19/14	Low bid 62% over EE. Time extension to award by 5/31/15 to rescope and readvertise.
						$80,700					

Projects allocated, not advertised

12-13	01-26202	STIP	MEN	101	WETLAND/RIPARIAN MITIGATION	$26,290	4/26/13	5/7/13			High bids, Time extension to award by 7/31/15 to repackage into smaller contracts.
12-13	04-23562	SHOPP	SM	101	REPLACE BRIDGE STRUCTURE AT SAN FRANCISQUIT0 CREEK	$9,320	6/14/13	10/8/13			First two bidders nonresponsive, proceeding to reject all bids. Time extension to award by 12/31/15
12-13	04-4S050	SHOPP	SCL	9	CONSTRUCT TIE-BACK WALL	$2,780	6/14/13	8/6/13			All bids rejected 2/18/14 Time extension to award until 11/30/14
						$38,390					

Projects delivered, not allocated, future funds

12-13	06-36023	STIP	TUL	99	4 LANE FREEWAY TO 6 LANE FREEWAY	$17,700	7/25/12				Shelved, Funds in FY 15-16
						$17,700					

Projects not delivered

12-13	07-3X450	SHOPP	LA	1	REPAIR FAILED DRAINAGE *DIR	$3,500					12-13 Delivery failure. Reprogrammed to FY 14-15
						$3,500					

(C) Project Approval (PA&ED) Final Environmental Document (FED) Milestone Delivery

First Quarter - 37 Planned Deliverables

D	EA	Pgm	Cty	Rte	Description	PA&ED	FED
01	0A360	SHOPP	HUM	299	CURVE IMPROVEMENT		
01	0A690	SHOPP	LAK	020	INSTALL MBGR		
01	0B350	SHOPP	HUM	036	STABILIZE ROADWAY		
01	0B390	SHOPP	HUM	096	STABILIZE ROADWAY		
02	0E360	SHOPP	TEH	005	REBUILD N/B & S/B FACILITIES AT CORNI		
02	2E800	SHOPP	SIS	005	UPGRADE FACILITY ENFORCEMENT FAC		
02	3E800	SHOPP	SHA	273	CONSTRUCT & MODIFY ADA CURB RAMP		
02	4E430	SHOPP	SHA	044	.121 PAVEMENT REHAB.		
02	4E690	SHOPP	LAS	395	REHABILITATE WATER SYSTEMS		
02	4E811		VAR		ROADSIDE SAFETY IMPROVEMENTS		
03	1A843	SHOPP	ED	089	STORM WATER QUALITY IMPROVEMENT.		
03	1A845	SHOPP	ED	089	STORM WATER QUALITY IMPROVEMENT.		
03	3F080	SHOPP	SAC	051	REHABILITATE AND RESURFACE BRIDGE		
04	0G510	STIP	MRN	000	DEVELOP AN INTERPRETATIVE INVENTO	N	N
04	1G850	SHOPP	SM	092	INSTALL OR MODIFY METAL BEAM GUAR		
04	1SS46	SHOPP	CC	680	COMPACTION GROUTING		
04	1SS47	SHOPP	CC	680	PLACE ROCK SLOPE PROTECTION, REPA		
04	4A480	SHOPP	ALA	260	REPAIR HANDRAIL AND SIDEWALK ALON		
04	4G460	SHOPP	MRN	101	UPGRADE BRIDGE RAILS		
05	0T630	SHOPP	SB	101	CURVE REALIGNMENT		
05	1A730	SHOPP	MON	101	PAVEMENT PRESERVATION (CAP M)		
05	1C300	SHOPP	MON	001	INSTALL RUMBLE STRIP		
05	1F320	SHOPP	SB	101	REPLACE OVERHEAD GUIDE SIGNS, REP		
06	0E340	SHOPP	KER	099	FREEWAY MAINTENANCE ACCESS		
07	28390	STIP	LA	210	TRANSPORTATION ENHANCEMENT		
07	28430	STIP	LA	002	TRANSPORTATION ENHANCEMENT		
08	0G841	STIP	SBD	015	INTERPRETIVE DISPLAYS ON NB & SB		
08	0J930	SHOPP	SBD	015	REHABILITATE BRIDGE		
08	0Q830	SHOPP	SBD	210	GRIND/RECONSTRUCT PCC PAVEMENT.		
08	0R740	SHOPP	RIV	371	INSTALL CENTERLINE GROUND-IN RUMB		
08	0R750	SHOPP	RIV	062	INSTALL MEDIAN BARRIER MARKERS AN		
08	1E490	SHOPP	RIV	010	REPAIR ERODED CHANNEL BED		
08	1E520	SHOPP	RIV	243	REPAIR FIRE DAMAGE		
08	1E530	SHOPP	RIV	243	REPAIR FIRE DAMAGE		
09	33500	SHOPP	MNO	395	MITIGATE MONO LAKE ROCKFALL		
10	0Q290	SHOPP	MER	165	IMPROVE CURVE RADIUS, SUPERELEVA		
10	0T780	SHOPP	STA	132	TRAFFIC SIGNAL AND WIDENING		

Second Quarter - 71 Planned Deliverables

D	EA	Pgm	Cty	Rte	Description	PA&ED	FED
01	0B080	SHOPP	DN	101	AC OVERLAY		
01	0B410	SHOPP	HUM	101	RECONSTRUCT ROADWAY & DEWATER		
01	0B460	SHOPP	HUM	299	STABILIZE ROADWAY		
01	0C350	SHOPP	LAK	029	CAPM		
01	0C460	SHOPP	HUM	299	CAPM		
01	36291	SHOPP	MEN	101	ROADWAY REHABILITATION		
01	41540	SHOPP	MEN	101	RESURFACING, RESTORATION AND REH		
01	45930	SHOPP	MEN	101	ROADWAY REHABILITATION		
01	49771	SHOPP	MEN	001	PERMANENT RESTORATION: REPAIR SLI		
02	4E900	SHOPP	TEH	032	.010 CURVE IMPROVEMENT		
02	4F410	SHOPP	SIS	096	.131 EMREGENCY PROJECT		
02	4G480	SHOPP	SHA	299	CONSTRUCT SIDEWALKS		
03	3F170	SHOPP	SAC	005	ROADSIDE PAVEMENT AND SAFE ACCES		
03	3F180	SHOPP	SAC	080	PLACE VEGETATION CONTROL AND GRA		
03	3F770	SHOPP	SUT	099	INSTALL SHOULDER AND CENTERLINE R		
04	1SS37	SHOPP	SON	121	CAST IN DRILL HOLE PILE WALL		
04	1SS52	SHOPP	SCL	280	GEOSYNTHETIC REINF EMBANKMENT		
04	23565	STIP	SM	101	RECONSTRUCT INTERCHANGE		
04	27205	SHOPP	SCL	280	REHABILITATE RAMPS		
04	2A330	SHOPP	ALA	084	IMPROVE SIGHT DISTANCE, UPGRADE SI		
04	2G520	SHOPP	ALA	580	UPGRADE TYPE W BEAM (WB) OR SINGL		
04	3G680	SHOPP	SM	101	CONSTRUCT ROADSIDE PAVEMENT, MVI		
04	3G700	SHOPP	SF	101	ROADSIDE SAFETY IMPROVEMENTS		
04	3G710	SHOPP	ALA	580	ROADSIDE SAFETY IMPROVEMENTS		
04	4A360	SHOPP	SM	000	REPLACE METAL BEAM GUARDRAIL WITI		
04	4A810	SHOPP	ALA	880	STORM WATER MITIGATION		
04	4A820	SHOPP	ALA	080	STORM WATER MITIGATION		
04	4A830	SHOPP	ALA	013	STORM WATER MITIGATION		
04	4G470	SHOPP	MRN	580	UPGRADE BRIDGE RAIL		
04	4G640	SHOPP	SM	084	REPAIR WASHOUT CONSTRUCT WALL		
04	4H221	SHOPP	ALA	580	AC RESURFACING (MAINLINE)		
04	4H222	SHOPP	ALA	580	REHABILITATE PAVEMENT / RAMPS		
04	4S190	SHOPP	SON	116	CONSTRUCT SOLDIER PILE WALL		
05	0G040	SHOPP	SLO	101	HIGHWAY REHAB		
05	0S250	SHOPP	SB	101	ROADSIDE SAFETY IMPROVEMENTS		
05	1A760	SHOPP	MON	001	PAVEMENT PRESERVATION (CAP M)		
05	1A870	SHOPP	SCR	001	RE-STRIPING AND SHOULDER WIDENING		
05	1C130	SHOPP	SLO	001	CURB RAMPS AND SIDEWALK		
05	1C310	SHOPP	SCR	001	INSTALL RUMBLE STRIPS		
05	1C860	SHOPP	SCR	001	PAVEMENT PRESERVATION		
07	28490		LA	118	WIDENING OFF-RAMP		
07	28750		VEN	118	WILDLIFE CORRIDOR STUDY		
07	28810	SHOPP	LA	60	WIDEN FREEWAY		
07	29300	SHOPP	LA	210	REHAB RAMPS AND CONNECTOR PAVEM		
07	29460	SHOPP	LA	101	ROADSIDE SAFETY IMPROVEMENTS		
07	29470	SHOPP	LA	101	SLAB REPLACEMENT/COLDPLANE AC O/I		
07	29490	SHOPP	LA	005	PREVENTIVE MAINTENANCE		
07	29500	SHOPP	LA	010	SLAB REPLACEMENT		
07	29550	SHOPP	LA	101	ROADSIDE SAFETY IMPROVEMENTS		
07	29560	SHOPP	LA	005	PVMT PRESERVATION,SLAB REPL,SHLDF		
07	29570	SHOPP	LA	605	PAV PRESERVATION,SLAB REPL/GRNDN		
07	29670	SHOPP	VEN	118	PAVEMENT REPAIR & RAMP		
07	29680	SHOPP	LA	2	RESURFACE		
07	29700	SHOPP	LA	138	COLD PLANE AND OVERLAY		
07	30230	SHOPP	LA	210	LANE REPLACEMENT		
07	30280	SHOPP	LA	138	AC OL ON ETW TO ETW		
08	0P980	SHOPP	SBD	018	SIGNALIZE INTERSECTION. ADA REQUIR		
08	0Q751	SHOPP	RIV	060	PAVEMENT REHABILITATION		
08	0R460	SHOPP	RIV	091	IMPROVE WORKER SAFETY CONDITIONS		
08	0R490	SHOPP	RIV	091	IMPROVE WORKER SAFETY CONDITIONS		
08	0R950	SHOPP	RIV	371	CONSTRUCT LEFT TURN LANE		
08	1C370		RIV	095	MILL AND OVERLAY PAVEMENT WITH DIG		
09	35690	SHOPP	MNO	108	UPGRADE BARRIER APPROACH RAIL		
10	0Q220	SHOPP	AMA	088	AC OVERLAY AND DIGOUTS		
10	0V660	SHOPP	STA	005	CAP M		
10	0W690	SHOPP	SJ	004	REPLACE JOINT SEALS, BEARING PADS &		
12	0H007	SHOPP	ORA	005	TO PROVIDE CLOSED CIRCUIT TV (CCTV)		
12	0J640	SHOPP	ORA	055	REVEGETATION OF EXPOSED SLOPES F		
12	0L720	SHOPP	ORA	074	CONSTRUCT 4-FOOT RIGHT SHOULDER,		
12	0L92U	SHOPP	ORA	005	UPGRADE PEDESTRIAN FACILITIES W/IN		
12	0N110	SHOPP	ORA	133	DEEP INJECTION GROUTING AT THREE L		

Legend

- Completed
- N — Not Needed due to Env Doc Change
- Behind Schedule
- To Be Completed
- Delay Out of Year

(C) Project Approval (PA&ED) Final Environmental Document (FED) Milestone Delivery (page 2)

Third Quarter - 62 Planned Deliverables

D	EA	Pgm	Cty	Rte	Description	PA&ED	FED
01	0A320	SHOPP	HUM	299	CURVE IMPROVEMENT		
01	0A520	SHOPP	HUM	299	CURVE IMPROVEMENT		
01	0B370	SHOPP	HUM	036	SLIDE REPAIR		
01	0B380	SHOPP	HUM	096	SLIDE REPAIR		
01	0B400	SHOPP	HUM	101	RECONSTRUCT ROADWAY & DRAINAGE		
01	0B450	SHOPP	HUM	299	REPAIR SLIDES & SLIPOUTS		
01	26201	STIP	MEN	101	RYAN CREEK FISH PASSAGE - COHO SAL		
01	26204	STIP	MEN	101	SHERWOOD ROAD GEOMETRIC UPGRAD		
01	43060	SHOPP	HUM	254	REPLACE BRIDGE RAILS AND WIDEN (FO		
02	0E090	SHOPP	SHA	5	.113 SEISMIC RETROFIT DOG CREEK BR		
02	3E730	SHOPP	SIS	005	.110 BRIDGE DECK REPLACEMENT.		
02	3E770	SHOPP	TRI	299	.121 CURB RAMPS		
03	0F370	SHOPP	GLE	005	RAISE STRUCTURE OR LOWER ROADWA		
03	2F290	SHOPP	PLA	267	PAVEMENT REHAB AND WIDEN SHOULDI		
03	2F990	HM	SAC	160	HMA OVERLAY		
03	3F040	SHOPP	SAC	005	REPLACE ALL PUMP HOUSE COMPONEN		
03	3F660	HM	SAC	160	HMA OVERLAY		
03	3F790	SHOPP	SUT	020	REPLACE SIGNAL POLES		
04	15148		ALA	880	TO INSTALL RAMP METERS & TRAFFIC O		
04	1A340	SHOPP	SCL	009	BRIDGE RAIL REPLACEMENT		
04	1G830	SHOPP	SM	280	UPGRADE TO STANDARD THE EXISTING		
04	1SS42	SHOPP	ALA	680	REPAIR SLOPE AND INSTALL ROCK SLOP		
04	23552		SM	092	INTERCHANGE IMPROVEMENT		
04	27204	SHOPP	SCL	280	REHABILITATE ROADWAY MAINLINE		
04	3G110	SHOPP	SON	116	ROCKSLOPE PROTECTION		
04	3G590	SHOPP	ALA	580	ROADWAY REHABILITATION (2R)		
04	3G650	SHOPP	SOL	680	REHABILITATE PAVEMENT		
04	4A000	SHOPP	MRN	101	BRIDGE RAIL REPLACEMENT AT THREE L		
04	4C200	HM	SCL	152	PREVENTIVE MAINTENANCE, ASPHALT C		
04	4G111	STIP	ALA	680	WIDEN RAMPS AND CONSTRUCT RAMP M		
04	4G190		ALA	580	INSTALL RAMP METERING AND TOS ELEI		
04	4G590	SHOPP	SM	280	REPAIR PIPE SYSTEM		
04	4G630	SHOPP	SM	280	REPAIR WASHOUT AND RSP		
05	0N700	STIP	SB	101	CONSTRUCT HOV LANES		
05	1C080	SHOPP	SLO	101	ROADSIDE SAFETY IMPROVEMENTS		
05	1C090	SHOPP	MON	068	ROADSIDE SAFETY IMPROVEMENTS		
05	1C100	SHOPP	SCR	001	ROADSIDE SAFETY IMPROVEMENTS		
05	1C110	SHOPP	SLO	101	ROADSIDE SAFETY IMPROVEMENTS		
05	1C240	SHOPP	SLO	001	INSTALL RUMBLE STRIP		
06	0K810	SHOPP	KER	099	SEISMIC RESTORATION		
06	0N960	SHOPP	KER	204	PLACE DECK OVERLAY, REPLACE JOINT		
06	0P980	SHOPP	FRE	168	CONSTRUCT MEDIAN BARRIER		
06	34235	STIP	FRE	180	HIGHWAY PLANTING		
07	2844U	STIP	LA	110	CONSTRUCT BICYCLE/PEDESTRIAN TRA		
07	28820	SHOPP	LA	060	STORM WATER SOURCE CONTROL		
07	28920	SHOPP	LA	710	SOURCE CONTROL		
07	29080	SHOPP	LA	001	UPGRADE PEDESTRIAN FACILITIES		
07	29450	STIP	LA	005	NATIVE PLANTING AND ENHANCEMENTS		
08	0N550	SHOPP	SBD	040	BRIDGE REPLACEMENT		
08	0Q300	SHOPP	SBD	138	CONSTRUCT TWO LANE CONVENTIONAL		
08	0Q790	SHOPP	SBD	040	BRIDGE REPLACEMENT (BR #54 0889L&R		
08	0R470	SHOPP	SBD	215	UPGRADE PEDESTRIAN FACILITIES, REM		
09	21340	STIP	INY	395	CONSTRUCT 4 LANE EXPRESSWAY		
09	35060	STIP	INY	168	CONSTRUCT SIDEWALKS		
10	0P920	SHOPP	MPA	140	CLEAR LANDSLIDE		
10	0U520	SHOPP	MER	059	INSTALL LEFT TURN CHANNELIZATION		
10	0V620	SHOPP	CAL	026	SIGNALIZATION AND CHANNELIZATION		
11	26041	SHOPP	SD	008	DRAINAGE IMPROVEMENTS		
11	28230	SHOPP	SD	005	STORM WATER DETENTION BASINS RET		
11	40640	SHOPP	SD	078	UPGRADE BRIDGE RAIL ENDTREATMENT		
11	41540	SHOPP	SD	008	ENHANCE STRIPING AND UPGRADE BRID		
12	0H890	SHOPP	ORA	055	REPAIR EXISTING ROCK BLANKET, UPGR		

Fourth Quarter - 35 Planned Deliverables

D	EA	Pgm	Cty	Rte	Description	PA&ED	FED
01	0B030	SHOPP	HUM	096	CURVE IMPROVEMENT		
01	0B270	SHOPP	DN	101	REPAIR ROADWAY FAILURES		
01	0B300	SHOPP	DN	101	STABILIZE ROADWAY		
01	0B340	SHOPP	HUM	036	RECONSTRUCT ROADWAY & DRAINAGE		
01	0B470	SHOPP	MEN	001	REPAIR SLIPOUT		
01	46392	SHOPP	HUM	000	RECONSTRUCT GUARD RAILING		
01	49370	SHOPP	HUM	096	SHOULDER WIDENING/LIGHT GUARD CR		
02	4E890	SHOPP	SHA	299	.010 MCCANDLESS GULCH CURVE IMPR		
02	4F610	SHOPP	VAR	005	.119 BRIDGE DECK REHAB		
03	1F400		PLA	080	WIDENING EASTBOUND ROADWAY		
03	1F990	SHOPP	BUT	032	ADA COMPLIANCE CURB RAMPS, SIGNAL		
03	3F650	SHOPP	NEV	089	PAVEMENT OVERLAY		
04	0G720	SHOPP	SCL	152	UPGRADE INTERSECTION AND INSTALL S		
04	1SS03	SHOPP	ALA	580	CONSTRUCT SOLDIER PILE WALL		
04	1SS41	SHOPP	ALA	013	INSTALL SHOULDER BEAM TIE-BACK RET		
04	2G440	SHOPP	CC	080	UPGRADE TYPE W BEAM OR SINGLE THR		
04	2G450	SHOPP	CC	680	UPGRADE TO TYPE W BEAM (WB) OR GL		
04	2G830	SHOPP	ALA	013	REPAIR SLOPE SLIDE WITH SOLDIER BE		
04	2G850	SHOPP	ALA	580	CONSTRUCT RETAINING WALL		
04	2G890	SHOPP	MRN	001	CONSTRUCT SOLDIER PILE WALL WITH T		
04	2G940	SHOPP	NAP	128	CONSTRUCT ROADWAY RETAINING SYS		
04	3G640	SHOPP	NAP	029	SCOUR REPLACE BRIDGE		
04	3S900	SHOPP	MRN	001	CONSTRUCT TIE-BACK WALL		
04	4G450	SHOPP	SOL	780	REPLACE BRIDGE		
04	4S660	SHOPP	MRN	001	PERMANENT RESTORATION & TO REPLA		
06	0L340	SHOPP	FRE	168	INTERSECTION IMPROVEMENT		
06	0Q580		KER	005	WIRE THEFT RESTORATION		
07	29770	SHOPP	LA	110	INSTALL SAFETY LIGHTING		
07	29850	SHOPP	LA	405	RECONFIGURE RAMPS		
08	0R510	SHOPP	SBD	015	INSTALL VEGETATION CONTROL UNDER		
08	34770	STIP	SBD	58	CONSTRUCT 4-LANE EXPWY ON NEW AL		
09	34090	SHOPP	MNO	395	REHAB/REPLACE CULVERTS		
10	0P800	SHOPP	MER	140	BRIDGE SCOUR MITIGATION		
10	0W140	SHOPP	MER	152	CONSTRUCT MEDIAN BARRIER		
10	0X320	SHOPP	MER	165	INSTALL RUMBLE STRIPS		

Legend

- Completed
- N — Not Needed due to Env Doc Change
- Behind Schedule
- To Be Completed
- Delay Out of Year

(C) Draft Environmental Document (DED) Milestone Delivery

First Quarter - 4 Planned Deliverables

D	EA	Pgm	Cty	Rte	Description	DED
04	15148		ALA	880	TO INSTALL RAMP METERS & TRAFFIC O	N
04	23565	STIP	SM	101	RECONSTRUCT INTERCHANGE	
06	0P590	SHOPP	TUL	190	CONSTRUCT ROUNDABOUT	
09	35060	STIP	INY	168	CONSTRUCT SIDEWALKS	

Second Quarter - 24 Planned Deliverables

D	EA	Pgm	Cty	Rte	Description	DED
01	0A320	SHOPP	HUM	299	CURVE IMPROVEMENT	N
01	0A520	SHOPP	HUM	299	CURVE IMPROVEMENT	N
01	0B400	SHOPP	HUM	101	RECONSTRUCT ROADWAY & DRAINAGE	N
01	26201	STIP	MEN	101	RYAN CREEK FISH PASSAGE - COHO SAI	
01	26204	STIP	MEN	101	SHERWOOD ROAD GEOMETRIC UPGRAD	
01	43060	SHOPP	HUM	254	REPLACE BRIDGE RAILS AND WIDEN (FO	
01	49771	SHOPP	MEN	001	PERMANENT RESTORATION: REPAIR SLI	
03	1F400		PLA	080	WIDENING EASTBOUND ROADWAY	
04	17244	SHOPP	ALA	084	ENVIRONMENTAL MITIGATION	
04	1SS03	SHOPP	ALA	580	CONSTRUCT SOLDIER PILE WALL	
04	23552		SM	092	INTERCHANGE IMPROVEMENT	
04	2G890	SHOPP	MRN	001	CONSTRUCT SOLDIER PILE WALL WITH T	N
04	2G940	SHOPP	NAP	128	CONSTRUCT ROADWAY RETAINING SYS	
04	3G590	SHOPP	ALA	580	ROADWAY REHABILITATION (2R)	
04	3S900	SHOPP	MRN	001	CONSTRUCT TIE-BACK WALL	
04	4G111	STIP	ALA	680	WIDEN RAMPS AND CONSTRUCT RAMP M	
04	4G190		ALA	580	INSTALL RAMP METERING AND TOS ELE	
04	4G590	SHOPP	SM	280	REPAIR PIPE SYSTEM	
06	0K460	SHOPP	KER	099	BRIDGE REPLACEMENT	
06	0K810	SHOPP	KER	099	SEISMIC RESTORATION	
06	0L340	SHOPP	FRE	168	INTERSECTION IMPROVEMENT	
06	0N990	SHOPP	FRE	041	BRIDGE SEISMIC RETROFIT	
09	34090	SHOPP	MNO	395	REHAB/REPLACE CULVERTS	
09	35690	SHOPP	MNO	108	UPGRADE BARRIER APPROACH RAIL	N

Third Quarter - 20 Planned Deliverables

D	EA	Pgm	Cty	Rte	Description	DED
01	0B030	SHOPP	HUM	096	CURVE IMPROVEMENT	N
01	0B470	SHOPP	MEN	001	REPAIR SLIPOUT	N
03	3F360		SAC	050	BUS/CARPOOL LANE ADDITIONS	
04	16030	SHOPP	ALA	084	REPLACE BRIDGE	
04	1A903	SHOPP	SF	001	CONSTRUCT DRAINAGE	N
04	1SS42	SHOPP	ALA	680	REPAIR SLOPE AND INSTALL ROCK SLOP	N
04	28120	STIP	NAP	029	INTERSECTION IMPROVEMENTS	
04	2G830	SHOPP	ALA	013	REPAIR SLOPE SLIDE WITH SOLDIER BE	N
04	3G640	SHOPP	NAP	029	SCOUR REPLACE BRIDGE	
05	0A050	SHOPP	SB	001	CONSTRUCT SOIL NAIL/TIEBACK RETAIN	
05	0Q600	SHOPP	SCR	017	STORM WATER MITIGATION	
05	0T990	SHOPP	MON	101	TREE AND MBGR REMOVAL	
06	0H200	SHOPP	TUL	201	BRIDGE RAIL REPLACMENT	
06	0M370	SHOPP	KIN	043	CONSTRUCT ROUNDABOUT	
06	0N180	SHOPP	KIN	198	INSTALL MEDIAN BARRIER	N
06	46380		FRE	180	ADD PASSING LANES	
08	0N69U	SHOPP	RIV	060	CONSTRUCT A TRUCK CLIMBING LANE E	
10	0P800	SHOPP	MER	140	BRIDGE SCOUR MITIGATION	N
10	0W140	SHOPP	MER	152	CONSTRUCT MEDIAN BARRIER	
11	40570	SHOPP	SD	076	INTERSECTION IMPROVEMENT AT SR-76	

Fourth Quarter - 9 Planned Deliverables

D	EA	Pgm	Cty	Rte	Description	DED
01	0A490	SHOPP	HUM	299	CURVE IMPROVEMENT	
01	0B360	SHOPP	HUM	036	RECONSTRUCT ROADWAY & DRAINAGE	
01	0B420	SHOPP	HUM	101	CONSTRUCT BUTTRESSES & DEWATER	
01	0B430	SHOPP	HUM	101	BIG LAGOON SLIPOUT REPAIR	
01	0C241	SHOPP	DN	101	CONSTRUCT SOLDIER TIE BACK WALL &	N
01	49370	SHOPP	HUM	096	SHOULDER WIDENING/LIGHT GUARD CR	N
04	0A020	SHOPP	SON	001	REALIGN ROADWAY	
04	1SS41	SHOPP	ALA	013	INSTALL SHOULDER BEAM TIE-BACK RET	
04	3G620	SHOPP	SF	101	BRIDGE REHABILITATION	

	Completed
N	Not Needed due to Env Doc Change
	Behind Schedule
	To Be Completed
	Delay Out of Year

(D) FY 13-14 Status of Major Projects with Right of Way Capital

D	EA	PPNO	Cty	Rte	Description	RW Cert Date	RW Capital All Funds	RW Capital STIP/ SHOPP	Doc Year	Total RW Capital Estimate	2013 FY Alloc Plan	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr
01	262020	0125X	MEN	101	WETLAND/RIPARIAN MITIGATION	2/12/2013	21,530	21,530	2012	$ 26,355	$ 4,944,000	2,436	(2,436)	0	0
01	3986U1		LAK	053	WIDEN ROADWAY WITH HMA OVER AB	5/25/2010	1,086	1,086	2008	$ 1,031	$ 1,021,000	0	10,134	0	0
02	360700	3017	SHA	299	ROADWAY REHABILITATION	5/1/2013	3,092	3,092	2012	$ 1,800	$ 1,166,000	388,371	13,226	19,751	814,711
03	3C3800	3258	ED	050	STORM WATER MITIGATION	3/15/2014	3,000	3,000	2012	$ 2,351	$ 1,755,000	25,721	12,100	40,573	65,500
04	1637E1	0619E	SF	101	SOUTH ACCESS TO GOLDEN GATE BRIDGE DOYLE DR REPLACEMENT PROJECT-ALL	7/21/2010	32,300	32,300	2010	$ 85,990	$ 3,364,000	0	0	0	5,333
04	1A2901	0756G	SON	012	REPLACE BRIDGE FOR SCOUR	1/21/2013	2,271	2,271	2012	$ 2,500	$ 2,260,000	182,500	0	54,150	2,400
04	259410	0378C	NAP	029	REHABILITATE ROADWAY	6/1/2014	3,283	3,283	2012	$ 3,765	$ 1,935,000	190,850	3,400	76,020	1,481,000
04	264071	0360J	MRN	101	CONSTRUCT INTERCHANGE ON RTE 101 AT SAN ANTONIO RD;INCLUDING FRONTAGE	4/26/2012	34,216	17,904	2012	$ 36,994	$ 3,408,000	1,172,904	88	41,983	13,216
04	264081		SON	101	CONSTRUCT INTERCHANGE ON RTE 101 AT PETALUMA BLVD;INCLUDING FRONTAGE	5/11/2012	0		0	$ -	$ 1,660,000	200,302	325,363	0	27,600
04	264091	0360G	MRN	101	REALIGN ROUTE 101 AT SAN ANTONIO CURVE	11/1/2013	5,202	5,202	2012	$ 15,189	$ 3,561,000	79,212	317,409	2,550,917	72,257
04	4A0900	0382D	NAP	029	REPLACEMENT OF TROUTDAL CREEK BRIDGE ON A NEW ALLIGNMENT	5/1/2014	1,630	1,630	2012	$ 2,300	$ 1,630,000	4,483	1,434	1,200	37,750
05	33078	0226H	SLO	46	CONVERT TO 4-LANE EXPRESSWAY	5/1/2015	11,000	11,000	2010	$ 1,000	$ 1,000,000	45,890	(25,000)	539	614
05	49280	4928	SLO	1	REALIGN ROADWAY	10/3/2013	14,170	14,170	2004	$ 6,000	$ 6,000,000	33,400	259,100	225,555	1,086,245
05	315801	0058E	MON	101	CONSTRUCT NEW INTERCHANGE AT SAN JUAN ROAD	3/30/2012	20,000	9,550	2012	$ 16,360	$ 2,000,000	0	0	5,000	0
05	344901	0297	SBT	156	WIDEN 2 TO 4 LANES	1/16/2015	14,636	14,636	2012	$ 21,807	$ 4,599,000	93,671	17,240	198,275	2,640,805
05	4482U1	0482	SB	101	RECONSTRUCT INTERCHANGES (2) AND REPLACE CARPINTERIA CR BR	7/15/2014	9,388	5,394	2012	$ 5,806	$ 4,043,000	3,000,916	38,350	2,506,364	15,000
06	0H6301	6468	TUL	198	ADA COMPLIANCE UPGRADES	5/1/2014	606	606	2012	$ 1,386	$ 1,386,000	0	80,000	0	35,500
06	434011	8650A	TUL	065	WIDEN 2 LANE CONVENTIONAL HIGHWAY TO 4 LANE EXPRESSWAY	5/1/2015	5,730	5,730	2012	$ 7,386	$ 2,007,000	40,550	5,000	0	149,400
06	457111	8042A	KER	014	CONVERT EXISTING 2-LANE TO 4-LANE EXPRESSWAY	1/2/2015	9,500	9,500	2012	$ 9,500	$ 3,049,000	0	0	2,250	36,040
06	471501	6423	TUL	099	RECONSTRUCT INTERCHANGE	2/1/2016	16,000	6,000	2012	$ 11,759	$ 1,566,000	0	0	0	0
07	1170U1	0309N	LA	010	CONSTRUCT HOV LANES & SOUNDWALLS *COMB WITH 117081 & 111721	5/30/2013	25,594	25,594	2012	$ 26,375	$ 6,000,000	2,332,624	0	340,250	1,529,586
07	1193U1	0310B	LA	010	CONSTRUCT HOV LANE IN EA DIRECTION *COMB 28900 + 11934 INTO 1193U	4/7/2014	8,000	8,000	2012	$ 6,500	$ 1,000,000	30,047	2,800,589	127,869	528,147
07	127271	0694Q	LA	138	WIDEN CONVENTIONAL HIGHWAY (SEG 12) *SPLIT=1272U1	6/2/2011	6,606	6,606	2010	$ 6,595	$ 1,139,000	14,644	10,600	130	(6,628)
07	202111	4137	LA	710	LONG LIFE PAVEMENT & WIDEN BRIDGES	5/11/2011	3,000	3,000	2010	$ 2,270	$ 1,500,000	2,200	(2,200)	0	0
07	202121	4137A	LA	710	LONG LIFE PAVEMENT & WIDEN BRIDGES	4/3/2014	34,900	34,900	2012	$ 23,297	$ 6,000,000	2,145	0	35,016,412	(1,388,950)
07	215921	2808	LA	005	ROADWAY WIDENING (SEG 2) *POR=2159A1	3/14/2014	249,994	89,757	2012	$400,434	$ 19,627,000	2,101,812	5,946,469	2,828,432	4,776,608
07	215941	4155	LA	005	ROADWAY WIDENING (SEG 4) *POR=2159A1	3/9/2012	181,154	85,404	2012	$239,388	$ 10,178,000	1,480,148	87,230	117,250	547,513
07	215951	4156	LA	005	ROADWAY WIDENING & STRIPING (SEG 5) *POR=2159A1	6/14/2013	36,452	36,452	2012	$ 84,095	$ 13,171,000	4,049,536	113,670	106,336	1,422,149
07	4L2211	3732A	LA	001	ROADWAY STABILIZATION	6/5/2012	2,650	2,650	2010	$ 2,000	$ 1,700,000	81,863	16,639	1,688	88,762

(D) FY 13-14 Status of Major Projects with Right of Way Capital

D	EA	PPNO	Cty	Rte	Description	RW Cert Date	RW Capital All Funds	RW Capital STIP/ SHOPP	Doc Year	Total RW Capital Estimate	2013 FY Alloc Plan	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr
07	4Y7001	4386	LA	405	FULL REMOVAL & PAINT STEEL GIRDERS	9/11/2014	1,052	1,052	2012	$ 2,152	$ 2,151,000	545	0	0	1,016
07	4Y8501	4383	LA	103	SPOT PROP AND PAINT	2/3/2014	1,749	1,749	2012	$ 1,476	$ 1,317,000	0	400	0	0
08	043511	0217F	SBD	58	REALIGN & WIDEN 2 TO 4 LANE EXPWY	4/15/2014	38,536	38,536	2012	$ 58,799	$ 9,597,000	226,092	7,712,991	1,037,090	5,558,124
08	0C1211	0259K	SBD	395	WIDEN MEDIAN & SHOULDER, INSTALL MEDIAN & SHOULDER RUMBLE STRIPS &	6/29/2011	4,908	4,908	2010	$ 4,908	$ 1,129,000	813	4,050	2,782	3,024
08	0G9001	0253F	SBD	247	CONSTRUCT STANDARD PAVED SHOULDER	6/10/2014	4,847	4,847	2012	$ 4,426	$ 2,211,000	28,611	1,650	22,500	236,060
08	3401U1	0239D	SBD	138	WIDEN TO 4 LNS FR BEEKLEY RD TO JCT 15, ADD 1 LN EB FR PHELAN RD TO	12/5/2013	3,569	3,569	2012	$ 9,944	$ 3,302,000	195,947	5,416,027	42,806	5,275
08	355560	0174L	SBD	015	ADD N/B MIXED FLOW LANE W/AUX LANE. RECON "D" & "E" ST ICS & STODDARD	1/3/2014	13,826	13,826	2012	$ 32,094	$ 5,799,000	741,948	122,452	198,569	1,897,401
11	167881	0021F	IMP	078	CONSTRUCT FOUR-LANE EXPRESSWAY AND INTERCHANGE - (STAGE 2)	5/24/2007	14,259	12,526	2010	$ 24,438	$ 1,493,000	8,355	10,302	30,919	135,623
11	167891		IMP	078	CONSTRUCT FOUR LANE EXPRESSWAY	4/1/2010	26,375	13,371	2010	$ 18,529	$ 1,609,000	800,000	100	0	0
12	0E3101	4102	ORA	074	RECONSTRUCT IC AT SR-74	4/19/2012	28,753	28,753	2012	$ 28,753	$ 4,500,000	3,123,196	1,634,374	331,169	1,382,805
12	0H2081	3577A	ORA	055	FLATTEN THE SLOPE ABOVE THE MAINTENANCE ACCESS ROAD	5/16/2012	3,166	3,166	2012	$ 2,500	$ 1,001,000	0	14,340	2,489	0
											$ 146,778,000	20,681,732	24,945,092	45,929,268	23,199,886

(5) CONSTRUCTION
CONTRACT ADMINISTRATION
Q4 Fiscal Year 2013/14 ($ in Millions)

Construction Contracts - Quarterly Status Report[a]	Q4 12/13		Q1 13/14		Q2 13/14		Q3 13/14		Q4 13/14	
	Number	Value	Number	Value	Number	Value	Number	Value	Number	Value
1. Ongoing Contracts @ Beginning of Quarter	653	$ 12,346	735	$ 12,155	730	$ 11,535	630	$ 11,373	608	$ 11,210
2. New Contracts this Quarter	176	$ 397	80	$ 267	84	$ 596	58	$ 331	166	$ 650
3. Accepted Contracts this Quarter	94	$ 588	85	$ 887	184	$ 758	80	$ 494	90	$ 900
Ongoing Contracts @ End of Quarter (1+2-3)	735	$ 12,155	730	$ 11,535	630	$ 11,373	608	$ 11,210	684	$ 10,960
4. Accepted Contracts @ Beginning of Quarter	1,430	$ 7,451	1,439	$ 7,426	1,434	$ 7,928	1,499	$ 8,362	1,465	$ 8,250
5. Accepted Contracts this Quarter	94	588	85	887	184	758	80	494	93	900
6. Contracts Closed this Quarter	79	483	83	281	117	320	108	582	96	610
7. New Contracts in Arbitration this Quarter	6	130	7	104	2	4	6	24	4	180
Accepted Contracts @ End of Quarter (4+5-6-7)[b]	1,439	$ 7,426	1,434	$ 7,928	1,499	$ 8,362	1,465	$ 8,250	1,458	$ 8,360
Accepted Contracts with claims only @ End of Quarter[c]	65	$778	71	$995	68	$941	67	$905	39	$600
8. Contracts in Arbitration @ Beginning of Quarter[d]	22	$ 260	25	$ 263	24	$ 296	22	$ 223	22	$ 124
9. New Contracts in Arbitration this Quarter	6	130	7	104	2	4	6	24	4	180
10. Contracts with Arbitration Settlements/Awards this Quarter	3	127	8	71	4	77	6	123	8	67
Contracts in Arbitration @ End of Quarter (8+9-10)	25	$ 263	24	$ 296	22	$ 223	22	$ 124	18	$ 237

a Quarterly figures updated to reflect revised or new data at the end of the current quarter.

b Accepted contracts with close-out activities in progress. Contracts in arbitration are not included.

c Beginning Quarter 1 of FY 2010/2011, quarterly figures exclude contracts that have a final estimate (FE), a district director determination (DDD), or district expenditures done (DED).

d A contractor may file for arbitration 240 days after project acceptance, or within 90 days after final determinations on claims have been made. Contractors must file within 90 days after the Department makes a final determination on claims or lose opportunity for arbitration. (Contractors have 180 days to file on contracts that were approved prior to January 1, 1999.)

Total dollar amount of claims at end of current quarter = $56.35M
Total dollar amount filed for in arbitration at end of current quarter = $39M

(E) COMPLETED STIP PROJECTS (CCA Milestone) COST INFORMATION

FY 2013-14 Completed STIP Projects, (STATE Funds Only Support, Right of Way, State & Local Funds for Construction Capital)

																							Total Overall Project
				Project Development PJD ($1,000's)					Right of Way Component ($1,000's)					Construction Component ($1,000's)									
				PAED		PSE			RW Support		RW Capital			CON Support		SB1102		CON Capital					
D	CTY	RT	Description	Budget	Cost	Budget	Cost		Budget	Cost	Budget	Cost		Budget	Cost	PROJ?		Budget	Cost				
Quarter 1 Projects (7 Projects)																							
2	SHA	5	Widen Bridges	$ 1,195	$ 933	$ 510	$ 842	◆	$ 50	$ 30	$ -	0	☑	$ 2,250	$ 1,827	☑	N	$ 19,463	$ 18,605	☑	☑		
3	SAC	99	Realign Ramps	$ -	$ -	$ -	$ -		$ -	$ -	$ -	0		$ 750	$ 741	☑	N	$ 5,506	$ 5,099	☑	☑		
6	KIN	198	2-Ln Conventional ti 4 Ln Ex	$ 1,549	$ 1,982	$ 5,758	$ 6,168	◆	$ 3,137	$ 4,293	$ 22,300	22,651	◆	$ 9,514	$ 8,434	☑	N	$ 51,764	$ 51,753	☑	◆		
6	KER	46	Widen to 4 Lns	$ 438	$ 438	$ 3,502	$ 3,967	◆	$ 1,055	$ 1,733	$ 10,603	$ 9,530	☑	$ 9,900	$ 4,092	☑	N	$ 49,995	$ 45,511	☑	☑		
8	SBD	215	Construct Bridges	$ -	$ 114	$ -	$ 491	☒	$ 2,585	$ 1,743	$ 9,666	7,310	☑	$ 20,216	$ 12,864	☑	N	$ 76,879	$ 71,417	☑	☑		
10	SJ	205	Additl Lanes and Ret Walls	$ -	$ -	$ -	$ -		$ -	$ -	$ -	0		$ 2,900	$ 1,282	☑	N	$ 11,860	$ 11,104	☑	☑		
11	SD	15	Managed Lanes North	$ -	$ -	$ 3,749	$ 1,250	☑	$ 150	$ 38	$ 500	175	☑	$ 15,955	$ 14,908	☑	N	$ 51,692	$ 51,698	☑	☑		
Quarter 2 Projects (12 Projects)																							
01	DN	101	Yurok Tribe Transp Corr	$ 100	$ 87	$ 80	$ 135	☒	$ 5	$ 2	$ -	0	☑	$ 75	$ 97	☒	N	$ 257	$ 255	☑	☑		
02	SHA	005	Castella Vista Point	$ 57	$ 58	$ 184	$ 182	☑	$ 6	$ -	$ -	$ -	☑	$ 85	$ 127	☒	N	$ 379	$ 379	☑	☑		
02	TEH	099	Los Molinos, segment 2.	$ 47	$ -	$ 276	$ 45	☑	$ 162	$ 61	$ 206	$ -	☑	$ 540	$ 263	☑	N	$ 3,039	$ 2,804	☑	☑		
03	ED	050	Tree Planting	$ 20	$ 52	$ 31	$ 9	◆	$ 10	$ 1	$ -	$ -	☑	$ 100	$ 103	◆	N	$ 549	$ 318	☑	☑		
03	PLA	080	Pla-80 HOV Phase 3	$ -	$ -	$ 3,500	$ 2,610	☑	$ 200	$ 38	$ 400	$ 20	☑	$ 5,300	$ 2,164	☑	N	$ 39,974	$ 25,245	☑	☑		
03	SAC	050	Highway 50 Bus & Aux lanes	$ 5,008	$ 4,659	$ 6,688	$ 8,249	◆	$ 1,311	$ 1,391	$ 1,000	$ 478	☑	$ 14,000	$ 12,039	☑	N	$ 70,698	$ 68,106	☑	☑		
04	SON	101	US 101 HOV Lanes - Wilfred	$ 5,018	$ 4,994	$ 8,104	$ 6,830	☑	$ 1,350	$ 1,220	$ 7,230	$ 4,428	☑	$ 6,600	$ 7,477	◆	N	$ 51,065	$ 46,012	☑	☑		
04	SM	101	US SM 101 Aux Ln fr Univers	$ 2,800	$ 2,761	$ 6,056	$ 5,644	☑	$ 316	$ 244	Local	Local	☑	$ 8,259	$ 2,794	☑	N	$ 22,304	$ 15,973	☑	☑		
04	ALA	680	FPI Ala 680	$ 1,400	$ -	$ 700	$ 33	☑	$ -	$ -	$ 20	0	☑	$ 1,000	$ 997	☑	N	$ 5,673	$ 4,628	☑	☑		
07	LA	138	Rte 138 Widening	$ 462	$ 462	$ 4,200	$ 4,120	☑	$ 2,399	$ 2,041	$ 1,508	3,140	☒	$ 2,400	$ 1,395	☑	N	$ 7,040	$ 6,598	☑	☑		
12	ORA	005	CONST SDWLLS & WIDEN BF	Local	Local	Local	Local		$ 86	$ 4	$ 25	$ 4	☑	$ 688	$ 859	☒	N	$ 3,550	$ 3,066	◆	◆		
12	ORA	005	Jamboree SB Off Aux Ln	$ 424	$ 424	$ 1,150	$ 1,049	☑	$ 16	$ 19	$ 16	5	☑	$ 959	940	☑	N	$ 3,967	$ 3,123	☑	☑		
Quarter 3 Projects (10 Projects)																							
1	Men	1	Pacific Coast Bike Route Ph	$ 152	$ 152	$ 75	$ 100	◆	$ 10	$ 4	$ 5	3	☑	$ 150	$ 79	☑	N	$ 600	$ 541	☑	☑		
2	Sis	97	Carrick Two Way Left Turn L	$ 107	$ 126	$ 118	$ 164	☒	$ 14	$ 29	$ 4	25	☒	$ 151	$ 112	☑	N	$ 743	$ 624	☑	☑		
2	Sis	3	Juniper Drive Left Turn Lane	$ 107	$ 101	$ 118	$ 186	☒	$ 14	$ 17	$ 5	3	◆	$ 151	$ 150	☑	N	$ 754	$ 754	☑	◆		
2	Tri	3	Hayfork II TE Project	$ 139	$ 139	$ 168	$ 205	◆	$ 13	$ 14	$ 3	3	◆	$ 120	$ 136	◆	N	$ 755	$ 575	☑	☑		
3	But	70	SR 70 Passing Lanes	$ 216	$ 216	$ 1,950	$ 2,132	◆	$ 834	$ 1,056	$ 2,600	1,345	☑	$ 1,800	$ 1,553	☑	N	$ 12,000	$ 7,873	☑	☑		
3	PLA	65	Lincoln Bypass	$ 5,600	$ 3,915	$ 13,400	$ 14,406	☑	$ 3,000	$ 3,442	$ 83,750	75,604	☑	$ 22,000	$ 23,400	◆	N	$ 164,453	$ 160,697	☑	☑		
4	Son	101	Central B Son Hwy 101 HOV	Local	Local	Local	Local		Local	Local	Local	Local		$ 3,000	$ 2,781	☑	N	$ 13,312	$ 11,999	☑	☑		
6	Fre	41	Tree Planting	$ 47	$ 57	$ 254	$ 238	☑	$ -	$ -	$ -	0		$ 278	$ 324	◆	N	$ 1,166	$ 578	☑	☑		
6	Fre	99	RTE 99 Replacement Plantin	$ 44	$ 47	$ 300	$ 309	◆	$ -	$ -	$ -	0		$ 325	$ 425	☒	N	$ 1,061	$ 578	☑	☑		
10	Sta	99	Tree Planting	$ 57	$ 56	$ 261	$ 270	◆	$ 1	$ -	$ -	0	☑	$ 200	$ 290	☒	N	$ 966	$ 505	☑	☑		
Quarter 4 Projects (13 Projects)																							
2	Teh	5	Native Planting	$ 80	$ 102	$ 300	$ 220	☑	$ 8	$ 2	$ -	0	☑	$ 300	$ 306	◆	N	$ 1,400	$ 1,049	☑	☑		
3	ED	89	Tree Planting	$ 20	$ 52	$ 52	$ 1	☑	$ 10	$ 3	$ -	0	☑	$ 100	$ 85	☑	N	$ 500	$ 310	☑	☑		
3	Sie	89	Wildlife Crossing	$ 80	$ 37	$ 170	$ 260	◆	$ 10	$ -	$ -	0	☑	$ 130	$ 102	☑	Y	$ 450	$ 433	☑	☑		
4	CC	4	SR-4 E Widening #1	Local	Local	Local	Local		Local	Local	Local	Local		$ 5,900	$ 4,867	☑	N	$ 45,183	$ 44,259	☑	☑		
4	SM	101	US 101 Auxiliary Lanes	$ 1,300	$ 1,296	$ 2,788	$ 3,346	◆	$ 82	$ 82	$ 1,800	0	☑	$ 3,802	$ 1,228	☑	N	$ 7,955	$ 6,512	☑	☑		
5	SB	101	Union Valley Pkwy IC	$ 2,486	$ 2,561	$ 2,446	$ 2,640	◆	$ 340	$ 460	$ 1,212	1,192	◆	$ 1,900	$ 1,626	☑	N	$ 9,584	$ 8,873	☑	☑		
5	SCr	1	Rte 1 Landscaping	$ -	$ -	$ 325	$ 322	☑	$ -	$ -	$ -	0		$ 528	$ 532	◆	N	$ 944	$ 818	☑	☑		
6	Tul	99	Bridge Enhancement	$ 208	$ 209	$ 203	$ 241	☑	$ 1	$ -	$ -	0	☑	$ 100	$ 113	◆	Y	$ 482	$ 262	☑	☑		
10	SJ	12	Operational Impvmts	$ 2,400	$ 2,265	$ 1,852	$ 1,876	☑	$ 643	$ 740	$ 1,500	1,300	☑	$ 2,618	$ 3,131	◆	N	$ 11,500	$ 11,382	☑	◆		
10	Mer	99	IC Landscaping	$ -	$ 95	$ 500	$ 440	◆	$ -	$ -	$ -	0		$ 850	$ 441	☑	N	$ 2,886	$ 1,045	☑	☑		
11	SD	905	State Route 905	$ -	$ -	$ 499	$ 499	☑	$ -	$ -	$ -	0		$ 14,012	$ 14,108	◆	N	$ 68,442	$ 64,631	☑	☑		
11	SD	805	I-805 Managed Lanes	$ 7,754	$ 3,933	$ 4,000	$ 2,078	☑	$ -	$ -	$ -	0		$ 5,392	$ 3,849	☑	N	$ 19,355	$ 18,305	☑	☑		
12	ORA	91	Widen Rte 91	$ 4,649	$ 4,114	$ 8,825	$ 7,989	☑	$ 150	$ 208	$ 1,000	19	☑	$ 8,633	9,921	◆	N	$ 54,253	$ 54,043	☑	☑		
Total All Projects (42 Projects)				$ 43,964	$ 36,437	$ 83,092	$ 79,546	☑	$ 17,968	$ 18,915	$ 145,353	$ 127,235	☑	$ 173,931	$ 142,962	☑		$ 894,398	$ 828,340	☑	☑		

☒ **Costs > 120%** ◆ **Costs 100 - 120%** ☑ **Costs < 100%**

(E) COMPLETED SHOPP PROJECTS (CCA Milestone) COST INFORMATION

FY 2013-14 Completed SHOPP Projects

																						Total Overall Project
				Project Development PJD					Right of Way Component					Construction Component								
				PAED		PSE			RW Support		RW Capital			CON Support				CON Capital				
D	CTY	RT	Description	Budget	Cost	Budget	Cost		Budget	Cost	Budget	Cost		Budget	Cost			Budget	Cost			
				☒ Costs > 120%					◆ Costs 100 - 120%					☑ Costs < 100%								
Total Q1 Projects (48 Projects)				$ 12,607	$ 13,068	$ 45,611	$ 39,034	☑	$ 3,054	$ 2,342	$ 9,218	$ 4,698	☑	$ 61,893	$ 47,821	☑		$ 359,927	$ 262,327	☑	☑	
Total Q2 Projects (53 Projects)				$ 6,485	$ 6,053	$ 26,540	$ 23,655	☑	$ 3,280	$ 1,791	$ 4,274	$ 1,402	☑	$ 44,142	$ 32,598	☑		$ 253,524	$ 209,797	☑	☑	
Total Q3 Projects (37 Projects)				$ 8,854	$ 9,340	$ 80,152	$ 65,433	☑	$ 5,532	$ 4,154	$ 17,634	$ 8,368	☑	$ 111,437	$ 105,236	☑		$ 752,374	$ 612,772	☑	☑	
Total Q4 Projects (70 Projects)				$ 18,092	$ 14,679	$ 39,555	$ 35,910	☑	$ 5,514	$ 2,935	$ 6,362	$ 5,541	☑	$ 51,757	$ 44,606	☑		$ 313,546	$ 243,303	☑	☑	
Total All Projects (208 Projects)				$ 46,038	$ 43,140	$ 191,858	$ 164,032	☑	$ 17,380	$ 11,222	$ 37,488	$ 20,009	☑	$ 269,229	$ 230,261	☑		$ 1,679,371	$ 1,328,199	☑	☑	
				☒ Costs > 120%					◆ Costs 100 - 120%					☑ Costs < 100%								

Support to Capital Table: The table to the right is being provided as recommended by the Bureau of State Audits in 2011 audit.

	# Projects	S/C Ratio	Goal
Capital Cost $1-5 Million	85	62.4	< 60
Capital Cost $5-10 Million	20	49.7	< 45
Capital Cost $10-15 Million	15	45.2	< 35
Capital Cost $15-25 Million	15	38.5	< 32
Capital Cost $25-140 Million	21	23.8	< 30

Tab 22

4.15

COST ESTIMATE PERFORMANCE

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

Tab 23

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2014

Reference No.: 2.5e.(1)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rachel Falsetti, Chief
Division of
Transportation Programming

Subject: **ALLOCATION FOR SUPPLEMENTAL FUNDS FOR PREVIOUSLY VOTED PROJECT RESOLUTION FA-14-09**

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) allocate an additional $620,000 for one State Highway Operation and Protection Program (SHOPP) project identified below.

ISSUE:

Additional funds are needed for one previously approved project in order to close-out the construction contract.

RESOLUTION:

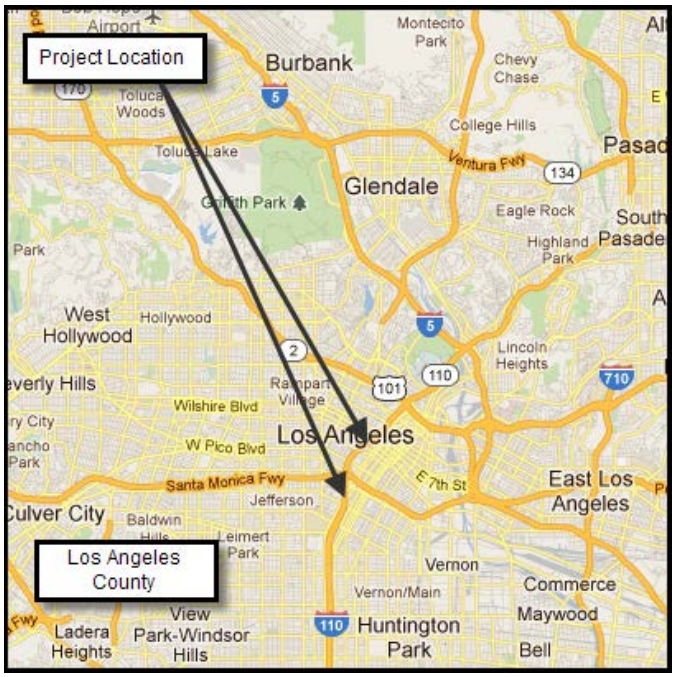
Resolved, that $620,000 be allocated from the Budget Act of 2014, Budget Act Items 2660-302-0042 and 2660-302-0890 to provide additional funds to allow the following project to be closed-out.

Project	Dist-Co-Rte	Original Allocated Amount	Current Allocation	Allocation Adjustment	Revised Allocation	% Increase Above Current Allocation
1	07-LA-110	$29,000,000	$25,430,000	$620,000	$26,050,000	2.4%

Project # Allocation Amount Recipient County Dist-Co-Rte Postmile	Location Project Description Reason for Supplemental Funds	PPNO Program Funding Year Item # Fund Type Program Codes Project ID Adv Phase EA	State Federal Current Amount by Fund Type	State Federal Additional Amount by Fund Type	State Federal Revised Amount by Fund Type
2.5e.(1) Supplemental Funds for Previously Voted Projects					**Resolution FA-14-09**
1 $620,000 Department of Transportation Los Angeles 07-LA-110 21.2/22.8	In the city of Los Angeles, from south of Washington Boulevard north of Wilshire Boulevard. Outcome/Output: Close slip-ramp, widen distributor roadways, widen and lengthen auxiliary lane, relocate gore area, and widen ramps to eliminate weaving movement and improve operations and safety. Supplemental Funds needed to close-out contract. Total Revised Amount: $26,050,000	07-3343 SHOPP 2008-09 302-0042 SHA 302-0890 FTF 20.20.201.310 SHOPP 2011-12 302-0042 SHA 302-0890 FTF 20.20.201.310 SHOPP 2014-15 302-0042 SHA 302-0890 FTF 0700000414 4 2411U4	$2,650,900 $20,429,100 $270,000 $2,080,000	$71,000 $549,000	$2,650,900 $20,429,100 $270,000 $2,080,000 $71,000 $549,000

RECOMMENDATION:

The Department recommends that this request for $620,000 be approved to allow this project to be closed-out.



PROJECT DESCRIPTION:

The project is located in the city of Los Angeles, from south of Washington Boulevard to north of Wilshire Boulevard. This portion of Route 110, constructed in the 1950's, is the primary access route to the Downtown Los Angeles Central Business District and serves as an important regional "through" route. The congested urban route setting has limited rights-of-way and construction access.

The freeway interchanges bracketing this project are the busiest (Route 10/110 on the south) and the eighth busiest (Route 101/110 on the north) in California. Additional traffic from nearby cultural and sporting event centers such as Staples Center, Nokia Theater/LA Live Complex, LA Convention Center, Walt Disney Concert Hall and Dodger Stadium also contribute to the congestion. Delays and congestion are caused by both high traffic volumes and extensive weaving movements. This project improves congestion, operations, and safety by constructing the following:

Southbound Direction:

- Close an existing slip-ramp between the mainline and distributer roadway system;
- Widen the existing parallel connector/distributer roadway system;
- Extend an existing auxiliary lane and widen lanes and shoulders to make standard.

Northbound Direction:

- Pave between a portion of the mainline and parallel distributor roadway to create a new lane and relocate the diverge/gore area further downstream;
- Widen an existing on-ramp for standard shoulders;
- Widen and reconstruct an existing off-ramp.

FUNDING STATUS:

This project was voted in June 2009 for $29,000,000 and awarded for $21,770,000 in November 2009; which includes $790,000 in private property owner contributions. The current allotment is $25,430,000; which includes a $2,100,000 G-12 allocation adjustment in March 2011, and $2,350,000 in supplemental funds voted by the Commission in March 2012. At the time of the approved March 2012 supplemental funds request, several Notice of Potential Claims (NOPC's) had been filed by the contractor, but the final amount of the claims had not yet been determined. The Department's March 2012 supplemental funds book item identified that additional supplemental funds might be required to close-out the contract. Construction was completed and accepted in June 2014, but there are insufficient funds to pay for the settlement of claims. An additional $620,000 in supplemental funds is needed to close-out the construction contract and results in an overall increase of 2.4 percent over the current allocation.

REASONS FOR COST INCREASE:

An additional $620,000 is needed to close-out the construction contract. None of the issues associated with these cost increases are part of the work paid by the private property owner contribution. This request for additional supplemental funds is to pay for a claim on the cumulative impact of 11 contract

change orders (CCO's) that affected the critical path of the contractor's schedule and sequence of work activities. These CCO's increased costs to perform various bid items compared to cost as planned and bid, resulting in a recognized change to the character of the work. Due to the numerous design changes, field conditions, and the issuance of the CCO's, the contractor's bid items were impacted from the original bid price. As a result, the contractor claimed additional compensation for time deferral impacts and to readjust the various CCO bid items.

The contractor claimed $1,624,005.30 for the cumulative impact on these 11 CCO's. The Department found the claim to have merit and agreed to compensation at $961,536.02. The available project contingency funds reduce the amount needed. An additional $620,000 in supplemental funds is needed in order to close-out the construction contract.

FUNDING OPTIONS:

OPTION A: Approve this request as presented above for $620,000 to allow the close-out of this construction contract.

OPTION B: Deny this request and require the Contractor pursue payment from the Department through further legal action. The Department has considered this option and determined that the future costs to resolve these issues would most likely be greater than the current request and interest will continue to accumulate on the unpaid amount.

RECOMMENDED OPTION:

The Department recommends that this request of $620,000, as presented in Option A above, be approved to allow the close-out of this construction contract.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 24

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2014

Reference No.: 2.5e.(2)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rachel Falsetti, Chief
Division of
Transportation Programming

Subject: **ALLOCATION FOR SUPPLEMENTAL FUNDS FOR PREVIOUSLY VOTED PROJECT RESOLUTION FA-14-10**

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission allocate an additional $3,000,000 for one State Highway Operation and Protection Program (SHOPP) project identified below.

ISSUE:

Additional funds are needed for one previously approved project in order to complete construction.

RESOLUTION:

Resolved, that $3,000,000 be allocated from the Budget Act of 2014, Budget Act Items 2660-302-0042 and 2660-302-0890 to provide additional funds to allow the following project to complete construction.

Project	Dist-Co-Rte	Original Allocated Amount	Current Allocation	Allocation Adjustment	Revised Allocation	% Increase Above Current Allocation
1	07-LA-405	$17,318,000	$19,249,800	$3,000,000	$22,249,800	15.6%

Project # Allocation Amount Recipient County Dist-Co-Rte Postmile	Location Project Description Reason for Supplemental Funds	PPNO Program Funding Year Item # Fund Type Program Codes Project ID Adv Phase EA	State Federal Current Amount by Fund Type	State Federal Additional Amount by Fund Type	State Federal Revised Amount by Fund Type
2.5e.(2) Supplemental Funds for Previously Voted Projects					**Resolution FA-14-10**
1 $3,000,000 Department of Transportation Los Angeles 07-LA-405 24.6/25.8	In Culver City, from La Tijera Boulevard on-ramp to Jefferson Boulevard off-ramp. Outcome/Output: Construct an auxiliary lane to improve traffic flow and reduce congestion. Supplemental Funds needed to complete construction. Total Revised Amount: $22,249,800	07-3348 SHOPP 2009-10 302-0042 SHA 302-0890 FTF 20.20.201.310	$268,000 $18,690,000		$268,000 $18,690,000
		SHOPP 2011-12 302-0890 FTF 20.20.201.310	$291,800		$291,800
		SHOPP 2014-15 302-0042 SHA 302-0890 FTF 0700000415 4 241304		$60,000 $2,940,000	$60,000 $2,940,000

PROJECT LOCATION:

PROJECT DESCRIPTION:

This project is located on Route 405 in Culver City, on its southern boundary with the city of Los Angeles. The project constructs a new auxiliary lane in the northbound direction from the La Tijera Boulevard on-ramp to the Jefferson Boulevard off-ramp. The project widens and seismically retrofits the Centinela Avenue Undercrossing (No. 53-1253) and the Sepulveda Boulevard Undercrossing (No. 53-1254). The Howard Hughes Parkway on-ramp and the Sepulveda Boulevard off-ramp will also be realigned and widened as part of the project. The project also constructs retaining walls to accommodate the widened roadway. The project relieves congestion by improving traffic operations.

FUNDING STATUS:

This project was voted in June 2010, for $17,318,000. However, to award the project, $1,640,000 under Resolution G-12 authority was allocated in May 2011. To address contract change orders (CCO's) required during construction, an additional $291,800 was allocated to the project by the Department under resolution G-12 authority in July 2013. These CCO's were related to expedited paving work at the Howard Hughes Parkway Onramp, unforeseen buried rubble that slowed footing work, utility conflicts, and other items. The construction contract work is largely complete and open to traffic with remaining contract work to be complete in July 2015. An additional $3,000,000 in supplemental funds is needed to complete construction, this is an overall increase of 15.6 percent over the current SHOPP allocation.

All current Notices of Potential Claims filed by the contractor have been addressed. However, a final opportunity for additional claims remains. All unforeseen claims will go through the Dispute Resolution Board (DRB) process. If rulings by the DRB are not in favor of the Department, additional supplemental funds may be required to close-out the contract.

REASONS FOR COST INCREASE:

An additional $3,000,000 is needed to complete the construction contract to pay for both indirect time related overhead costs as well as direct costs caused by impacts on critical operations due to right of way delays. The contractor has filed several notices of potential claims that have been found to have merit by the Department, resulting in the increased costs.

The requested additional funds breakdown as follows:

1.	Time Related Overhead due to Right of Way Delays	$1,300,000
2.	Inefficiencies and Unpaid Extra Work	$ 715,000
3.	Item Adjustments and Unpaid Quantities	$ 390,000
4.	Labor, Equipment and Material Escalations	$ 300,000
5.	Temporary Supports and Shoring	$ 170,000
6.	Local Street Requirements	$ 80,000
7.	Remove and Replace Sidewalks and Asphalt Paving	$ 45,000
		$3,000,000

1. Time Related Overhead due to Right of Way Delays: Right of Way delays occurred at both the Centinela Avenue Undercrossing (UC) and the Sepulveda Boulevard UC. The planned relocation of an overhead power line pole and guy wire foundation was delayed at the Centinela Avenue UC due to safety concerns with a nearby California Highway Patrol gasoline fueling station. The original pole location determined by the utility owner and the Department prior to the contract was ultimately not buildable due to an underground flood control structure. This resulted in additional time for the owner to relocate and caused a delay to the then awarded contract. Also, contract plans incorrectly showed an existing underground phone utility duct bank that resulted in a conflict with bridge bent construction requiring changes to the bridge footing design. Furthermore, an abandoned oil line was also found within the limits of bridge construction that needed to be addressed. At Sepulveda Boulevard, an adjacent city roadway improvement project delayed the implementation of construction traffic handling plans necessary for bridge widening and retrofit work at that location. The contractor's claim, with interest, for the additional time related overhead costs caused by these right of way delays added $1,300,000 to the cost of the project.

2. Inefficiencies and Unpaid Extra Work: The contractor's work operations were re-sequenced while conflicts at the Centinela Avenue UC and the Sepulveda Boulevard UC were resolved. This caused additional equipment and personnel mobilization and re-staging costs not accounted for in the original bid. These inefficiencies to the work sequence and the unpaid extra work bills associated with re-sequencing, plus interest, added $715,000 to the cost of this project.

3. Item Adjustments and Unpaid Quantities: The contractor was required to maintain temporary traffic striping, traffic handling, and other lump sum items for longer periods of time than anticipated due to the right of way delays at the Centinela Avenue UC and the Sepulveda Boulevard UC. The item adjustments and unpaid quantities added $390,000 to the cost of the project.

4. Labor, Equipment and Material Escalations: The date of project completion was extended 266 working days due to the right of way delays. This caused the contractor to perform contract work at higher salary rates, higher equipment rental rates, and higher concrete prices than originally planned. This added $300,000 to the cost of the project.

5. Temporary Supports and Shoring: The contractor incurred additional costs for temporary supports on the Centinela Avenue UC due to the delays of the overhead utility relocation. The costs were for additional bridge settlement monitoring, additional labor, and an adjustment to the bid item for temporary supports due to the right of way delay impacting the construction at that location. This added $170,000 to the cost of the project.

6. Local Street Requirements: Contract documents failed to address local street closure requirements. The contractor's bid assumed a full-day work window to close lanes on the local streets. During construction, the city restricted lane closures for work along Sepulveda Boulevard to less time then assumed. This caused unanticipated stand-by time for welders and ironworkers waiting for street closures in order to resume work. This added $80,000 to the cost of the project.

7. Remove and Replace Sidewalks and Asphalt Paving: Payment items were missing from the contract for removal and replacement of sidewalks and street pavement at the Sepulveda Boulevard OC column seismic retrofit locations. This added $45,000 to the cost of the project.

FUNDING OPTIONS:

OPTION A: Approve this request as presented above for $3,000,000 to allow this project to complete construction.

OPTION B: Deny this request and require the Contractor pursue payment from the Department through further legal action. The Department has considered this option and determined that the future costs to resolve these issues would most likely be greater than the current request and interest will continue to accumulate on the unpaid amount.

RECOMMENDED OPTION:

The Department recommends that this request of $3,000,000, as presented in Option A above, be approved to complete construction of the project.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

Tab 25

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2014

Reference No.: 2.5f.
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of
Budgets

Subject: **INFORMATIONAL REPORTS – DELEGATED ALLOCATIONS EMERGENCY G-11, SHOPP G-03-10 SAFETY, AND MINOR G-05-05**

SUMMARY:

Since the period reported at the last California Transportation Commission (Commission) meeting, the California Department of Transportation (Department) allocated or sub-allocated:

- $5,800,000 for six emergency construction projects, pursuant to the authority granted under Resolution G-11 *(2.5f.(1))*.
- $4,254,000 for four safety projects, pursuant to the authority granted under Resolution G-03-10*(2.5f.(3))*.
- $2,298,000 for five 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 August 21, 2014, the Department has allocated or sub-allocated the following for Fiscal Year (FY) 2014-15:

- $8,500,000 for nine emergency construction projects.
- $4,254,000 for four safety delegated projects.
- $4,502,000 for eight 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 2014-15 Lump Sum Minor Construction Program was approved by the Commission under Resolution FM-13-05.

The SHOPP, as approved by the Commission, is a four-year program of projects with the total annual proposed expenditures limited to the biennial Commission-approved Fund Estimate. The Commission, subject to monthly reporting and briefings, has delegated to the Department the authority to 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

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))*				
1 $1,400,000 Del Norte 01-DN-101 2.2	Near Klamath, at 1.34 miles south of South Bank Road. A sink in the road surface developed across the highway at this location. Investigation revealed a failed cross culvert 60 feet under the roadway. This project is to fill the voids around the culvert, repair the culvert, repair roadway structural section, and provide traffic control as necessary. Initial G-11 Allocation 07/16/14: $1,400,000 (Additional $50,000 was allocated for right of way purposes).	01-1104 SHOPP/14-15 0115000002 4 0E7104 Emergency	2013-14 302-0042 SHA 302-0890 FTF 20.20.201.130	$28,000 $1,372,000
2 $250,000 Tehama 02-Teh-32 22.4/22.8	Near Forest Ranch, west of Deer Creek Bridge. The 60-foot cut section of this newly realigned roadway has encountered ground water in the form of numerous springs that continuously shed rock and soil onto the highway. The moisture is saturating the roadway fill slope and causing slippery conditions on the pavement when icy. The initial allocation was to cut the slope further back from the roadway to create a rock catchment area, place under-drains parallel to the roadway, and modify existing cross drains. This supplemental allocation is due to additional excavation necessary to increase slope stability. Initial G-11 Allocation 04/09/14: $1,080,000 Supplemental G-11 Allocation 07/18/14: $250,000 Revised Allocation: $1,330,000	02-3572 SHOPP/13-14 0214000132 4 0H1404 Emergency	2013-14 302-0042 SHA 20.20.201.130	$250,000
3 $1,900,000 Contra Costa 04-CC-24 6.8	In Lafayette, on eastbound Route 24 at the Brown Avenue Undercrossing (Bridge 28-0131R). Winter rain and saturated soil are causing uneven pavement conditions across all five lanes. Temporary repairs such as grouting under slabs have not held and slabs are settling due to degradation of pavement sub-grade and voids creating drop-offs between pavement and bridge deck. This project is to inject grout in underground voids, reset/reposition slope paving panels, replace joint seals, repair deck spalls, install slotted pipe, grind concrete pavement and overlay with asphalt concrete. Initial G-11 Allocation 08/21/14: $ 1,900,000	04-1482A SHOPP/14-15 0414000466 4 2J2304 Emergency	2013-14 302-0042 SHA 20.20.201.130	$1,900,000
4 $400,000 Riverside 08-Riv-10 99.5/101.0	Near Desert Center, approximately 2 miles west of the Eagle Mountain Road Undercrossing. On August 4, 2014, an intense rainstorm occurred in the low desert area causing flooding and erosion with highway shoulder and portion of travel lane washed out at this location. This project is to repair damaged roadway including shoulder and pavement, traffic control, and environmental mitigation. Initial G-11 Allocation 08/12/14: $ 400,000	08-0058C SHOPP/14-15 0815000029 4 1F7104 Emergency	2013-14 302-0042 SHA 20.20.201.130	$400,000
5 $1,250,000 San Bernardino 08-SBd-62 124.0/137.0	Near Vidal Junction, from west of Route 95 to the California/Arizona border. On July 8, 2014, an intense rainstorm occurred in the low desert area causing flooding and erosion with highway shoulder and portion of the travel lane washed out at this location. Several culverts were exposed. This project is to repair damaged roadway including shoulder and pavement, traffic control, and environmental mitigation. Initial G-11 Allocation 08/08/14: $1,250,000	08-0227P SHOPP/14-15 0815000008 4 1F6604 Emergency	2013-14 302-0042 SHA 20.20.201.130	$1,250,000

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))***			
6 $600,000 San Diego 11-SD-78 61.0/87.0	Near Yaqui Pass from east of Wynola Road to east of Borrego Springs Road. On August 3, 2014, an intense rainstorm occurred at this location causing roadway slopes and shoulders to collapse. This project is to reconstruct the slopes and repair roadway shoulders. Initial G-11 Allocation 08/13/14: $ 600,000	11-0556 SHOPP/14-15 1115000023 4 420204 Emergency	2013-14 302-0042 SHA 20.20.201.130	$600,000

2.5 Highway Financial Matters

Project # Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Prgm'd Amount Project ID Adv. Phase EA	Budget Year Item # Fund Type Program Codes	Amount by Fund Type
Informational Report – SHOPP Safety-Resolution G-03-10 Delegated Allocations *(2.5f.(3))*				
1 $2,789,000 Tehama 02-Teh-32 5.1/5.8	Near Forest Ranch, from 1.6 miles to 2.2 miles east of Soda Springs Road. Outcome/Output: Improve curve and super-elevation radii and add paved shoulders and soft median to improve traffic safety and reduce the number and severity of traffic collisions. (EA 02-4E900 combined with Minor A EA 02-4F760, for construction under EA 02-4E90U, Project ID 0214000080.) (Construction Support: $310,000) Allocation date: 08/11/14	02-3481 SHOPP/14-15 $2,648,000 0212000063 4 4E9004	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.010	$28,000 $2,761,000
2 $670,000 Sacramento 03-Sac-5 12.9/13.1	Near Elk Grove, at Beach Lake Bridge No. 24-262R/L. Outcome/Output: Overlay with high friction surface treatment to improve traffic safety and reduce the number and severity of wet pavement collisions. (Construction Support: $149,000) Allocation date: 07/21/14	03-5843 SHOPP/14-15 $700,000 0314000038 4 4F1204	2013-14 302-0042 SHA 302-0890 FTF 20.20.201.010	$13,400 $656,600
3 $498,000 Amador 10-Ama-Var Var	In Amador and Tuolumne Counties on Routes 16, 88, and 120 at various locations. Outcome/Output: Install centerline and shoulder rumble strips to improve traffic safety and reduce the number and severity of traffic collisions along 10.9 centerline miles. (Construction Support: $98,000) Allocation date: 07/24/14	10-3017 SHOPP/14-15 $603,000 1012000217 4 0X3504	2013-14 302-0042 SHA 302-0890 FTF 20.20.201.010	$10,000 $488,000
4 $297,000 Merced 10-Mer-140 40.7	Near the city of Merced, at Arboleda Drive; also in Atwater on Route 99 at Applegate Road off-ramp; and in Stanislaus County in Riverbank on Route 108 at Eighth Street. Add flashing beacons and advance warning signs to improve safety and reduce the number and severity of traffic collisions at three locations. (Construction Support: $52,000) Allocation date: 08/05/14	10-3029 SHOPP/15-16 $483,000 1012000209 4 0X3004	2013-14 302-0042 SHA 302-0890 FTF 20.20.201.010	$6,000 $291,000

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	Teh	32	5.8/6.2	Install soft median and add shoulders about 29.0 miles east of Forest Ranch from 7.1 miles west to 6.7 miles west of Deer Creek Bridge. This is a Minor A project, EA 02-4F760 being combined for construction with a SHOPP project under EA 02-4E90U.	4E90U4	201.310	$900,000	$900,000
2	02	Tri	3	R26.2	Repair slope and replace cib wall with fill material at about 10.0 miles south of the City of Douglas and at 0.1 mile south of Browns Creek.	4F6304	201.150	$373,000	$364,000
3	02	Tri	299	19.2/19.5	Install wire mesh rock fall drapery near Del Loma from 0.1 mile west of Swede Creek Road to Swede Creek road.	4F7404	201.150	$410,000	$433,000
4	03	ED	50	17.0/17.3	Install valley gutters, drainage inlet, culvert and place hot mix asphalt overlay in the City of Placerville at West Placerville Undercrossing.	3F8904	201.015	$330,000	$316,000
5	03	Sac	160	L4.1/L4.5	Install drainage system, place filter fabric to stop embankment material migration and import embankment material to buttress the levee system. Financial Contribution Only (FCO) to Reclamation District 341.	4F1504	201.150	$285,000	$285,000

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 26

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2014

Reference No.: 3.1
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rachel Falsetti, Chief
Division of
Transportation Programming

Subject: **MONTHLY REPORT ON PROJECTS AMENDED INTO THE SHOPP BY DEPARTMENT ACTION**

SUMMARY:

Since the August 2014 report to the California Transportation Commission (Commission), the California Department of Transportation (Department) has amended 34 new capital projects into the 2014 State Highway Operation and Protection Program (SHOPP), as summarized in Attachment 1. The amendments noted below will be funded from the Major Damage Restoration, Safety Improvement, Bridge Preservation, Mobility, Roadway Preservation, Americans with Disabilities Act (ADA) Reservations, Facilities and 2014 SHOPP programming capacity.

2014 SHOPP Summary of New Projects by Category	No.	FY 2014/15 ($1,000)	FY 2015/16 ($1,000)	FY 2016/17 ($1,000)	FY 2017/18 ($1,000)
Major Damage Restoration	7	$7,300		$1,213	
Collision Reduction	12	$1,210	$2,260	$9,364	$42,640
Mandates	1			$1,123	
Bridge Preservation	2	$3,730		$1,866	
Roadway Preservation	10			$38,904	$28,041
Mobility	1		$1,753		
Facilities	1		$1,819		
Total Amendments	34	$12,240	$5,832	$52,470	$70,681

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 34 new capital projects amended into the 2014 SHOPP.

The "List of New 2014 SHOPP Capital Project Amendments", provides specific project information.

Attachments

List of New 2014 SHOPP Capital Project Amendments

This list provides an overview of projects the Department has amended into the 2014 SHOPP since the August 2014 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							
14H-186 1482B	4-Mrn-101 R22.3 2J290 04 1400 0474	In Novato, at the North Novato overhead. Construct retaining wall with lightweight cellular concrete backfill.	$1,700 (C)	14/15	PA & ED PS & E RW Sup Con Sup Total	$0 $0 $0 $425 $425	201.130 Assembly: 6 Senate: 3 Congress: 6 1 Location
14H-191 1482A	4-CC-24 R6.8 2J230 04 1400 0466	In Novato, at the North Novato Overhead. Construct retaining wall with lightweight cellular concrete backfill.	$1,900 (C)	14/15	PA & ED PS & E RW Sup Con Sup Total	$0 $0 $0 $450 $425	201.130 Assembly: 16 Senate: 7 Congress: 11 1 Location
14H-197 1104	1-DN-101 2.2 0E710 01 1500 0002	Near Klamath, at 1.34 miles south of South Bank Road. Repair roadway and culvert.	$50 (R/W) $1,400 (C)	14/15	PA & ED PS & E RW Sup Con Sup Total	$0 $0 $50 $300 $350	201.130 Assembly: 2 Senate: 4 Congress: 2 1 Location
14H-198 0058C	8-Riv-10 99.5/101.0 1F710 08 1500 0029	Near Desert Center, approximately 2 miles west of Eagle Mountain Road Undercrossing. Repair roadway.	$400 (C)	14/15	PA & ED PS & E RW Sup Con Sup Total	$0 $30 $0 $65 $95	201.130 Assembly: 56 Senate: 40 Congress: 36 1 Location
14H-199 0227P	8-SBd-62 124.0/137.0 1F660 08 1500 0008	Near Vidal Junction, from west of Route 95 to the California/Arizona border. Repair roadway.	$1,250 (C)	14/15	PA & ED PS & E RW Sup Con Sup Total	$0 $45 $0 $105 $150	201.130 Assembly: 33 Senate: 18 Congress: 6 1 Location
14H-200 0556	11-SD-78 61.0/87.0 42020 11 1500 0023	Near Yaqui Pass from east of Wynola Road to east of Borrego Springs Road. Repair roadway.	$600 (C)	14/15	PA & ED PS & E RW Sup Con Sup Total	$0 $0 $0 $210 $210	201.130 Assembly: 71 Senate: 36 Congress: 50 1 Location
14H-205 2382	12-Ora-1 R18.4 0N910 12 1500 0008	In Newport Beach, at North Arm Newport Bay Bridge (No. 55-0614). Rebuild failed slope paving and bike trail and construct cut-off wall.	$30 (R/W) $1,183 (C)	16/17	PA & ED PS & E RW Sup Con Sup Total	$275 $450 $0 $275 $1,000	201.131 Assembly: 74 Senate: 37 Congress: 48 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							
14H-171 0056H	8-Riv-74 27.8/37.7 0N670 08 0000 0536	In and near Menifee and Hemet, from Route 215 to West Acacia Avenue. Construct raised curb median.	$2,549 (R/W) $26,298 (C)	17/18	PA & ED PS & E RW Sup Con Sup Total	$945 $1,990 $1,860 $3,950 $8,745	201.010 Assembly: 67 Senate: 23, 28 Congress: 36, 42 26 Collisions reduced
14H-172 0216N	8-SBd-127 28.0/R28.5 1E550 08 1400 0049	Near Baker, 28.0 miles north of Route 15 to south of Saratoga Springs Road. Construct shoulders and install ground-in rumble strips.	$10 (R/W) $1,000 (C)	17/18	PA & ED PS & E RW Sup Con Sup Total	$579 $444 $54 $389 $1,466	201.010 Assembly: 33 Senate: 18 Congress: 8 11 Collisions reduced
14H-174 6714	6-Ker-5 36.1/41.2 0S650 06 1400 0207	Near Bakersfield, from Buena Vista Canal Road to Route 43. Install median high tension cable barrier.	$10 (R/W) $1,800 (C)	15/16	PA & ED PS & E RW Sup Con Sup Total	$210 $490 $20 $510 $1,230	201.010 Assembly: 32, 34 Senate: 14, 16 Congress: 21, 23 51 Collisions reduced
14H-183 0253M	8-SBd-247 39.5/40.0 1E560 08 1400 0050	Near Lucerne Valley, from east of Joshua Avenue to west of Camp Rock Road. Construct shoulders and install ground-in rumble strips.	$10 (R/W) $600 (C)	17/18	PA & ED PS & E RW Sup Con Sup Total	$562 $714 $56 $413 $1,745	201.010 Assembly: 33 Senate: 18 Congress: 8 26 Collisions reduced
14H-185 3950A	12-Ora-72 11.9 0N680 12 1400 0083	In La Habra and Whittier, at Valley Home Avenue. Modify traffic signals and add intersection lighting.	$20 (R/W) $430 (C)	15/16	PA & ED PS & E RW Sup Con Sup Total	$82 $230 $29 $290 $631	201.010 Assembly: 55 Senate: 29 Congress: 39 11 Collisions reduced
14H-189 3096	1-Lak-20 Var 0C810 01 1300 0060	Near Clear Lake Oaks, on Route 20, from 0.4 mile west to 0.4 mile east of Route 53; also on Route 53, from 0.3 mile south of Route 20 to Route 20. Install traffic signal or a roundabout.	$502 (R/W) $5,654 (C)	17/18	PA & ED PS & E RW Sup Con Sup Total	$706 $859 $217 $1,143 $2,925	201.010 Assembly: 1 Senate: 2 Congress: 1 40 Collision reduced
14H-190 3095	1-Lak-29 9.6/10.3 0C750 01 1300 0046	Near Middletown, from Putah Creek to 0.9 mile south of Hidden Valley Lake. Install traffic signal or a roundabout.	$142 (R/W) $5,875 (C)	17/18	PA & ED PS & E RW Sup Con Sup Total	$954 $1,185 $201 $995 $3,335	201.010 Assembly: 1 Senate: 2 Congress: 1 23 Collision 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.
Collision Reduction (Cont.)							
14H-193 0054K	8-Riv-74 17.5/25.3 1E070 08 1300 0141	In and near Lake Elsinore, from Cambern Avenue to 7th Street. Construct raised median curb.	$10 (R/W) $7,128 (C)	16/17	PA & ED PS & E RW Sup Con Sup Total	$295 $954 $73 $1,490 $2,812	201.010 Assembly: 67 Senate: 31 Congress: 41, 42 80 Collisions reduced
14H-194 3083	10-Cal-26 Var 0Y980 10 1400 0089	In Calaveras and Amador Counties on Routes 26 and 49 at various locations. Install centerline and shoulder rumble strips.	$1,210(C)	14/15	PA & ED PS & E RW Sup Con Sup Total	$120 $160 $22 $184 $486	201.010 Assembly: 10 Senate: 1 Congress: 3 141 Collisions reduced
14H-202 3202	12-Ora-39 11.7/12.2 0N590 12 1400 0065	In Anaheim, from Ball Road to Orange Avenue. Install new traffic signal, modify existing signal timing, and install median fence.	$10 (R/W) $748 (C)	16/17	PA & ED PS & E RW Sup Con Sup Total	$98 $300 $0 $360 $758	201.010 Assembly: 65 Senate: 29 Congress: 46 72 Collisions reduced
14H-204 0211Z	4-SCl-280 14.9 4H880 04 1300 0296	In Los Altos, on northbound off-ramp at El Monte Avenue. Realign off-ramp.	$10 (R/W) $868 (C)	16/17	PA & ED PS & E RW Sup Con Sup Total	$0 $360 $10 $360 $730	201.010 Assembly: 24 Senate: 13 Congress: 17 35 Collisions reduced
14H-206 2860G	12-Ora-5 33.7 0N280 12 1300 0191	In Santa Ana, at the northbound connector to westbound Route 22. Groove pavement, upgrade drainage system, and install new delineation to improve wet pavement conditions. Also, upgrade guardrail.	$5 (R/W) $585 (C)	16/17	PA & ED PS & E RW Sup Con Sup Total	$30 $283 $11 $220 $544	201.010 Assembly: 69 Senate: 34 Congress: 46 17 Collisions reduced
Mandates							
14H-184 3079	10-SJ-12 14.9/18.1 0Y550 10 1300 0239	In Lodi, from Westgate Drive to Route 99. Upgrade pedestrian curb ramps to ADA standards.	$451 (R/W) $672 (C)	16/17	PA & ED PS & E RW Sup Con Sup Total	$225 $150 $100 $250 $725	201.361 Assembly: 10 Senate: 5 Congress: 11 83 Curb ramps

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							
14H-168 6712	6-Kin-198 R15.7 46221 06 1400 0172	Near Hanford, at the Hanford-Armona Road Undercrossing (Bridge 45-0078). Replace bridge deck.	$10 (R/W) $3,720 (C)	14/15	PA & ED PS & E RW Sup Con Sup Total	$0 $260 $3 $780 $1,043	201.110 Assembly: 32 Senate: 14 Congress: 21 1 Bridge
14H-201 2383	1-Hum-96 Var 0E100 01 1300 0124	Near Hoopa, on Route 96, at Trinity River Bridge #04-0137; also near Arcata, on Route 101, at Arcata Overhead #04-0079R. Clean, spot blast and repaint bridges.	$21 (R/W) $1,845 (C)	16/17	PA & ED PS & E RW Sup Con Sup Total	$307 $455 $87 $516 $1,365	201.119 Assembly: 1 Senate: 2 Congress: 1 2 Bridges
Roadway Preservation							
14H-169 6716	6-Mad-41 36.3/40.8 0R160 06 1400 0043	In and near Oakhurst, from north of Road 426 to north of Allen Road. Rehabilitate pavement.	$37 (R/W) $3,396 (C)	17/18	PA & ED PS & E RW Sup Con Sup Total	$397 $703 $192 $698 $1,990	201.121 Assembly: 5 Senate: 14 Congress: 4 7 Lane miles
14H-170 6683	6-Mad-99 1.5/9.5 0R070 06 1400 0006	In and near the city of Madera, from north of Avenue 7 to south of South Gateway Drive. Rehabilitate pavement.	$100 (R/W) $8,688 (C)	16/17	PA & ED PS & E RW Sup Con Sup Total	$0 $912 $106 $1,308 $2,326	201.121 Assembly: 5, 31 Senate: 14 Congress: 16 34 Lane miles
14H-175 4775	7-LA-5 19.2/28.9 30800 07 1400 0224	In the cities of Los Angeles, Glendale and Burbank, from Main street to south of Verdugo Avenue. Pavement rehabilitation.	$10 (R/W) $2,100 (C)	16/17	PA & ED PS & E RW Sup Con Sup Total	$0 $510 $34 $510 $1,054	201.121 Assembly: 43, 51 Senate: 24, 25 Congress: 28, 34 0.2 Lane miles
14H-176 4702	7-LA-5 28.9/29.4 30130 07 1400 0019	In Burbank, from Verdugo Avenue to Magnolia Boulevard. Rehabilitate pavement.	$10 (R/W) $14,890 (C)	17/18	PA & ED PS & E RW Sup Con Sup Total	$170 $1,300 $230 $1,900 $3,600	201.122 Assembly: 43 Senate: 25 Congress: 28 4 Lane miles
14H-177 4774	7-LA-101 1.8/8.4 30790 07 1400 0223	In the city of Los Angeles, near Hollywood, from Route 110 to north of Pilgrimage Overcrossing. Pavement rehabilitation.	$29 (R/W) $2,073 (C)	16/17	PA & ED PS & E RW Sup Con Sup Total	$153 $280 $20 $330 $783	201.121 Assembly: 43, 51 Senate: 24, 26 Congress: 28, 34 0.5 Lane miles

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.
Roadway Preservation							
14H-178 4769	7-LA-138 46.7/50.0 30740 07 1400 0219	In Palmdale, from 30th Street E. to E. Avenue S. Pavement rehabilitation.	$100 (R/W) $9,608 (C)	17/18	PA & ED PS & E RW Sup Con Sup Total	$45 $828 $50 $1,458 $2,381	201.121 Assembly: 36 Senate: 21 Congress: 25 16 Lane miles
14H-179 4773	7-LA-405 28.0/39.0 30780 07 1400 0222	In the city of Los Angeles, near Westwood and Sherman Oaks, from Venice Boulevard to Route 101. Pavement rehabilitation.	$25 (R/W) $1,687 (C)	16/17	PA & ED PS & E RW Sup Con Sup Total	$124 $312 $25 $312 $773	201.121 Assembly: 46, 50, 54 Senate: 18, 26, 30 Congress: 30, 33, 37 0.3 Lane miles
14H-180 4772	7-LA-605 R15.5/R19.5 30770 07 1400 0221	In and near Pico Rivera and Industry, from Rose Hills Road to Valley Boulevard. Pavement rehabilitation.	$163 (R/W) $1,227 (C)	16/17	PA & ED PS & E RW Sup Con Sup Total	$30 $164 $50 $221 $465	201.121 Assembly: 48, 57, 58, 63, 70 Senate: 22, 32, 34 Congress: 32, 38, 40, 47 0.3 Lane miles
14H-181 4771	7-Ven-118 T18.8/R32.6 30760 07 1400 0220	In Moorpark and Simi Valley, from east of Arroyo Simi Overhead to Los Angeles County line. Pavement rehabilitation.	$2,292 (C)	16/17	PA & ED PS & E RW Sup Con Sup Total	$115 $500 $35 $500 $1,150	201.121 Assembly: 38, 44 Senate: 27 Congress: 25, 26 0.3 Lane miles
14H-182 4703	7-Ven-126 R13.6/R34.6 30140 07 1400 0021	In and near Fillmore, from Haun Creek Bridge to Los Angeles County line. Pavement rehabilitation.	$65 (R/W) $20,445 (C)	16/17	PA & ED PS & E RW Sup Con Sup Total	$220 $440 $30 $2,400 $3,090	201.121 Assembly: 37 Senate: 19 Congress: 26 84 Lane miles
Mobility							
14H-192 0414B	4-SCl-17 7.7 44500 04 1400 0028	In Los Gatos, north of Los Gatos and north of Blossom Hill Road overcrossing. Install Weigh-In-Motion (WIM) systems and construct maintenance vehicle pullout.	$10 (R/W) $1,743 (C)	15/16	PA & ED PS & E RW Sup Con Sup Total	$0 $320 $30 $450 $800	201.321 Assembly: 29 Senate: 15 Congress: 18 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.
Facilities							
14H-203 4290	3-Nev-80 19.0/19.4 3F920 03 1300 0239	Near Truckee, near the California Highway Patrol Donner Pass Inspection Facility and the California Department of Food and Agriculture Truckee Boarder Protection Station. Construct salt and sand storage facility.	$19 (R/W) $1,800 (C)	15/16	PA & ED PS & E RW Sup Con Sup Total	$156 $440 $99 $363 $1,058	201.352 Assembly: 1 Senate: 1 Congress: 1 1 Location

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 27

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2014

Reference No.: 3.2a.
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rachel Falsetti, Chief
Division of
Transportation Programming

Subject: **STATUS OF CONSTRUCTION CONTRACT AWARD FOR STATE HIGHWAY PROJECTS**

SUMMARY:

The California Department of Transportation is presenting this item to provide the status of construction contract award for projects on the State Highway System allocated in Fiscal Year (FY) 2012-13, FY 2013-14, and FY 2014-15.

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 September 12, 2014, 274 projects totaling $1.55 billion have been awarded. Funds for one project have lapsed.

In FY 2013-14, the Commission voted 310 state-administered STIP, SHOPP, and Proposition 1B projects on the State Highway System. As of September 12, 2014, 246 projects totaling $977.2 million have been awarded. Funds for two projects have lapsed.

In FY 2014-15, the Commission has voted 87 state-administered STIP, SHOPP, and Proposition 1B projects on the State Highway System. As of September 12, 2014, one project totaling $350 thousand has 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	15	0	$77,497	0	7	13
October 2012	18	$35,814	18	0	$34,465	0	12	17
December 2012	26	$133,477	26	0	$123,279	0	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	$277,203	43	1	$199,401	3	23	40
June 2013	44	$557,253	44	0	$541,747	0	16	35
TOTAL	278	$1,750,016	274	1	$1,549,011	3	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	55	2	$300,220	1	35	47
October 2013	34	$149,696	33	0	$128,771	1	24	30
December 2013	27	$105,410	27	0	$85,943	0	18	25
January 2014	22	$93,599	19	0	$79,711	3	15	17
March 2014	37	$256,087	35	0	$254,899	2	24	35
May 2014	81	$456,494	57	0	$107,545	24	57	57
June 2014	51	$382,334	20	0	$20,140	31	20	20
TOTAL	310	$1,765,310	246	2	$977,229	62	193	231

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.

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 2014	87	$569,470	1	0	$350	86	1	1
TOTAL	87	$569,470	1	0	$ 350	86	1	1

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 2014-15 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
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.
11-0129D	0223U (1)	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 (1)	SD-5		7-May-13	31-May-15	$8,423	

(1) The two projects are combined for construction purposes under EA 0233U.

FY 2013-14 Project Allocation Status

Dist-PPNO	EA	Co-Rte	Work Description	Allocation Date	Award Deadline	Allocation Amount	Project Status
04-0392C	4S050	SCL-9	Construct Tie-Back wall and a new drainage systems.	6-Aug-13	30-Nov-14	$1,939	A time extension for this project was approved on 1/29/14.
04-0685P	23562	SM-101	Replace Bridge.	8-Oct-13	31-Dec-15	$16,584	A time extension for this project was approved on 5/21/14.
03-3453B	1A842	ED-89	Storm Water Quality Improvements and Overlay	29-Jan-14	31-Jan-15	$13,725	Delay to award due to multiple bid inquires. A time extension for this project was approved on 8/20/14.
06-4328	0E680	MAD-99	Paint Bridges.	29-Jan-14	31-Jan-15	$495	Delay to award due to permit issues. A time extension for this project was approved on 8/20/14.
06-6465	0M020	FRE-168	Vista point enhancements.	29-Jan-14	31-Jul-15	$1,553	Project will be re-packaged and re-advertised. A time extension for this project was approved on 8/20/14.
05-0226F	33076	SLO-46	Irrigation, planting, and plant establishment.	20-Mar-14	30-Sep-14	$905	Bids opened 6/18/14. Concurrent time extension is being requested.
10-0334	0V490	TUO-108	Construct rock slope protection at various locations.	20-Mar-14	30-Sep-14	$1,213	Bids opened 8/27/14. Pending award.
02-3438	3E790	TRI-299	Re-align and widen shoulders.	27-Mar-14	30-Sep-14	$2,290	Bids opened 7/30/14. Pending award.
01-4583	0C900	MEN-101		6-May-14	30-Nov-14	$763	Bids opened 8/13/14. Pending award.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

Tab 28

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2014

Reference No.: 3.2b.
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rihui Zhang, Chief
Division of Local Assistance

Subject: **MONTHLY STATUS OF CONSTRUCTION CONTRACT AWARD FOR LOCAL ASSISTANCE STIP PROJECTS, PER RESOLUTION G-13-07**

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, FY 2013-14 and FY 2014-15.

In FY 2011-12, the Commission allocated $105,182,000 to construct 77 locally-administered STIP projects. As of August 26, 2014, 76 projects totaling $104,931,000 have been awarded. One project (PPNO 06-B002P) has lapsed. All projects have been reported.

In FY 2012-13, the Commission allocated $62,832,000 to construct 65 locally-administered STIP projects. As of August 26, 2014, 63 projects totaling $60,065,000 have been awarded. Two projects have been approved for time extensions.

In FY 2013-14, the Commission allocated $70,281,000 to construct 55 locally-administered STIP projects. As of August 26, 2014, 16 projects totaling $35,783,000 have been awarded. Four projects have been approved for time extensions. For one project, concurrent three-month Time extension has been submitted. Two projects (PPNO 07-4542 and 07-4541) have lapsed.

In FY 2014-15, the Commission allocated $6,968,000 to construct two locally-administrated STIP projects.

BACKGROUND:

Resolution G-13-07, adopted August 6, 2013, requires projects to be ready to proceed to construction within six months of allocation. The policy also requires the Department to report to the Commission on those projects that have not been awarded within four months of allocation.

FY 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	30	0	0	4	11
Total	77	$105,182	76	1	0	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	10	0	1	2	6
June 2013	29	$33,651	28	0	1	8	12
Total	65	$62,832	63	0	2	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	6	1	1	2	4
Oct 2013	7	$14,871	6	0	1	0	6
Dec 2013	4	$3,905	0	1	3	0	0
Jan 2014	5	$10,669	1	0	4	1	0
Mar 2014	10	$6,633	3	0	7	3	0
April 2014	0	$0	0	0	0	0	0
May 2014	4	$4,251	0	0	4	0	0
June 2014	17	$15,841	0	0	17	0	0
Total	55	$70,281	16	2	37	6	10

FY 2014-15 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 2014	2	$6,971	0	0	0	0	0
Total	2	$6,968	0	0	0	0	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	Sweetwater Bikeway - Plaza Bonita Segment	11-7421X	7-May-13	30-Nov-14 (1)	$1,224,000	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 (2)	$1,543,000	The project will be awarded by the extended deadline.
City of Sacramento	Sacramento City College Pedestrian Overcrossing	03-6577	6-Aug-13	31-Oct-14 (3)	$6,963,000	The project will be awarded by the extended deadline.
City of Placerville	Class I Bike Path Trail Clay St to Bedford Ave	03-1215	8-Oct-13	30-Nov-14 (4)	$95,000	The project will be awarded by the extended deadline.
Lake County	Cole Creek Bridge	01-3070	29-Jan-14	31-Oct-14 (5)	$198,000	The project will be awarded by the extended deadline.
Plumas County	Big Cove Road Rehab	02-2250	20-Mar-14	30-Sep-14	$410,000	The project will be awarded by the deadline.
Plumas County	Cliffard Drive Rehabilitation	02-2251	20-Mar-14	30-Sep-14	$905,000	The project will be awarded by the deadline.
Plumas County	Greenville Pavement Rehabilitation	02-2342	20-Mar-14	30-Sep-14	$750,000	The project will be awarded by the deadline.
City of Arcata	Arcata Rails with Trail Project Phase 1	01-03021	20-Mar-14	30-Dec-14 (6)	$842,000	The project will be awarded by the extended deadline.
City of San Francisco	San Francisco Crosswalk Conversion	04-9098K	20-Mar-14	30-Sep-14	$250,000	The project will be awarded by the deadline.
City of Taft	Hillard Street Pedestrian/Bicycle Improvements	06-6555	20-Mar-14	30-Sep-14	$249,000	The project will be awarded by the deadline.
Tuolumne county	Jamestown Main Street to Railtown Sidewalk Project	10-0020C	20-Mar-14	30-Sep-14	$911,000	Concurrent three-month time extension has been submitted.
Grand Total					**$14,340,000**	

(1) This extended deadline was approved in Oct 2013 (Waiver-13-42)
(2) This extended deadline was approved in Dec 2013 (Waiver-13-52)
(3) This extended deadline was approved in Jan 2014 (Waiver-14-01)
(4) This extended deadline was approved in Mar 2014 (Waiver-14-08)
(5) This extension deadline was approved in June 2014 (Waiver-14-28)
(6) This extension deadline was approved in August 2014 (Waiver-14-35)

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 29

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2014

Reference No.: 3.3
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rachel Falsetti
Division Chief
Transportation Programming

Subject: **FINAL CLOSE-OUT REPORT ON FY 2013-14 SHOPP MINOR LUMP SUM ALLOCATION**

SUMMARY:

In Fiscal Year (FY) 2013-14, the California Transportation Commission (Commission) approved the State Highway Operations and Protection Program (SHOPP) Minor Program target allocation of $57,400,000 for capital outlay (CO).

At the completion of the fiscal year, the total CO amount awarded by the California Department of Transportation (Department) is $52,406,354. The total Capital Outlay Support (COS) expended is $52,329,959, for a total program value of $104,736,313. This equates to 99 percent of the available $106,309,716 FY 2013-14 minor program funding.

BACKGROUND:

On July 14, 2005, the Commission approved Resolution G-05-05, delegating to the Department authority to sub-allocate funds for Minor A projects included on a concurrent list of projects approved by the Commission under Resolution FM-05-06. This authority allows the Department to sub-allocate funding and proceed with advertisement without waiting for the next Commission meeting to receive an allocation. The Commission must allocate projects not on the Department's approved Minor A list.

The Minor Program is reserved for small SHOPP-eligible projects. Effective on February 5, 2014, Minor B projects have a construction limit of up to $281,000. Minor A projects have a construction limit in excess of $281,000 and up to $1,000,000.

For FY 2013-14, the Department awarded contracts totaling $27,314,000 for Minor A, including $23,981,700 sub-allocated by the Department and $3,332,300 allocated by the Commission for substitute projects. In addition, $24,409,942 for Minor B projects was awarded and $682,412 was expended for Right of Way. The CO amount awarded is $52,406,354 and the COS expended is $52,329,959, for a total value of $104,736,313. This equates to 99 percent of the available $106,309,716 FY 2013-14 minor program funding.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

Tab 30

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2014

Reference No.: 3.5
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rihui Zhang, Chief
Division of Local Assistance

Subject: **QUARTERLY REPORT - LOCAL ASSISTANCE LUMP SUM ALLOCATION FOR THE PERIOD ENDING JUNE 30, 2014**

SUMMARY:

As of June 30, 2014, about $823 million, or 49 percent, of the $1.69 billion that has been allocated by the California Transportation Commission (Commission) for Federal Fiscal Year (FFY) 2014 has been sub-allocated to 984 local projects. The majority of the sub-allocations (approximately $697 million) are for 645 projects in the following four categories:

- High Priority Project/Demonstration Project/ Emergency Relief – 113 projects, $213 million
- Highway Bridge Program – 198 projects, $183 million
- Regional Surface Transportation Program – 159 projects, $179 million
- Congestion Mitigation and Air Quality Program – 175 projects, $122 million

The remaining $126 million was sub-allocated for 339 projects in other categories (as referenced with an asterisk on the attachment).

BACKGROUND:

The California Department of Transportation's (Department) Division of Local Assistance administers the local assistance subvention budget under delegated authority from the Commission. The Commission provides an annual lump sum allocation consistent with each fiscal year's Budget Act. The Commission further delegates to the Department the authority to adjust allocations between categories, and the Department reports to the Commission if transfers in or out of an expenditure category exceed 10 percent of its allocation, per Commission Resolution G-01-08.

Railroad Grade Crossing Maintenance and Railroad Grade Separation currently have no sub-allocations until the Department receives applicant projects, which sometimes does not occur until after the federal fiscal year ends.

Consistent with historical trends, the Department anticipates using all funds allocated by the Commission for FFY 2014.

Attachment

LOCAL ASSSISTANCE LUMP SUM ALLOCATIONS
Period Ending June 30, 2014
(Dollars in Thousands)

Reference No.: 3.5
October 8, 2014
Attachment

Fund Description	Commission Allocation			Total Sub-Allocations				Allocation Balance			Percent Sub- Allocated	Number of
	State	Federal	Total	State	Federal	Total		State	Federal	Total	Total	Total
Local Administered & Miscellaneous Programs												
Regional Surface Transportation Program (RSTP)[1]		556,717	556,717		179,144	179,144		0	377,573	377,573	32%	159
Surface Transportation Program State Match and Exchange	57,849		57,849	56,532		56,532	*	1,317	0	1,317	98%	138
Congestion Mitigation & Air Quality Program		467,328	467,328		121,715	121,715		0	345,613	345,613	26%	175
Freeway Service Patrol	25,479		25,479	17,276		17,276	*	8,203	0	8,203	68%	14
High Priority Projects/Demonstration Projects/Emergency Relief		252,832	252,832		213,097	213,097		0	39,735	39,735	84%	113
Miscellaneous	3,250		3,250	1,778		1,778	*	1,472	-	1,472	55%	8
Bridge Programs												
Bridge Inspection	735		735	0		0		735	0	735	0%	
National Highway Performance Program & RSTP Bridge[2]		229,922	229,922	0	183,164	183,164		0	46,758	46,758	80%	198
Rail Programs												
Railroad Grade Crossing Maintenance	2,000		2,000	0		0		2,000	0	2,000	0%	
Railroad Grade Separation	15,000		15,000	0		0		15,000	0	15,000	0%	
Safety Programs												
Highway Safety Improvement Program		74,000	74,000	0	50,742	50,742	*	0	23,258	23,258	69%	179
Total Local Assistance Subvention Funds	104,313	1,580,799	1,685,112	75,586	747,862	823,448		28,727	832,937	861,664	49%	984

Notes

Allocations for state funds reflect the June 2013 Commission meeting vote, Item 2.5h.
Allocations for federal funds reflect the May 2014 Commission meeting vote, Item 2.5h.
The Allocation Balance is the difference between the Commission Allocations and the Total Sub-Allocations.
Total Sub-Allocations are from InfoAdvantage (accounting system).
In accordance with Commission Resolution G-01-08, the Department reports when total transfers in or out of an expenditure category exceed 10 percent of its allocation.

Assumptions:

* Indicates programs that were not discussed in Reference 3.5
[1] RSTP consists of the Surface Transportation Program subvented to local agencies, less funding set-aside for off-system bridge projects.
[2] Bridge projects consist of off-system bridge (about $37 million) and bridge funding available to locals from the National Highway Performance Program (about $110 million).

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

Tab 31

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2014

Reference No.: 3.6
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rihui Zhang, Chief
Division of Local Assistance

Subject: **THIRD QUARTER – BALANCE REPORT ON AB 1012 "USE IT OR LOSE IT" PROVISION FOR FEDERAL FISCAL YEAR 2012 UNOBLIGATED CMAQ AND RSTP FUNDS**

SUMMARY:

As of June 30, 2014, the Congestion Mitigation and Air Quality Improvement Program (CMAQ) has approximately $1.4 million that is subject to reprogramming. The Regional Surface Transportation Program (RSTP) does not have any funding subject to reprogramming.

BACKGROUND:

The Intermodal Surface Transportation Efficiency Act was enacted in 1991 and was in effect for six years. During that time, the Regions were able to obligate only 87 percent of their federal funding. The next Federal Highway Act, known as the Transportation Equity Act for the 21st Century (TEA-21), was signed into law in 1998. During the first two years of TEA-21, the Regions' obligation of federal funds dropped to as low as 41 percent. By October 1999, the Regions had accumulated a $1.2 billion backlog in federal apportionments and $854 million in Obligation Authority (OA).

Assembly Bill (AB) 1012 was enacted on October 10, 1999 (Chapter 783, Statutes of 1999), with a goal of improving the delivery of transportation projects and addressing the backlog of the Regions' federal apportionments and OA. AB 1012 states that CMAQ and RSTP funds not obligated within the first three years of federal eligibility are subject to reprogramming by the California Transportation Commission in the fourth year in order to prevent the funds from being lost by the state.

The annual notice to the Regions, under AB 1012 "Use It or Lose It" provisions for Federal Fiscal Year (FFY) 2012 (October 1, 2011 through September 30, 2012), was released on November 20, 2013. With this notification, the total FFY 2012 funds identified as subject to reprogramming under the provisions of AB 1012 were approximately $13.4 million. This included approximately $6.9 million of RSTP funds and approximately $6.5 million of CMAQ funds. As of June 30, 2014, the RSTP amount has decreased to $0 and the CMAQ amount has decreased to about $1.4 million. According to the Federal Highway Administration's data, these funds will not revert until at least FFY 2017. Further, as of July 31, 2014, there are no longer any CMAQ funds subject to reprogramming.

The California Department of Transportation is responsible for monitoring and reporting unobligated balances. Each month, the Department provides notification to the Regions of the unobligated CMAQ and RSTP balances that have one year remaining under the AB 1012 guidelines. Beginning in FFY 2000, and continuing through FFY 2013, the Regions have delivered enough projects to obligate a minimum of 100 percent of the available OA.

Attachments

Apportionment Status Report
CMAQ and RSTP
as of June 30, 2014

Reference No.: 3.6
October 8, 2014
Attachment 1

AB 1012
Balances entering the 3rd Year
(from FFY 2012*)
Regional Report Summary

*Previously referred to as Cycle 15

Region	CMAQ Unobligated 06/30/2014 Delivery Balance [1]	CMAQ Amount Subject to AB 1012 Reprogramming 11/01/2014 [2]	RSTP Unobligated 06/30/2014 Delivery Balance [1]	RSTP Amount Subject to AB 1012 Reprogramming 11/01/2014 [2]
Butte	3,407,465	-	-	-
Fresno	17,720,344	-	20,570,922	-
Kern	14,119,427	-	14,097,892	-
Kings	1,573,450	-	-	-
Los Angeles	137,694,861	-	149,801,713	-
Madera	4,822,122	1,230,237	-	-
Merced	1,589,266	-	-	-
Monterey	-	- [3]	1,177,182	-
Orange	7,510,250	-	48,438,046	-
Riverside	44,895,510	-	51,423,521	-
S. F. Bay Area (MTC)	5,230,425	-	5,907,521	-
Sacramento (SACOG)	19,080,520	-	28,534,394	-
San Benito	-	- [3]	17,121	-
San Bernardino	36,568,234	-	34,063,496	-
San Diego	(74,378)	-	272,198	-
San Joaquin	9,096,359	-	4,288,048	-
San Luis Obispo	4,585,486	-	819,447	-
Santa Barbara	-	- [3]	1,007,465	-
Santa Cruz	-	- [3]	356,775	-
Stanislaus	6,719,215	-	11,722,020	-
Tahoe	478,640	-	-	-
Tulare	6,318,549	-	3,779,848	-
Ventura	13,801,492	-	18,446,396	-
Rural Counties & SCAG	5,330,606	194,703	3,827,443	-
TOTAL	340,467,844	1,424,940	398,551,449	-

Note:
Balances in the 3rd year (October 1, 2013) are subject to reprogramming on November 1, 2014. These balances include amounts in the federal fiscal year 2014 "Advance" apportionments (dated November 1, 2013).

[1] Indicates all apportionments not yet obligated.

[2] Totals reflect balances in the third year.

[3] These Regions are in air quality attainment and cannot use unobligated CMAQ apportionments, which are deobligations of closed out projects. It is anticipated that any CMAQ balance that accumulates in a Region in air quality attainment will be included in a future CMAQ rescission or transferred to another Region that over-delivered prior to the end of the current federal fiscal year.

Apportionment Status Report
CMAQ and RSTP
as of June 30, 2014

Reference No.: 3.6
October 8, 2014
Attachment 2

AB 1012
Balances entering the 3rd Year
(from FFY 2012*)
Rural Report Summary

*Previously referred to as Cycle 15

Region	CMAQ Unobligated 06/30/2014 Delivery Balance [1]	CMAQ Amount Subject to AB 1012 Reprogramming 11/01/2014 [2]	RSTP Unobligated 06/30/2014 Delivery Balance [1]	RSTP Amount Subject to AB 1012 Reprogramming 11/01/2014 [2]
Rural County Information:				
Alpine	-	-	(120)	-
Amador	672,496	24,715	-	-
Calaveras	382,689	-	-	-
Colusa	-	-	-	-
Del Norte	-	-	-	-
El Dorado	-	-	-	-
Glenn	-	-	-	-
Humboldt	-	-	-	-
Imperial (SCAG)	1,128,689	-	3,829,434	-
Inyo	-	-	-	-
Lake	-	-	-	-
Lassen	-	-	-	-
Mariposa	480,366	169,987	-	-
Mendocino	-	-	-	-
Modoc	-	-	-	-
Mono	-	-	-	-
Nevada	794,084	-	-	-
Placer	-	-	-	-
Plumas	-	-	(1,871)	-
Shasta	-	-	-	-
Sierra	-	-	-	-
Siskiyou	-	-	-	-
Tehama	1,079,261	-	-	-
Trinity	-	-	-	-
Tuolumne	793,020	-	-	-
Rural Combined Totals:	5,330,606	194,703	3,827,443	-

Note:
Balances in the 3rd year (October 1, 2013) are subject to reprogramming on November 1, 2014. These balances include amounts in the the Federal Fiscal Year 2014 "Advance" Apportionments Report dated November 1, 2013.

[1] Indicates all apportionments not yet obligated.

[2] Totals reflect balances in the third year.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 32

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2014

Reference No.: 3.7
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck
Division Chief
Budgets

Subject: **FY 2013-14 FOURTH QUARTER FINANCE REPORT**

Attached is the California Department of Transportation's Fiscal Year 2013-14 Fourth Quarter Finance Report.

Attachment

Department of Transportation Quarterly Finance Report

Fourth Quarter 2013-14

Department of Transportation
Division of Budgets

The purpose of the Quarterly Finance Report is to provide the California Transportation Commission (Commission) with the status of capital allocations versus capacity and to report any trends or issues that may require action by the California Department of Transportation or Commission regarding transportation funding policy, allocation capacity, or forecast methodology to ensure the efficient and prudent management of transportation resources. Below is the schedule of dates for the development of the fiscal year 2013-14 and 2014-15 Quarterly Finance Reports.

Quarterly Finance Report			
Schedule of Reports			
Fiscal Year	**Quarterly Report**	**Activity**	**Date**
2014-15	**2013-14 Q4**	**Close of Quarter**	**6/30/14**
		Quarterly Report to Commission Staff	**8/30/14**
		Presented to Commission	**10/8/14**
	2014-15 Q1	**Close of Quarter**	**9/30/14**
		Quarterly Report to Commission Staff	**11/15/14**
		Presented to Commission	**12/10/14**
	2014-15 Q2	**Close of Quarter**	**12/31/14**
		Quarterly Report to Commission Staff	**2/15/15**
		Presented to Commission	**3/26/15**
	2014-15 Q3	**Close of Quarter**	**3/31/15**
		Quarterly Report to Commission Staff	**5/15/15**
		Presented to Commission	**5/28/15**
2015-16	**2014-15 Q4**	**Close of Quarter**	**6/30/15**
		Quarterly Report to Commission Staff	**8/30/15**
		Presented to Commission	**10/22/15**

Department of Transportation Quarterly Finance Report

Fourth Quarter 2013-14

EXECUTIVE SUMMARY

2013-14 Capital Allocations vs. Capacity Summary through June 30, 2014 ($ in millions)					
	SHOPP[1]	**STIP**	**TCRP[3]**	**BONDS**	**TOTAL**
Total Allocation Capacity	$2,085	$640	$71	$765	$3,561
Total Votes	1,521	629	78	461	$2,689
Authorized Changes[2]	-133	13	0	0	-$120
Total Remaining Capacity	**$697**	**$0**	**$0**	**$304**	**$992**

Note: Totals may not add due to rounding
[1]Proposition 1B bond capacity included in total: $86 million (Proposition 1B SHOPP).
[2]Authorized changes include project increases and decreases pursuant to the Commission's G-12 process and project rescissions.
[3]TCRP funds are over-allocated. See TCRP section for details.

The California Transportation Commission (Commission) has allocated $2.7 billion toward 677 projects through the fourth quarter of fiscal year 2013-14. Adjustments totaled negative $120 million, leaving approximately $1 billion (28 percent) in remaining allocation capacity. The bulk of the remaining capacity is primarily due to State Highway Operation and Protection Program (SHOPP) allocations, which were not voted at the June Commision meeting. Approximately $600 million in SHOPP projects are scheduled to be voted in August and will be attributed to 2013-14 capacity.

The State Highway Account (SHA) ended the fourth quarter with a higher than projected cash balance primarily due to the early receipt of a $135 million loan repayment from the General Fund (GF) that was originally anticipated to occur in 2014-15. The Public Transportation Account (PTA) also ended the fourth quarter with a higher than projected balance due to a delay in the fourth quarter State Transit Assistance (STA) transfer totaling approximately $100 million, which is now expected to occur during the first quarter of 2014-15. The Transportation Investment Fund (TIF) and the Transportation Deferred Investment Fund (TDIF) each ended the fourth quarter with a higher than projected cash balance due to expenditure transfers caused by increased federal reimbursement. The Traffic Congestion Relief Fund (TCRF) ended the fourth quarter with a higher than expected cash balance due to expenditures being lower than anticipated.

During the fourth quarter, the State Treasurer's Office (STO) conducted two Spring general obligation bond sales, which yielded approximately $968 million in proceeds. Additional information regarding these sales can be located in the Proposition 1A and 1B Bonds section of this report.

On June 20, 2014 the Governor signed the 2014-15 Budget Act, authorizing $11.1 billion in expenditures for the California Department of Transportation (Department), which represents a $1.7 billion reduction from the 2013-14 Enacted Budget. This reduction is primarily due to the approaching completion of the Proposition 1B bond programs. The Budget authorized the repayment of $351 million in outstanding GF loan repayments which included; $100 million to cities and counties, $210 million to the SHOPP, $27 million for Maintenance projects, $5 million to the Environmental Enhancement and Mitigation Program, and $9 million to the newly enacted Active Transportation

Program (ATP). The Budget also approved a $4 million transfer from the Local Airport Loan Account (LALA) to the Aeronautics Account to assist in funding the California Aid to Airports Program.

Effective July 1, 2014, the price-based excise tax on gasoline decreased from 21.5 cents per gallon to 18 cents per gallon. In addition, effective July 1, 2014, the excise tax on diesel fuel increased by one cent per gallon (from 10 cents to 11 cents per gallon). These modifications have been accounted for, and are in line with, the 2014 Fund Estimate, the SHA and PTA 2014-15 forecasts, and the 2014-15 Budget.

On August 8, 2014, President Obama signed a short-term plan that will provide temporary relief to the Federal Highway Trust Fund (FHTF) and extend federal transportation funding authority through May 31, 2015. The temporary extension plan includes approximately $11 billion for the FHTF to prevent funding shortfalls. Congress is still searching for sustainable funding solutions for the FHTF. The Department will continue to monitor progress closely.

Due to the addition of the newly enacted ATP and as a result of recent changes in the Aeronautics Program (AERO), the Department will begin reporting on both Programs commencing in the 2014-15 first quarter report to the Commission.

STATE HIGHWAY OPERATION AND PROTECTION PROGRAM (SHOPP)

State Highway Operation and Protection Program ($ in millions)					
Fund	**Allocation Capacity**	**Allocations to Date**	**Adjustments**	**Net Allocations**	**Remaining Capacity**
SHA	$250	$247	-$14	$234	$16
FTF	1,750	1,273	-123	1,149	601
Proposition 1B	85	1	4	5	80
Total	**$2,085**	**$1,521**	**-$133**	**$1,388**	**$697**

Note: Totals may not add due to rounding

Capital Allocations vs. Capacity

The Commission allocated $1.4 billion, including adjustments, toward 433 SHOPP projects through the fourth quarter of 2013-14, leaving $700 million (approximately 33 percent) in remaining allocation capacity. The bulk of the remaining capacity is primarily due to $600 million in SHOPP projects, which were delivered by June 30, 2014 but not ready for vote by the June Commision meeting. These projects are scheduled to be voted in August and will be attributed to 2013-14 capacity.

Outlook for Funding & Allocations

SHA. The SHA is forecasted to experience a spike in cash during 2014-15 as a result of the temporary increase in revenues from the price-based excise tax which rose from 18 cents per gallon to 21.5 cents per gallon during 2013-14. Although the increase translates to additional revenues for the SHA in the short term, the high balance spike is projected to decrease in future years, as allocated projects begin spending and as projected revenues steadily decline. Effective July 1, 2014, the price-based excise tax on gasoline decreased from 21.5 cents per gallon back down to 18 cents per gallon. This modification has been accounted for, and is in line with, the 2014 Fund Estimate, the SHA 2014-15 forecast.

Federal Trust Fund (FTF). The Commission has committed net allocations totaling more than $1 billion, roughly 66 percent, of the allocation capacity available for federally eligible SHOPP projects through the fourth quarter. Most of the remaining capacity is expected to be voted at the August Commission meeting and will be attributed to 2013-14 capacity. On August 8, 2014, the President approved a plan to extend FHTF funding authority through May 2015. During that time Congress will be searching for long-term funding solutions for the FHTF. The Department will continue to monitor progress.

Proposition 1B. Of the $80 million in remaining Proposition 1B SHOPP authority, approximately $77 million will be added to the 2014-15 allocation capacity. The 2014-15 Budget authorizes $745 million in Proposition 1B appropriations. This is a significant decrease from prior years since the majority of Proposition 1B projects are near completion or are in construction.

Refer to Appendix A for the 2014-15 Allocation Capacity.

Recommendations

The Department prepared the final 2014-15 allocation capacity for the SHOPP based on long-range cash forecasts and expected revenues. Refer to Appendix C for Forecast Methodology details.

STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

State Transportation Improvement Program ($ in millions)					
Fund	**Allocation Capacity**	**Allocations to Date**	**Adjustments**	**Net Allocations**	**Remaining Capacity**
SHA	$250	$174	$12	$187	$63
FTF	350	423	1	424	0
PTA	40	32	0	32	8
Total	**$640**	**$629**	**$13**	**$642**	**$0**

Note: Totals may not add due to rounding.

Capital Allocations vs. Capacity

The Commission allocated $642 million, including adjustments, toward 167 STIP projects through the fourth quarter of 2013-14, leaving no remaining allocation capacity.

Outlook for Funding & Allocations

SHA. The SHA is forecasted to experience a spike in cash during 2014-15 as a result of the temporary increase in revenues from the price-based excise tax which rose from 18 cents per gallon to 21.5 cents per gallon during 2013-14. Although the increase translates to additional revenues for the SHA in the short term, the high balance spike is projected to decrease in future years, as allocated projects begin spending and as projected revenues steadily decline. Effective July 1, 2014, the price-based excise tax on gasoline decreased from 21.5 cents per gallon back down to 18 cents per gallon. This modification has been accounted for, and is in line with, the 2014 Fund Estimate, the SHA 2014-15 forecast.

FTF. The Department has authorized net obligations of $424 million on federally eligible STIP projects through the fourth quarter, which was approximately $74 million more than capacity. This overage was partially offset by SHA savings. On August 8, 2014, the President approved a plan to extend FHTF funding authority through May 2015. During that time Congress will be searching for long-term funding solutions for the FHTF. The Department will continue to monitor progress.

PTA. The Commission allocated $32 million toward PTA projects through the fourth quarter of 2013-14. Effective July 1, 2014, the excise tax on diesel fuel increased by one cent per gallon (from 10 cents to 11 cents per gallon). These modifications have been accounted for, and are in line with, the 2014 Fund Estimate and the PTA 2014-15 forecast. Unused PTA capacity, totaling approximately $8 million, will be carried over into the 2014-15 fiscal year.

Refer to Appendix A for the 2014-15 Allocation Capacity.

Recommendations

The Department prepared the final 2014-15 allocation capacity for the STIP based on long-range cash forecasts and expected revenues. Refer to Appendix C for Forecast Methodology details.

TRAFFIC CONGESTION RELIEF PROGRAM (TCRP)

Traffic Congestion Relief Program ($ in millions)					
Fund	**Allocation Capacity**	**Allocations to Date**	**Adjustments**	**Net Allocations**	**Remaining Capacity**
TCRF	$71	$78	$0	$78	$0
Total	**$71**	**$78**	**$0**	**$78**	**$0**

Capital Allocations vs. Capacity

The TCRP remained unchanged through the fourth quarter of 2013-14. Approximately $78 million has been allocated toward 11 projects. The TCRF was over-allocated by $7 million in 2013-14; therefore, the Department reduced the 2014-15 allocation capacity to offset the overage.

Outlook for Funding & Allocations

As of June 2014, approximately $167 million in suspended Proposition 42 loan repayments are still outstanding from the GF. Refer to Appendix E for additional details. The TCRF is also owed $482 million in Pre-Proposition 42 (Tribal Gaming) loans repayments. The 2011-12 Budget indicated that the Tribal Gaming loan repayments would begin no earlier than 2016-17; however, there is no statutory repayment schedule.

Refer to Appendix A for the 2014-15 Allocation Capacity.

Recommendations

The Department will continue to monitor for potential impacts, and if necessary, recommend changes.

PROPOSITION 1A & 1B BONDS

Proposition 1A & 1B Bonds ($ in millions)			
Fund	**Allocation Capacity**	**Allocations to Date**	**Remaining Capacity**
Proposition 1A	$360	$150	$210
TCIF	220	202	19
Intercity Rail	44	12	32
Local Bridge Seismic	25	11	14
Grade Separations	28	25	3
Traffic Light Synch.	34	12	22
Route 99	53	49	4
Total	**$765**	**$461**	**$304**

Note: Totals may not add due to rounding.

Capital Allocations vs. Capacity

The Commission allocated $461 million toward 66 Bond projects through the fourth quarter of 2013-14, leaving $304 million (approximately 40 percent) in remaining allocation capacity. Of the remaining capacity, approximately $56 million will be carried forward for use in 2014-15. In addition, $77 million in remaining Proposition 1B authority will be added to the 2014-15 SHOPP allocation capacity.

Outlook for Funding & Allocations

Bond Funding. During the fourth quarter the STO conducted a Spring general obligation bond sale, which yielded $574 million in Proposition 1B bond upfront proceeds. Approximately $570 million of the proceeds were used to fund Department projects, while the remainder went toward administration costs incurred by the Department and the Commission.

An additional Spring sale resulted in $398 million in bond proceeds, which was used to repay Proposition 1B Commercial Paper (CP) debt owed by the Department. The STO did not issue any CP during the fourth quarter; however, the STO's authority to issue new CP for the Department was increased to $1.2 billion by the end of 2013-14. The Spring 2014 bond sales yielded enough proceeds to fund approximately three months worth of project costs. The Department anticipates requesting CP issuances prior to the Fall 2014 bond sale.

Refer to Appendix A for the 2014-15 Allocation Capacity.

Recommendations

Proposition 1A and 1B 2014-15 allocation capacities include savings from 2013-14.

APPENDICES

Appendix A ..... **Allocation Capacity and Assumptions**

Appendix B ..... **Authorized Changes**

Appendix C ..... **Cash Forecasts**

Forecast Methodology
State Highway Account
Public Transportation Account
Traffic Congestion Relief Fund
Transportation Investment Fund
Transportation Deferred Investment Fund

Appendix D ..... **Federal Emergency Projects**

Appendix E ..... **Transportation Loans**

Status of Outstanding Transportation Loans, as of June 30, 2014
Interfund Transportation Loans

APPENDIX A – ALLOCATION CAPACITY AND ASSUMPTIONS

2014-15 Allocation Capacity By Fund and Program ($ in millions)							
Fund	**SHOPP**	**STIP**	**TCRP**	**AERO**	**ATP**	**BONDS**	**Total**
SHA	$410	$200	$0	$0	$77	$0	**$687**
FTF	1,482	370	0	0	171	0	**2,023**
PTA	0	73	0	0	0	0	**73**
TCRF	0	0	76	0	0	0	**76**
AERO	0	0	0	6	0	0	**6**
Prop 1A Bonds *	0	0	0	0	0	210	**210**
Prop 1B Bonds *	77	102	0	0	0	387	**566**
Total Capacity	**$1,969**	**$745**	**$76**	**$6**	**$248**	**$597**	**$3,641**

Note: Totals may not add due to rounding

* Subject to Bond Sales

The 2014-15 allocation capacity of $3.6 billion is based on the following:

- The SHOPP allocation capacity is based on the 2014-15 Budget Act revenue and expenditure estimates and the 2014 STIP Fund Estimate federal receipts. The total allocation capacity includes $32 million in 2013-14 carryover capacity and approximately $600 million in project allocations that will be voted on during the August 2014 Commission meeting.

- The ATP allocation capacity is based on the 2014 Fund Estimate, includes 2013-14 carry-over capacity, and $9 million in loan repayments from the GF. The 2014-15 ATP also incorporates the following assumptions:
  - Distribution to Metropolitan Planning Organizations is based upon total population per 2010 census data.
  - Federal funding apportionments are based on 95 percent obligational authority. The Federal Transportation Alternative Program funding component is distributed according to Moving Ahead for Progress in the 21st Century guidelines. Other federal funds are distributed based on total population.
  - Federal Highway Safety Improvement Program funds are not incorporated into the ATP.
  - State and federal resources are forecasted to remain stable throughout the fund estimate period.

- The STIP PTA allocation capacity of $70 million includes approximately $8 million in 2013-14 carryover capacity and is based on a prudent cash balance of $100 million.

- The annual TCRP allocation capacity is based on a dollar-for-dollar ratio of actual revenues received for current year expenditures. The allocation capacity and specific project funding was established by the Commission, in consultation with the Department and local agencies.

- The TCRP allocation is based on annual Proposition 42 suspension repayments of approximately $83 million.

- The TCRP allocation capacity for 2014-15 was reduced from $83 million to $76 million due to a $7 million over-allocation in 2013-14.

- The AERO capacity is based on the 2014 Fund Estimate and includes a one-time, $4 million transfer from the LALA, authorized by the 2014-15 Budget.

- The 2014-15 AERO capacity assumes approximately $1 million in remaining 2013-14 authority will be available due to project de-allocations.

- Bond capacity for the SHOPP is based on the remaining bond authority, budget authority, and any administrative costs.

- Proposition 1A and 1B capacities are based on the 2014-15 Enacted Budget and include 2013-14 savings of approximately $134 million. The bond capacities are also dependent on the sale of sufficient bonds for funding.

APPENDIX B – AUTHORIZED CHANGES

2013-14 Authorized Changes Summary through June 30, 2014 ($ in millions)				
Program	**# of Adjustments**			**Net Change**
	Increases	**Decreases**	**Total**	
SHOPP[1]	121	162	283	-$133
STIP[1]	8	13	21	13
TOTAL	**129**	**175**	**304**	**-$120**

Note: Totals may not add due to rounding

[1]Proposition 1B bond G-12 adjustments are included in total.

Summary of Authorized Changes

Through the fourth quarter of 2013-14, the Department has authorized a total of 304 allocation adjustments, resulting in a savings of $120 million.

Background

Commission Resolution G-09-12 (Resolution G-12) allows for the Director of the Department to adjust project allocations within specific limits. It is intended that the Director's approved "decreases" will offset the Director's approved "increases." These authorized changes are known as G-12 authority. This delegation of authority greatly reduces the volume of financial transactions submitted to the Commission and increases the efficiency of the Department in processing changes. The Resolution G-12 requires that the Department report on all project capital outlay allocation changes made under this delegation to the Commission's Executive Director on a monthly basis. The Department provides a detailed, project by project, report to Commission staff each month.

APPENDIX C – CASH FORECASTS – FORECAST METHODOLOGY

Methodology and Assumptions

The cash forecasts for the SHA, PTA, TCRF, TIF and TDIF are used by the Department to estimate and monitor the cash balance of transportation funds to determine the level of allocations that can be supported, and to prepare for low or high cash periods. Variances are identified and reported to management and the Commission. If necessary, adjustments are made to capital allocation levels, funding policy, or forecast methodology. The 2014-15 cash forecasts and allocation capacities are based on the following assumptions:

- State Operations projections are based on historical trends and assumes a two-percent increase each year, based on the 2014-15 Price Letter.
- Includes the most current expenditure projections available for Right-of-Way SHOPP and STIP.
- Capital Outlay and Local Assistance expenditures are based on actual and projected Commission allocations using historical and seasonal construction patterns.
- Monthly adjustments are not forecasted, since they comprise timing differences between the Department's accounting system and the State Controller's Office (SCO). These adjustments include short-term loans made to the GF, short-term loan repayments, Plans of Financial Adjustments, funds transferred in and out, and reimbursements.
- Federal receipts are based on the 2014 STIP Fund Estimate.

SHA

- Beginning cash balance includes two payments to the Project Information System and Analysis (PISA).
- Repayment of $50 million from the GF in 2014-15, coinciding with a $50 million loan repayment to the TCRF in 2014-15.
- Repayment of a $135 million loan to the PTA in 2014-15.
- Receipt of approximately $29 million in remaining assets from the Bicycle Transportation Account (BTA) due to closure of the fund.
- Repayment of a $6 million loan from the GF in 2014-15 (formerly owed to the BTA).
- Proceeds from a $237 million loan repayment to the Highway Users Tax Account in 2014-15.
- Includes anticipated expenditures from the new ATP.
- State Operations expenditures are based on historical trends.
- Weight fee and excise tax revenue projections provided by the Department of Finance (DOF).
- Miscellaneous revenues are based on historical trends.
- Continued monthly transfers of weight fee revenues to the Transportation Debt Service Fund (TDSF).
- Prudent cash balance of $415 million.

PTA

- Revenue projections provided by the DOF.
- Repayment of a $135 million loan from the SHA.
- Includes an anticipated $29 million loan to the High-Speed Passenger Train Bond Fund in 2014-15.
- Prudent cash balance of $100 million.

TCRF

- Annual suspended Proposition 42 transfers from the TDIF in the amount of $83 million in 2014-15 and 2015-16.
- Reduced 2014-15 allocation capacity from $83 million to $76 million due to a $7 million over-allocation in 2013-14.
- Future allocations are based on the projected net revenues received in 2014-15.

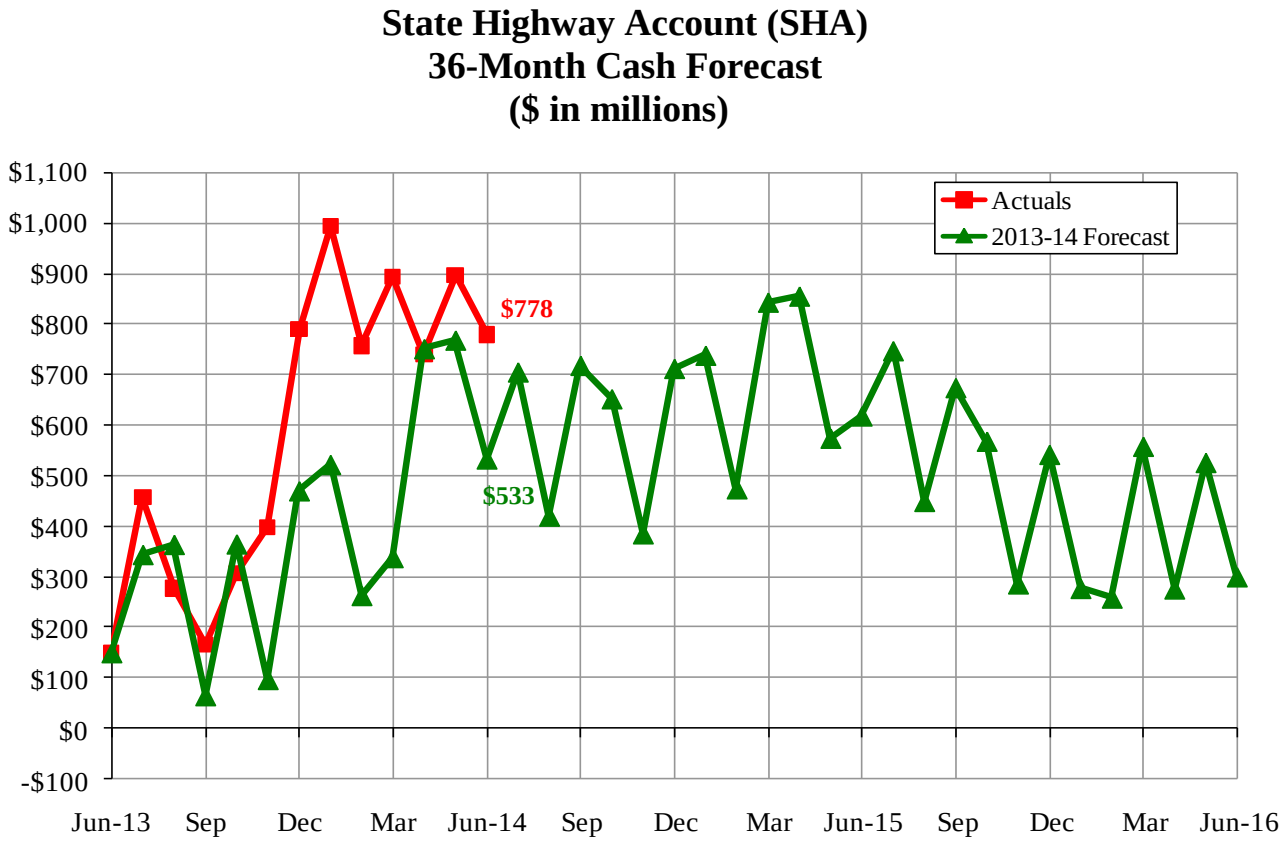
TIF

- The fund will not receive any new revenue.
- The TIF will be closed by the end of 2014-15 and all remaining assets and liabilities will be transferred to the SHA.

TDIF

- Annual suspended Proposition 42 transfers in the amount of $83 million in 2014-15 and 2015-16.
- Annual transfers in the amount of $83 million to the TCRF.

APPENDIX C – CASH FORECASTS – STATE HIGHWAY ACCOUNT



Year-to-Date SHA Summary

The SHA ending cash balance through the fourth quarter was $778 million, $245 million (46 percent) above the forecasted amount of $533 million. The variance is due, in part, to transfers and expenditures being lower than anticipated, and the receipt of a $135 million loan repayment from the GF that was forecasted to occur in 2014-15. In addition, timing differences in the posting of contractor payments contributed to the higher than forecasted balance. Revenues totaled $4.7 billion, $60 million (1 percent) below forecast. Transfers totaled negative $513 million, $239 million (32 percent) below forecast. Expenditures totaled $3.5 billion, $213 million (6 percent) below forecast. Adjustments, which represent timing differences between the Department's accounting system and the SCO's accounting system, totaled a negative $148 million.

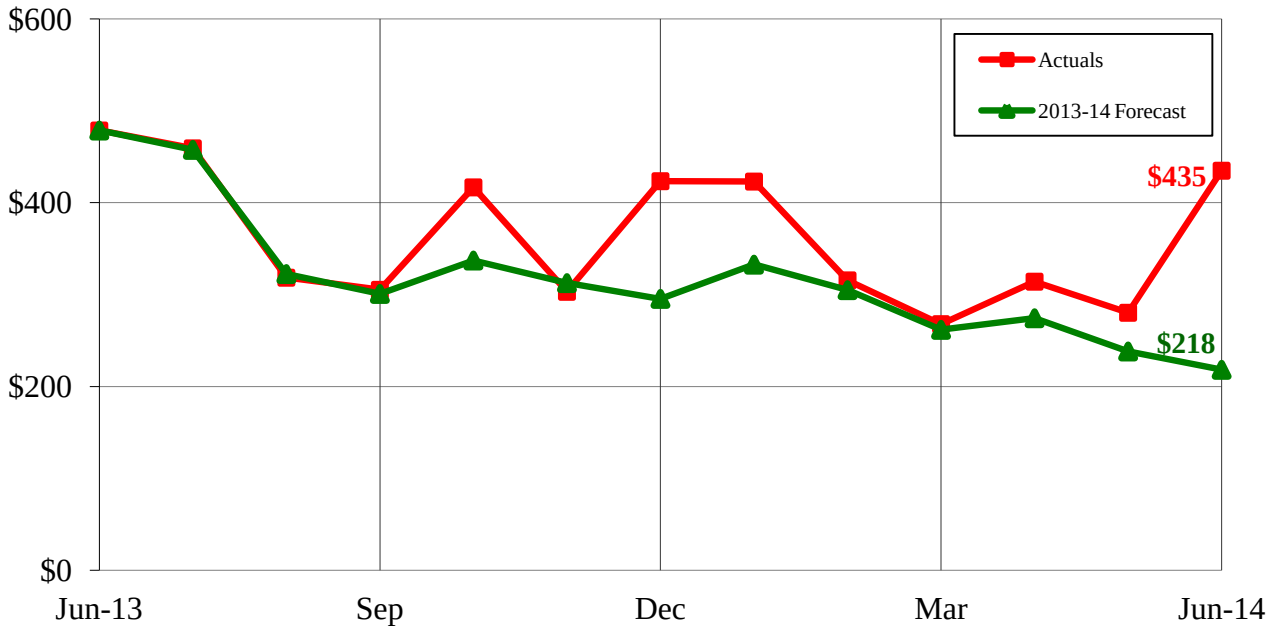
Year-to-Date Reconciliation

	($ in millions)			
	Forecast	**Actual**	**Difference**	**%**
Beginning Cash Balance	**$150**	**$150**	**N/A**	
Revenues	4,805	4,745	-60	
Transfers	-753	-513	239	
Expenditures	-3,668	-3,455	213	
Adjustments	0	-148	-148	
Ending Cash Balance	**$533**	**$778**	**$245**	**46%**

Note: Ending cash balance may differ due to rounding.

APPENDIX C – CASH FORECASTS – PUBLIC TRANSPORTATION ACCOUNT

Public Transportation Account (PTA)
12-Month Cash Forecast
($ in millions)



Year-to-Date PTA Summary

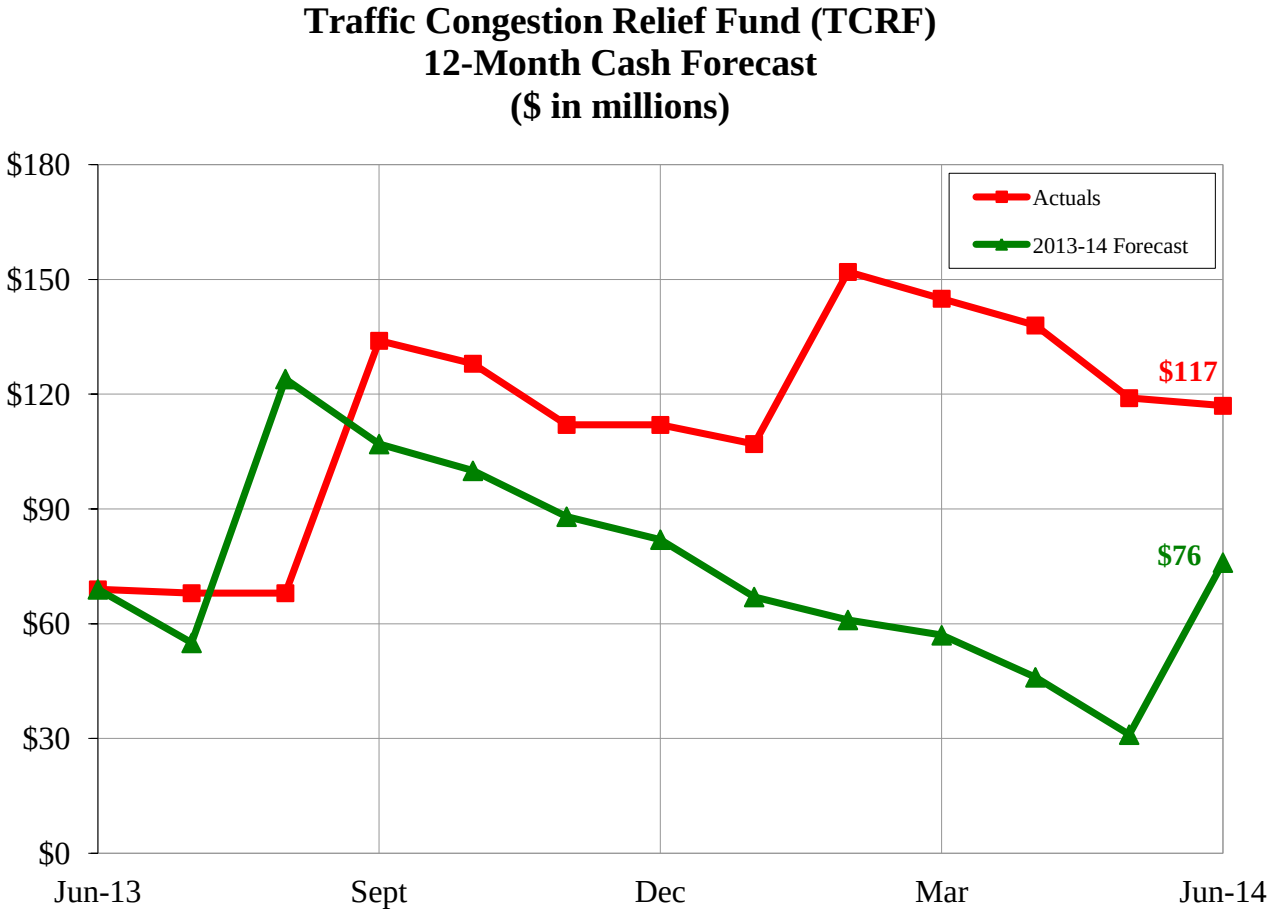
The PTA ending cash balance through the fourth quarter was $435 million, $217 million (99 percent) above the forecasted amount of $218 million. The variance is primarily due to lower than anticipated expenditures and a delayed fourth quarter STA transfer to locals, totaling approximately $100 million, which is now projected to occur during the first quarter of 2014-15. Revenues totaled $640 million, $26 million (4 percent) above forecast. Transfers totaled $10 million, $1 million above the forecasted amount. Expenditures totaled $415 million, $95 million (19 percent) below forecast. Adjustments, which represent timing differences between the Department's accounting system and the SCO's accounting system, totaled a negative $279 million.

Year-to-Date Reconciliation

($ in millions)	Forecast	Actual	Difference	%
Beginning Cash Balance	**$479**	**$479**	**N/A**	
Revenues	614	640	26	
Transfers	9	10	1	
Expenditures	-510	-415	95	
Adjustments	-374	-279	94	
Ending Cash Balance	**$218**	**$435**	**$217**	**99%**

Note: Ending cash balance may differ due to rounding.

APPENDIX C – CASH FORECASTS – TRAFFIC CONGESTION RELIEF FUND



Year-to-Date TCRF Summary

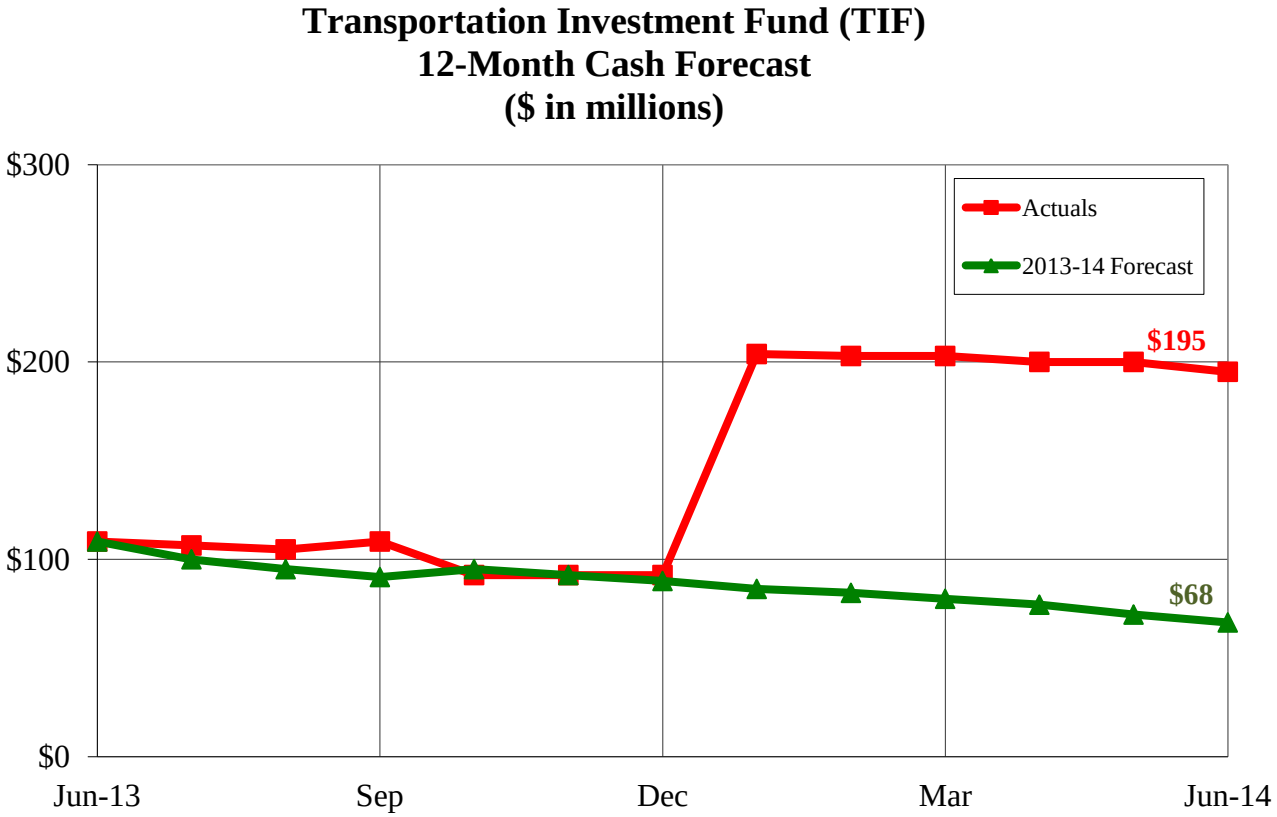
The TCRF ending cash balance through the fourth quarter was $117 million, $41 million (54 percent) above the forecasted amount of $76 million. The variance is primarily due to expenditures being lower than anticipated and a $50 million partial loan repayment from the SHA that was received in February 2014, but was not expected to occur until June 2014. Transfers totaled a positive $131 million. Expenditures totaled $96 million, $29 million (23 percent) lower than forecast. Adjustments, which represent timing differences between the Department's accounting system and the SCO's accounting system, totaled a positive $12 million.

Year-to-Date Reconciliation

($ in millions)	Forecast	Actual	Difference	%
Beginning Cash Balance	**$69**	**$69**	**N/A**	
Revenues	0	0	0	
Transfers	131	131	0	
Expenditures	-125	-96	29	
Adjustments	0	12	12	
Ending Cash Balance	**$76**	**$117**	**$41**	**54%**

Note: Ending cash balance may differ due to rounding.

APPENDIX C – CASH FORECASTS – TRANSPORTATION INVESTMENT FUND



Year-to-Date TIF Summary

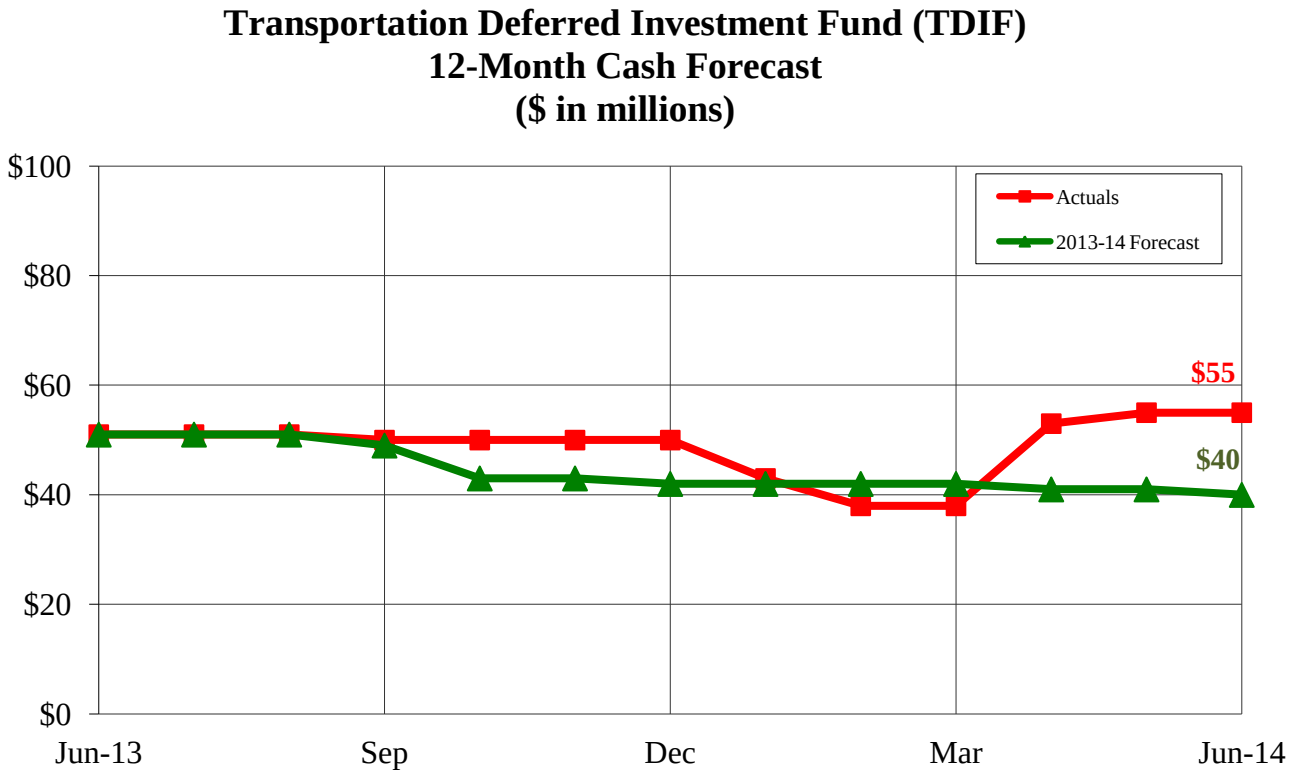
The TIF ending cash balance through the fourth quarter was $195 million, $127 million (187 percent) above the forecasted amount of $68 million. The variance is attributable to a project that became federally eligible resulting in a credit to the fund that occurred in the third quarter. Expenditures totaled $23 million, approximately $18 million (44 percent) lower than forecast. Adjustments, which represent timing differences between the Department's accounting system and the SCO's accounting system, totaled a positive $7 million. The Department anticipates requesting to move any remaining TIF resources and obligations to the SHA during 2014-15.

Year-to-Date Reconciliation

($ in millions)	Forecast	Actual	Difference	%
Beginning Cash Balance	**$109**	**$109**	**N/A**	
Revenues	0	0	0	
Transfers	0	102	102	
Expenditures	-41	-23	18	
Adjustments	0	7	7	
Ending Cash Balance	**$68**	**$195**	**$127**	**187%**

Note: Ending cash balance may differ due to rounding.

APPENDIX C – CASH FORECASTS – TRANSPORTATION DEFERRED INVESTMENT FUND



Year-to-Date TDIF Summary

The TDIF ending cash balance through the fourth quarter was $55 million, $15 million (38 percent) above the forecasted amount of $40 million. The variance is primarily due the closure of two projects, which resulted in a credit to the fund. Revenues totaled $83 million. Transfers totaled a net $76 million, which included a $7 million credit to the fund. Expenditures totaled $3 million, $8 million (73 percent) lower than forecast. Adjustments, which represent timing differences between the Department's accounting system and the SCO's accounting system, totaled a negative $100,000.

Year-to-Date Reconciliation

($ in millions)	Forecast	Actual	Difference	%
Beginning Cash Balance	**$51**	**$51**	**N/A**	
Revenues	83	83	0	
Transfers	-83	-76	7	
Expenditures	-11	-3	8	
Adjustments	0	0	0	
Ending Cash Balance	**$40**	**$55**	**$15**	**38%**

Note: Ending cash balance may differ due to rounding.

APPENDIX D – FEDERAL EMERGENCY PROJECTS

There have been no new disaster declarations for the quarter ending on June 30, 2014. In addition, the Department received no new Emergency Relief allocations from the Federal Highway Administration (FHWA). The chart below represents disasters that have not been completely funded by FHWA.

Disaster Repair Costs Approved Federal Funding and State/Local Impact ($ millions)			
	Identified Cost of Disaster Repair		
Disaster	State	Local	Total
Devil's Slide CA83-1	$631	$0	$631
Dec. 2004 Storm CA05-1	209	103	312
Dec. 2005 Storm CA06-1	406	49	455
Jan. 2010 Storm CA10-1	86	15	101
Dec. 2010 Storm CA11-1	61	19	80
Mar. 2011 Storm CA11-3	230	26	256
So. California Windstorm CA12-2	1	3	4
Mar. 2012 Storm CA12-3	31	0	31
San Mateo Co. Storm CA13-1	1	3	4
LA Co. Wildfires CA13-2	0	3	3
Riverside Co. Wildfires CA13-3	2	0	2
July '13 LA Tanker Fire CA13-4	20	0	20
Aug. '13 Rim Fire CA13-5	2	0	2
July '13 Inyo Co. Flood CA13-6	0	3	3
Total Damage Estimate	**$1,680**	**$224**	**$1,904**
Amount Obligated To Date			**$1,533**
Allocation Available for Future Project Costs			**$36**
Remaining Need			**$335**

Note: Totals may not add due to rounding.

Future federal emergency relief of this type can only be used to fund emergency projects and does not represent new capacity, except to the extent that the SHA funds have already been advanced for the emergency projects.

APPENDIX E – TRANSPORTATION LOANS

Status of Outstanding Transportation Loans, as of June 30, 2014 ($ in millions)			
FUND	**Original Loan**	**Loans / Interest Paid-to-Date**	**Remaining Balance**
Pre-Proposition 42 (Tribal Gaming Revenue):			
State Highway Account (SHA)[1]	$473	$341	$132
Public Transportation Account (PTA)	275	10	265
Traffic Congestion Relief Fund (TCRF)	482	0	482
Subtotal Pre-Proposition 42 Tribal Gaming Loans:	**$1,230**	**$351**	**$879**
Proposition 42:			
Public Transportation Account (PTA)[2]	$220	$220	$0
Transportation Investment Fund (TIF)[2]	440	440	0
Transportation Congestion Relief Fund (TCRF)[3]	1,066	898	167
Locals[2]	440	440	0
Subtotal Proposition 42 Loans:	**$2,166**	**$1,998**	**$167**
General Fund:			
State Highway Account (SHA)[4]	$335	$235	$100
State Highway Account - Weight Fee Revenues[5]	227	0	227
State Highway Account - Weight Fee Revenues[5a]	590	0	590
Highway User Tax Account (HUTA)[6]	328	0	328
Public Transportation Account[7]	29	0	29
Other transportation accounts[8]	31	3	28
Subtotal General Fund Loans:	**$1,540**	**$238**	**$1,302**
High-Speed Passenger Train:			
Public Transportation Account (PTA)[9]	$23	$0	$23
Subtotal High-Speed Passenger Train Loans:	**$23**	**$0**	**$23**
Totals:	**$4,959**	**$2,587**	**$2,371**

Note: Numbers may not add due to rounding.

[1]The remaining balance of $132 million will be directed to debt service per Assembly Bill (AB) 115 of 2010.

[2]Includes interest payments of $8 million for the PTA and $16 million for the TIF and Locals. These loans have been repaid in full and will be removed from the 2014-15 first Quarter Report.

[3]The remaining amount owed to the TCRF as a result of Proposition 42 suspensions will be repaid in equal annual installments ending in 2015-16.

[4]The SHA is expected to be repaid $50 million in 2014-15 and $50 million in 2015-16.

[5]$80 million and $147 million were authorized by 2009-10 Budget Act and subsequently characterized as weight fees via AB 115.

[5a]Post AB 115 weight fee transfers- 2010-11 Budget Act: $43.7 million loan, $139 million-excess weight fee loan to GF (11-12), $24.7 million excess weight fee loan to GF (2011-12), Vehicle Code 9400.4(b)(2) - $42 million , $30.3 million-excess weight fee loan to GF (2011-12), $310 million-excess weight fee loan to GF (2012-13).

[6]The HUTA is expected to be repaid $328 million in 2014-15. The loan repayment will be subsequently transferred to the SHA and Locals.

[7]The PTA is expected to be repaid $29 million in 2020-21.

[8]The Environmental Enhancement and Mitigation Fund ($4.4 million), the former Bicycle Transportation Account ($6 million loan repayment will be redirected to ATP), and the Pedestrian Safety Account ($1.7 million), are expected to be repaid in 2014-15. Remaining loans to the Motor Vehicle Fuel Account ($8 million) and the LALA ($7.5 million) are expected to occur in 2016-17.

[9]Appropriation of up to $26 million authorized for 2013-14 and up to $29 million for 2014-15. Approximately $23 million was loaned during 2013-14. Repayments will occur when the PTA is determined to be in need of the funds or when the High-Speed Passenger Train Bond Fund no longer needs the funds.

Pre-Proposition 42 Loans (Tribal Gaming)

The Pre-Proposition 42 (Tribal Gaming) loans occurred in fiscal year 2001-02, when the State was faced with a growing budget deficit and looked to transportation funds to help fill the budget shortfall. The Transportation Refinancing Plan, Assembly Bill (AB) 438 (2001), authorized a series of loans that included delaying the transfers of gasoline sales tax to transportation for two years (until 2003-04), a loan from the TCRF to the GF, and loans from the SHA and PTA to the TCRF.

In 2004-05, the Governor negotiated compacts that authorized the use of Tribal Gaming bond revenue to repay these loans in 2005-06, but legal challenges prevented the bonds from being issued. Due to the lack of Tribal Gaming bond proceeds, the GF was tasked with repayment of the loans. Between 2005-06 and 2007-08, the GF made partial loan repayments to the SHA and PTA, totaling $351 million. However, since statute did not specify repayment dates and the State was facing continuing budget shortfalls, repayments were temporarily suspended. The 2011-12 Governor's Budget indicated that the remaining Tribal Gaming loan repayments would start no earlier than 2016-17, with the SHA as the first fund to be repaid.

AB 115 (2010) declared that the SHA loan repayments are revenues derived from weight fees. As such, the June 30, 2021 scheduled repayment of the loans to the SHA will be subsequently transferred to the Transportation Debt Service Fund (TDSF). Repayments to the PTA and TCRF are currently scheduled to occur in installments between 2017-18 and 2024-25.

Proposition 42 Loans

Pursuant to Proposition 42 (2002), the transfer of gasoline sales tax for transportation purposes was made permanent. However, as State budget shortfalls continued, Proposition 42 transfers were partially suspended in 2003-04 and completely suspended in 2004-05, creating the Proposition 42 loan balances. These loans were partially repaid in 2006-07 with a payment of $1.4 billion, leaving approximately $752 million due to TCRF. As of July 2007, outstanding Proposition 42 loans are required to be repaid in annual installments with not less than one-tenth of the total amount of the remaining loan and the balance being repaid in full by June 30, 2016. During the first quarter of 2013-14, a net transfer of $81 million was made to the TCRF and a final $2 million transfer was made to the PTA. As of June 2014, the TCRF is owed $167 million.

General Fund Loans

The 2007-08 Budget Act authorized $231 million in loans to the GF from the SHA, the Historic Property Maintenance Fund (HPMF), the Bicycle Transportation Account (BTA), the Environmental Enhancement and Mitigation Program Fund (EEM), the Pedestrian Safety Account (PSA), the Motor Vehicle Fuel Account (MVFA), and the Local Airport Loan Account (LALA). The SHA loaned a total of $200 million to the GF and has received $100 million in partial repayments; $50 million in July 2012 and $50 million in December 2013. The remaining $100 million is scheduled to be repaid in equal installments during 2014-15 and 2015-16. As of June 2014, the $3 million HPMF loan has been repaid in full. Pursuant to Senate Bill (SB) 99 (2013), the BTA has been eliminated and is now an element of the ATP within the SHA. As a result, the $6 million owed to the BTA is expected to be redirected to the SHA in July 2014. SB 99 also changed the administering agency for the EEM from the Department to the Secretary of the Natural Resources Agency. As a result, loan repayments owed to the EEM will no longer be monitored by the Department. The $1.715 owed to the Pedestrian Safety Account is expected to be repaid in 2014-15. The MVFA and the LALA are owed $8 million and $7.5 million, respectively. These repayments are expected to occur in 2016-17.

A $135 million loan from the SHA to the GF was authorized by the 2008-09 Budget Act. The authorized $135 million loan was originally scheduled to be repaid by June 30, 2013, but the 2011-12 Budget Act delayed the repayment. In 2013-14, the loan repayment was authorized by an Executive Order from the DOF in an effort to reduce the State's "Wall of Debt". As of June 2014, the loan has been repaid in full.

The 2009-10 Budget Act authorized a loan of $29 million from the PTA to the GF. This loan is scheduled to be repaid by June 30, 2021.

The outstanding Highway Users Tax Account (HUTA) loans of $328 million were authorized by the 2009-10 Budget Act and had an original repayment date of June 30, 2021. However, the 2014-15 Budget Act requires the early repayment of the $328 million, plus $9 million in interest, by June 30, 2015. Once the GF repays the HUTA, the $337 million will be subsequently distributed as follows; $100 million to cities and counties, $210 million to the SHOPP, and $27 million toward Maintenance projects.

Weight Fees Loans

In 2010, California voters passed Proposition 22, which amended the California Constitution by significantly restricting the State from using fuel excise tax revenues for GF relief, which was previously allowed. Pursuant to AB 105 (2011), a "Weight Fee Swap" was created, which allowed the State to use weight fee revenues for GF relief rather than fuel excise tax revenues. Furthermore, the bill authorized transfers of weight fee revenues from the SHA to the GF for transportation debt service and loans. To offset this diversion, an equivalent amount from the new price-based excise tax is transferred to the SHA.

The 2009-10 Budget Act authorized $80 million and $147 million in loans from the SHA to the GF. Pursuant to AB 115, these loans were "grandfathered" into statute and characterized as being derived from weight fees; consequently, the repayment of these loans to the SHA will be transferred to the TDSF for transportation bond debt service.

An additional loan of $44 million to the GF was authorized by the 2010-11 Budget Act. At the end of 2011-12 and 2012-13, excess weight fees available in the SHA were transferred as loans to the GF in the amount of $139 million, $25 million, and $310 million. Pursuant to Section 9400.4(b)(2) of the Vehicle Code, an additional $42 million was transferred as a loan from excess weight fee revenues in the SHA to the GF in July 2012. The $42 million shall be repaid no later June 30, 2021. In May 2013, $30 million was transferred to the GF from remaining weight fees in 2011-12. In total, there are $817 million in outstanding loans to the GF derived from weight fee revenues. As such, the June 30, 2021 scheduled repayment of the loans to the SHA will be subsequently transferred to the TDSF.

High-Speed Passenger Train Loans

The 2013-14 Budget Act authorized up to $26 million in loans from the PTA to the High-Speed Passenger Train Bond Fund to cover support costs incurred by the High-Speed Rail Authority. The 2014-15 Budget Act authorizes an additional amount of up to $29 million for support costs incurred in 2014-15. During 2013-14, approximately $23 million was loaned. Repayments will occur when the PTA is determined to be in need of the funds or when the High-Speed Passenger Train Bond Fund no longer needs the funds.

APPENDIX E – INTERFUND TRANSPORTATION LOANS

Interfund Transportation Loans ($ in millions)						
Fiscal Year Borrowed	**From Account**	**To Account**	**Description**	**Amount**	**Repaid[1]**	**Remaining Balance**
2008-09	TCRF	SHA	Backfill SHA transfer to the GF	$200	$100	$100
2009-10	PTA	SHA	Backfill SHA transfer to the GF	135	0	135
			Totals	**$335**	**$100**	**$235**

[1]Two short-term loan repayments ($50M each) from the SHA to the TCRF occurred on 7/25/2012 and 2/4/2014.

A loan in the amount of $200 million was made from the TCRF to the SHA in 2008-09, as a means to backfill a $200 million loan to the GF. A partial repayment of $50 million was applied to the TCRF in July 2012 and a second partial repayment was made in February 2014, leaving a balance of $100 million. The remaining balance is expected to be repaid in 2014-15 and 2015-16 ($50 million each).

A loan of $135 million was made from the PTA to the SHA in 2009-10, as a means to backfill a $135 million loan to the GF. Repayment is expected to be made in July 2014.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 33

M e m o r a n d u m

To: CHAIR AND MEMBERS
CALIFORNIA TRANSPORTATION COMMISSION

Date: October 8, 2014

Reference No.: 3.8
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce Roberts, Acting Chief
Division of Rail and Mass Transportation

Subject: **FY 2013-14 FOURTH QUARTER RAIL OPERATIONS REPORT**

SUMMARY:

This is the fourth quarter Rail Operations Report for Fiscal Year (FY) 2013-14, April through June 2014, as requested by the California Transportation Commission (Commission). The report contains information for each of the three state supported intercity passenger rail routes on ridership, on-time performance and financial results. The report includes current quarter results, a comparison of the current quarter to the stated performance goals and a comparison of the current quarter to the same period of the prior year. In addition, as this is the fourth quarter of the FY, full-year FY 2013-14 results are compared to those from FY 2012-13.

California provides financial and administrative support for intercity rail passenger service on three corridors within the State: the *Pacific Surfliner Route* between San Diego, Los Angeles, Santa Barbara and San Luis Obispo; the *Capitol Corridor* between San Jose, Oakland, and the Sacramento region; and the *San Joaquin Route* between Bakersfield and both Oakland and Sacramento. These routes are, respectively, the second, third, and fifth busiest routes in the national intercity passenger rail system. The *Pacific Surfliner* and *San Joaquin* routes are administered by the California Department of Transportation (Department), while the *Capitol Corridor* is administered by a separate agency, the Capitol Corridor Joint Powers Authority (CCJPA), using funding provided by the Department. The CCJPA and the Department contract with Amtrak to operate the three routes.

From Federal Fiscal Year (FFY) 2009-10 through FFY 2013-14 expenses have been calculated based on a predetermined fixed dollar amount with the exception of fuel and host railroad expenses. This type of fixed fee contract limits the State's financial risk. Expenses are calculated in the same manner in the contract between the CCJPA and Amtrak.

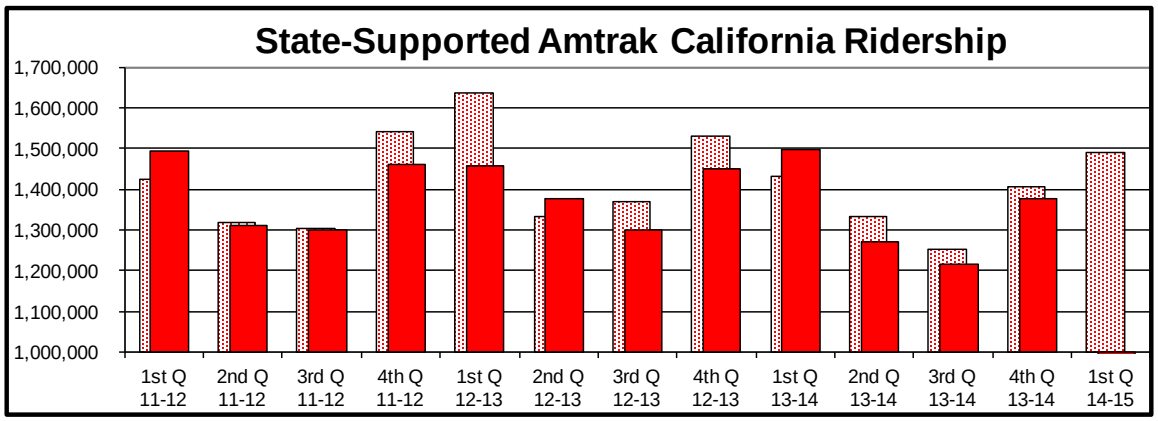
Since FFY 2011-12, the reported results include: actual revenue, fixed price expenses, actual fuel cost, actual railroad performance payments and actual host railroad access fees. The farebox ratio shown is a ratio of the actual revenue to billed expenses, which includes both the fixed price and the three categories of actual expenses.

Fourth Quarter Results

The fourth quarter of FY 2013-14, reflects the new operating contract with Amtrak and includes the implementation of Section 209 of the Passenger Rail Investment and Improvement Act of 2008 (PRIIA). This act standardized the methodology for determining the cost of all state-supported operations and capital equipment charges, and required that all passenger service under 750 miles in length to be entirely financially supported by the states. California now assumes the full operating and capital equipment costs on all three routes.

Electronic-ticketing (e-ticketing) is now universally used on California intercity passenger rail trains. This enables Amtrak to accurately count passengers, and for the first time, track the actual use of multi-ride tickets. Prior to e-ticketing, Amtrak estimated how many times multi-ride tickets were used. After one year of e-ticketing, Amtrak discovered that the previous method over counted the actual utilization of multi-ride tickets. All three routes reported ridership declines this quarter; some of this decline is attributable to the over count in the prior years. The impact was relatively minor on the *Pacific Surfliner* and *San Joaquin* routes, but significant on the *Capitol Corridor* due to the large use of multi-ride passes.

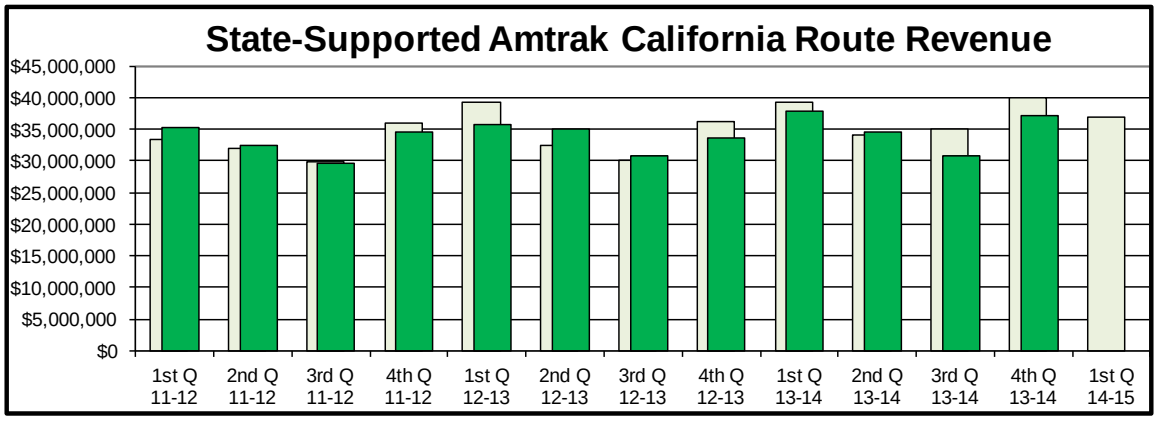
Total combined ridership during the fourth quarter (April-June 2014) on the three routes was below the performance goal by 2.0 percent. Actual ridership was down 5.1 percent from the comparable quarter results reported in FY 2012-13. For the entire fiscal year, ridership was down 4.0 percent and fell short of the performance goal by 1.1 percent



Note: Solid Bars reflect actual results; Shaded Bars reflect Performance Goals

Combined on-time performance (OTP) for the fourth quarter was 86.2 percent, a 0.8 percentage point improvement over the same quarter in FY 2012-13, and 2.2 percentage points above the combined performance goal. The *Capitol Corridor* exceeded the performance goal with over 95 percent on-time operation, the *San Joaquin Route* was almost 70 percent and the *Pacific Surfliner Route* recorded over 77 percent on-time.

Revenue was improved from the prior year fourth quarter by 10.7 percent but was 7.3 percent below the performance goal. Expenses were 5.4 percent lower than the goal and were 3.9 percent above last year's fourth quarter. As a result, the farebox ratio of 57.2 percent achieved the financial performance goal. For the entire year, revenues were up 3.8 percent and expenses up 0.8 percent. The farebox ratio was 58.6 percent a 1.7 percent improvement.



The following tables provides further detail on the combined ridership, revenue, expense, farebox ratio and on-time performance for the three State-supported routes for the fourth quarter and the entire year, FY 2013-14.

Route-specific graphs and tables are contained in the following sections.

State-Supported Amtrak California Services - 4th Quarter 2013-14
All Routes

	ACTUAL RESULTS				*PEFORMANCE GOALS*		
	4th Qtr 13-14	4th Qtr 12-13	Difference	Percent Change	*4th Qtr 13-14*	*Actual to Goals*	*Percent Difference*
Ridership	1,378,119	1,451,420	(73,301)	-5.1%	*1,406,099*	*(27,980)*	*-2.0%*
Revenue	$ 37,082,391	$ 33,506,133	$ 3,576,258	10.7%	*$ 40,020,320*	*$ (2,937,929)*	*-7.3%*
Expense	$ 64,825,957	$ 62,378,082	$ 2,447,875	3.9%	*$ 68,541,141*	*$ (3,715,184)*	*-5.4%*
Farebox Ratio	57.2%	53.7%	3.5 PP		*0.0%*	*57.2 PP*	
On-Time Performance	86.2%	85.4%	0.8 PP		*84.0%*	*2.2 PP*	

PP - Percentage Points

State-Supported Amtrak California Services - State Fiscal Year 2013-14
All Routes

	ACTUAL RESULTS				*PERFORMANCE GOALS*		
	SFY 13-14	SFY 12-13	Difference	Percent Change	*SFY 13-14*	*Actual to Goals*	*Percent Difference*
Ridership	5,362,466	5,586,525	(224,059)	-4.0%	*5,424,613*	*(62,147)*	*-1.1%*
Revenue	$ 140,313,325	$ 135,151,849	$ 5,161,476	3.8%	*$ 148,633,623*	*$ (8,320,298)*	*-5.6%*
Expense	$ 239,539,570	$ 237,696,529	$ 1,843,041	0.8%	*$ 252,119,735*	*$ (12,580,165)*	*-5.0%*
Farebox Ratio	58.6%	56.9%	1.7 PP		59.0%	*-0.4 PP*	
On-Time Performance	85.6%	87.2%	-1.6 PP		*86.3%*	*-0.7 PP*	

PP - Percentage Points

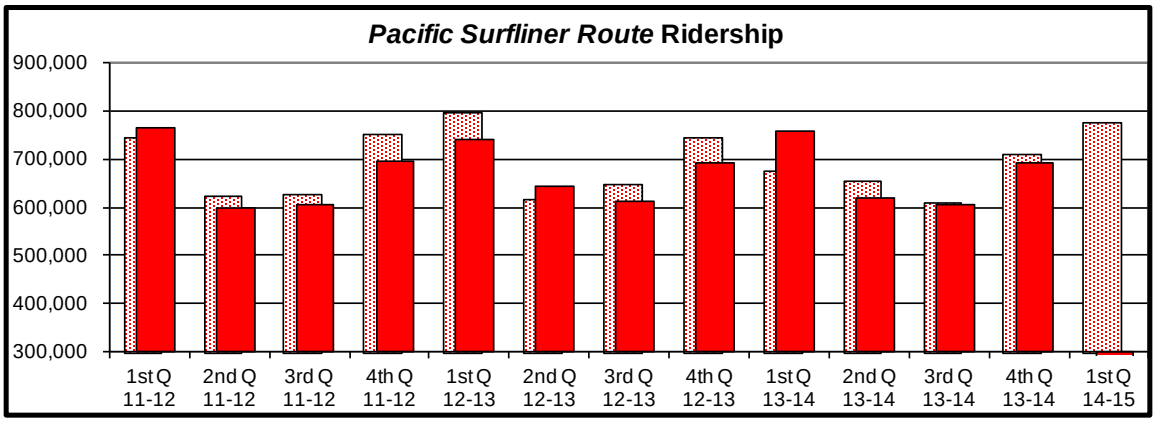
BACKGROUND:

Pacific Surfliner Route

There are currently 11 daily round-trips between Los Angeles and San Diego, four of which are through-trains between San Diego and Goleta (Santa Barbara); one of which continues north to and from San Luis Obispo. A second San Luis Obispo round-trip originates in Los Angeles, turns around in San Luis Obispo and continues south to San Diego, bringing the total level of service north of Los Angeles to five daily round-trips. Prior to the implementation of PRIIA Section 209, the *Pacific Surfliner Route* was partially funded by Amtrak. Since October 2013, the *Pacific Surfliner Route* is entirely State funded.

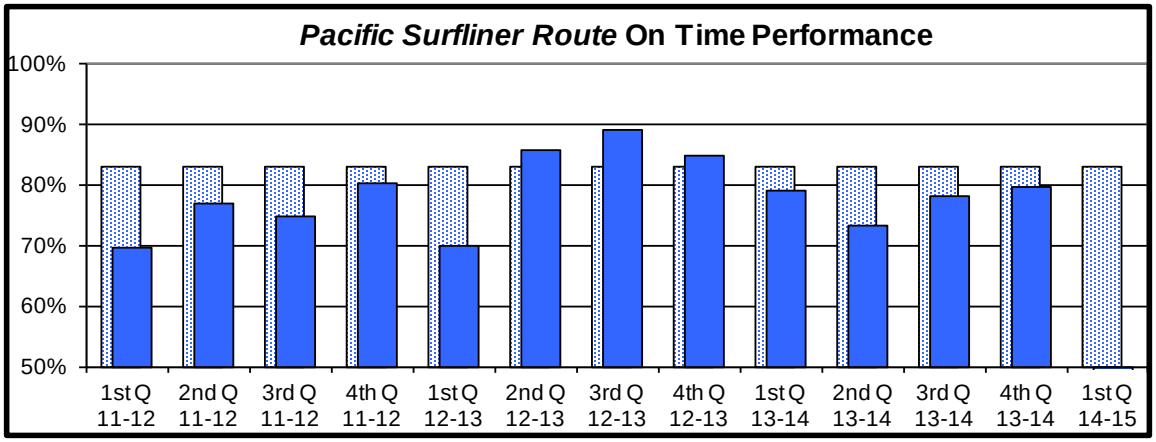
Tables at the end of this section provide data on ridership, revenue, expenses, farebox ratio, and on-time performance for the quarter.

Ridership on the *Pacific Surfliner Route* decreased 0.1 percent in the fourth quarter (1,009 passengers) compared to the results reported in same quarter in the prior year, partially due to the change in reporting methodology, and was below the performance goal by 2.2 percent. For the entire year, ridership was down 0.6 percent, but exceeded the performance goal by 1.2 percent.

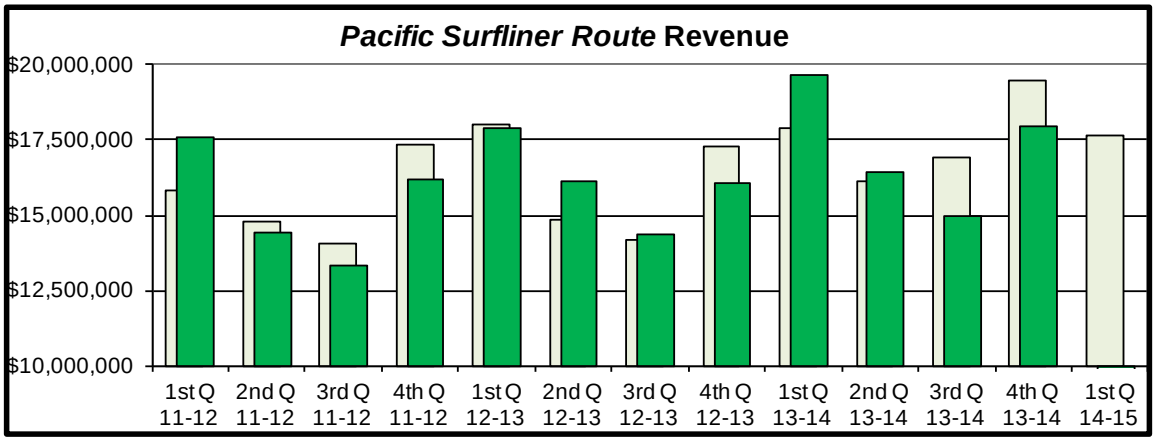


On-time performance (OTP) in the fourth quarter was 79.7 percent, 5.3 percentage points below the previous year's fourth quarter and 3.3 percentage points below the 83 percent performance goal. For the quarter, between Los Angeles and San Diego, OTP was 79.1 percent, a decline of 5.3 percentage points from the fourth quarter of last year. Between Los Angeles and San Luis Obispo, OTP was 78.2 percent, down 5.4 percentage points from one year ago.

For the full fiscal year, OTP was 77.6 percent, down 4.8 percentage points from the prior year. OTP for the segments also declined, down 5.9 percentage points between Los Angeles and San Diego, and down 2.3 percentage points north of Los Angeles.



Farebox ratio for the quarter was 64.2 percent, 1.3 percentage points below the performance goal but 8.1 percentage points above the same period last year. Revenue in the fourth quarter was short of the performance goal by 7.7 percent, but increased 11.7 percent compared to the same quarter in the previous year, and set monthly ticket revenue records for all three months of the quarter. Expenses were 5.8 percent below the performance goal and decreased 2.4 percent over the prior year quarter. For the full year, the farebox ratio of 67.1 percent was a 5.4 percentage point improvement over FY 2012-13. Revenue was up 7.1 percent and expenses down 1.6 percent.



State-Supported Amtrak California Services - 4th Quarter 2013-14
Pacific Surfliner Route

	ACTUAL RESULTS				*PERFORMANCE GOALS*		
	4th Qtr 13-14	4th Qtr 12-13	Difference	Percent Change	*4th Qtr 13-14*	*Actual to Goals*	*Percent Difference*
Ridership	692,451	693,460	(1,009)	-0.1%	*707,670*	*(15,219)*	*-2.2%*
Revenue	$ 17,958,404	$ 16,082,331	$ 1,876,073	11.7%	*$ 19,450,000*	*$ (1,491,596)*	*-7.7%*
Expense	$ 27,955,725	$ 28,651,478	$ (695,753)	-2.4%	*$ 29,674,000*	*$ (1,718,275)*	*-5.8%*
Farebox Ratio	64.2%	56.1%	8.1 PP		*65.5%*	*-1.3 PP*	
OTP-Route	79.7%	85.0%	-5.3 PP		*83.0%*	*-3.3 PP*	
OTP-North	78.2%	83.6%	-5.4 PP				
OTP-South	79.1%	84.4%	-5.3 PP				

PP - Percentage Points

State-Supported Amtrak California Services - State Fiscal Year 2013-14
Pacific Surfliner Route

	ACTUAL RESULTS				*PERFORMANCE GOALS*		
	SFY 13-14	SFY 13-Dec	Difference	Percent Change	*SFY 13-14*	*Actual to Goals*	*Percent Difference*
Ridership	2,673,170	2,689,465	(16,295)	-0.6%	*2,641,414*	*31,756*	*1.2%*
Revenue	$ 69,013,726	$ 64,446,130	$ 4,567,596	7.1%	*$ 70,350,167*	*$(1,336,441)*	*-1.9%*
Expense	$102,843,812	$ 104,521,098	$(1,677,286)	-1.6%	*$ 107,663,037*	*$(4,819,225)*	*-4.5%*
Farebox Ratio	67.1%	61.7%	5.4 PP		65.3%	*1.8 PP*	
OTP-Route	77.6%	82.4%	-4.8 PP		*83.0%*	*-5.4 PP*	
OTP-North	82.1%	84.4%	-2.3 PP				
OTP-South	75.1%	81.0%	-5.9 PP				

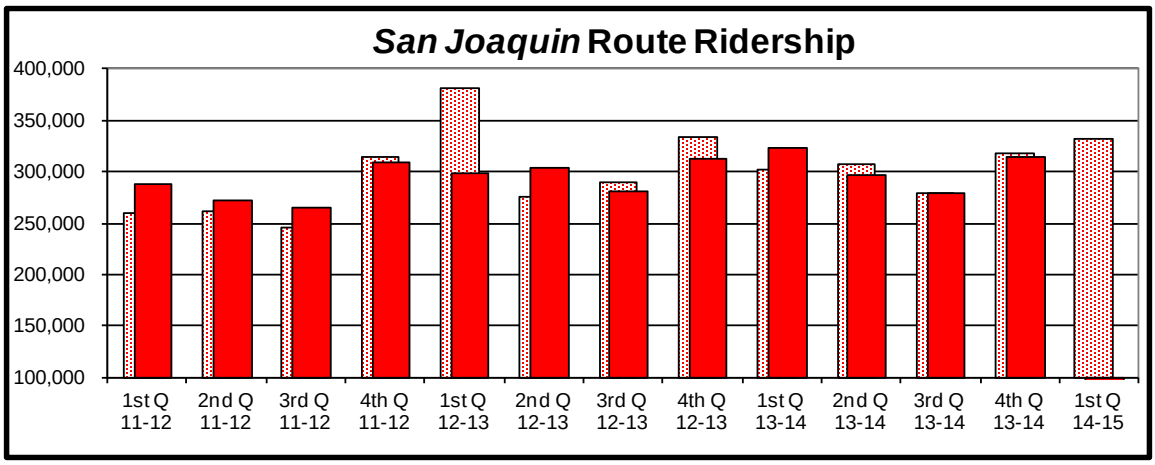
PP - Percentage Points

San Joaquin Route

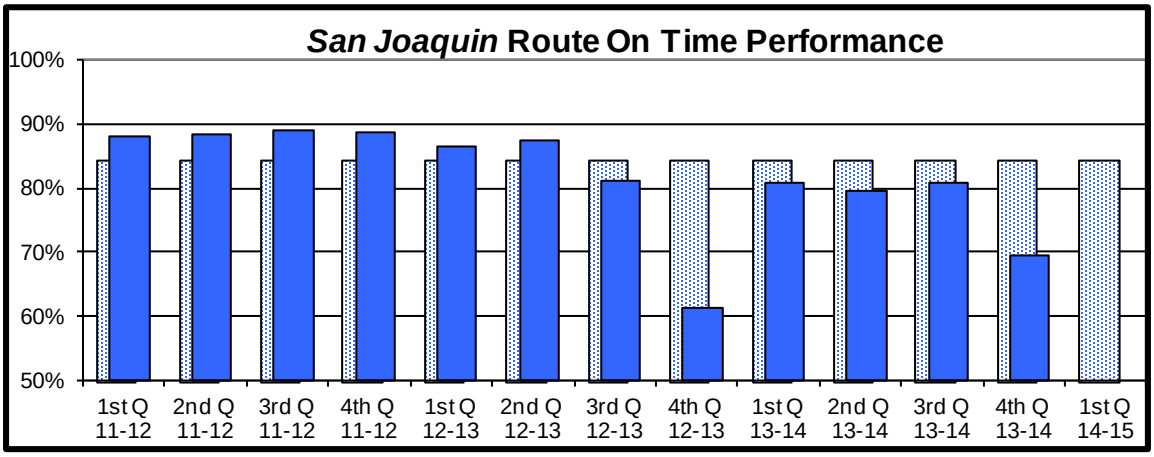
Six daily round-trips serve the *San Joaquin Route*, four operating between Oakland and Bakersfield and two between Sacramento and Bakersfield. All six round-trips have dedicated bus connections between Bakersfield, Los Angeles and other points throughout Southern California. On the north end, buses at Stockton connect Sacramento with Oakland trains and connect Oakland with Sacramento trains, thus providing six daily arrivals and departures for both northern terminals. Additional connecting buses provide feeder service to communities throughout the north end of the State.

Ridership on the *San Joaquin Route* increased by 0.6 percent for the quarter and was 1.5 percent below the performance goal. For the full fiscal year, ridership was up 1.4 percent, and exceeded the performance goal by 0.3 percent

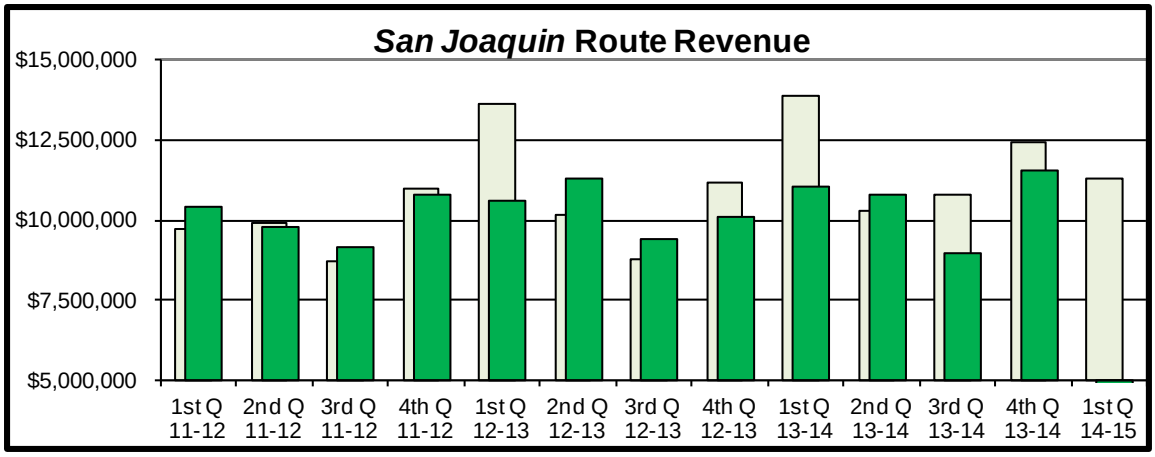
The *San Joaquin Route* consistently exceeds one million passengers on a 12-month basis. For the 12 months between July 2013 and June 2014, 1,212,624 passengers rode the route, an all time fiscal year record. This is a significant achievement, considering the economic environment in the region and the fact that the average trip length is the longest of all three State supported routes, as the *San Joaquin Route* has integrated itself into the San Joaquin Valley travel matrix.



On-time performance (OTP) in the fourth quarter was 69.4 percent, an increase of 8.1 percentage points from the same quarter in FY 2012-13, but is 14.6 percentage points below the performance goal of 84 percent. For the full year, OTP was 77.7 percent, a drop of 1.4 percentage points from the prior year.



<u>The Farebox ratio</u> was 51.2 percent in the fourth quarter FY 2013-14, unchanged from the same quarter last year and 0.2 percentage points below the performance goal. Revenues for the fourth quarter fell short of the goal by 7.0 percent, but were up 14.7 percent compared to the same quarter in the previous year. Expenses were 6.6 percent lower than the projected goal, but did increase 14.8 percent from the prior year. For the full year, revenue was up 2.3 over the prior year, but 10.6 percent below the performance goal. Expenses were up 7.6 percent, but 6.2 percent below the goal, resulting in a farebox ratio of 53.5 percent 2.7 percentage points below last fiscal year and 2.6 percentage points below the goal.



State-Supported Amtrak California Services - 4th Quarter 2012-13 San Joaquin Route							
	ACTUAL RESULTS				PERFORMANCE GOALS		
	4th Qtr 13-14	4th Qtr 12-13	Difference	Percent Change	4th Qtr 13-14	Actual to Goals	Percent Difference
Ridership	313,990	312,066	1,924	0.6%	318,929	(4,939)	-1.5%
Revenue	$ 11,573,066	$ 10,088,300	$ 1,484,766	14.7%	$ 12,450,000	$ (876,934)	-7.0%
Expense	$ 22,607,368	$ 19,690,441	$ 2,916,927	14.8%	$ 24,213,000	$ (1,605,632)	-6.6%
Farebox Ratio	51.2%	51.2%	0.0 PP		51.4%	-0.2 PP	
On-Time Performance	69.4%	61.3%	8.1 PP		84.0%	-14.6 PP	

PP - Percentage Points

State-Supported Amtrak California Services - State Fiscal Year 2013-14 San Joaquin Route							
	ACTUAL RESULTS				PERFORMANCE GOALS		
	SFY 13-14	SFY 12-13	Difference	Percent Change	SFY 13-14	Actual to Goals	Percent Difference
Ridership	1,212,624	1,195,898	16,726	1.4%	1,209,390	3,234	0.3%
Revenue	$ 42,385,175	$ 41,415,960	$ 969,215	2.3%	$ 47,429,278	$ (5,044,103)	-10.6%
Expense	$ 79,263,699	$ 73,685,365	$ 5,578,334	7.6%	$ 84,521,640	$ (5,257,941)	-6.2%
Farebox Ratio	53.5%	56.2%	-2.7 PP		56.1%	-2.6 PP	
On-Time Performance	77.7%	79.1%	-1.4 PP		84.0%	-6.3 PP	

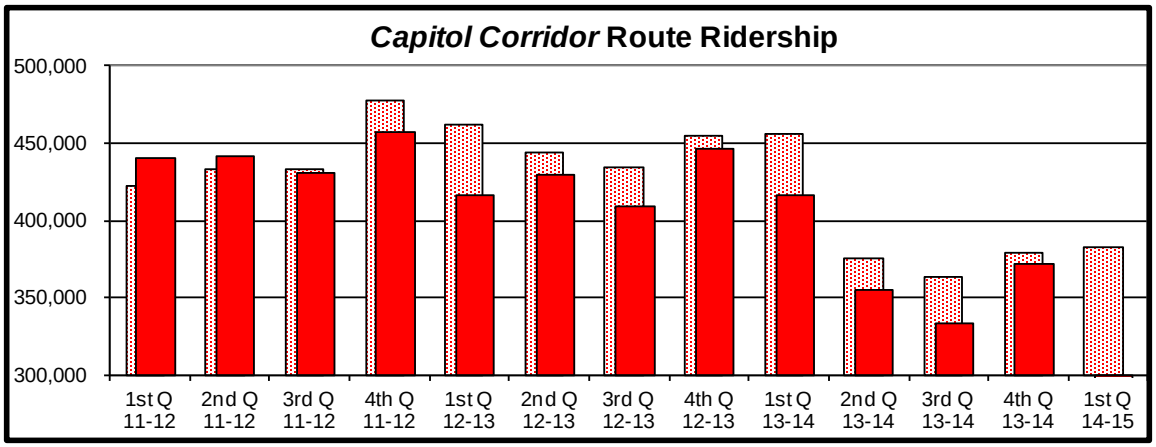
PP - Percentage Points

Capitol Corridor

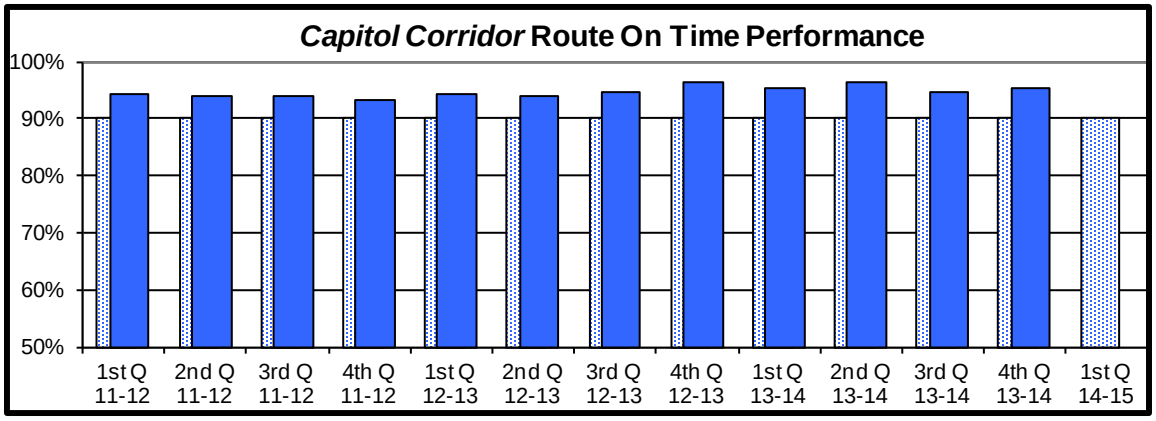
There are currently 15 weekday round-trips between Oakland and Sacramento. One of the trains extends beyond Sacramento to Auburn, and seven of the trains extend beyond Oakland to San Jose. On weekends, there are 11 round-trips between Oakland and Sacramento, with one extension to Auburn and seven round trips to San Jose.

Ridership

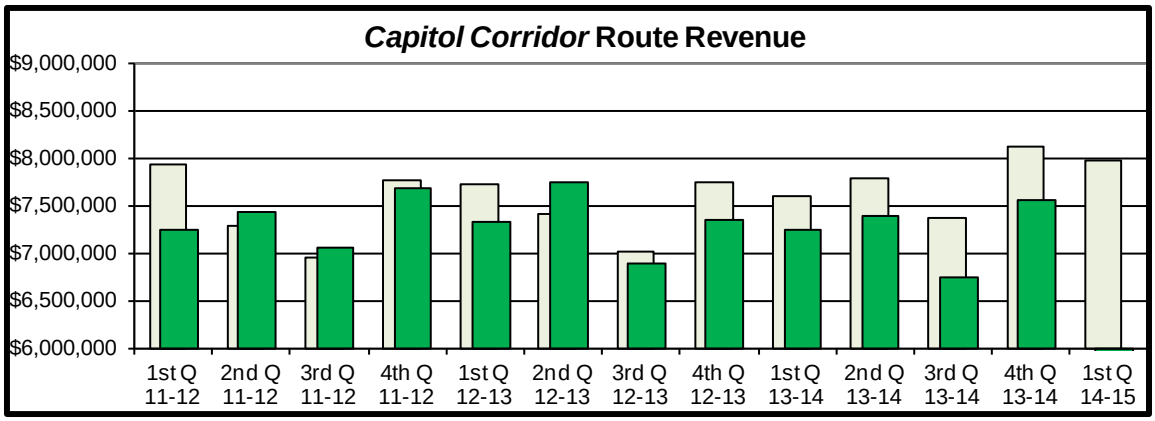
The *Capitol Corridor* was most affected by the implementation of e-ticketing and the change in the way passengers are counted due to the large number of multi-ride tickets. Ridership in the fourth quarter in FY 2013-14 resulted in a 16.6 percent decrease over the ridership reported for this quarter in FY 2012-13 and fell short of the goal by 2.1 percent. For the full fiscal year, ridership was down 13.2 percent and short of the goal by 6.2 percent.



On-time performance (OTP) for the fourth quarter was 95.5 percent, and was 0.8 percentage points below the comparable quarter the previous year. OTP has exceeded the *Capitol Corridor* performance goal of 90 percent in 22 of the last 24 quarters, including the last 17. June 2014 marks 51 consecutive months of OTP exceeding the goal. For the full fiscal year, OTP was 95.5 percent, 0.8 percentage points above the prior year.



Farebox Ratio for the fourth quarter was 52.9 percent, 1.3 percentage points above the same quarter the previous year but was 2.5 percentage points below the performance goal. Revenue for the fourth quarter increased 2.9 percent compared to the same quarter in the previous year and fell short of the performance goal by 7.0 percent. Expenses increased 1.6 percent, but were 2.7 percent below the performance goal. For the full fiscal year, the farebox ratio was 50.3 percent, a 1.1 percentage point improvement over the prior year.



State-Supported Amtrak California Services - 4th Quarter 2013-14
Capitol Corridor

	ACTUAL RESULTS				PERFORMANCE GOALS		
	4th Qtr 13-14	4th Qtr 12-13	Difference	Percent Change	*4th Qtr 13-14*	*Actual to Goals*	*Percent Difference*
Ridership	371,678	445,894	(74,216)	-16.6%	*379,500*	*(7,822)*	*-2.1%*
Revenue	$ 7,550,921	$ 7,335,502	$ 215,419	2.9%	*$ 8,120,320*	*$ (569,399)*	*-7.0%*
Expense	$ 14,262,864	$ 14,036,163	$ 226,701	1.6%	*$ 14,654,141*	*$ (391,277)*	*-2.7%*
Farebox Ratio	52.9%	52.3%	0.6 PP		*55.4%*	*-2.5 PP*	
On-Time Performance	95.5%	96.3%	-0.8 PP		*90.0%*	*5.5 PP*	

PP - Percentage Points

State-Supported Amtrak California Services - State Fiscal Year 2013-14
Capitiol Corridor

	ACTUAL RESULTS				PERFORMANCE GOALS		
	SFY 13-14	SFY 12-13	Difference	Percent Change	*SFY 13-14*	*Actual to Goals*	*Percent Difference*
Ridership	1,476,672	1,701,162	(224,490)	-13.2%	*1,573,809*	*(97,137)*	*-6.2%*
Revenue	$ 28,914,424	$ 29,289,759	$ (375,335)	-1.3%	*$ 30,854,178*	*$ (1,939,754)*	*-6.3%*
Expense	$ 57,432,059	$ 59,490,066	$ (2,058,007)	-3.5%	*$ 59,935,058*	*$ (2,502,999)*	*-4.2%*
Farebox Ratio	50.3%	49.2%	1.1 PP		*51.5%*	*-1.1 PP*	
On-Time Performance	95.5%	94.7%	0.8 PP		*90.0%*	*5.5 PP*	

PP - Percentage Points

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

Tab 34

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2014

Reference No.: 3.11
Information Item

From: NORMA ORTEGA
Chief Financial Officer

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

Subject: **FINAL CLOSE-OUT REPORT ON FISCAL YEAR 2013-14 RIGHT OF WAY CAPITAL LUMP SUM ALLOCATION**

SUMMARY:

Per the California Transportation Commission (Commission) Resolution G-01-09, the California Department of Transportation (Department) must present an annual report on the Right of Way (R/W) Capital Outlay Expenditure Program for Commission review and acceptance. For Fiscal Year (FY) 2013-14, the total amount allocated for R/W capital activities was $195,104,000. In June 2014 the Department reported $142,800,000 for R/W capital expenditure and expected to commit an additional $29,000,000 by June, 30, 2014, leaving a remaining balance of $23,300,000 at Fiscal Year End. The actual Fiscal Year End expenditures were $171,771,244, leaving a remaining balance of $23,332,756.

BACKGROUND:

On June 30, 2013, the Commission passed Resolution FM-12-04 authorizing a lump sum allocation of $195,104,000 for the FY 2013-14 R/W activities.

A final analysis of the actual right of way capital commitments based on the Department's official book closing statement compared to the total allocation for the FY 2013-14 is on the following page.

FY 2013-14 R/W CAPITAL OUTLAY ALLOCATION CTC SUMMARY
(Expenditures through End of FY 13/14)
(Dollars x 1,000,000)

	Original Allocation FM-12-04	Expended Fiscal Year End	Balance
Capital Projects			
STIP	$90.8	$96.6	($5.8)
SHOPP	$38.8	$51.4	($12.6)
Specific Catergories			
Post-Certification	$51.0	$17.8	$33.2
Project Development	$1.0	$1.1	($0.1)
Damage to Property (Inverse)	$13.5	$4.9	$8.6
Pre-Project Mitigation	$ -	$ -	$ -
Total Right of Way	$195.1	$171.8	$23.3

FY 2013-14 R/W CAPITAL OUTLAY ALLOCATION BUDGETS SUMMARY
(Expenditures through End of FY 13/14)
Actual Dollars

Program	Fund Source	Approved R/W Capital Allocation	Expended Fiscal Year End	Balance
STIP	**301-0042**	$105,104,000	$90,710,796	$14,393,204
	301-890	$35,000,000	$22,009,355	$12,990,645
	Sub-total STIP	$140,104,000	$112,720,151	$27,383,849
SHOPP	**302-0042**	$40,000,000	$13,251,799	$26,748,201
	302-0890	$15,000,000	$45,799,294	($30,799,294)
	Sub-total SHOPP	$55,000,000	$59,051,093	($4,051,093)
Grand Total		$195,104,000	$171,771,244	$23,332,756

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: October 8, 2014

Reference No.: 3.12
Information

From: Andre Boutros
Executive Director

Subject: **San Francisco Bay Area Toll Bridge Seismic Retrofit Program - 2014 Second Quarter Project Progress and Financial Update**

Summary: With the September 2, 2013 opening of the new east span of the San Francisco-Oakland Bay Bridge to traffic, all seven state-owned toll bridges in the Bay Area have achieved seismic safety, via either retrofit or replacement of structure.

Self Anchored Suspension (SAS) span –

- American Bridge/Flour (ABF) the prime contractor is working through punch-list items as it demobilizes and will achieve SAS construction contract acceptance by the end of the year.
- At the August 2014 Toll Bridge Program Oversight Committee (TBPOC) meeting, the A354BD Rod Review Team presented preliminary findings from the testing program on the A354BD steel rods utilized in the construction of the SAS. The preliminary findings indicate that the remaining SAS rods are consistent with the bridge's design requirements, assuming certain proper corrosion protection is maintained.
- The A354BD Rod Review Team report is planned for distribution at the TBPOC's September 30, 2014 meeting and the TBPOC is expected to take action on the disposition on the rods at its November 4, 2014 meeting.

Dismantling of the old span -

- The main cantilever truss section was cut in half and continues to be disassembled along with the Yerba Buena Island (YBI) Detour S-curve. Once the cantilever truss and S-curve are removed, the eastbound YBI on-ramp and bicycle/pedestrian pathway will be constructed.
- A construction manager general contractor (CMGC) contract to implode the main cantilever foundation as a test program was awarded this past July. If successful, the implosion technique will be utilized to remove other similar bridge marine foundations in the marine foundation demolition contract.
- The 504/288 superstructure demolition contract is planned for advertisement by the end of the year to be followed by the marine foundation demolition contract.

Background: Assembly Bill 144 (Statutes of 2005, Hancock) created the Toll Bridge Program Oversight Committee (TBPOC) to exercise project oversight and control over the Toll Bridge Seismic Retrofit Program. The TBPOC is comprised of the Director of the Department of Transportation (Caltrans), the Executive Director of the Bay Area Toll Authority (BATA), and the Executive Director of the California Transportation Commission (CTC). The TBPOC's program oversight and control activities include review and approval of contract bid documents, contract change orders and resolution of major project issues.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

Tab 36

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2014

Reference No.: 2.1a.(1)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rachel Falsetti, Chief
Division of
Transportation Programming

Subject: **STIP AMENDMENT 14S-02**

SUMMARY:

The California Department of Transportation (Department) will request that the California Transportation Commission (Commission) approve the requested State Transportation Improvement Program (STIP) amendment at the next scheduled Commission meeting following the notice period.

ISSUE:

The City of Ukiah (City) and the Mendocino Council of Governments propose to amend the 2014 STIP to delay $1,155,000 in Regional Improvement Program (RIP) construction funds from Fiscal Year (FY) 2015-16 to FY 2016-17 on the Ukiah Downtown Streetscape Improvement, Phase I project (PPNO 4563) in Mendocino County.

BACKGROUND:

Programmed in the 2012 STIP, the Ukiah Downtown Streetscape Improvement Phase I, project is located in downtown Ukiah, on State Street, Perkins Street, Standley Street, and Henry Street. It is the first of two phases that will provide the widening of sidewalks, curb ramps, bulb outs, street lights, street furniture and tree planting.

Subsequently, as part of the 2014 STIP, the City received additional STIP funding for Phase II (PPNO 4591) which expands the limits to include State Street from Norton Street to Henry Street and from Mill Street to Gobbi Street. Although the two projects are to be constructed separately, the City has determined that it would be more practical to complete the environmental review of the entire length of the project at the same time, which will delay Design (PS&E) and construction for Phase I.

The proposed amendment will delay construction to correspond with the new anticipated date for completion of the Environmental and PS&E components. The Commission has already approved a 16 month time extension for PS&E at their June 2014 meeting.

The changes described above are shown on the following table.

REVISES: Ukiah Downtown Streetscape Improvement, Phase I project (PPNO 4563)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor
Mendocino	1	4563		LA	2015-16			

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

RTPA/CTC:	Mendocino Council of Governments
Project Title:	Ukiah Downtown Streetscape Improvement, Phase I
Location	In Ukiah, on State Street, Perkins Street, Standley Street, and Henry Street.
Description:	Provide streetscape improvements including sidewalk widening, curb ramps and bulb outs, street lights, street furniture and tree planting.

(DOLLARS IN THOUSANDS)

FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	14/15	15/16	16/17	17/18	18/19	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
RIP													
Existing	1,304	149		1,155	0				1,155	50	99		
Change	0	0		(1,155)	1,155				0	0	0		
Proposed	1,304	149		**0**	**1,155**				1,155	50	99		
Total													
Existing	1,304	149		1,155	0				1,155	50	99		
Change	0	0		(1,155)	1,155				0	0	0		
Proposed	1,304	149		**0**	**1,155**				1,155	50	99		

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

Tab 37

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2014

Reference No.: 2.1a.(2)/2.6e.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rachel Falsetti, Chief
Division of Transportation
Programming

Subject: **TRAFFIC CONGESTION RELIEF PROGRAM / PROJECT AMENDMENT AND ALLOCATION AMENDMENT**
RESOLUTION TAA-14-03, AMENDING RESOLUTION TAA-12-02
RESOLUTION TFP-14-05, AMENDING RESOLUTION TFP-08-06

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) amend Traffic Congestion Relief Program (TCRP) Project 1.1 BART to San Jose; extend BART from Fremont to Warm Springs project in Alameda County and re-allocate.

ISSUE:

The Santa Clara Valley Transportation Authority (VTA) and the San Francisco Bay Area Rapid Transit (BART) are requesting to amend TCRP Project 1.1 – BART to San Jose; extend BART from Fremont to Warm Springs to update the project schedule and to re-allocate $2,036,000 for construction in previously allocated but unspent funds.

BACKGROUND:

At its May 2009 meeting, the Commission approved Resolutions TAA-12-02 and TFP-08-06 which re-programmed and re-allocated $3,500,000 of TCRP funds from Plans, Specifications, and Estimate (Design) to Construction. TCRP funds are available for expenditures for five years. Out of the total allocated amount, $2,036,000 remains unspent. These unspent funds were not drawn due to an under-run of the contract for which the funds were planned to be used. BART did not act in a timely manner to shift these funds to another active construction contract. BART is now proposing to shift these funds to the Line, Track, Station, and Systems Design-Build contract which is under construction and is scheduled to be completed by December 2015.

The approval of this request to re-allocate the unspent TCRP funds will allow BART to utilize these unspent to complete this contract. The revised contract completion schedule is tabulated on the following page.

Phase	Existing Completion Date	Proposed Completion Date
Construction	May 2014	Dec 2015

RESOLUTION TAA-14-03 and Resolution TFP-14-05:

Resolved, with all conditions stipulated still in effect, that the California Transportation Commission hereby revises TCRP Project 1.1 to reflect the changes described above; and

Be it further Resolved, that the California Transportation Commission hereby approves a corresponding allocation amendment transferring previously allocated funds in accordance with the attached vote box; and

Be it further Resolved that the project(s), as component phases or in their entirety, appear under Government Code Section 14556.40(a) and are entitled to participate in this allocation.

Reimbursement of eligible costs is subject to the policies, restrictions and assurances as set forth in the Commission's policy for allocating, monitoring, and auditing TCRP projects, and is governed by the terms and conditions of the Fund Transfer Agreement, Program Supplement or Cooperative Agreement, and subsequent amendments to the same if required, as executed between the Implementing Agency and the Department.

Attachment

2.6 Mass Transportation Financial Matters

Project # Allocation Amount Implementing Agency District-County	BREF # and Project Description Description of Allocation	Item # Program Code	Total Allocation Amount
2.6e. Allocation Amendment – Traffic Congestion Relief Program		**Resolution TFP-14-05** Amending Resolution TFP-08-06 **Resolution TAA-14-03** Amending Resolution TAA-12-02	
1 $0 Bay Area Rapid Transit 04 - Alameda	**Project #1.1 – BART to San Jose; extend BART from Fremont to Warm Springs.**	Chapter 91 of the Statutes of 2000	
	Amend TFP-08-06 to re-allocate $2,036,000 for Construction. No change to the overall amount previously allocated.	899-3007 30.10.710.010	$0
	Output/Outcome: Construct BART extension from Fremont to Warm Springs.		
	This is a Tier 1 project		

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 38

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2014

Reference No.: 2.2c.(1)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared By: Katrina C. Pierce, Chief
Division of
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-14-43, E-14-44, E-14-45, E-14-46, E-14-47, and E-14-48.

ISSUE:

01-Men-101, PM 52.1/52.5
RESOLUTION E-14-43

The attached resolution proposes to approve for future consideration of funding the following project for which a Negative Declaration (ND) has been completed:

- State Route 101 (SR 101) in Mendocino County. Construct a fish passage as mitigation for the Willits Bypass project near the town of Willits. (PPNO 0125Y)

This project in Mendocino County will reconstruct fish passage improvements approximately five miles north of Willits. The project is programmed in the 2014 State Transportation Improvement Program. The total estimated cost is $3,435,000 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 2014 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 1

ISSUE:

01-Hum-36, PM 35.9
RESOLUTION E-14-44

The attached resolution proposes to approve for future consideration of funding the following project for which a Mitigated Negative Declaration (MND) has been completed:

- SR 36 in Humboldt County. Construct drainage improvements and repair erosion damage on a portion of SR 36 near the community of Dinsmore. (PPNO 2334)

This project in Humboldt County will construct drainage improvements and repair erosion damage on SR 36 near the community of Dinsmore. The project is programmed in the 2014 State Highway Operation and Protection Program. The total estimated cost is $3,999,000 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 2014 State Highway Operation and Protection Program.

A copy of the MND has been provided to Commission staff. The project will result in less than significant impacts to the environment after mitigation. The following resource areas may be impacted by the project: biological resources and hydrology/water quality. Avoidance and minimization measures will reduce any potential effects on the environment. These measures include, but are not limited to, establishing and marking Environmentally Sensitive Areas (ESAs) on the project site with temporary orange fencing, disturbed drainages will be stabilized with a hydroseed mixture of native species, performing work in drainage areas during periods of seasonal low-flow, and implementing applicable best management practices. As a result, an MND was completed for this project.

Attachment 2

ISSUE:

04-Son-1, PM 7.2
RESOLUTION E-14-45

The attached resolution proposes to approve for future consideration of funding the following project for which an ND has been completed:

- SR 1 in Sonoma County. Repair erosion damage and construct improvements on SR 1 near Bodega Bay. (PPNO 0330H)

This project in Sonoma County will repair the eroded embankment along southbound Highway 1 at post mile 7.2 within the Cheney Gulch area, 3.5 miles east of Bodega Bay. The project is programmed in the 2014 State Highway Operation and Protection Program. The total estimated cost is $1,490,000 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 2014 State Highway Operation and Protection 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 3

ISSUE:

04-Son-1, PM 30.5
RESOLUTION E-14-46

The attached resolution proposes to approve for future consideration of funding the following project for which an MND has been completed:

- SR 1 in Sonoma County. Repair erosion damage and construct improvements on SR 1 near Fort Ross. (PPNO 0753R)

This project in Sonoma County will construct soil nail walls on SR 1 near Fort Ross. The project is programmed in the 2014 State Highway Operation and Protection Program. The total estimated cost is $10,940,000 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 2014 State Highway Operation and Protection Program.

A copy of the MND has been provided to Commission staff. The project will result in less than significant impacts to the environment after mitigation. The following resource areas may be impacted by the project: biological resources and aesthetics. Avoidance and minimization measures will reduce any potential effects on the environment. These measures include, but are not limited to, visible portions of the new retaining wall be sculpted and colored to resemble natural rock outcroppings and, the purchasing of wetland credits at an approved mitigation bank. As a result, an MND was completed for this project.

Attachment 4

ISSUE:

06-Ker-46, PM 57.35/57.8, 06-Ker-99, PM 43.9/44.6
RESOLUTION E-14-47

The attached resolution proposes to approve for future consideration of funding the following project for which an ND has been completed:

- SR 46 and SR 99 in Kern County. Replace existing separation bridge and construct improvements at the SR 46 and SR 99 intersection near the town of Famosa. (PPNO 6601)

This project in Kern County will construct a new bridge on the south side of the existing SR 46/99 separation bridge and replace the existing ramps on SR 99. The project is programmed in the 2014 State Highway Operation and Protection Program. The total estimated cost is $27,761,000 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 2014 State Highway Operation and Protection 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 5

ISSUE:

09-Mno-395, PM 72.5/74.6 & 77.3/86.0
RESOLUTION E-14-48

The attached resolution proposes to approve for future consideration of funding the following project for which an MND has been completed:

- United States Highway (U.S.) 395 in Mono County. Replace damaged culverts on portions of U.S. 395 near the community of Bridgeport. (PPNO 0587)

This project in Mono County will replace or repair damaged culverts under U.S. 395 near the community of Bridgeport. The project is programmed in the 2014 State Highway Operation and Protection Program. The total estimated cost is $3,639,000 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 2014 State Highway Operation and Protection Program.

A copy of the MND has been provided to Commission staff. The project will result in less than significant impacts to the environment after mitigation. The following resource areas may be impacted by the project: biological resources and hydrology/water quality. Avoidance and minimization measures will reduce any potential effects on the environment. These measures include, but are not limited to, establishing and marking ESAs on the project site with temporary orange fencing and the purchasing of wetland credits an approved mitigation bank. As a result, an MND was completed for this project.

Attachment 6

ATTACHMENT 1

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
01-Men-101, PM 52.1/52.5
Resolution E-14-43

1.1 **WHEREAS,** the California Department of Transportation (Department) has completed a Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines for the following project:

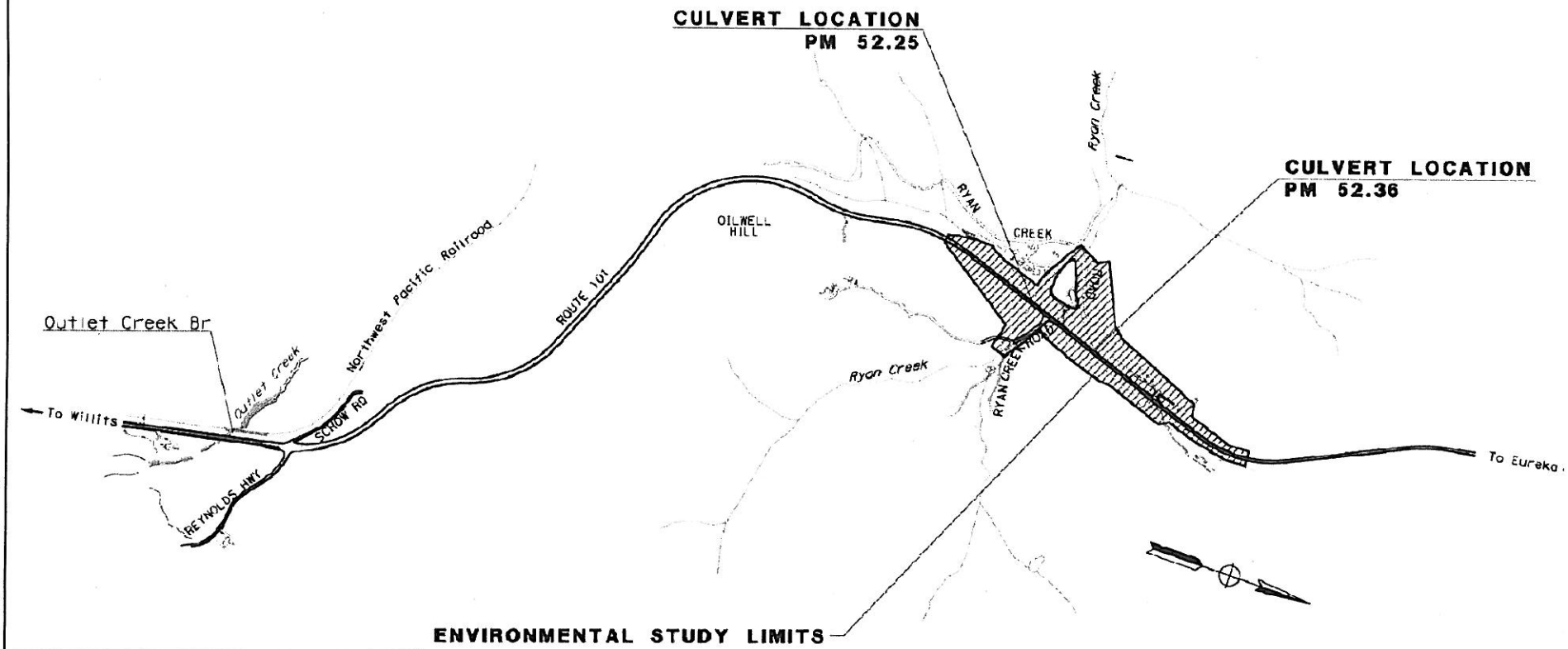
- SR 101 in Mendocino County. Construct a fish passage as mitigation for the Willits Bypass project near the town of Willits. (PPNO 0125Y)

1.2 **WHEREAS**, the Department has certified that the Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and

1.3 **WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Negative Declaration; and

1.4 **WHEREAS,** the project will not have a significant effect on the environment.

2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby approve the above referenced project to allow for future consideration of funding.



ATTACHMENT 1

FIGURE 1
Location Map

Ryan Creek Fish Passage Project
01-MEN-01 (PM 52.1 / 52.5)

State of California
Department of Transportation

DECEMBER 2013

ATTACHMENT 2

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
01-Hum-36, PM 35.9
Resolution E-14-44

1.1 **WHEREAS,** the California Department of Transportation (Department) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines for the following project:

- SR 36 in Humboldt County. Construct drainage improvements and repair erosion damage on a portion of SR 36 near the community of Dinsmore. (PPNO 2334)

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.

INDEX OF PLANS

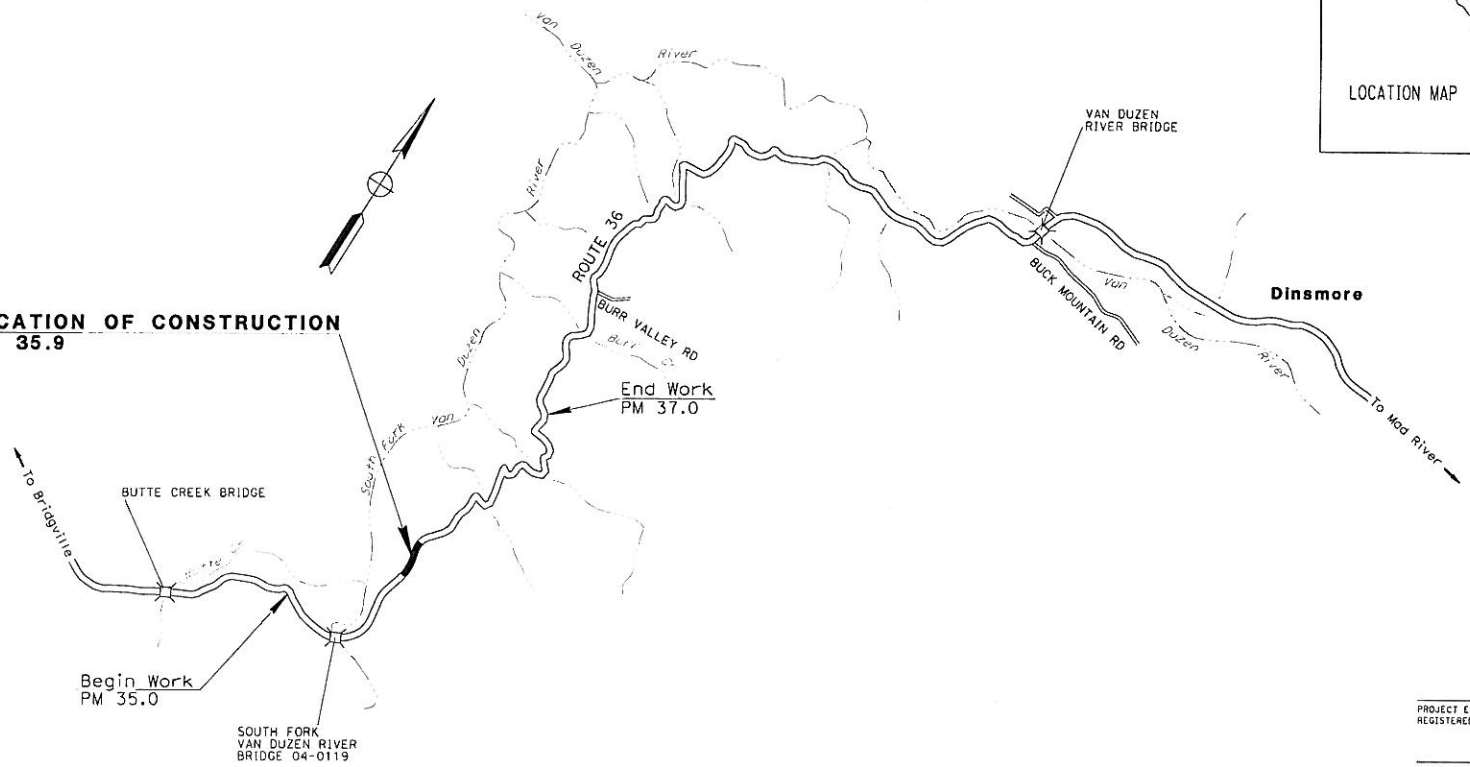
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY

IN HUMBOLDT COUNTY NEAR DINSMORE FROM 0.5 MILE TO 0.6 MILE EAST OF SOUTH FORK VAN DUZEN RIVER BRIDGE

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Hum	36	35.9		

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2010



ATTACHMENT 2

PROJECT MANAGER

DESIGN ENGINEER

PROJECT ENGINEER DATE
REGISTERED CIVIL ENGINEER

REGISTERED PROFESSIONAL ENGINEER DAVID CHARLES WATKINS No. C 65734 Exp. 9/30/15 CIVIL STATE OF CALIFORNIA

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES) OF LICENSE AS SPECIFIED IN THE "NOTICE TO BIDDERS."

NO SCALE

CONTRACT No.	01-0B3604
PROJECT ID	0112000120

DATE PLOTTED => %DATE
TIME PLOTTED => %TIME
LAST REVISION 03-12-14

ATTACHMENT 3

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
04-Son-1, PM 7.2
Resolution E-14-45

1.1 **WHEREAS,** the California Department of Transportation (Department) has completed a Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines for the following project:

- SR 1 in Sonoma County. Repair erosion damage and construct improvements on SR 1 near Bodega Bay. (PPNO 0330H)

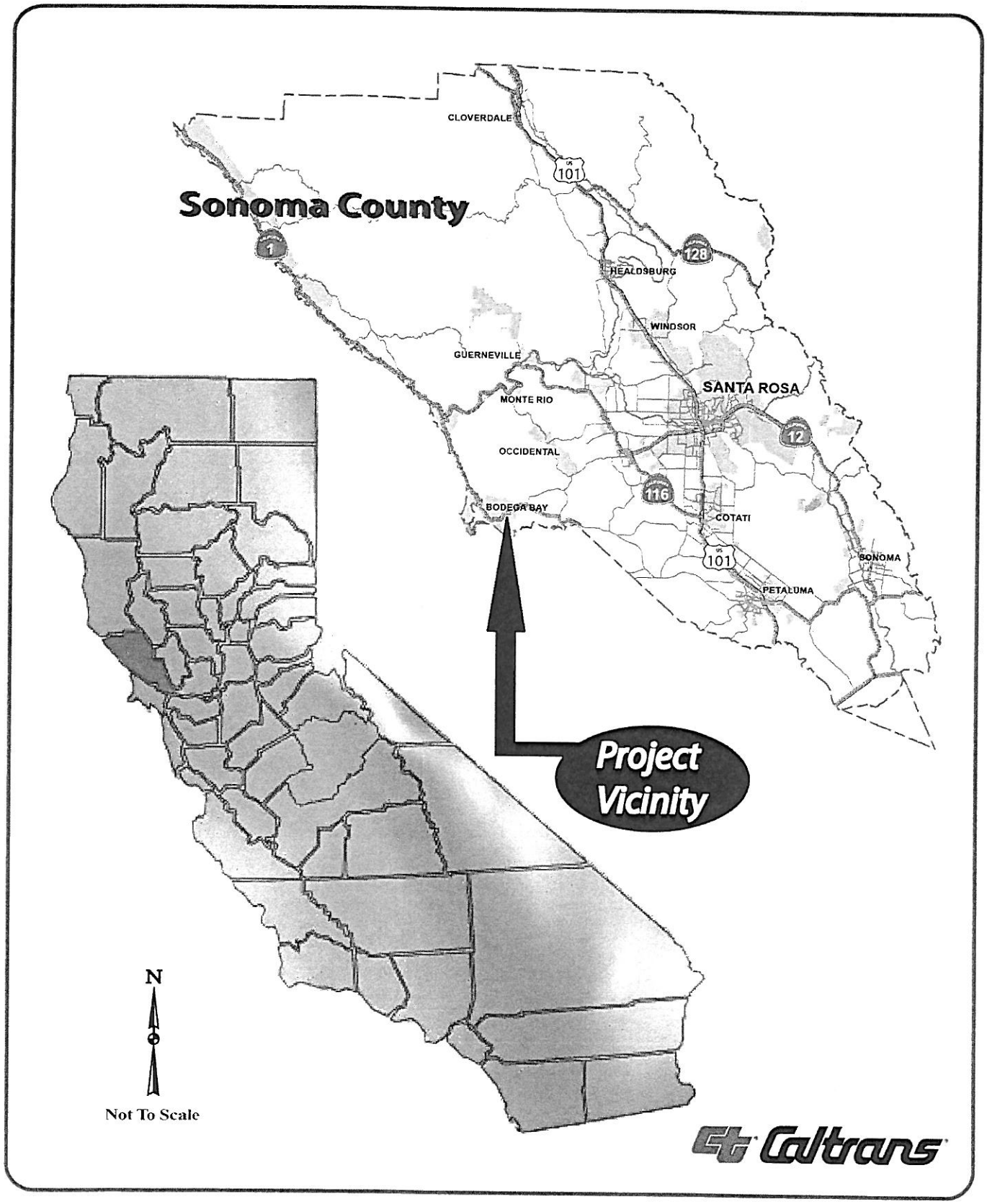
1.2 **WHEREAS**, the Department has certified that the Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and

1.3 **WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Negative Declaration; and

1.4 **WHEREAS,** the project will not have a significant effect on the environment.

2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby approve the above referenced project to allow for future consideration of funding.

ATTACHMENT 3



ATTACHMENT 4

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
04-Son-1, PM 30.5
Resolution E-14-46

1.1 **WHEREAS,** the California Department of Transportation (Department) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines for the following project:

- SR 1 in Sonoma County. Repair erosion damage and construct improvements on SR 1 near Fort Ross. (PPNO 0753R)

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

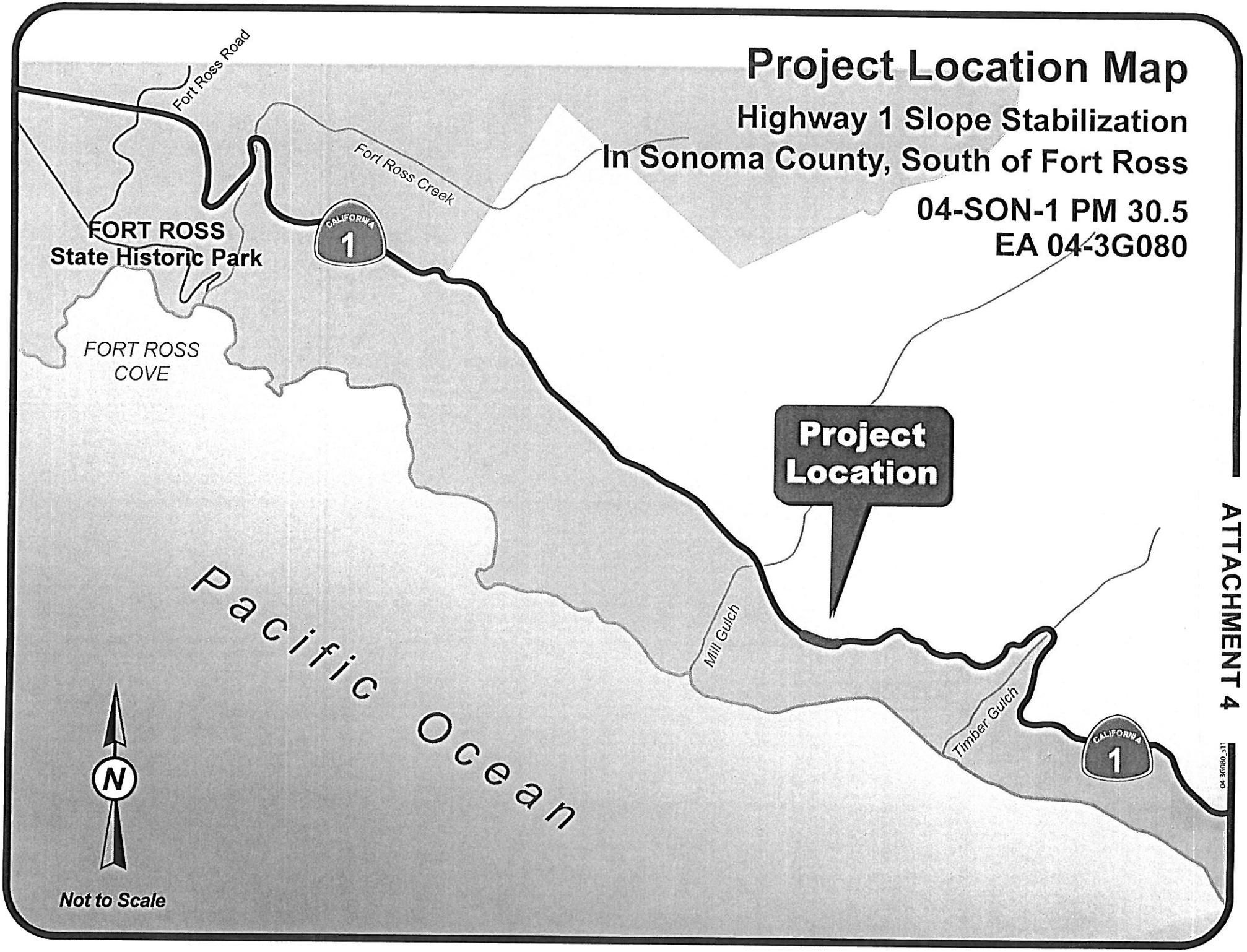
1.4 **WHEREAS,** the project will not have a significant effect on the environment.

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.

Project Location Map

Highway 1 Slope Stabilization
In Sonoma County, South of Fort Ross

04-SON-1 PM 30.5
EA 04-3G080



ATTACHMENT 4

04-3G080_s11

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
06-Ker-46, PM 57.35/57.8, 06-Ker-99, PM 43.9/44.6
Resolution E-14-47

1.1 **WHEREAS,** the California Department of Transportation (Department) has completed a Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines for the following project:

- SR 46 and SR 99 in Kern County. Replace existing separation bridge and construct improvements at the SR 46 and SR 99 intersection near the town of Famosa. (PPNO 6601)

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.

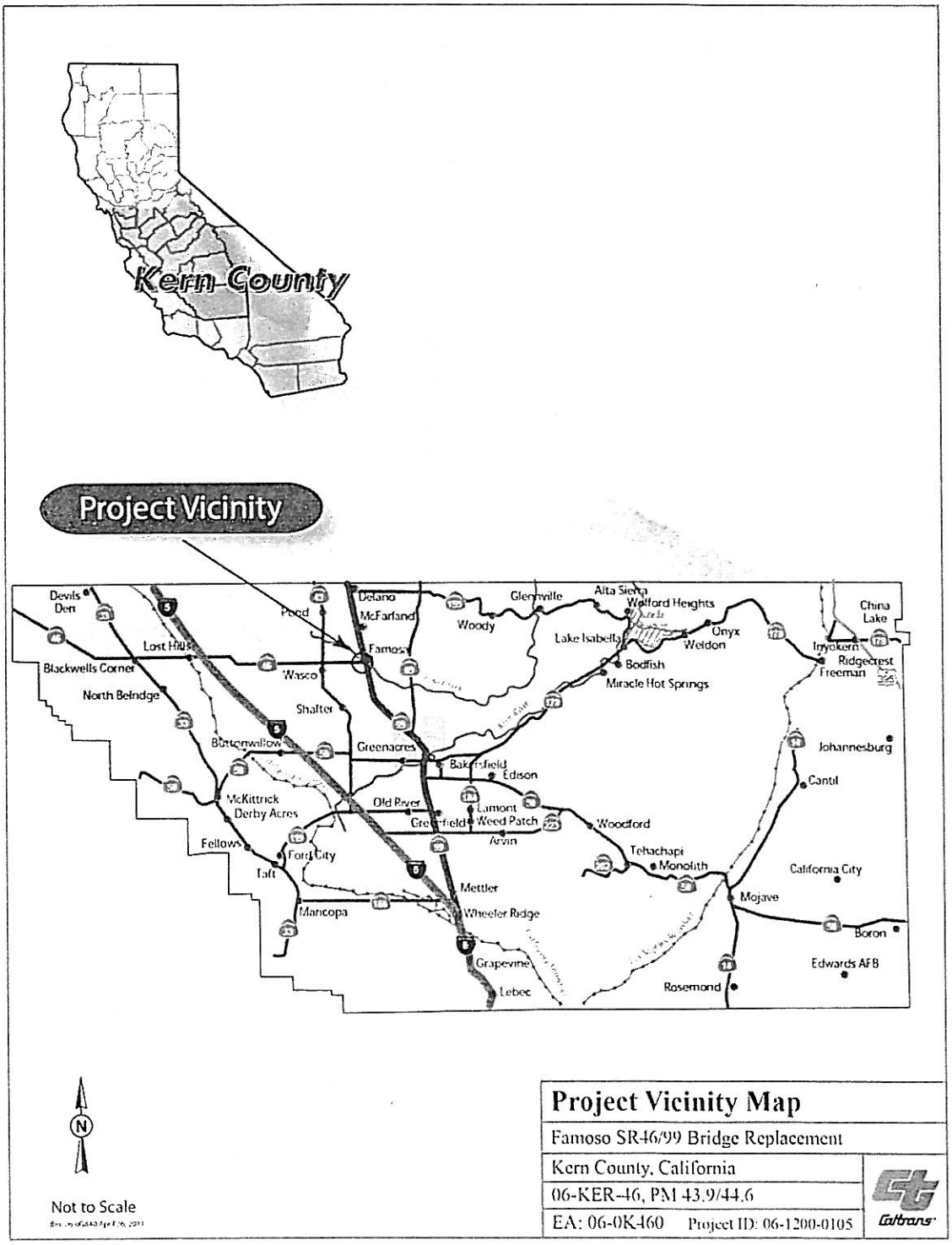


Figure 1-1 Project Vicinity Map

ATTACHMENT 6

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
09-Mno-395, PM 72.5/74.6 & 77.3/86.0
Resolution E-14-48

1.1 **WHEREAS,** the California Department of Transportation (Department) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines for the following project:

- United States Highway (U.S. 395) in Mono County. Replace damaged culverts on portions of U.S. 395 near the community of Bridgeport. (PPNO 0587)

1.2 **WHEREAS**, the Department has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and

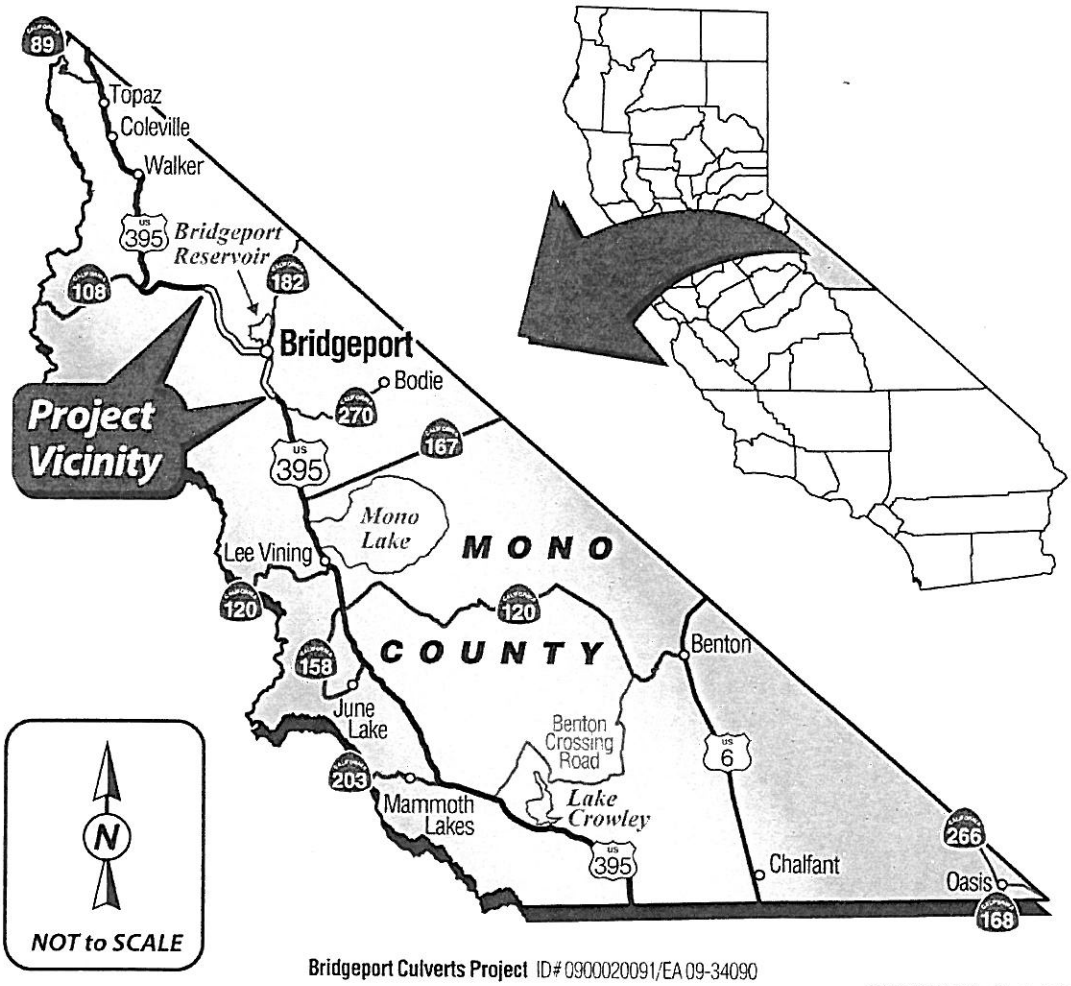
1.3 **WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Mitigated Negative Declaration; and

1.4 **WHEREAS,** the project will not have a significant effect on the environment.

2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby approve the above referenced project to allow for future consideration of funding.

ATTACHMENT 6

Project Vicinity Map



Bridgeport Culverts Project ID# 0900020091/EA 09-34090

2.2c.(2)

APPROVAL OF PROJECT FOR NEW PUBLIC ROAD CONNECTION AND CONSIDERATION OF FUNDING

INFORMATION ON THIS ITEM WILL BE
PROVIDED PRIOR TO THE OCTOBER 8, 2014
CALIFORNIA TRANSPORTATION COMMISSION MEETING

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 40

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2014

Reference No.: 2.3b.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Timothy Craggs, Chief
Division of Design

Subject: **NEW PUBLIC ROAD CONNECTION, 03-COL-20 PM R22.5**
RESOLUTION S-759

RECOMMENDATION:

The Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve the attached Resolution S-759 and map authorizing a new public road connection at Marguerite Street to State Route (SR) 20 in the city of Williams.

ISSUE:

The City of Williams has requested approval of a new public road connection to SR 20. Pursuant to Section 100.2 of the Streets and Highways Code, no local road shall be connected with any freeway until the Commission adopts a resolution consenting thereto. It is recommended that the Commission approve the resolution in accordance with the recommendation of the Chief Engineer. The resolution grants approval of a new public road connection on the south side of SR 20 between I-5 and Husted Road, at Marguerite Street, Post Mile R22.5.

Recommended by: KARLA SUTLIFF
Chief Engineer

BACKGROUND:

The City of Williams (City) proposes to construct a new public road connection to State Route 20 (SR 20) at Marguerite Street between the Interstate 5 (I-5) northbound off ramp and Husted Road. The City's General Plan Update (GPU), adopted in June 2012, identifies this new local road intersection with SR 20. Under the adopted GPU, the subsequent zoning changes allow for commercial and industrial development within the zoned business park along Marguerite Street. The new connection would improve traffic circulation and facilitate economic development opportunities for the commercial and business park development in the northeast section of the City. It would also allow for expedient emergency vehicle response to the business park.

SR 20 is part of the California Freeway and Expressway System and it runs west to east traversing: Mendocino, Lake, Colusa, Sutter, Yuba and Nevada Counties. SR 20 begins in Mendocino County at Route 1 near Fort Bragg traversing to Route 101 at Willits and resumes further south from Route 101 ending at Route 80 near Emigrant Gap in Nevada County. The proposed project is included in a section of SR 20 adopted as a freeway by the California Highway Commission on October 17, 1962. SR 20 was adopted as a freeway from Salt Creek to 0.8 mile east of Freshwater Road in the county of Colusa. There was a subsequent freeway agreement with the County of Colusa on October 4, 1967, and a supplemental freeway agreement dated April 1, 1969.

This section of SR 20 is a two-lane urban route within the city's limits and continues as a rural route to the east and west of the City. Historically, there has been little development within the city; however, after the 2012 adopted GPU, commercial development has been approved for construction in the 2015 fiscal year and more is expected to occur in the near term east of I-5 near the proposed new connection. The Department's 2013 SR 20 Transportation Concept Report calls for a four-lane expressway as the ultimate facility type for this segment of SR 20 east of I-5.

In Colusa County, conversion of SR 20 east of I-5 to a freeway is not anticipated to occur within the next 20 years. Accordingly, District 3, per letter dated May 8, 2014, requested the Denomination of SR 20 from freeway to controlled access highway. The Denomination was approved on May 13, 2014.

During the City's GPU preparation in 2011, District 3 reviewed the City's traffic studies associated with the extension of Marguerite Street and its proposed connection to SR 20. District 3 did not find any evidence that their request with full build out of the land use would negatively affect traffic operations along SR 20 or I-5. According to the approved traffic studies, the SR 20 proposed T intersection at Marguerite Street would only require stop traffic signs at this time. A traffic signal will be installed if warranted in future years.

Under the "No Build" alternative, the I-5/ E street interchange (immediately to the south of SR 20 interchange), and the intersections of E Street/Marguerite Street and SR 20/Husted Road would operate at unacceptable levels of service.

The extension of Marguerite Street north to SR 20 is identified in the 2012 City of Williams' General Plan Circulation Element. Marguerite Street between E Street and SR 20 is classified as a "collector". Marguerite Street currently extends from E Street on the south, to Ella Street. It is a two lane facility with stop sign control. The road has a 35 mph speed limit.

The estimated construction cost for this project is $3,500,000. No additional right-of-way will be required for the new connection. The project's construction capital will be funded by local State Transportation Improvement Program, Regional Improvement Program funds.

An Advisory Design Exception for a break in access occurring less than 0.5 mile from the I-5 interchange was approved on November 26, 2013. The proposed intersection is 0.25 mile from the I-5/SR 20 interchange.

A public meeting was held in conjunction with the City of Williams' City Council meeting on October 17, 2012. A Project Study Report was approved in December 2013. The District approved the Project Report on May 2, 2014.

The City of Williams City Council adopted the California Environmental Quality Act (CEQA) Initial Study/Mitigated Negative Declaration (IS/MND) on February 27, 2014. The Department approved the National Environmental Policy Act (NEPA) Categorical Exemption on April 10, 2014. In June, the environmental document was found to be technically inaccurate regarding the floodplain section. Additional floodplain studies will be completed so that CEQA and NEPA approvals will be revalidated by the end of September 2014. Concurrent with this agenda item the IS/MND is being considered under Item 2.2c.(2).

There are currently no access points to SR 20 between I-5 and Husted Road. Future land uses identified in the City's 2012 GPU will require improvements to the roadway circulation within the city of Williams. Without a new roadway extension, access to the future land uses would be circuitous. The extension of Marguerite Street to SR 20 will improve circulation and provide a logical access point.

A revised controlled access highway agreement was signed by the City on May 22, 2014, and will be executed by the Department after Commission approval of the new connection.

Attachments

Resolution S-759
Vicinity Map

CALIFORNIA TRANSPORTATION COMMISSION
Resolution Authorizing a New Public Road Connection

3-Col-20 PM R22.5

Resolution S-759

WHEREAS, the California Department of Transportation and City of Williams jointly request approval of new public road connection on State Route 20 for Marguerite Street; and

WHEREAS, the Initial Study/Mitigated Negative Declaration (IS/MND) in compliance with the California Environmental Quality Act (CEQA) was approved on February 27, 2014, and the Categorical Exemption in compliance with the National Environmental Policy Act (NEPA) was approved on April 10, 2014; and

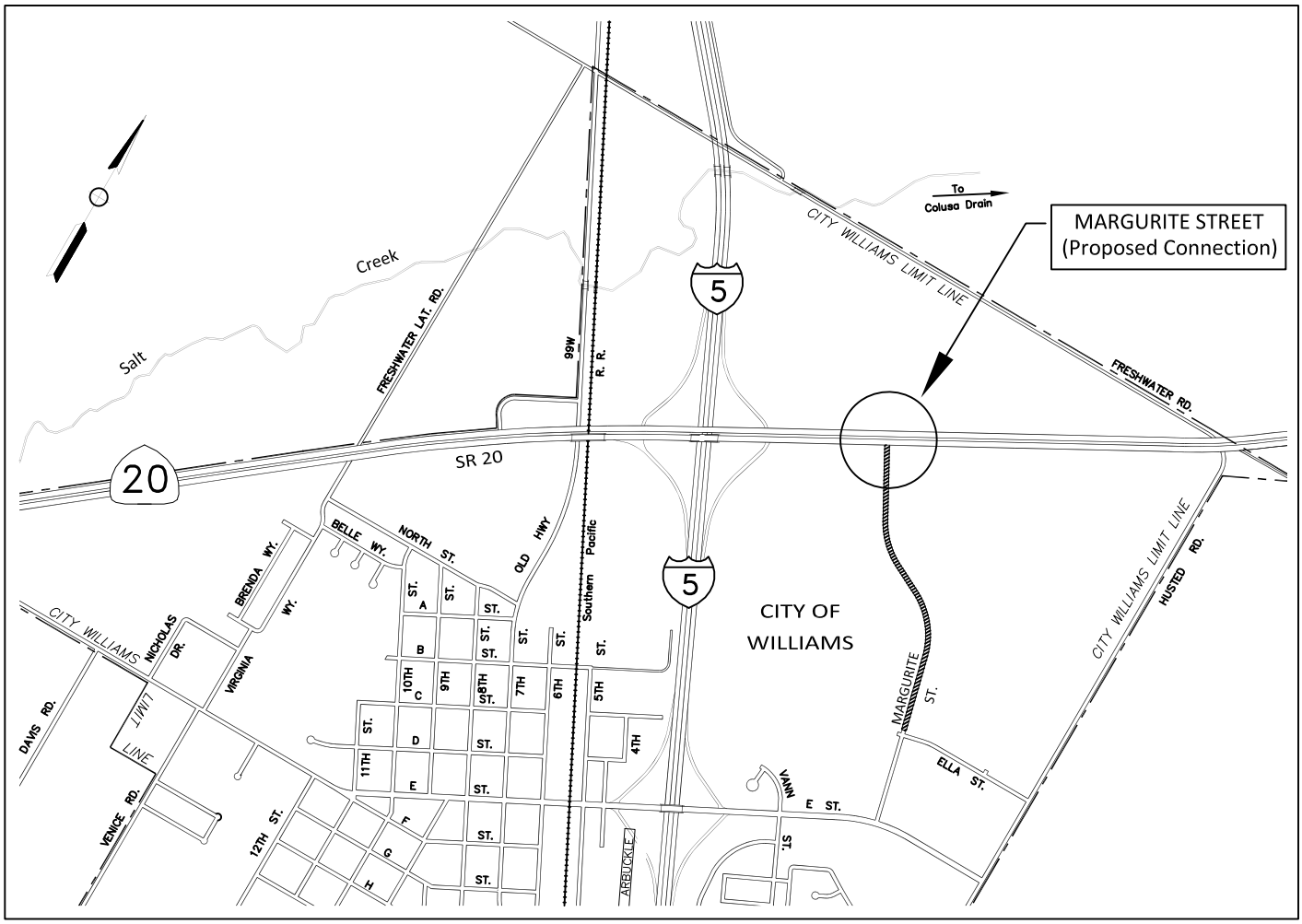
WHEREAS, the IS/MND CEQA and NEPA approvals are expected to be revalidated by the end of September 2014; and

WHEREAS, the project report to construct a new connection to State Route 20 was approved by the California Department of Transportation on May 2, 2014; and

WHEREAS, the project will have impacts on the environment that will be mitigated.

NOW, THEREFORE, BE IT RESOLVED by the California Transportation Commission that pursuant to the authority vested in it by law, this Commission does hereby authorize a new public road connection on State Route 20 at Marguerite Street at PM R22.5, in the city of Williams, in Colusa County.

Vicinity Map
03-COL-20
PM R22.5
New Connection at Margurite Street



State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 41

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2014

Reference No.: 2.3c.
Action Item

From: NORMA ORTEGA
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 agencies 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-3910 – 04-Ala-880-PM 27.4/27.7
(Request No. 56114) – 1 Segment

Relinquishes right of way in the city of Oakland (City) along Route 880 on Oakport Street, consisting of a reconstructed city street. The City, by freeway agreement dated July 30, 2008 and by letter signed on August 26, 2014, waived the 90-day notice requirement and agreed to accept title upon relinquishment by the State.

Resolution R-3911 – 11-SD-76-PM R8.1
(Request No. R34587-A) – 1 Segment

Relinquishes right of way in the city of Oceanside along Route 76 on Jeffries Ranch Road, consisting of a reconstructed city street. The City, by controlled access highway agreement dated January 5, 1994 and by resolution dated August 20, 2014, agreed to waive the 90-day notice requirement and accept title upon relinquishment by the State.

Resolution R-3912 – 11-SD-76-PM 9.5/12.3
(Request No. R34588) – 10 Segments

Relinquishes right of way in the county of San Diego along Route 76 between East Vista Way and South Mission Road, consisting of superseded highway right of way and collateral facilities. The County, by letter dated August 1, 2014, agreed to waive the 90-day notice requirement and accept title upon relinquishment by the State.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 42

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2014

Reference No: 2.4b.
Action Item

From: NORMA ORTEGA
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-21276 through C-21278 and C-21282 through C-21289 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-21276 - Leo P. Oliver, as Trustee of The Leo P. Oliver Living Trust dated June 13, 2007
06-Fre-180-PM 74.87 - Parcel 84571-1, 2, 3, 4 - EA 342539.
Right of Way Certification (RWC) Date: 11/01/14; Ready to List (RTL) Date: 12/01/14. Expressway - two-lane conventional highway to four-lane expressway. Authorizes condemnation of land in fee for a State highway, extinguishment of abutter's rights of access, a temporary easement for construction purposes, permanent easements for state highway purposes and for a county road to be relinquished to the county of Fresno, and a temporary easement for removing certain improvements which straddle the right of way line. Located in the unincorporated area of the county of Fresno at the northwest corner of State Route (SR) 180 at Oliver Avenue. Assessor Parcel Number (APN) 333-140-36.

C-21277 - Leo P. Oliver, as Trustee of The Leo P. Oliver Living Trust dated June 13, 2007
06-Fre-180-PM 75.00 - Parcel 84575; 84575-01-01 - EA 342539.
RWC Date: 11/01/14; RTL Date: 12/01/14. Expressway - two-lane conventional highway to four-lane expressway. Authorizes condemnation of land in fee for a State highway, extinguishment of abutter's rights of access, and land in fee which is a remnant and would be little market value. Located in the unincorporated area of the county of Fresno at the northeast corner of SR 180 and Trimmer Springs Road. APN 333-140-16, 17.

C-21278 - Lucille Miller, as Surviving Trustee of the Leo P. Miller and Lucille Miller Revocable Living Trust
06-Fre-180-PM 76.68 - Parcel 84602-1, 2 - EA 342539.
RWC Date: 11/01/14; RTL Date: 12/01/14. Expressway - two-lane conventional highway to four-lane expressway. Authorizes condemnation of land in fee for a State highway, extinguishment of abutter's rights of access, and an easement for a frontage road to be conveyed to Fresno County. Located near the city of Sanger at the north side of SR 180 at Alta Main Canal. APN 333-231-20.

C-21282 - Loren Sandvik
06-Ker-14-PM 62.2 - Parcel 4002-1 - EA 06-457112.
RWC Date: 07/01/15; RTL Date: 08/03/15. Expressway - convert existing two-lane to four-lane expressway. Authorizes condemnation of land in fee for a State highway and extinguishment of abutter's rights of access. Located near the town of Inyokern at Post mile 62.2. APN 064-410-04.

C-21283 - CBS Outdoor, LLC
07-LA-5-PM 0.60 - Parcel 79843-A - EA 215929.
RWC Date: 10/31/14; RTL Date: 11/26/14. Freeway - widen Interstate 5 to add high occupancy vehicle and mixed flow lanes. Authorizes condemnation of leasehold interest of outdoor advertising company. Located in the city of La Mirada at 14620 East Firestone Boulevard. APN 7003-008-013.

C-21284 - Denise M. Griggs, Administrator of the Estate of Ulysses S. Griggs, Jr.
07-LA-405-PM 32.57 - Parcel 80297-1, 2 - EA 120309.
RWC Date: 09/26/14; RTL Date: Design-Build. Freeway - widen Interstate 5 to add High Occupancy Vehicle lane. Authorizes condemnation of a permanent tieback easement and a temporary easement for construction purposes. Located in the city of Los Angeles at 375 Dalkeith Avenue. APN 4366-015-033.

C-21285 - President and Fellows of Harvard College
08-SBd-138-PM R17.4/R17.6 - Parcel 22914-1, 2 - EA 0Q3009.
RWC Date: 04/15/15; RTL Date: 05/01/15. Conventional highway - realign and construct two-lane paved section of SR 138. Authorizes condemnation of land in fee for a State highway, extinguishment of abutters rights of access, and a temporary easement for construction purposes. Located in the unincorporated area of West Cajon Valley in San Bernardino County on SR 138. APN 0351-151-03.

C-21286 - Allen J. Andra
08-SBd-247-PM 11.10 - Parcel 23082-1 - EA 0G9009.
RWC Date: 06/01/15; RTL Date: 06/15/15. Conventional highway - Insert rumble strips and upgrade shoulders. Authorizes condemnation of land in fee for a State highway. Located in the unincorporated area of Landers in San Bernardino County at SR 247 north of Allen Lane. APN 0629-271-20.

C-21287 - Estate of Karena A. Musial
08-SBd-247-PM 11.25 - Parcel 23085-1 - EA 0G9009.
RWC Date: 06/01/15; RTL Date: 06/15/15. Conventional highway - Insert rumble strips and upgrade shoulders. Authorizes condemnation of land in fee for a State highway. Located in the unincorporated area of Landers in San Bernardino County at 1390 Old Woman Springs Road. APNs 0629-281-56, -57.

C-21288 - Michael J. Kanuch and Happy Kanuch
08-SBd-247-PM 11.35 - Parcel 23086-1 - EA 0G9009.
RWC Date: 06/01/15; RTL Date: 06/15/15. Conventional highway - Insert rumble strips and upgrade shoulders. Authorizes condemnation of land in fee for a State highway. Located in the unincorporated area of Landers in San Bernardino County at 1424 Old Woman Springs Road. APN 0629-281-29.

C-21289 - San Bernardino County Fire Protection District
08-SBd-247-PM 11.85 - Parcel 23098-1 - EA 0G9009.
RWC Date: 06/01/15; RTL Date: 06/15/15. Conventional highway - Insert rumble strips and upgrade shoulders. Authorizes condemnation of land in fee for a State highway. Located in the unincorporated area of Landers in San Bernardino County, west of SR 247 near the northwest corner of Jesse Road. APN 0629-291-67.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 43

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2014

Reference No: 2.4e.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

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

Subject: **RESCINDING RESOLUTION OF NECESSITY**
RESOLUTION CR-151, RESCINDING RESOLUTION C-21251

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) adopt Resolution CR-151, rescinding Resolution of Necessity (Resolution) C-21251. In accordance with statutory requirements, the owner has been advised that the Department is requesting rescission of Resolution C-21251.

ISSUE:

On August 20, 2014, the Commission adopted Resolution C-21251. Resolution C-21251 is now being rescinded because the owner did not receive timely notice of the Commission meeting.

BACKGROUND:

Resolution C-21251 was adopted August 20, 2014, authorizing condemnation of land in fee for a State highway, and extinguishment of abutter's rights of access. However, subsequent to the adoption of Resolution C-21251, the Notice of Intent (NOI) was returned by the post office as undeliverable after several attempts. The owner did not receive timely notice of the Commission meeting. Based on the above, it is requested that Resolution C-21251 be rescinded at the October 8, 2014 Commission meeting.

CR-151 - Loren Sandvik
06-Ker-14-PM 62.2 - Parcel 4002-1 - EA 06-457112.
Right of Way Certification Date: 07/01/2015; Ready to List Date: 08/03/2015.
Expressway - convert existing two-lane to four-lane expressway. Rescinds Resolution of Necessity C-21251, adopted August 20, 2014, which Resolution authorized condemnation of land in fee for a State highway and extinguishment of abutter's rights of access. Resolution C-21251 is rescinded because the NOI was returned by the Post Office as undeliverable after several attempts. The owner did not receive timely notice of the Commission meeting. Located near the town of Inyokern at Post mile 62.2. Assessor Parcel Number 064-410-04.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 44

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2014

Reference No.: 2.4d.
Action Item

From: NORMA ORTEGA
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 $3,659,000. The State will receive a return of $4,806,000 from the sale of these properties. A recapitulation of the items presented and corresponding maps are attached. ATTACHMENT

ISSUE

01-04-Ala-238 PM 10.0X	Hayward
Disposal Unit #DD 032588-01-01	1.01 acres
Convey to: Hayward Area Recreation and Park District	$350,000
	($350,000 Negotiated Fair Market Value)

Direct sale to a public agency for public park purposes. The Park District has leased and operated the subject property as a public park for over 40 years, identified as the Valle Vista Park in the City of Hayward. As a negotiated settlement between the parties, the property was sold for $350,000 subject to a 15-year reversion clause in the deed requiring that the property is used solely for public park purposes or it will revert back to State ownership.

02-04-Ala-238 PM 13.5X	Hayward
Disposal Unit #DD 032771-01-01	0.17 acre
Convey to: KOR, Inc.	$336,000
	($220,000 Public sale estimate)

Public sale. Selling price represents the highest bid received at the public sale. There were seven bidders.

03-04-Ala-238 PM 12.6 — Hayward
Disposal Unit #DD 036238-01-01 — 0.27 acre
Convey to: Maneesh Rai & Ashlesha Maneesh Rai, husband and wife as joint tenants — $473,000 ($364,000 Public sale estimate)
Public sale. Selling price represents the highest oral bid received at the first public sale. There were four bidders.

04-04-Ala-238 PM 12.6X — Hayward
Disposal Unit #DD 036262-01-01 — 0.22 acre
Convey to: KOR, INC. — $338,000 ($140,000 Public sale estimate)
Public sale. Selling price represents the highest bid received at the first public sale. There were five bidders.

05-04-Ala-238 PM 13.2 — Hayward
Disposal Unit #DD 038912-01-01 — 0.22 acre
Convey to: Gary F. Cooper & Brenda B. Senturia, husband and wife as joint tenants — $293,000 ($250,000 Public sale estimate)
Public sale. Selling price represents the highest oral bid received at the first public sale. There were four bidders.

06-04-Ala-238 PM 11.7X — Hayward
Disposal Unit #DD 039067-01-01 — 0.27 acre
Convey to: J and J Property Investments, LLC — $175,000 ($140,000 Public sale estimate)
Public sale. Selling price represents the highest bid received at a public auction. There were two bidders.

07-04-Ala-238 PM 13.5 — Hayward
Disposal Unit #DD 039384-01-01 — 0.20 acre
Convey to: Avtar Singh and Meera Rani, husband and wife as joint tenants — $136,000 ($100,000 Public sale estimate)
Public sale. Selling price represents the highest oral bid received at the first public sale. There were six bidders.

08-04-Nap-29 PM 13.0 — Napa
Disposal Unit #DD 052831-03-01 & DD 052841-01-01 — 1.17 acres
Convey to: Mehran Michael Banayan & Mehrdad Daniel SaFavieh — $1,550,000 ($1,177,000 Public sale estimate)
Public sale. Selling price represents the highest bid received at the public sale. There were three bidders.

09-04-SF-280 PM 5.0 — San Francisco
Disposal Unit #DD 030660-01-02 — 1.106 acres
Convey to: The City and County of San Francisco, a Municipal Corporation — $1,150,000 ($913,000 Appraisal)
Direct sale to a public agency for the purpose of a municipal railway maintenance facility.

10-10-Tuo-108 PM 2.4 — Sonora
Disposal Unit #DD 011975-01-01 — 0.334 acre
Convey to: Gary W. Collinsworth, et al — $5,000
($5,000 Appraisal)

Direct Sale. Conveyance is to the only adjoining owner. Subject property is landlocked.

11-11-SD-56 PM 4.4-5.0 — San Diego
Disposal Unit #DD 34571-01-01 — 1.77 acres
Convey to: City of San Diego — $0
(Appraisal N/A)

Direct conveyance for no monetary consideration. These properties should have been retained by the City for the normalization of SR-56 right of way per Cooperative Agreement No. 295871 dated December 10, 2001. This will correct the conveyance inadvertently granted to the Department.

12-11-SD-78 PM 13.1 — Imperial County
Disposal Unit #DK 32648-1 — 0.01 acre
Convey to: Imperial Irrigation District — $0
(Appraisal N/A)

Direct conveyance for no monetary consideration is 100 percent Department's obligation pursuant to Utility Agreement No. 31678 dated January 8, 2008.

Attachments

SUMMARY OF DIRECTOR'S DEEDS - 2.4d.
PRESENTED TO CALIFORNIA TRANSPORTATION COMMISSION - October 8, 2014

Table I - Volume by Districts

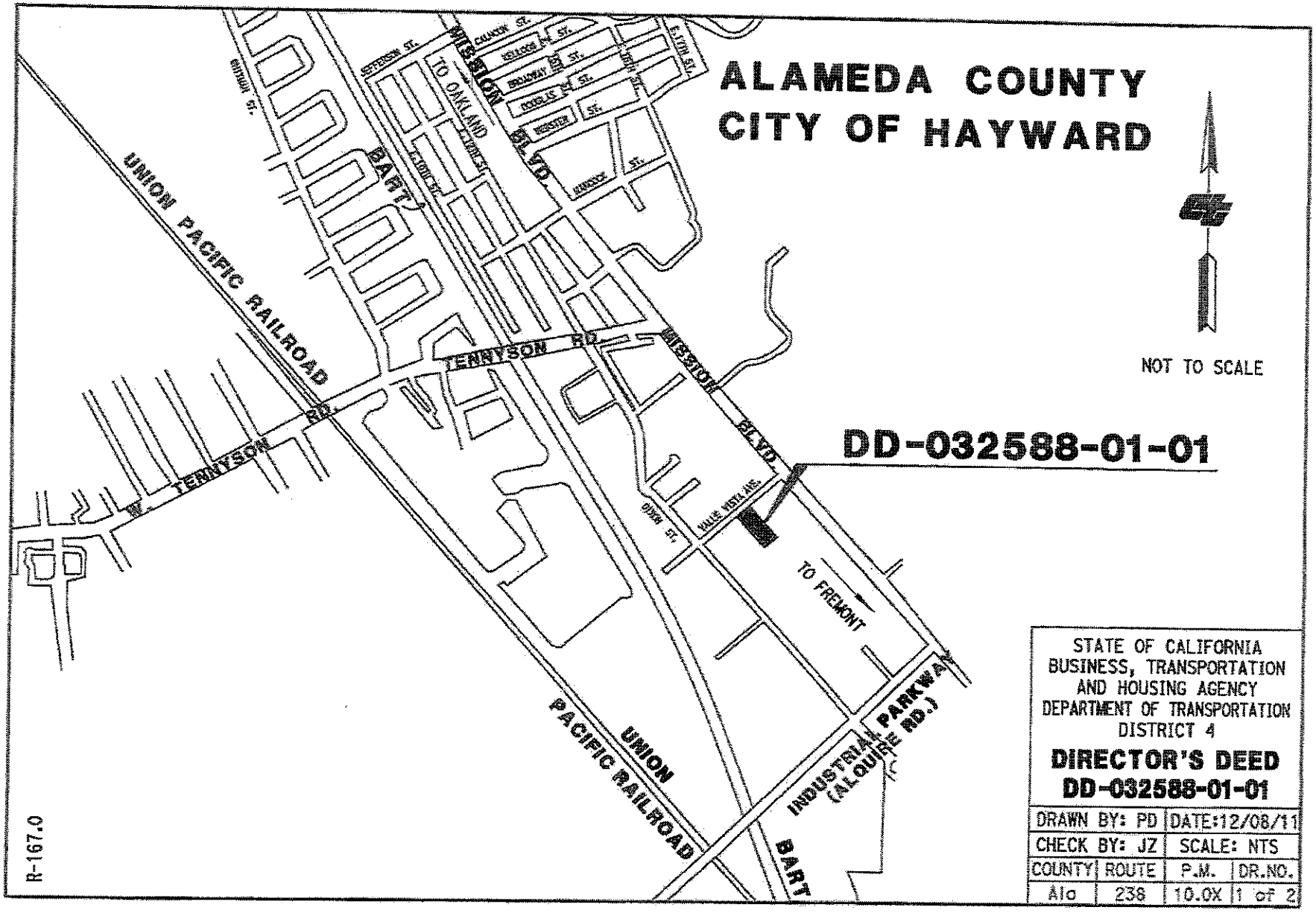
District	Direct Sales	Public Sales	Non-Inventory Conveyances	Other Funded Sales	Total Items	Current Estimated Value	Return From Sales	Recovery % % Return From Sales / Current Value
01								
02								
03								
04	2	7			9	$3,654,000.00	$4,801,000.00	131%
05								
06								
07								
08								
09								
10	1				1	$5,000.00	$5,000.00	100%
11	2				2	0.00	0.00	
12								
Total	**5**	**7**			**12**	**$3,659,000.00**	**$4,806,000.00**	**131%**

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	5	$918,000.00	$1,155,000.00	126%
Public Sales	7	$2,741,000.00	$3,651,000.00	133%
Non-Inventory Conveyances				
Sub-Total	**12**	**$3,659,000.00**	**$4,806,000.00**	**131%**
Other Funded Sales				
Total	**12**	**$3,659,000.00**	**$4,806,000.00**	**131%**

Attachment A

ALAMEDA COUNTY
CITY OF HAYWARD



STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

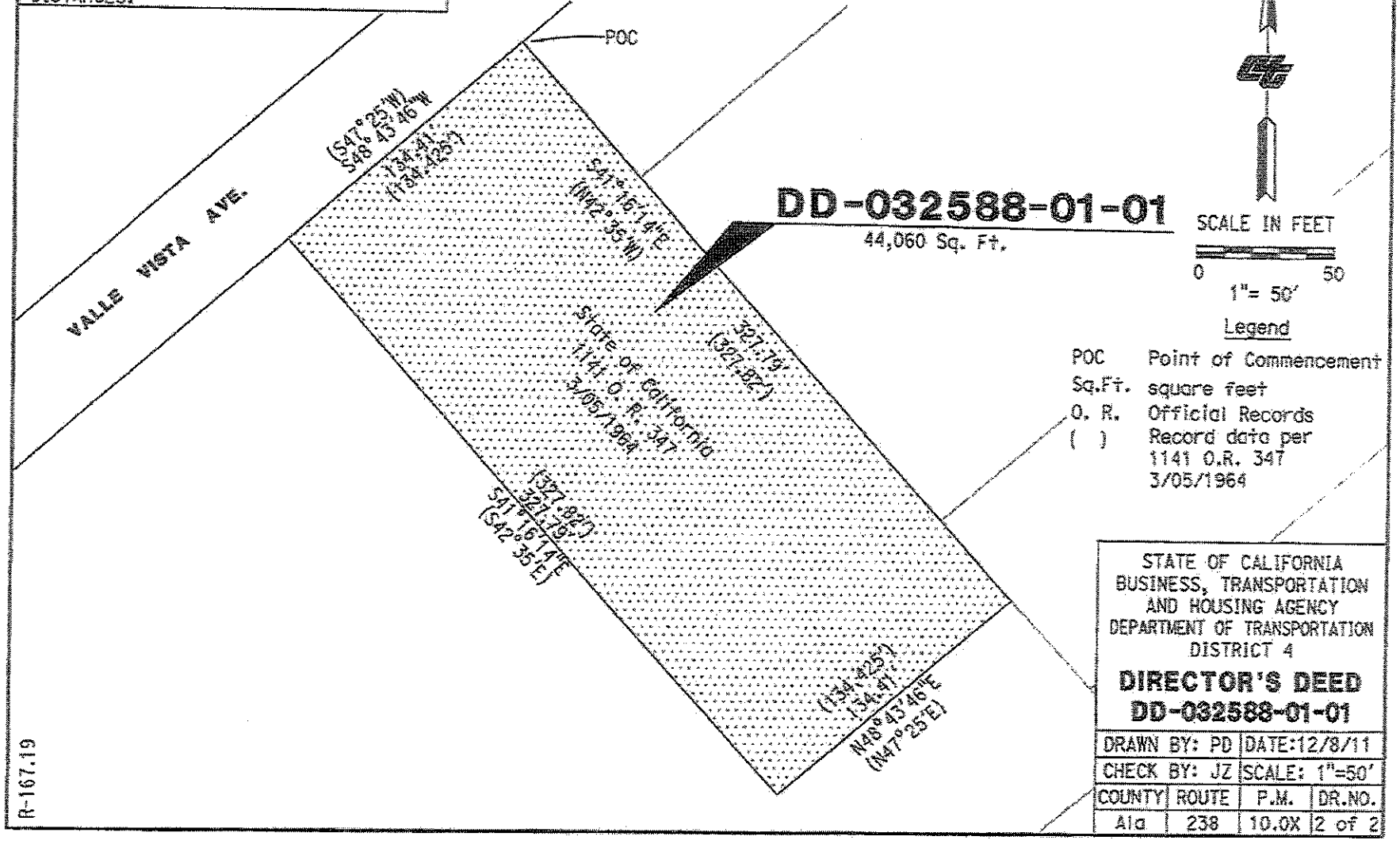
DIRECTOR'S DEED
DD-032588-01-01

DRAWN BY: PD		DATE:12/08/11	
CHECK BY: JZ		SCALE: NTS	
COUNTY	ROUTE	P.M.	DR.NO.
Ala	238	10.0X	1 of 2

ATTACHMENT 1A

BEARINGS & DISTANCES SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000823 TO OBTAIN GROUND LEVEL DISTANCES.

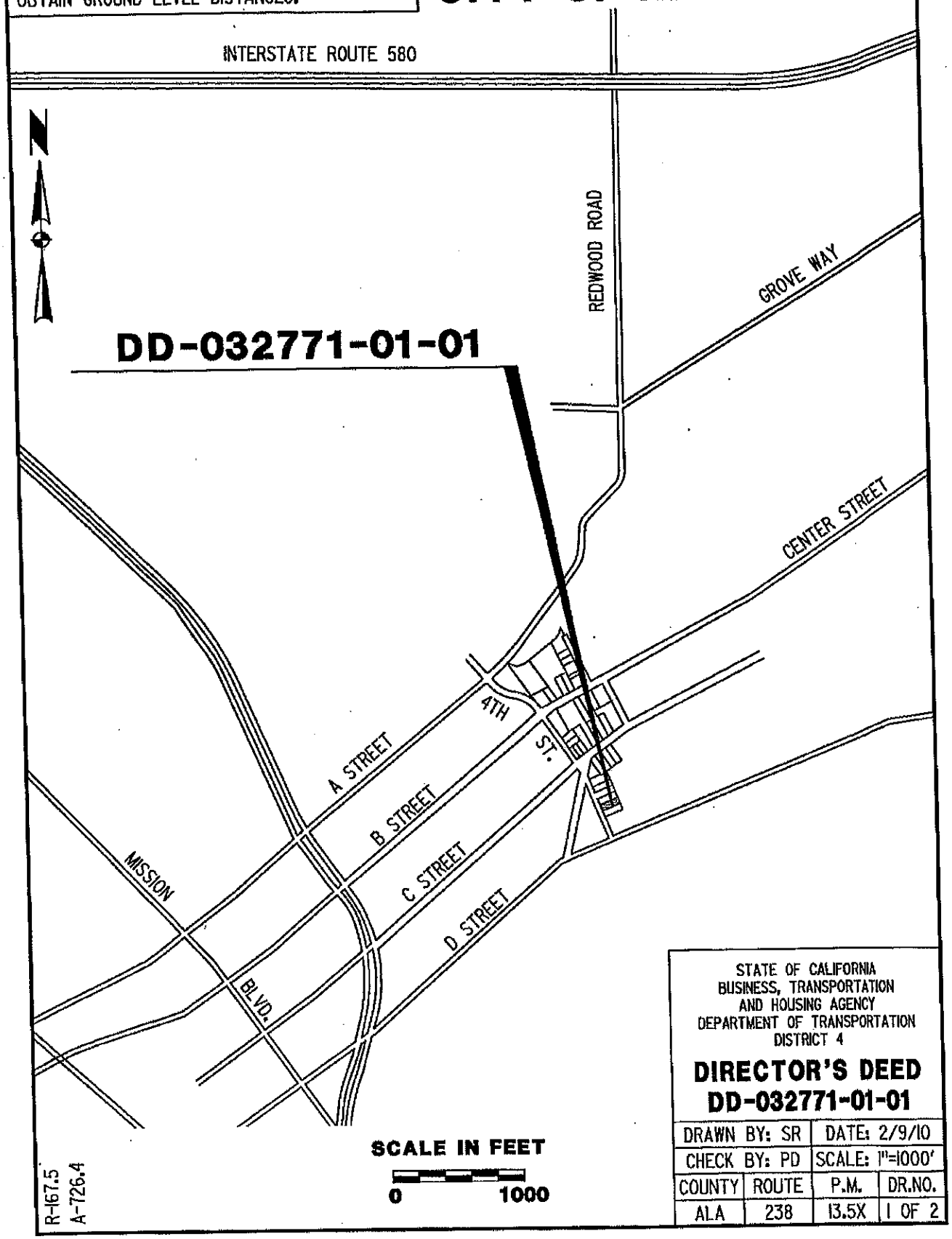
ALAMEDA COUNTY
CITY OF HAYWARD



ATTACHMENT 1B

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



STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DD-032771-01-01

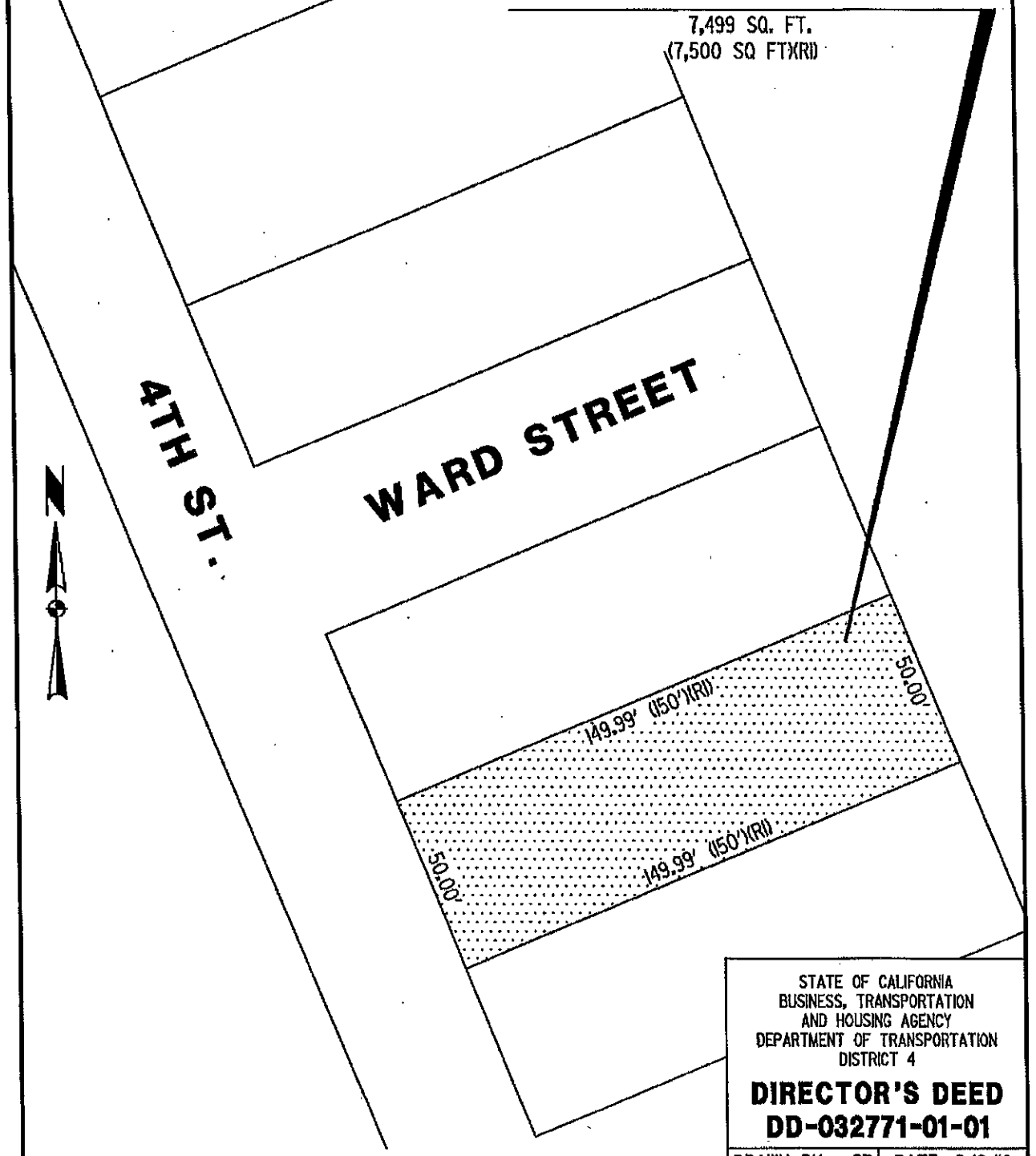
DRAWN BY: SR		DATE: 2/9/10	
CHECK BY: PD		SCALE: 1"=1000'	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	238	13.5X	1 OF 2

ATTACHMENT 2A

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-032771-01-01



STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DD-032771-01-01

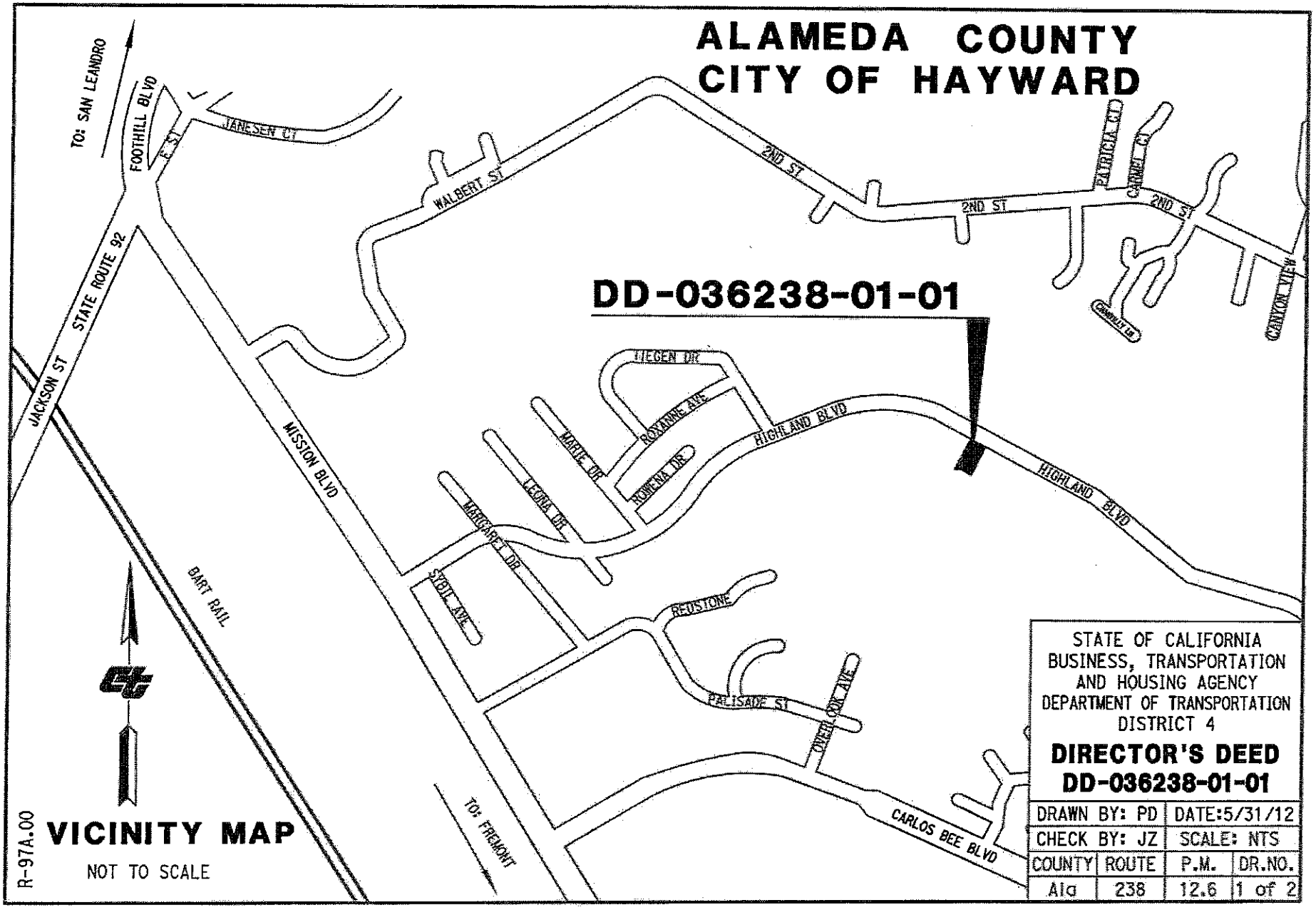
DRAWN BY: SR		DATE: 2/9/10	
CHECK BY: PD		SCALE: 1"=40'	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	238	13.5X	2 OF 2

LEGEND
(RI) 2441 OR 280

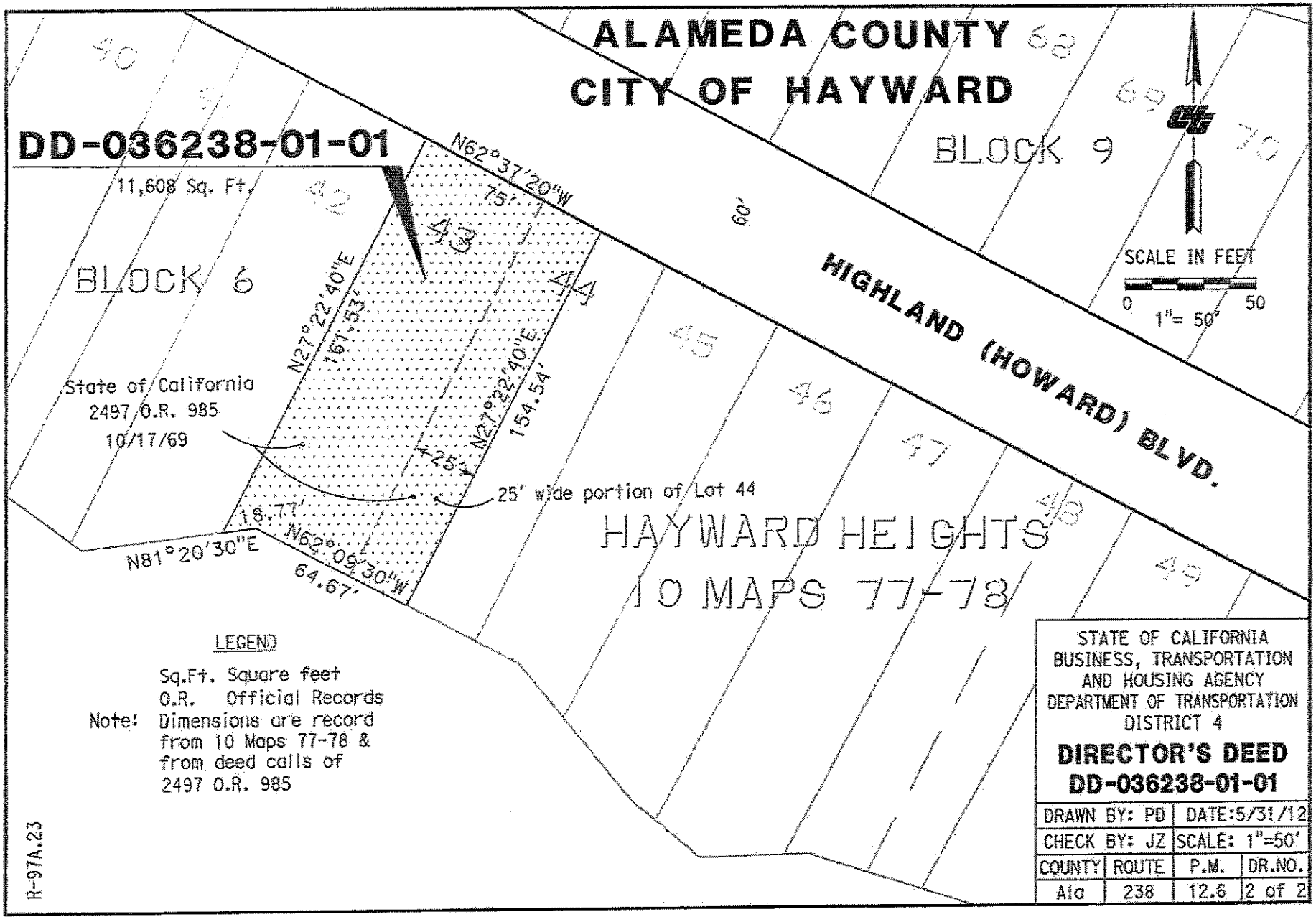
SCALE IN FEET
0 40

R-167.5
A-726.4

ATTACHMENT 2B



ATTACHMENT 3A



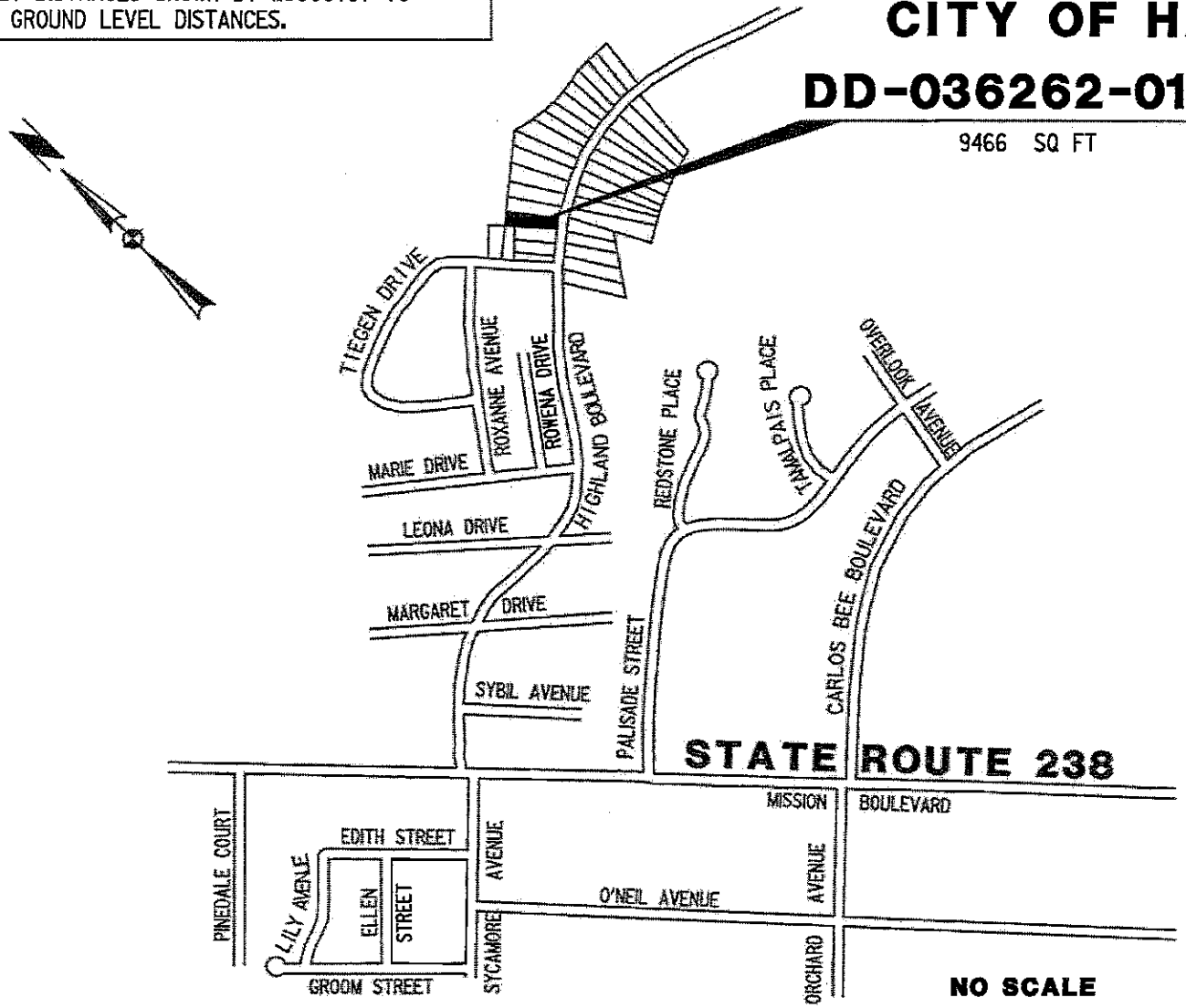
ATTACHMENT 3B

DISTANCES AND BEARINGS 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-036262-01-01

9466 SQ FT



NO SCALE

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DD-036262-01-01

DRAWN BY: AS		DATE: 3/23/10	
CHECK BY: BQ		NO SCALE	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	238	12.6X	1 OF 2

R-167.8

ATTACHMENT 4A

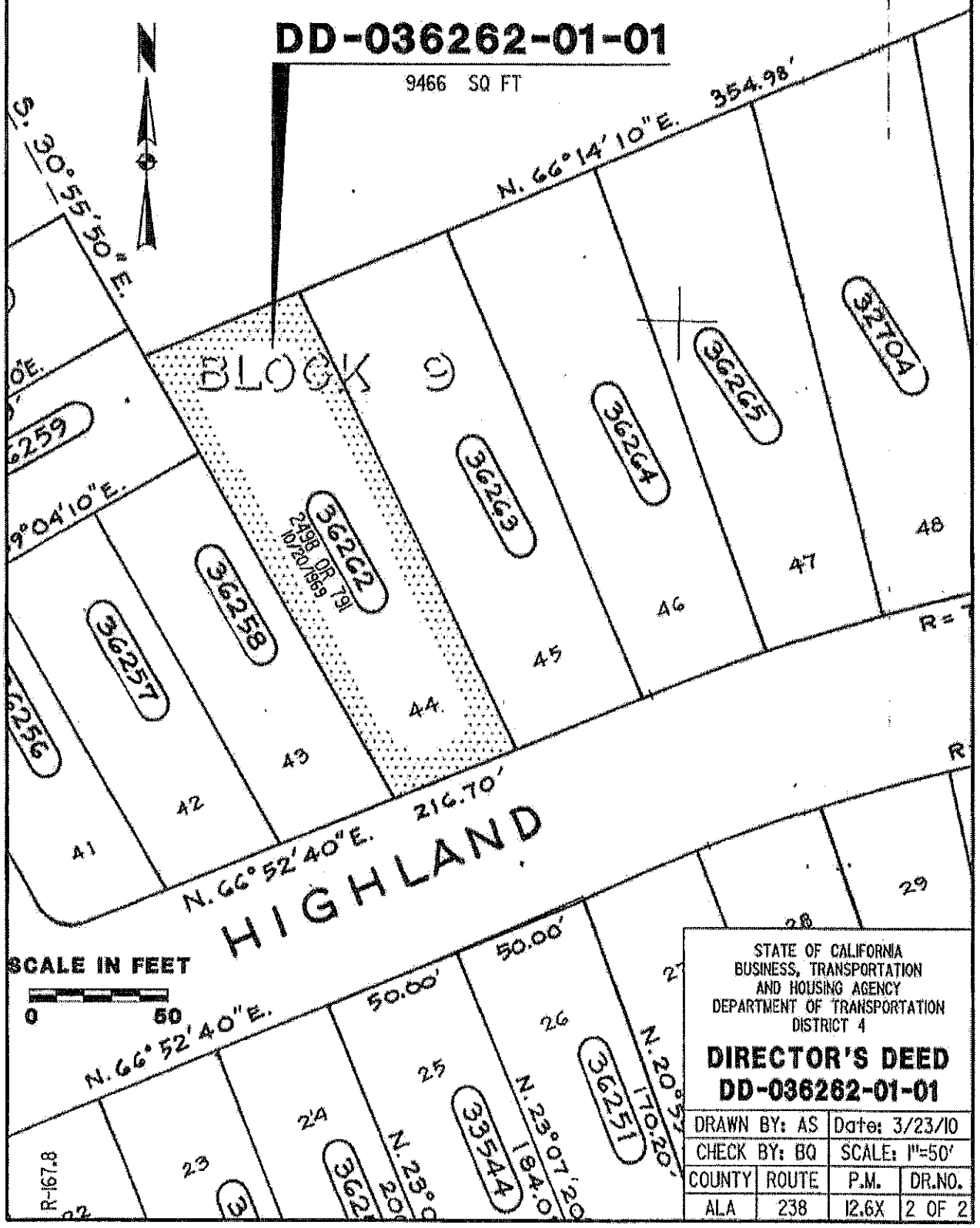
DISTANCES AND BEARINGS SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000787 TO OBTAIN GROUND LEVEL DISTANCES.

ALAMEDA COUNTY
CITY OF HAYWARD

10 MAPS 77 & 78

DD-036262-01-01

9466 SQ FT

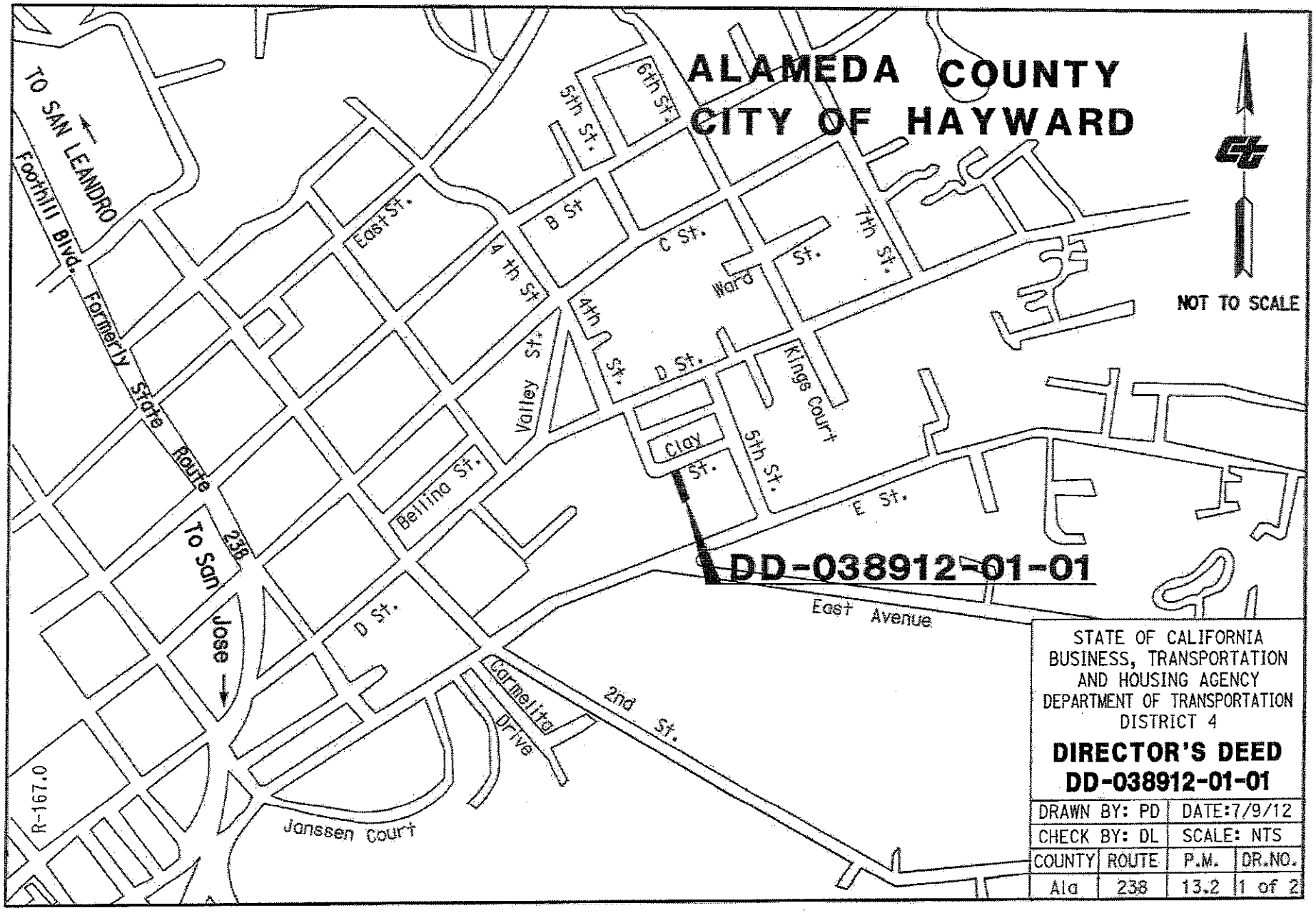


STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DD-036262-01-01

DRAWN BY: AS		Date: 3/23/10	
CHECK BY: BQ		SCALE: 1"=50'	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	238	12.6X	2 OF 2

ATTACHMENT 4B



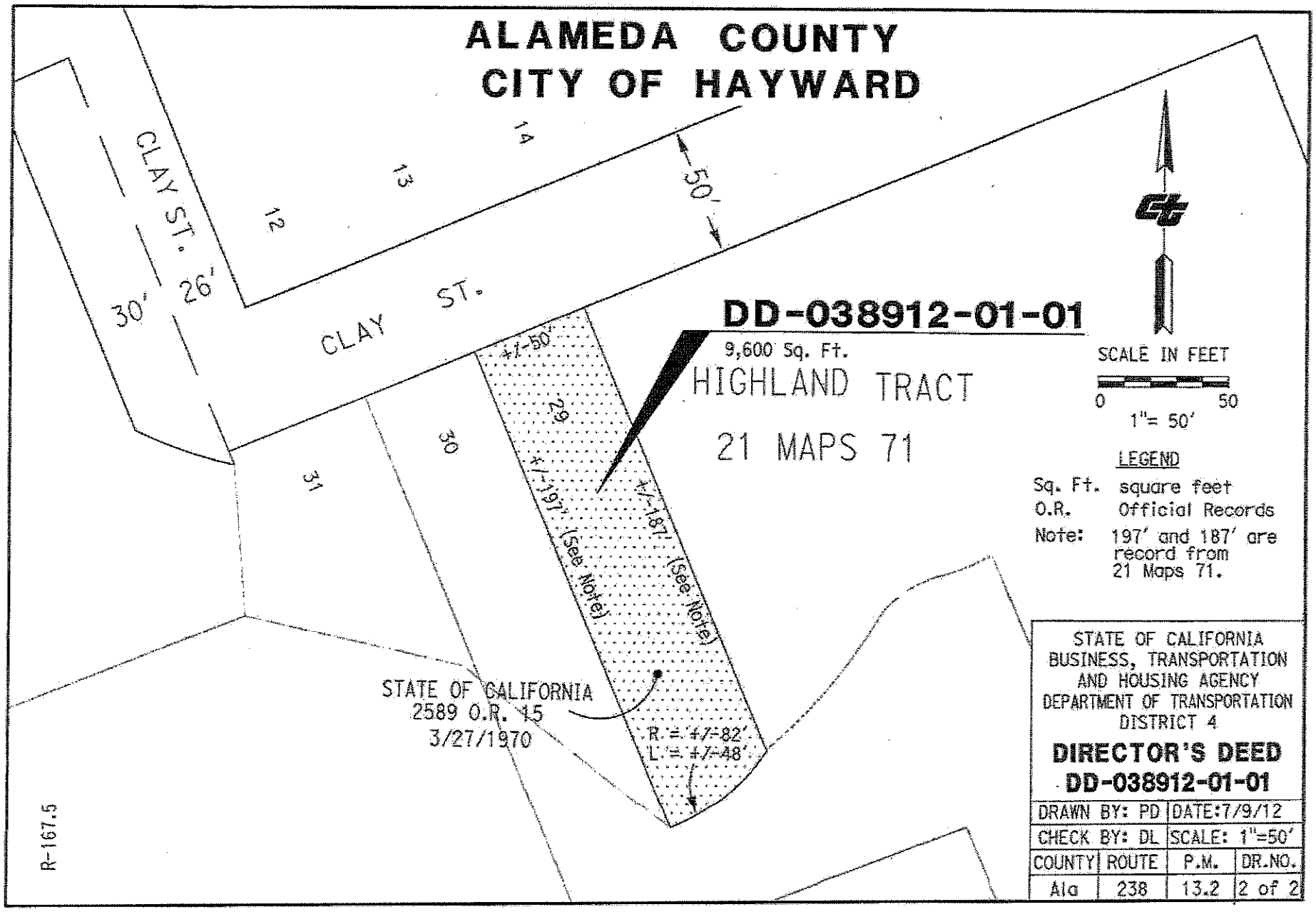
STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DD-038912-01-01

DRAWN BY: PD		DATE:7/9/12	
CHECK BY: DL		SCALE: NTS	
COUNTY	ROUTE	P.M.	DR.NO.
Ala	238	13.2	1 of 2

ATTACHMENT 5A

ALAMEDA COUNTY
CITY OF HAYWARD



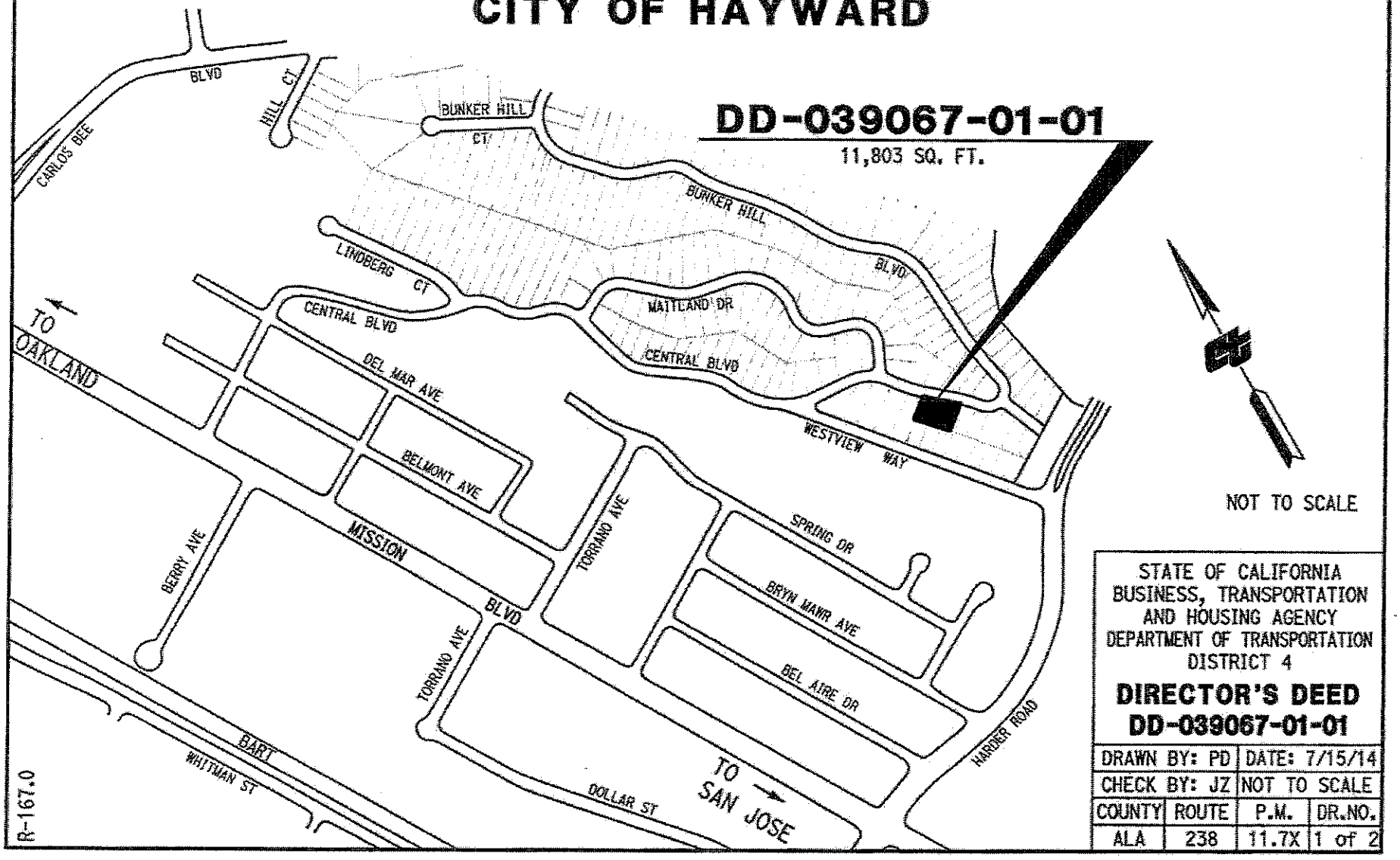
STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DD-038912-01-01

DRAWN BY: PD		DATE:7/9/12	
CHECK BY: DL		SCALE: 1"=50'	
COUNTY	ROUTE	P.M.	DR.NO.
Ala	238	13.2	2 of 2

ATTACHMENT 5B

ALAMEDA COUNTY
CITY OF HAYWARD



STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

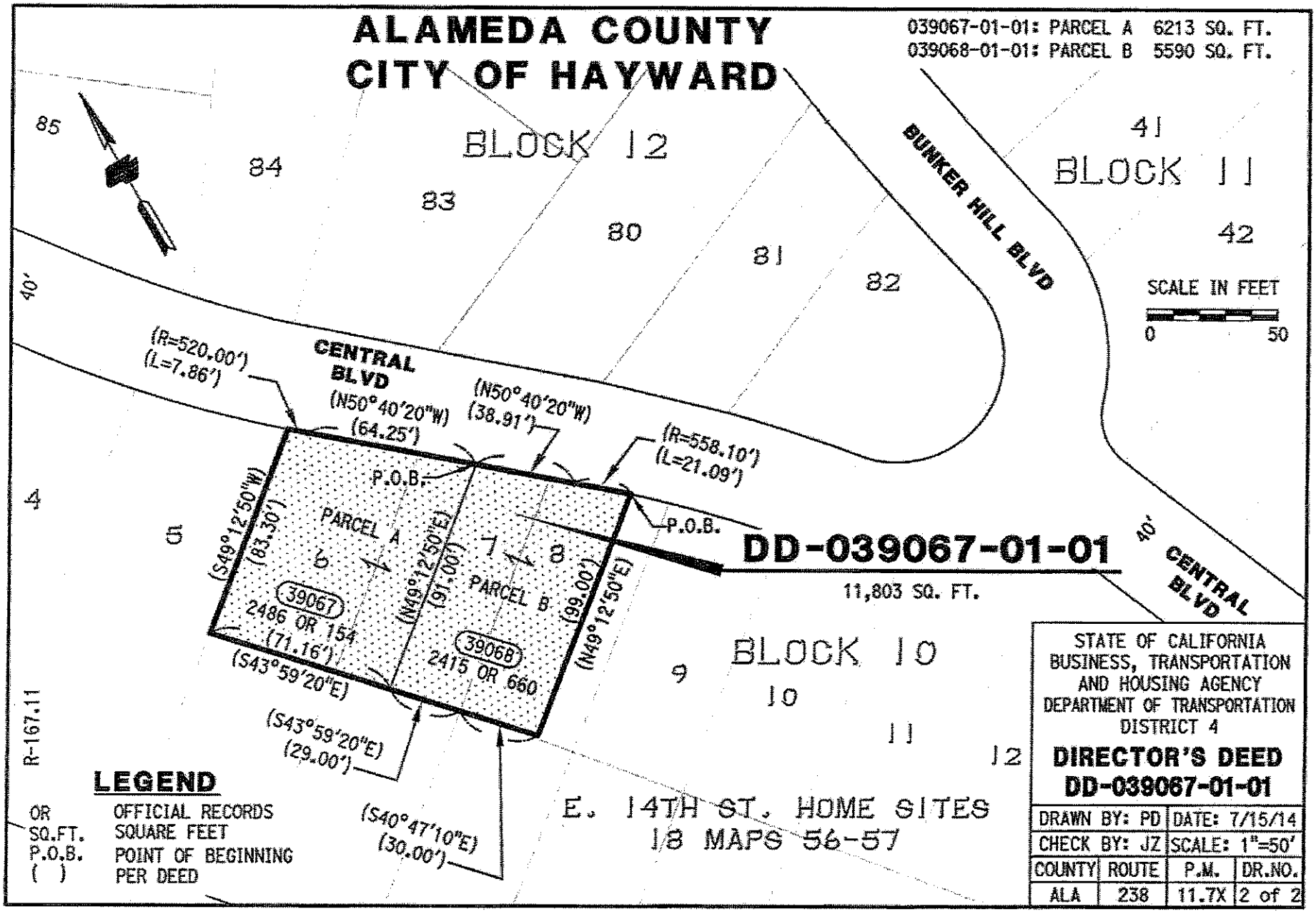
DIRECTOR'S DEED
DD-039067-01-01

DRAWN BY: PD		DATE: 7/15/14	
CHECK BY: JZ		NOT TO SCALE	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	238	11.7X	1 of 2

ATTACHMENT 6A

ALAMEDA COUNTY
CITY OF HAYWARD

039067-01-01: PARCEL A 6213 SQ. FT.
039068-01-01: PARCEL B 5590 SQ. FT.



LEGEND

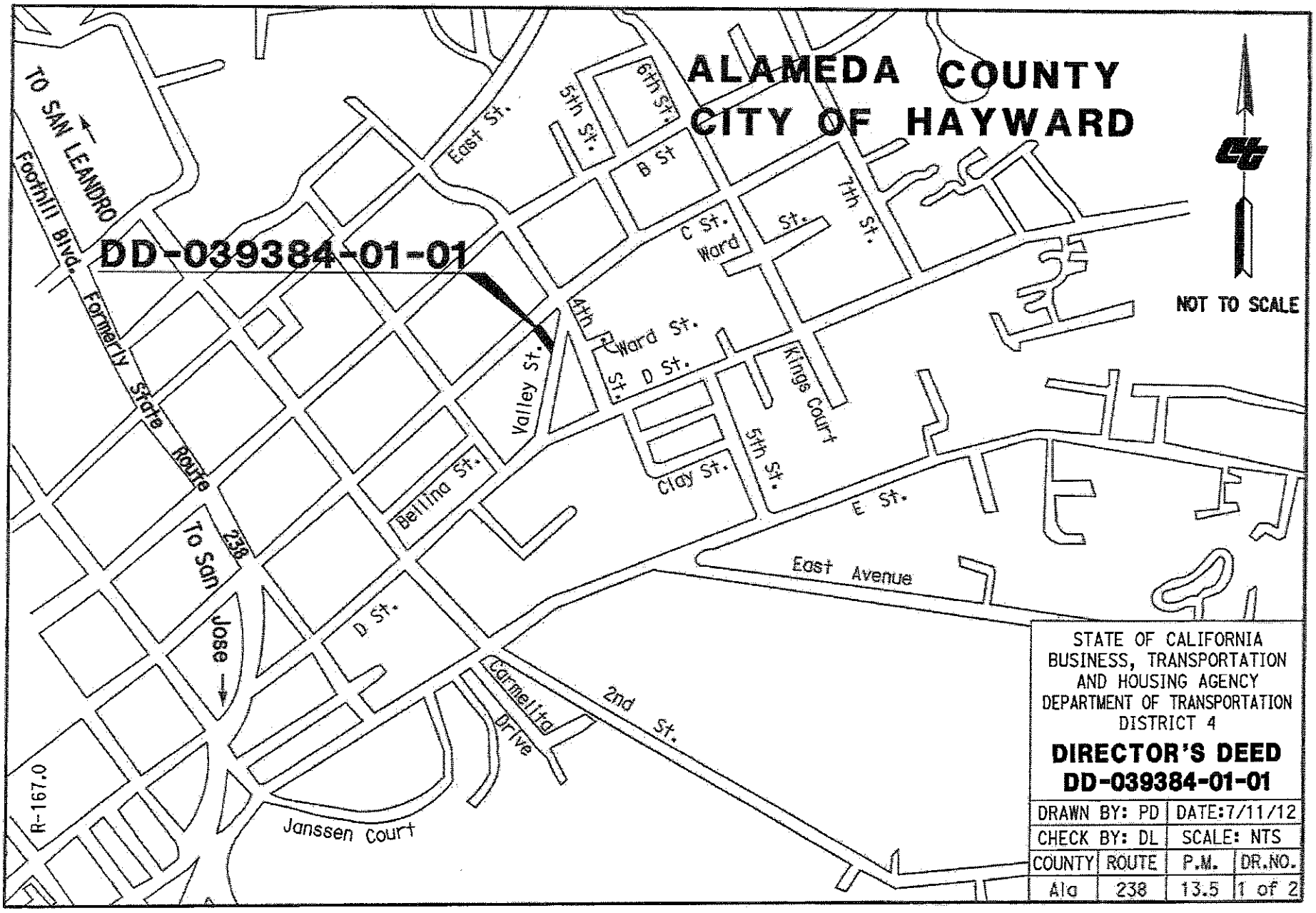
OR	OFFICIAL RECORDS
SQ.FT.	SQUARE FEET
P.O.B.	POINT OF BEGINNING
( )	PER DEED

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DD-039067-01-01

DRAWN BY: PD		DATE: 7/15/14	
CHECK BY: JZ		SCALE: 1"=50'	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	238	11.7X	2 of 2

ATTACHMENT 6B

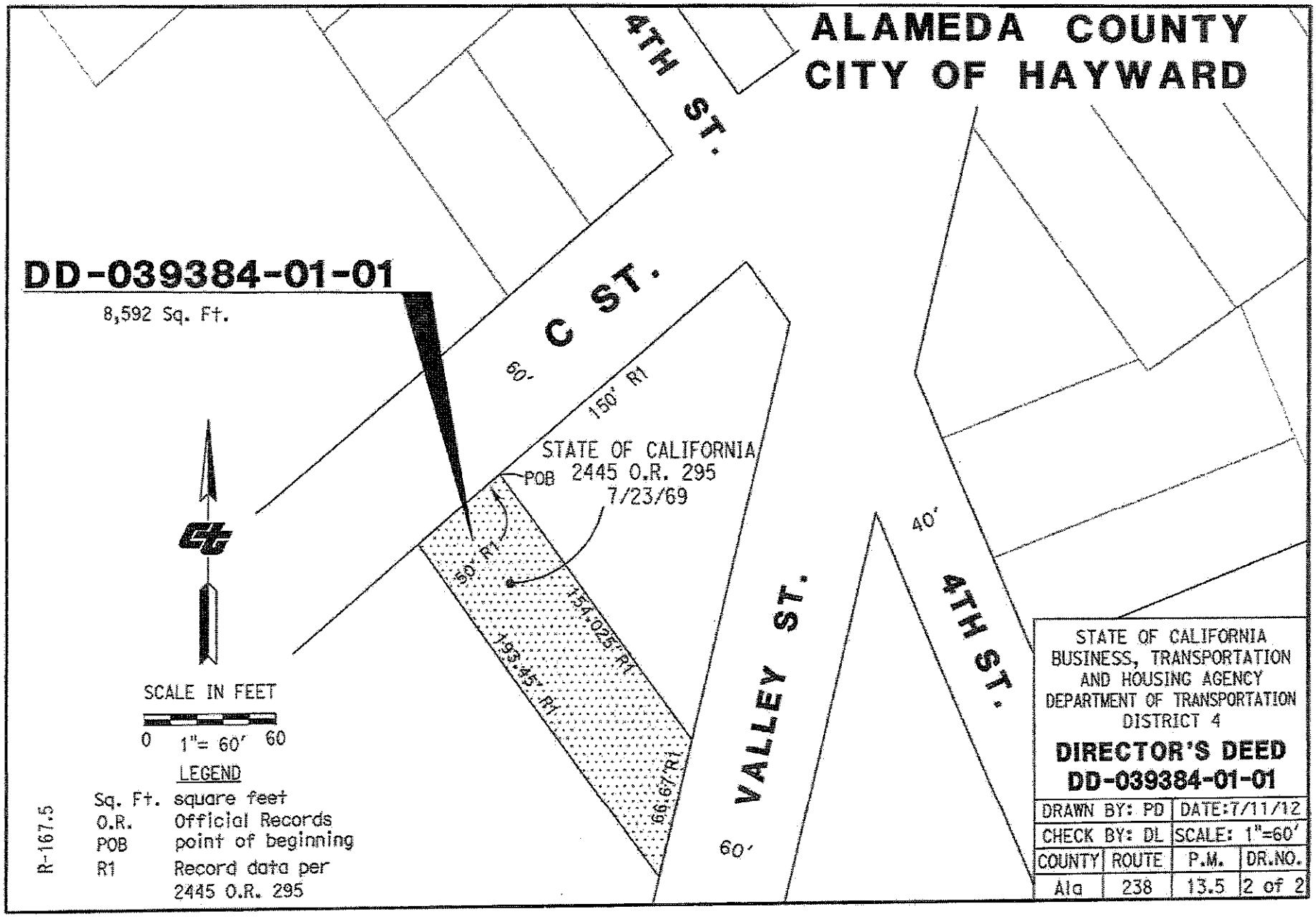


STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

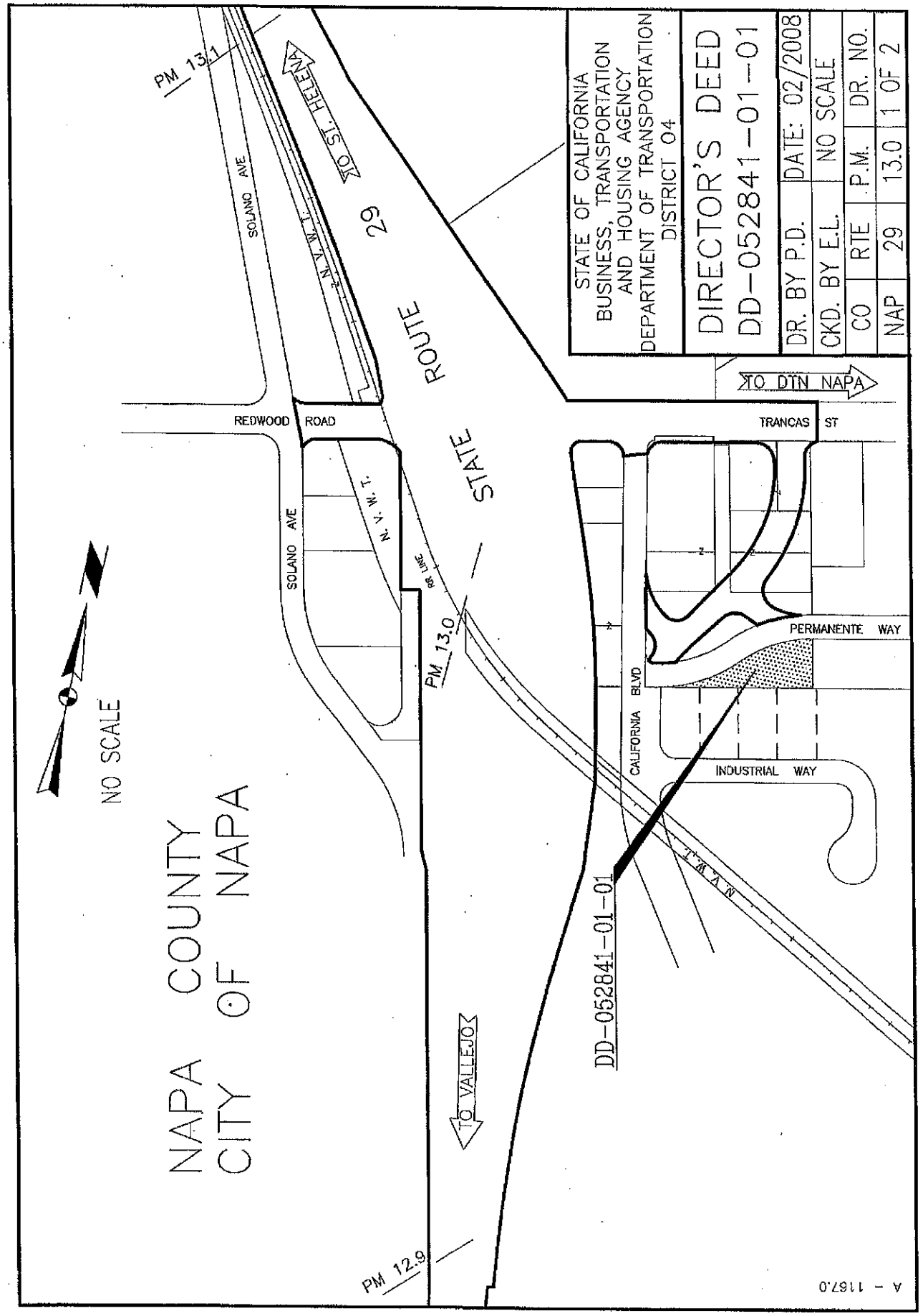
DIRECTOR'S DEED
DD-039384-01-01

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 7A

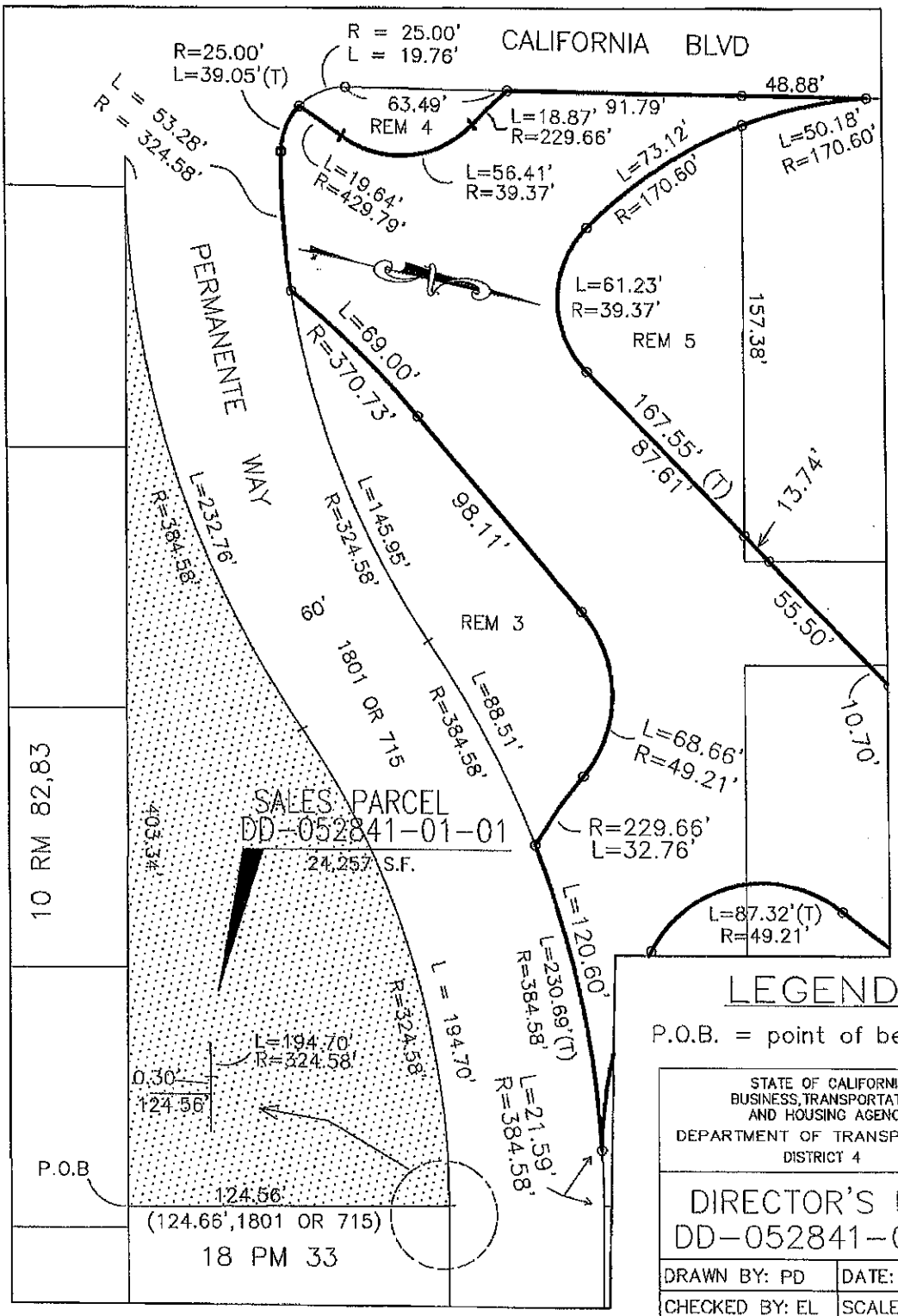


ATTACHMENT 7B



ATTACHMENT 8A

NAPA COUNTY
CITY OF NAPA



LEGEND

P.O.B. = point of beginning

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

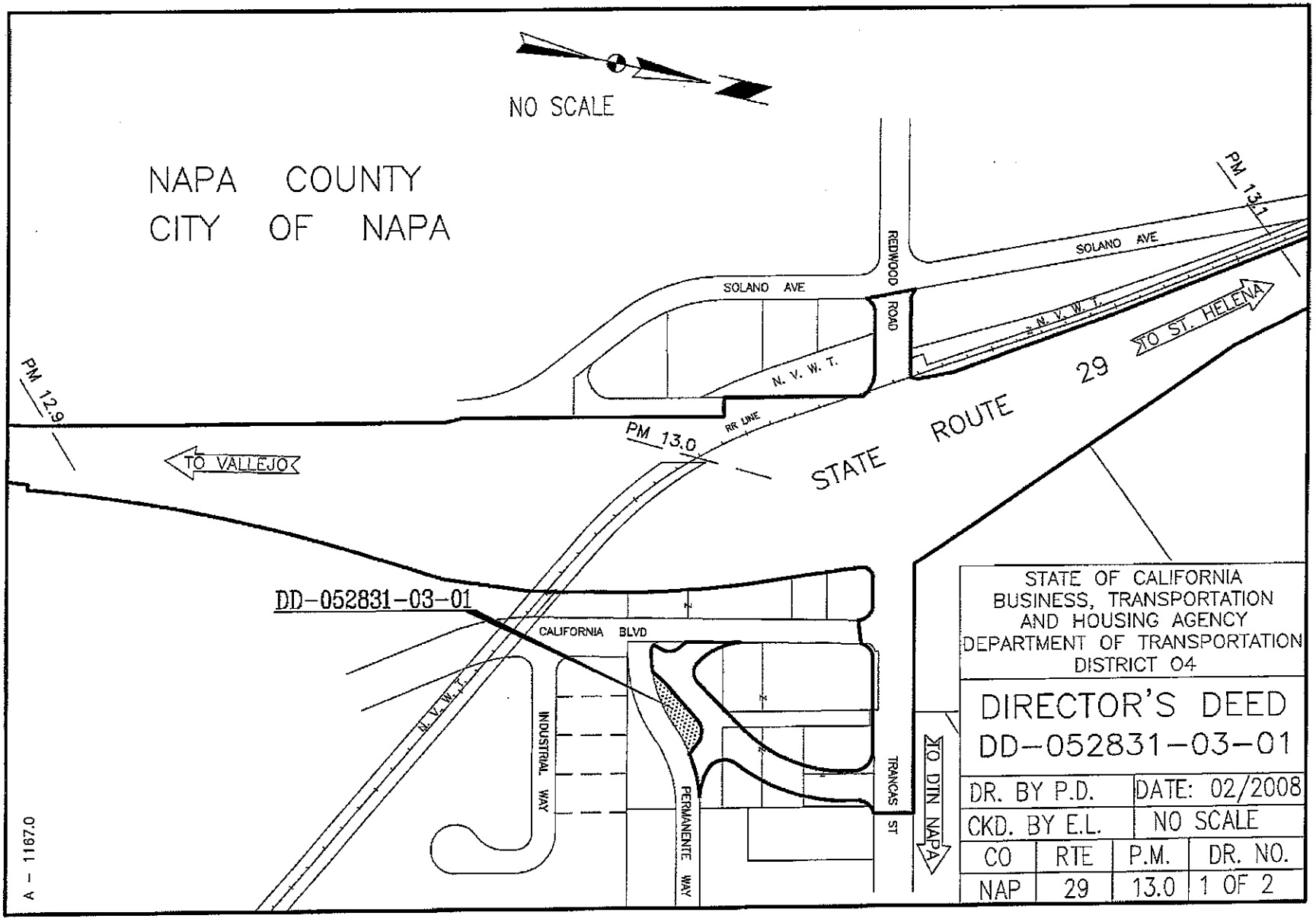
DIRECTOR'S DEED
DD-052841-01-01

DRAWN BY: PD	DATE: 2/08
CHECKED BY: EL	SCALE: 1"=60'

CO.	RTE.	P.M.	DR.NO.
Nap	29	13.0	2 OF 2

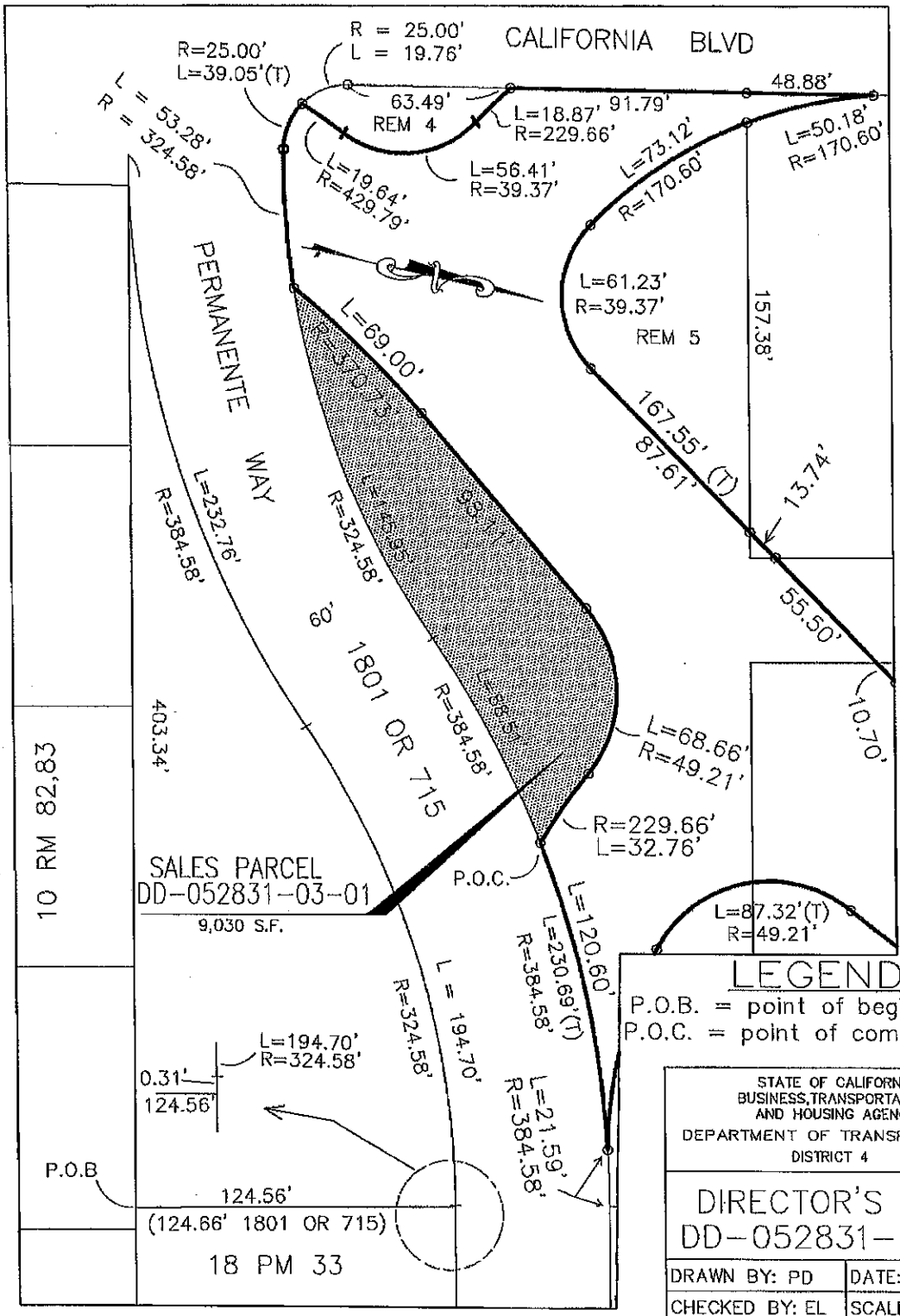
A-1167.1

ATTACHMENT 8B



ATTACHMENT 8C

NAPA COUNTY
CITY OF NAPA



LEGEND

P.O.B. = point of beginning
P.O.C. = point of commencement

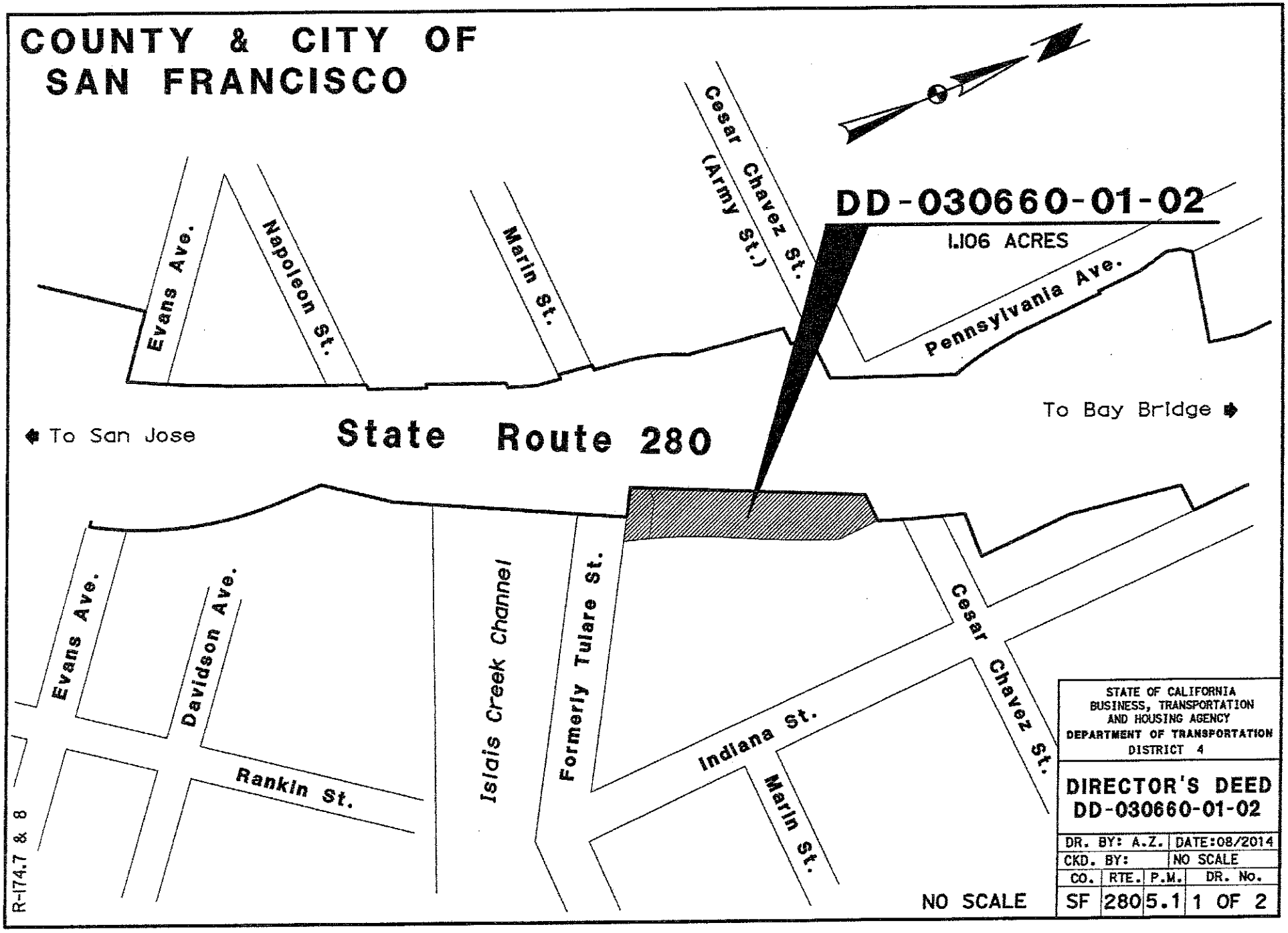
STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DD-052831-03-01

DRAWN BY: PD	DATE: 2/08		
CHECKED BY: EL	SCALE: 1"=60'		
CO.	RTE.	P.M.	DR.NO.
Nap	29	13.0	2 OF 2

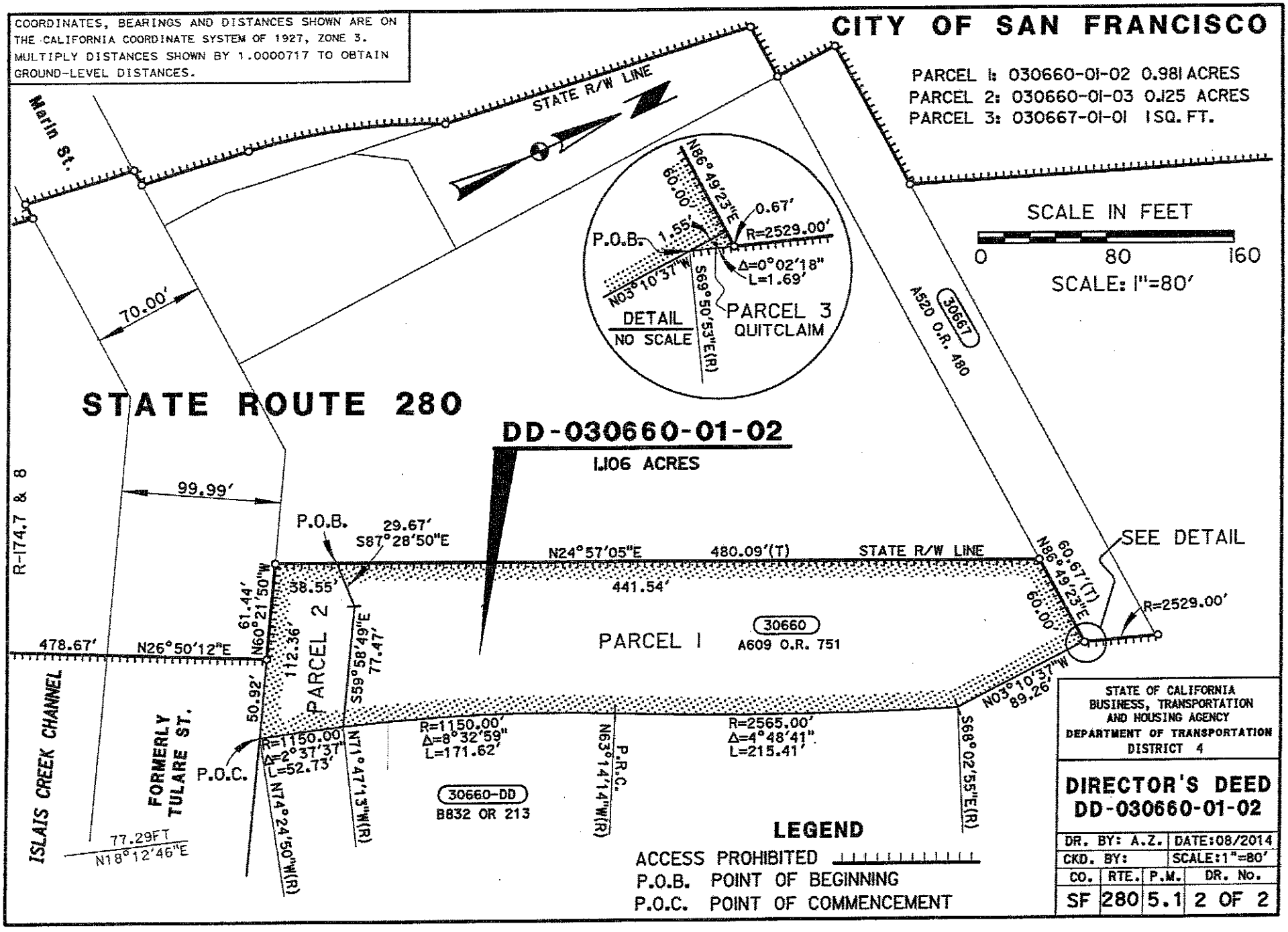
A-1167.1

ATTACHMENT 8D

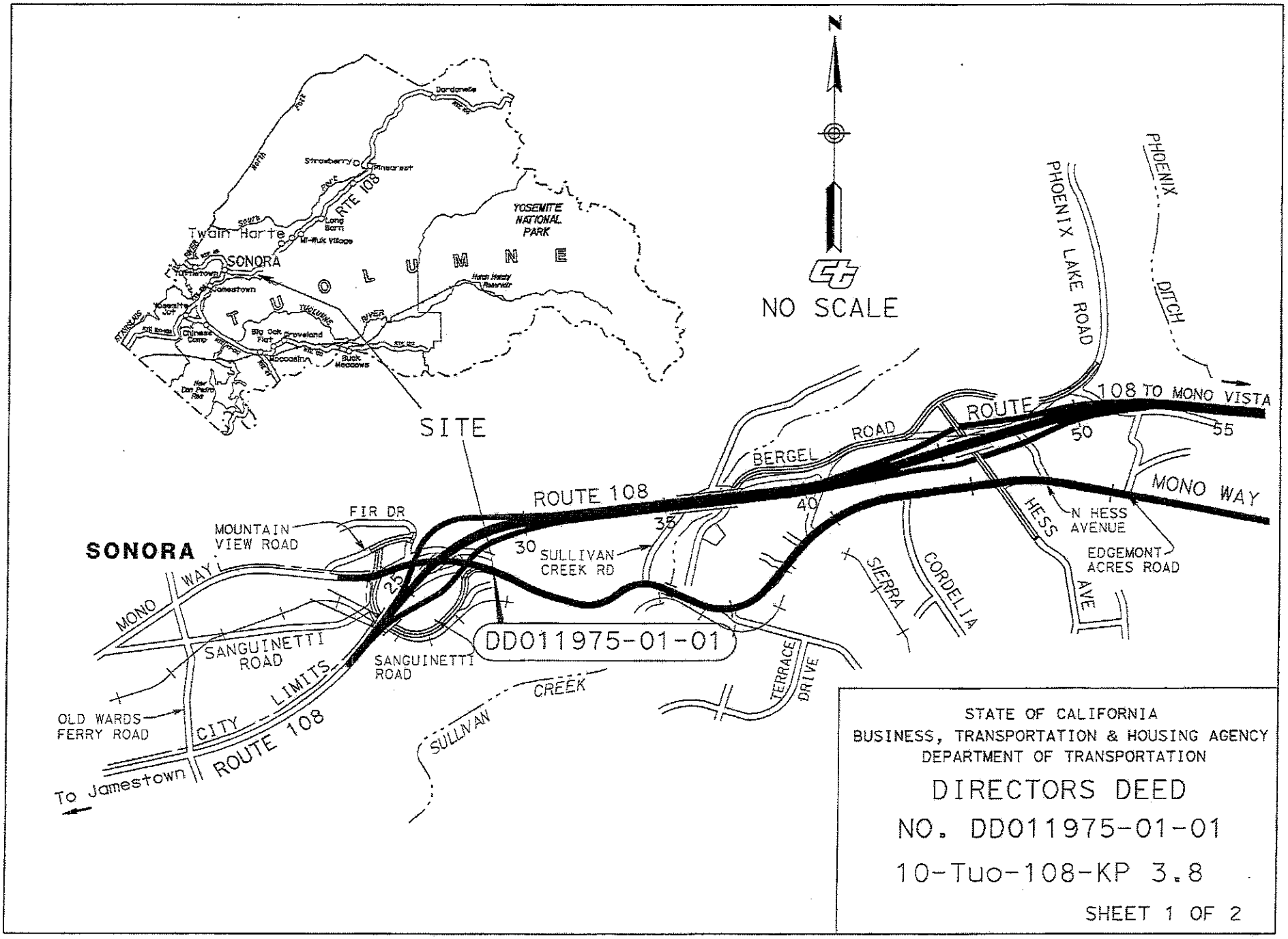


R-174.7 & 8

ATTACHMENT 9A



ATTACHMENT 9B



STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION & HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION

DIRECTORS DEED

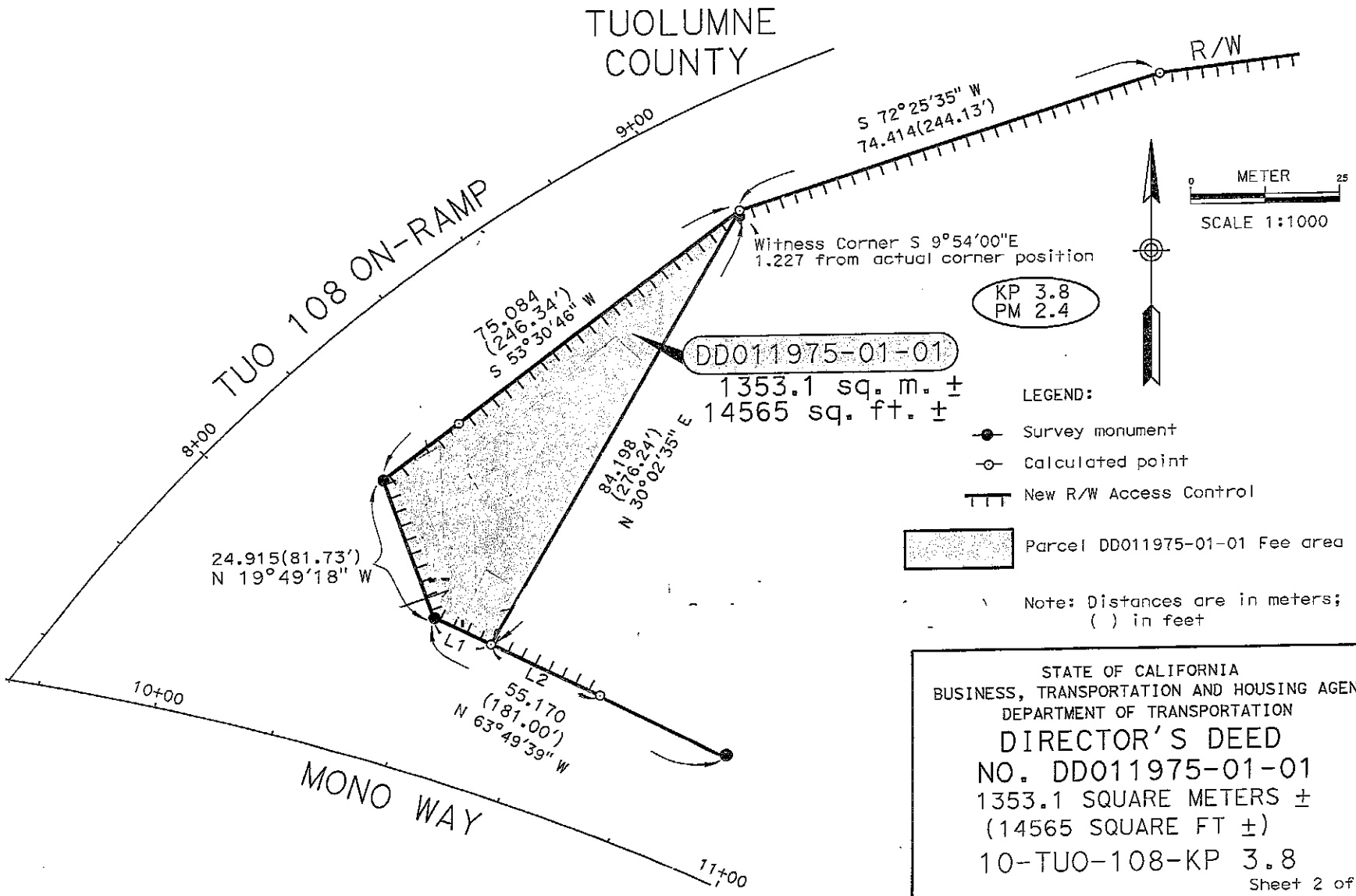
NO. DD011975-01-01

10-Tuo-108-KP 3.8

SHEET 1 OF 2

ATTACHMENT 10A

T.1N., R.15E., M.D.M. SECTION 5



STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION

DIRECTOR'S DEED
NO. DD011975-01-01
1353.1 SQUARE METERS ±
(14565 SQUARE FT ±)
10-TUO-108-KP 3.8

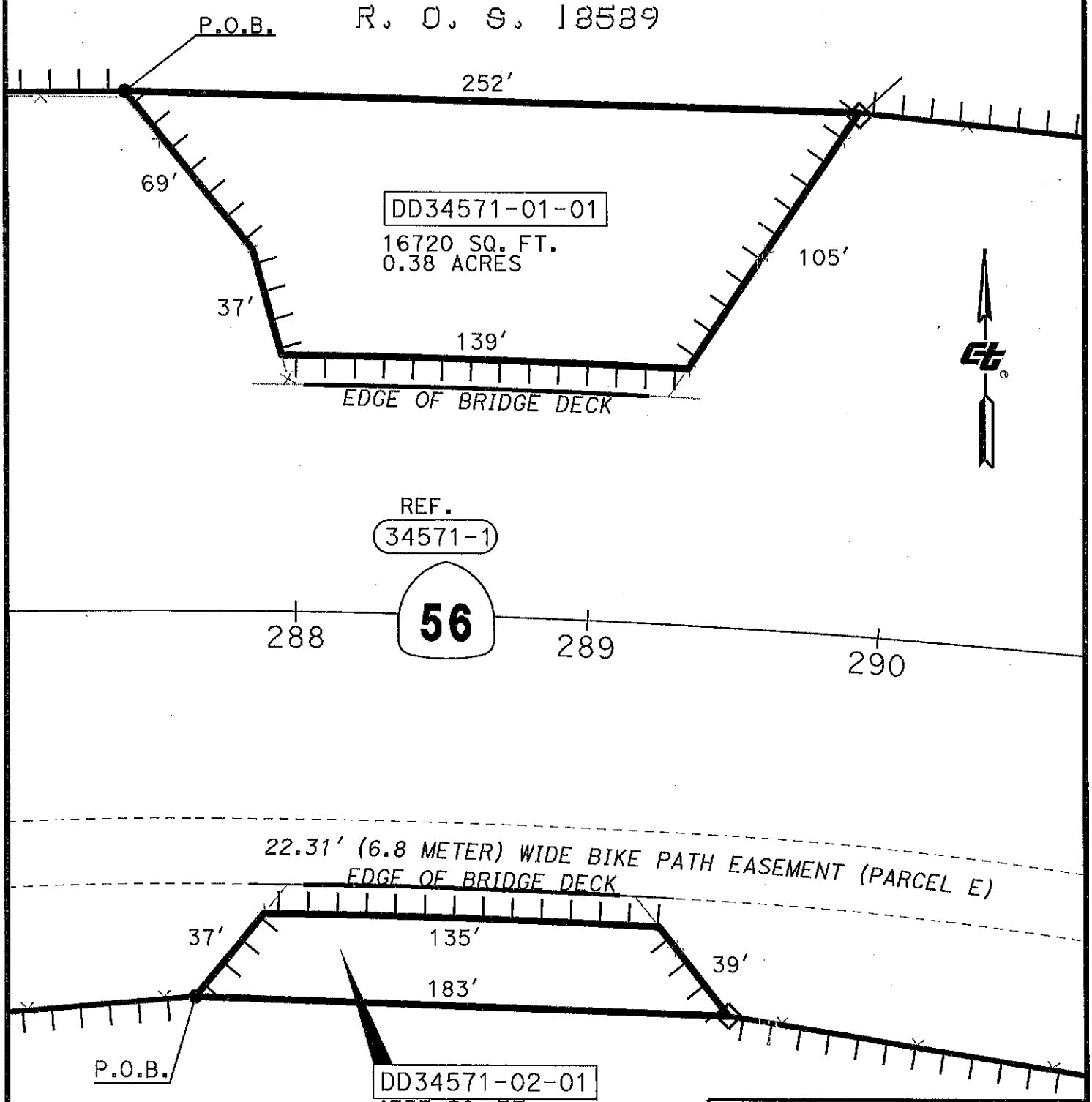
Sheet 2 of 2

ATTACHMENT 10B

CITY OF SAN DIEGO

T. 14 S., R. 3 W., S.B.M.

R. O. S. 18589



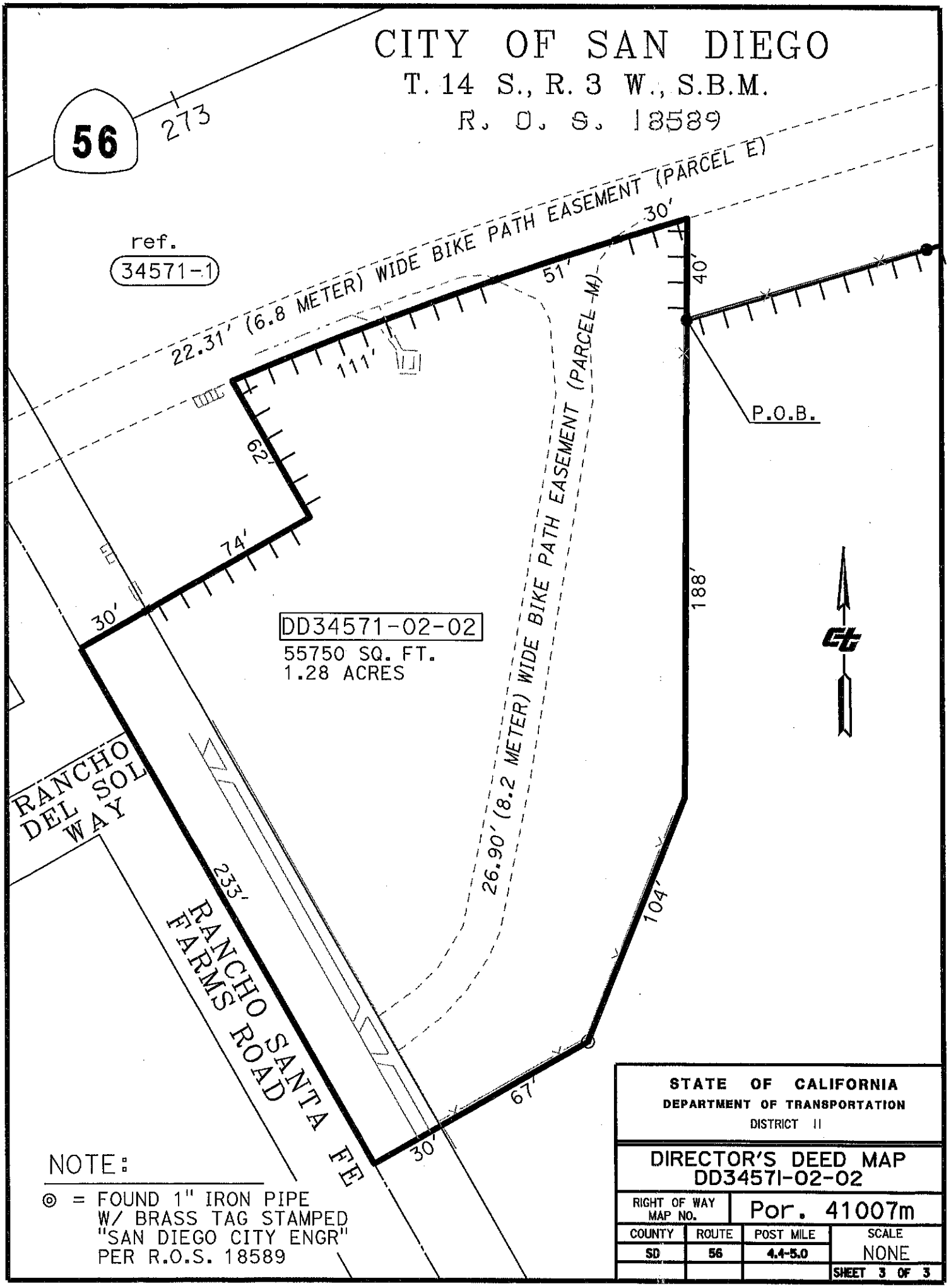
NOTE:

◇ = FOUND EPOXIED BRASS TAG STAMPED "SAN DIEGO CITY ENGR" PER R.O.S. 18589

◎ = FOUND 1" IRON PIPE W/ BRASS TAG STAMPED "SAN DIEGO CITY ENGR" PER R.O.S. 18589

STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION DISTRICT 11			
DIRECTOR'S DEED MAP DD34571-01-01 DD34571-02-01			
RIGHT OF WAY MAP NO.	Por. 41008m		
COUNTY	ROUTE	POST MILE	SCALE
SD	56	4.4-5.0	NONE
			SHEET 2 OF 3

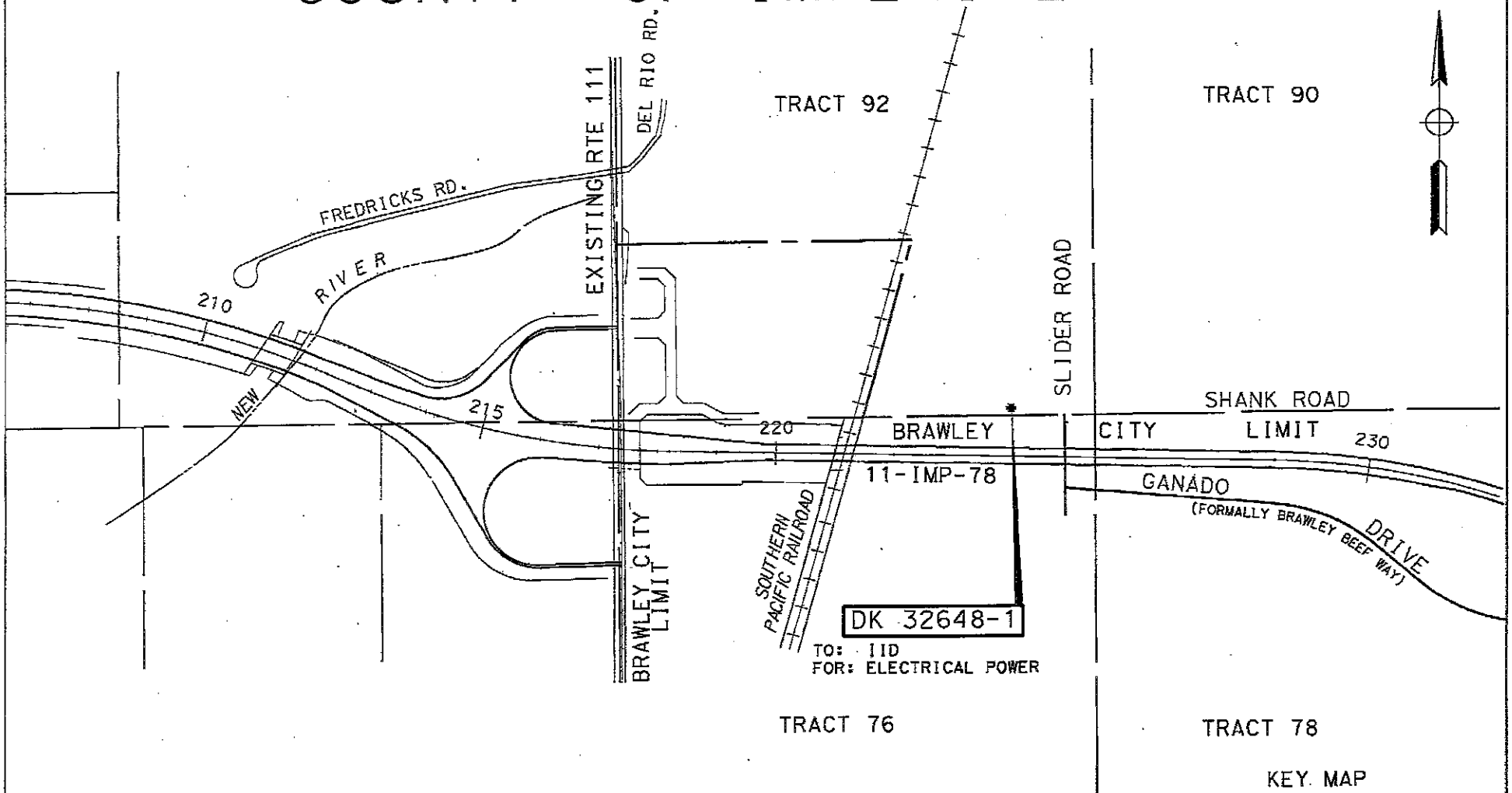
ATTACHMENT 11A



ATTACHMENT 11B

COUNTY OF IMPERIAL

EXHIBIT "B"



KEY MAP

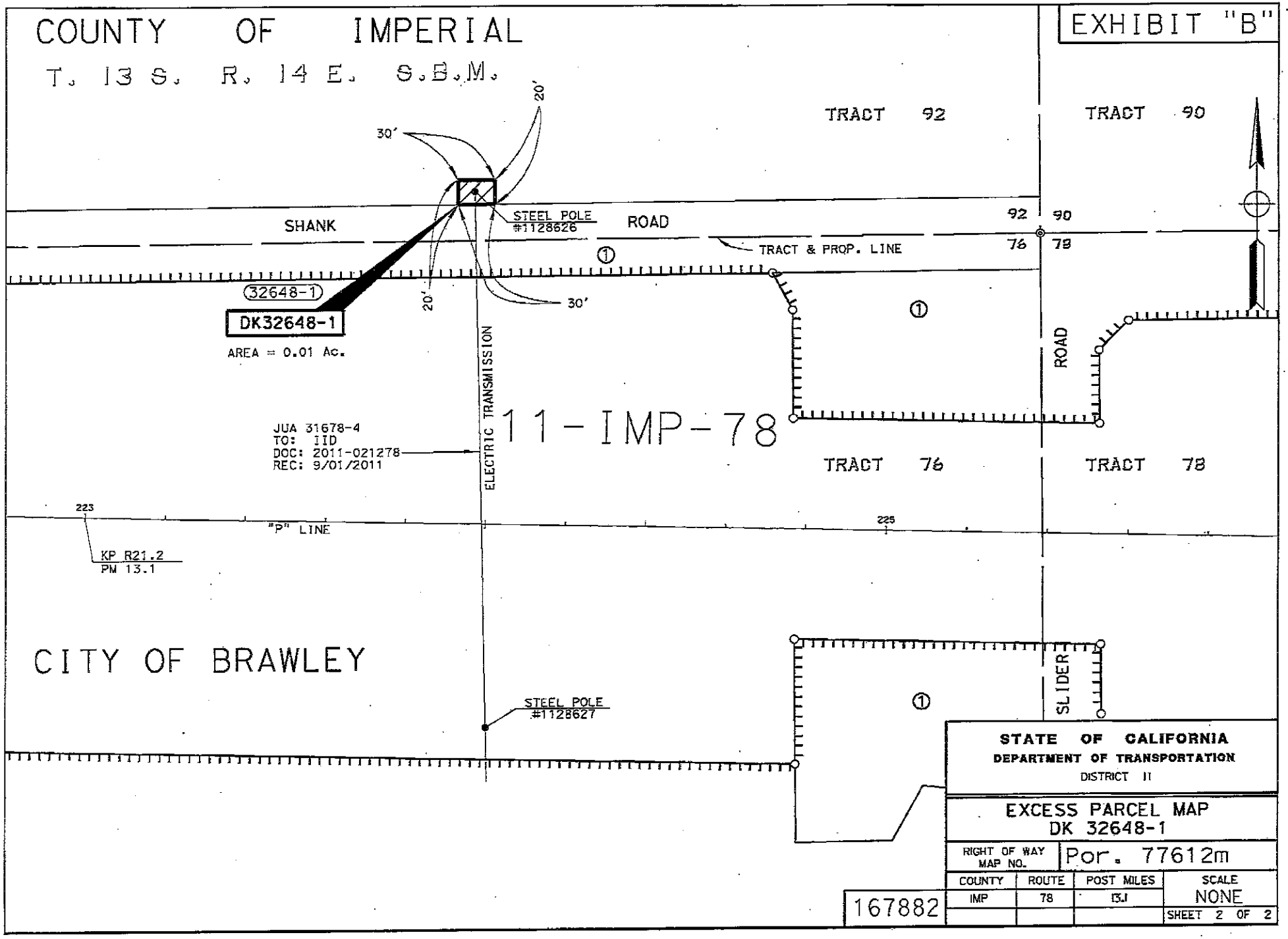
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
DISTRICT 11

EXCESS PARCEL MAP
DK 32648-1

RIGHT OF WAY MAP NO.	Por. 77575k		
COUNTY	ROUTE	PM	SCALE
IMP	78	13.1	NONE
			SHEET 1 OF 2

167882

ATTACHMENT 12A



ATTACHMENT 12B

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

Tab 45

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2014

Reference No.: 2.5g.(5)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rachel Falsetti, Chief
Division of
Transportation Programming

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR PROPOSITION 1B STATE ADMINISTERED TCIF PROJECT ON THE STATE HIGHWAY SYSTEM RESOLUTION TCIF-AA-1415-02, AMENDING RESOLUTION TCIF-A-1213-06**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) amend Resolution TCIF-A-1213-06 to de-allocate $174,000 in Proposition 1B Trade Corridor Improvement Funds (TCIF) from Project 19 – I-110 Freeway/Route 47 Interchange (PPNO TC19) in Los Angeles County, reducing the original TCIF capital allocation of $14,700,000 to $14,526,000, to reflect contract award savings.

BACKGROUND:

In March 2013, the Commission approved $14,700,000 in Proposition 1B TCIF funds under Resolution TCIF-A-1213-06 to fund the I-110 Freeway/Route 47 Interchange project. The contract was awarded on August 22, 2013 with a savings of $174,000 in TCIF funds.

The necessary changes are reflected in strikethrough and bold on the attached revised vote box.

RESOLUTION:

Be it Resolved, that $14,700,000 in Proposition 1B Trade Corridor Improvement Funds (TCIF) funds (304-6056) originally allocated under Resolution TCIF-A-1213-06 for TCIF Project 19 – I-110 Freeway/Route 47 Interchange in Los Angeles County, is hereby amended by $174,000, reducing the original TCIF capital amount to $14,526,000, 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.(5)	**Allocation Amendment - Proposition 1B – Locally Administered TCIF Projects on the State Highway System**			**Resolution TCIF-A-1415-02,** Amending Resolution TCIF-A-1213-06
1 ~~$14,700,000~~ **$14,526,000** Port of Los Angeles LACMTA 07-LA-110 0.0-0.9	**Route 110 Freeway/Route 47 Interchange.** In Los Angeles on northbound Route 110 from the Route 47/110 Interchange to northbound off-ramp at John S. Gibson Boulevard. Construct auxiliary lane and widen intersection and northbound Route 110 ramp. (TCIF Project 19) (Future Consideration of Funding approved under Resolution E-12-53; August 2012.) (Contributions from other sources: $15,300,000.) Outcome/Output: The project will eliminate an existing weaving condition of slow uphill moving trucks and fast downhill moving vehicles with the addition of a lane on the westbound to northbound SR 47/I-110 connector. **Amend Resolution TCIF-A-1213-06 to de-allocate $174,000 TCIF Bond Program CONST to reflect award savings.**	TC19 TCIF/12-13 CONST ~~$14,700,000~~ **$14,526,000** 0700000489 4CONL 260604	2011-12 304-6056 TCIF 20.20.723.000	~~$14,700,000~~ **$14,526,000**

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

Tab 46

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISION

CTC Meeting: October 8, 2014

Reference No.: 2.5g.(9)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce Roberts, Acting Chief
Division of Rail and
Mass Transportation

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR PROPOSITION 1B HIGHWAY-RAILROAD CROSSING SAFETY ACCOUNT PROJECT RESOLUTION GS1B-AA-1415-01 AMENDING RESOLUTION GS1B-A-1213-01**

RECOMMENDATION:

The California Department of Transportation recommends that the California Transportation Commission (Commission) amend Resolution GS1B-A-1213-01 to de-allocate $1,495,000 in Proposition 1B Highway-Railroad Crossing Safety Account (HRCSA) funds from the Grant Line Road Grade Separation project (EA H025BA), in the city of Elk Grove reducing the allocation of $5,000,000 to $3,505,000, due to construction project cost savings.

ISSUE:

At the March 2013 meeting, the Commission approved Resolution GS1B-A-1213-01 allocating $5,000,000. The project is almost complete and there are additional construction cost savings. The City of Elk Grove requests that the Commission reduce the allocated HRCSA funds for the project from $5,000,000 to $3,505,000, a savings of $1,495,000.

The proposed changes are reflected in strikethrough and bold underline on the attached revised vote list.

RESOLUTION GS1B-AA-1415-01:

Be it Resolved, that the $5,000,000 in Proposition 1B Highway-Railroad Crossing Safety Account (HRCSA) funds revised under GS1B-A-1213-01 for the Grant Line Road Grade Separation project, is hereby amended by $1,495,000, reducing the overall HRCSA amount allocated for the project to $3,505,000 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	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.(9)	**Allocation Amendment – Proposition 1B – Locally Administered HRCSA Projects off the State Highway System**		**Resolution GS1B-AA-1415-01,** Amending Resolution GS1B-A-1213-01	
1 ~~$5,000,000~~ **$3,505,000** City of Elk Grove SACOG 03-Sacramento	**Grant Line Road Grade Separation**. In Sacramento County in the City of Elk Grove on Grant Line Road between Survey Road to Waterman Road; widen road from two to four lanes between Survey Road and Waterman Road; replace existing at-grade UPRR crossing by a grade separated overhead railroad crossing, cul-de-sac the existing Waterman Road and provide paved access to parcels adjacent to and east of the UPRR tracks. (Original programming resolution under Resolution GS1B-P-1213-01 - September 2012.) (Future Consideration of Funding - Resolution E-12-72; December 2012.) (Contributions from other sources: $20,720,000.) Outcome/Output: This project will relieve congestion, accommodate future travel demand, improve travel time, improve safety, improve pedestrian and bike access, improve truck access and reduce vehicle emissions. **Amend Resolution GS1B-A-1213-01 to de-allocate $1,495,000 of HRCSA CONST to reflect project savings.**	75-Rail HRCSA/12-13 CONST ~~$5,000,000~~ **$3,505,000** 0013000153 S H025BA	2012-13 104-6063 HRCSA 20.30.010.400	~~$5,000,000~~ **$3,505,000**

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 Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(9)	**Allocation Amendment – Proposition 1B – Locally Administered HRCSA Projects off the State Highway System**		**Resolution GS1B-AA-1415-01,** Amending Resolution GS1B-A-1213-01	
1 ~~$5,000,000~~ **$3,505,000** City of Elk Grove SACOG 03-Sacramento	**Grant Line Road Grade Separation**. In Sacramento County in the City of Elk Grove on Grant Line Road between Survey Road to Waterman Road; widen road from two to four lanes between Survey Road and Waterman Road; replace existing at-grade UPRR crossing by a grade separated overhead railroad crossing, cul-de-sac the existing Waterman Road and provide paved access to parcels adjacent to and east of the UPRR tracks. (Original programming resolution under Resolution GS1B-P-1213-01 - September 2012.) (Future Consideration of Funding - Resolution E-12-72; December 2012.) (Contributions from other sources: $20,720,000.) Outcome/Output: This project will relieve congestion, accommodate future travel demand, improve travel time, improve safety, improve pedestrian and bike access, improve truck access and reduce vehicle emissions. **Amend Resolution GS1B-A-1213-01 to de-allocate $1,495,000 of HRCSA CONST to reflect project savings.**	75-Rail HRCSA/12-13 CONST ~~$5,000,000~~ **$3,505,000** 0013000153 S H025BA	2012-13 104-6063 HRCSA 20.30.010.400	~~$5,000,000~~ **$3,505,000**

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

Tab 47

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2014

Reference No.: 2.6c.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce Roberts, Acting Chief
Division of Rail and Mass Transportation

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR STATE ADMINISTERED PROPOSITION 116 CLEAN AIR AND TRANSPORTATION IMPROVEMENT BOND RESOLUTION BFA-14-03, AMENDING RESOLUTION BFA-10-01 STIP1B-AA-1415-01, STIP1B-AA-1011-007**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) amend Resolution BFA-10-01 and STIP1B-AA-1011-007 to de-allocate $1,955,000 in Proposition 116 Clean Air and Transportation Improvement Bond (Prop 116) funds from the Fullerton Transportation Center Parking Structure Project (PPNO 75-2026) in Orange County, to reflect project savings.

BACKGROUND:

At its June 2011 meeting, the Commission amended the previously allocated amount of $15,360,000 to $10,722,000 (technically corrected September 2011 to $10,772,000) in Prop 116 funds under Resolution BFA-10-01 and STIP1B-AA-1011-007, for the Fullerton Transportation Center Parking Structure (PPNO 75-2026). The Project has been completed with a savings of $1,955,000 in Prop 116 funds. The project is complete; final billing and close out occurred January 2014. The necessary changes are reflected in strikethrough and bold on the attached revised vote list.

RESOLUTION:

Be it Resolved, that the $10,772,000, originally allocated under Resolution BFA-10-01 and STIP1B-AA-1011-007, for the Fullerton Transportation Center Parking Structure (PPNO 75-2026), is hereby amended by $1,955,000, in accordance with the attached revised vote list, thereby reducing the overall Prop 116 allocation of $10,772,000 to $8,817,000.

Attachment

2.6 Mass Transportation 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
2.6c.	**Financial Allocation Amendment for Local Administered P116/STIP Rail Projects**		**Resolution BFA-14-03,** Amending Resolution BFA-10-01 **Resolution STIP1B-AA-1415-01,** Amending Resolution STIP1B-AA-1011-007	
1 ~~$13,522,000~~ **$11,567,000** City of Fullerton OCTA 12-Orange	**Fullerton Transportation Center Parking Structure** Build multi-level parking structure. (Future Consideration of Funding approved under Resolution E-09-81, October 2009.) Outcome/Output: The new structure will provide an 800 space parking facility to expand transit service parking.	R9726A 75-2026 P116/09-10 PA-09-01 PUC 99645 CONST ~~$10,772,000~~ **$8,817,000**	P116 30.20.020.000	~~$10,772,000~~ **$8,817,000**
	Amend Resolutions BFA-10-01 and STIP1B-AA-1011-007 to de-allocate $1,955,000 in Proposition 116 CONST funding to reflect project cost savings.	R972TC 75-2026 IIP/09-10 CONST $2,750,000	2009-10 801-3008 TIF 30.20.020.720	$2,750,000

State of California
DEPARTMENT OF TRANSPORTATION

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Tab 48

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2014

Reference No.: 2.6f.(2b)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce Roberts, Acting Chief
Division of Rail and Mass Transportation

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR LOCALLY ADMINISTERED PROPOSITION 1A HIGH-SPEED PASSENGER TRAIN BOND – URBAN/COMMUTER PROJECTS**
RESOLUTION HST1A-AA-1415-01, AMENDING RESOLUTION HST1A-A-1213-03

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) amend Resolution HST1A-A-1213-03 to de-allocate $10,579,000 in Proposition 1A High-Speed Passenger Train Bond (Prop 1A) funds for the ACE Stockton Passenger Track Extension project in San Joaquin County, reducing the current Prop 1A allocation from $10,974,000 to $395,000.

BACKGROUND:

On October 24, 2012, the Commission allocated $10,974,000 in Proposition 1A funds under Resolution HST1A-A-1213-03, to the San Joaquin Regional Rail Commission (SJRRC) for the ACE Stockton Passenger Track Extension project. The SJRRC was only able to award $395,000 out of the entire $10,974,000 due to a delay in anticipated federal funding that will not be available until after January 2015, which is past the deadline for awarding all of the allocated Prop 1A funding. The SJRRC anticipates awarding the Prop 1A balance and the federal funding under the same contract which is why a de-allocation of the Prop 1A funds is necessary at this time.

The necessary changes are reflected in strikethrough and bold on the attached revised vote list.

FINANCIAL RESOLUTION:

Be it Resolved, that the original $10,974,000 allocated from the Budget Act of 2012, Budget Act Item 2660-104-6043 described on the attached revised vote list, is hereby amended to de-allocate $10,579,000, reducing the Proposition 1A High-Speed Passenger Train Bond Program amount to $395,000, in accordance with the revised vote list.

Attachment

2.6 Mass Transportation Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.6f.(2b)	**Allocation Amendment - Proposition 1A High-Speed Passenger Train Bond Program – Urban/Commuter**		**Resolution HST1A-AA-1415-01** Amending Resolution HST1A-A-1213-03	
1 ~~$10,974,000~~ **$395,000** San Joaquin Regional Rail Commission SJCOG 10-San Joaquin	**ACE Stockton Passenger Track Extension (Gap Closure).** Construct a 2.57 mile, dedicated passenger rail track north of downtown Stockton interlocking between the Union Pacific and the Burlington Northern/Santa Fe Railroads. (CEQA –CE, 21080 (b)(10).) Outcome/Output: Improve train access to station and passenger boarding access points. **Amend Resolution HSTA1-A-1213-03 to de-allocate $10,579,000 in Prop 1A CONST.**	HSR/12-13 CONST ~~$10,974,000~~ **$395,000** 1012000034 S R302GA	2012-13 104-6043 HSPTBF 30.10.100.000	~~$10,974,000~~ **$395,000**

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

Tab 49

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2014

Reference No.: 2.9
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rihui Zhang, Chief
Division of Local Assistance

Subject: **TECHNICAL CORRECTION TO PREVIOUSLY APPROVED RESOLUTION RESOLUTION FP-14-06**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) approve a technical correction to Resolution FP-14-06, originally approved on August 20, 2014.

ISSUE:

At its August 2014 meeting, the Commission approved Resolution FP-14-06 allocating $13,151,000 for 26 locally administered State Transportation Improvement Program (STIP) projects. A technical correction is need for Project 14 - the Nevada County Transportation Commission's Planning, Programming and Monitoring project, to revise the PPNO from "03-0L38" to "03-0L83" in the vote box on the Book Item Attachment.

There is no change to the Book Item Memorandum.

The required changes are reflected in strikethrough and bold on the attached revised vote list.

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-14-06**
1 $1,450,000 Humboldt County HCAOG 01-Humboldt	Humboldt Bay Trail (Eureka-to-Bracut Segment). In Eureka from X Street to the Bracut Industrial Facility near the Arcata city limits, along the U.S. Route 101 and the NCRA railroad transportation corridor and along the shoreline of north Humboldt Bay. Construct a Class I multi-use path (trail). Outcome/Output: This project will construct 3.8 mile long section of a Class I path between the cities of Eureka and Arcata California adjacent to US Hwy 101 and an existing railroad track. The project will improve safety for non-motorized and motorized travelers, reduce congestion between two cities, enhance coastal access and recreational opportunities, and rehabilitate the existing railroad prism.	01-2391 RIP/14-15 PA&ED $1,450,000 0114000127	2013-14 101-0890 FTF 20.30.600.621	$1,450,000
2 $1,000 City of Alturas MCTC 02-Modoc	Chip Seal Various Locations - City of Alturas. In the city of Alturas, at various locations, repair localized asphalt concrete areas, seal cracks and place seal coat on approximately 11 lane miles of city streets. Work also included rehabilitation of isolated drainage and roadside sign issues. (SB 184 Notification effective July 01, 2014) Outcome/Output: Rehabilitation 11 lane miles of pavement.	02-2508 RIP/14-15 PA&ED $1,000 0214000168	2013-14 101-0042 SHA 20.30.600.620	$1,000
3 $3,000 City of Dorris SCLTC 02-Siskiyou	Oregon Street Rehabilitation Project. In the city of Dorris from First Street to Sly Street. Rehabilitate roadway. (SB 184 Notification effective July 01, 2014) Outcome/Output: The existing roadway base is failing and in need of rehabilitation. Completion of the project will allow safe passage of failing local street..	02-2485 RIP/14-15 PA&ED $3,000 0214000163	2013-14 101-0042 SHA 20.30.600.620	$3,000
4 $3,000 City of Etna SCLTC 02-Siskiyou	Scott Street Rehabilitation Project. In the City of Etna from State Route 3 to Collier Way. Rehabilitate roadway. (SB 184 Notification effective July 01, 2014) Outcome/Output: The existing roadway base is failing and in need of rehabilitation. Completion of the project will allow safe passage of failing local street.	02-2486 RIP/14-15 PA&ED $3,000 0214000165	2013-14 101-0042 SHA 20.30.600.620	$3,000
5 $2,000 City of Montague SCLTC 02-Siskiyou	7th and 8th Street Rehabilitation. In Montague, on 7th and 8th Streets, between Prather Street and Web Street. Rehabilitate roadway. (SB 184 Notification effective July 01, 2014) Outcome/Output: Completion of the project will allow safe passage of failing local street.	02-2523 RIP/14-15 PA&ED $2,000 0214000164	2013-14 101-0042 SHA 20.30.600.620	$2,000
6 $50,000 Modoc County MCTC 02-Modoc	County Road 1 Rehabilitation. From Cedarville to Fort Bidwell, on County Road 1. Rehabilitate Roadway. (Time extension for FY 13-14 PS&E expires June 2015) Outcome/Output: System Preservation – Reduces the total number of distressed County maintained road miles.	02-3269 RIP/13-14 PS&E $50,000 0200000432	2013-14 101-0890 FTF 20.30.600.621	$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)	**Locally Administered STIP Projects off the State Highway System**			**Resolution FP-14-06**
7 $358,000 Tehama County TCTC 02-Tehama	Sacramento River Bridge (No.08C-0043). North of Red Bluff, on Jelly's Ferry Road at the Sacramento River. Replace bridge. (HBP Match). (SB 184 Notification effective July 01, 2014) (Concurrent Consideration of Funding under Resolution E-14-38; August 2014.) Outcome/Output: Replace a seismically deficient, functionally obsolete structure with one that meets current (AASHTO/Caltrans) standards.	02-2378 RIP/14-15 PS&E $309,000 R/W $49,000 0200000353	2013-14 101-0042 SHA 20.30.600.620	$358,000
8 $6,572,000 Trinity County TCTC 02-Trinity	East Connector Phase 2; signals and intersection improvements. In Weaverville from just south of Pioneer Lane to where Lance Gulch Road intersects State Route 299. Install traffic signal at the intersection of State Route 299 and the arterial road. Add a crosswalk, turn pockets and lighting. (Future Concurrent Consideration of Funding approved under Resolution E-09-48; June 2009.) Outcome/Output: Reduce traffic congestion and intersection delays, and improve traffic circulation in Weaverville.	02-2138B RIP/14-15 CONST $6,572,000 0214000158	2013-14 101-0890 FTF 20.30.600.621	$6,572,000
9 $50,000 Butte County BCAG 03-Butte	Neal Road and Cohasset Road Bike Project. On Neal Road from the Oro-Chico Highway to the Skyway and unincorporated portion of Cohasset Road from the Chico City limits to the Cohasset School. Construct Class II bike lanes. (Time extension for FY 12-13 PS&E expires August 2014) (Concurrent Consideration of Funding under Resolution E-14-40; August 2014.) Outcome/Output: Widen approximately 7.5 miles of roadway to accommodate bike lanes, enhancing non-motorized transportation. Install "Share the Road" and associated bicycle signage at various locations to enhance safety.	03-3124H RIP/12-13 PS&E $50,000 0300020441	2013-14 101-0042 SHA 101-0890 FTF 20.30.600.621	$6,000 $44,000
10 $396,000 Kern County Kern COG 06-Kern	Antelope Run Bike/Pedestrian Path. In Tehachapi, on Tehachapi Cummings Water District property, from Highline Road to Valley Boulevard. Construct bike/pedestrian path. (Contributions from other sources: $51,306.) Outcome/Output: Construct one mile of Class I Bicycle/Pedestrian Path. Improve Bicycle and Pedestrian Access.	06-6610 RIP/14-15 CONST $396,000 0614000240	2013-14 101-0890 FTF 20.30.600.621	$396,000

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-14-06**
11 $34,000 Del Norte Local Transportation Commission DNLTC 01-Del Norte	Planning, Programming and Monitoring (SB 184 Notification effective July 1, 2014)	01-1032 RIP/14-15 CONST $34,000 0113000002	2013-14 101-0042 SHA 20.30.600.670	$34,000
12 $64,000 Lake County City Area Planning Council Lake CCAPC 01-Lake	Planning, Programming and Monitoring (SB 184 Notification effective July 1, 2014)	01-3002P RIP/14-15 CONST $64,000 0114000115	2013-14 101-0042 SHA 20.30.600.670	$64,000
13 $91,000 Mendocino Council of Governments MCOG 01-Mendocino	Planning, Programming and Monitoring (SB 184 Notification effective July 1, 2014)	01-4002P RIP/14-15 CONST $91,000 0114000121	2013-14 101-0042 SHA 20.30.600.670	$91,000
14 $81,000 Nevada County Transportation Commission NCTC 03- Nevada	Planning, Programming and Monitoring (SB 184 Notification effective July 1, 2014)	~~03-0L38~~ **03-0L83** RIP/14-15 CONST $81,000 0314000279	2013-14 101-0042 SHA 20.30.600.670	$81,000
15 $431,000 Contra Costa County Transportation Authority MTC 04-Contra Costa	Planning, Programming and Monitoring (SB 184 Notification effective July 1, 2014)	04-2011O RIP/14-15 CONST $431,000 0414000513	2013-14 101-0042 SHA 20.30.600.670	$431,000
16 $69,000 Napa County Transportation Planning Authority MTC 04-Napa	Planning, Programming and Monitoring (SB 184 Notification effective July 1, 2014)	04-1003E RIP/14-15 CONST $69,000 0414000510	2013-14 101-0042 SHA 20.30.600.670	$69,000
17 $161,000 San Francisco County Transportation Authority MTC 04-San Francisco	Planning, Programming and Monitoring (SB 184 Notification effective July 1, 2014)	04-2007 RIP/14-15 CONST $161,000 0414000514	2013-14 101-0042 SHA 20.30.600.670	$161,000
18 $355,000 SM C/CAG MTC 04-San Mateo	Planning, Programming and Monitoring (SB 184 Notification effective July 1, 2014)	04-2140A RIP/13-14 CONST $355,000 0414000512	2013-14 101-0042 SHA 20.30.600.670	$355,000

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-14-06**
19 $696,000 SCVTA MTC 04-Santa Clara	Planning, Programming and Monitoring (SB 184 Notification effective July 1, 2014)	04-2255 RIP/14-15 CONST $696,000 0414000511	2013-14 101-0042 SHA 20.30.600.670	$696,000
20 $191,000 STA MTC 04-Solano	Planning, Programming and Monitoring (SB 184 Notification effective July 1, 2014)	04-2263 RIP/14-15 CONST $191,000 0414000509	2013-14 101-0042 SHA 20.30.600.670	$191,000
21 $589,000 Metropolitan Transportation Commission MTC 04-Various	Planning, Programming and Monitoring (SB 184 Notification effective July 1, 2014) (This allocation combines 9 projects programmed in the 2014 STIP: PPNO 2100 (Alameda) for $122,000, PPNO 2118 (Contra Costa) for $79,000, PPNO 2127 (Marin) for $23,000, PPNO 2130 (Napa) for $14,000, PPNO 2131 (San Francisco) for $62,000, PPNO 2140 (San Mateo) for $64,000, PPNO 2144 (Santa Clara) for $143,000, PPNO 2152 (Solano) for $37,000, PPNO 2156 (Sonoma) for $45,000.)	04-Various RIP/14-15 CONST $589,000 0414000508	2013-14 101-0042 SHA 20.30.600.670	$589,000
22 $350,000 Santa Barbara County Association of Governments SBCAG 05-Santa Barbara	Planning, Programming and Monitoring	05-1914 RIP/14-15 CONST $350,000 0514000139	2013-14 101-0042 SHA 20.30.600.670	$350,000
23 $200,000 Inyo Local Inyo LTC 09-Inyo	Planning, Programming and Monitoring	09-1010 RIP/14-15 CONST $200,000 0914000059	2013-14 101-0042 SHA 20.30.600.670	$200,000
24 $46,000 Amador County Transportation Commission ACTC 10-Amador	Planning, Programming and Monitoring	10-B1950 RIP/14-15 CONST $46,000 1014000154	2013-14 101-0042 SHA 20.30.600.670	$46,000
25 $54,000 Calaveras Council of Governments CCOG 10-Calaveras	Planning, Programming and Monitoring	10-C1950 RIP/14-15 CONST $54,000 1015000009	2013-14 101-0042 SHA 20.30.600.670	$54,000
26 $854,000 San Diego Association of Governments SANDAG 11-San Diego	Planning, Programming and Monitoring (SB 184 Notification effective July 1, 2014)	11-7402 RIP/14-15 CONST $854,000 1114000148	2013-14 101-0042 SHA 20.30.600.670	$854,000

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DEPARTMENT OF TRANSPORTATION

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Memorandum

Tab 50

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2014

Reference No.: 4.7
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Gary Cathey, Chief
Division of Aeronautics

Subject: **ADOPTION OF THE RATE FOR LOCAL GOVERNMENT MATCHING OF CALIFORNIA AID TO AIRPORTS PROGRAM ACQUISITION AND DEVELOPMENT GRANTS RESOLUTION G-14-21**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve the attached resolution to set the Acquisition and Development (A&D) matching rate at 10 percent for Fiscal Year (FY) 2014–15.

ISSUE:

Under State requirements, the Commission is required to annually establish the rate at which local governments must match A&D grants from the Aeronautics Program.

On August 4, 2014, the Aeronautics Committee and the Technical Advisory Committee on Aeronautics reviewed the Department's proposal to continue the local match rate at 10 percent for FY 2014–15 and recommends the Commission adopt the attached resolution.

BACKGROUND:

Public Utilities Code Section 21684 requires local sponsors to match A&D grants at a rate of between 10 percent and 50 percent of the project cost. This law also requires the Commission to establish the matching rate annually.

In prior years, the Commission has established the matching rate at 10 percent. The 2014 Aeronautics Program was developed using a 10 percent matching rate.

Attachment

Establishment of Local Government Matching Rate
for Acquisition and Development Grants
for Fiscal Year 2014–15

Resolution G-14-21

1.1 WHEREAS, pursuant to Section 21684 of the Public Utilities Code, the California Transportation Commission (Commission) is charged with the responsibility of establishing the percentage rate of matching funds to be provided by public entities for Acquisition and Development (A&D) projects under the California Aid to Airports Program; and

1.2 WHEREAS, a 10 percent matching rate would be compatible with the Federal Aviation Administration's grant program; and

1.3 WHEREAS, a 10 percent matching rate encourages timely use of funds from the Aeronautics Account; and

1.4 WHEREAS, a 10 percent matching rate ensures that the maximum number of airport sponsors can participate in the Aeronautics Program; and

1.5 WHEREAS, the 2014 Aeronautics Program was developed with a matching rate of 10 percent; and

2.1 NOW THEREFORE BE IT RESOLVED, that the Commission hereby establishes the local government matching rate for Fiscal Year 2014–15 for Acquisition and Development projects in the Aeronautics Program at 10 percent of the non-federal portion of an airport project.

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: October 8, 2014

Reference No.: 4.3
Information

From: ANDRE BOUTROS
Executive Director

Subject: **2016 STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) GUIDELINES**

ISSUE:

The State Transportation Improvement Program (STIP) guidelines describe the policy, standards, criteria and procedures for the development, adoption and management of the STIP. The guidelines are developed in cooperation with Caltrans, regional transportation planning agencies, county transportation commissions and local agencies in accordance with Government Code 14530.1.

The STIP fund estimate must be adopted by August 15 of each odd numbered year. Amended guidelines are generally adopted at the same meeting. Under state law, not later than April 1 of every even year, the California Transportation Commission (Commission) adopts the biennial five-year STIP. The guidelines may not be amended or modified during the period between thirty days following the adoption of the fund estimate and the adoption of the STIP.

At the May 21, 2014 Commission meeting, staff outlined steps to begin the 2016 guidelines process early, with a goal to enhance transparency and accountability in the programming process. The 2016 STIP guidelines will continue to emphasize coordination and consistency with adopted Regional Transportation Plans, the Interregional Transportation Strategic Plan, and investment strategies and decisions consistent with state and federal laws.

Four workshops were held this past summer at various locations throughout the state, with the last on September 19, 2014. The main topics of discussion at these workshops included performance measures, cost effectiveness, and transparency. The workshops were well attended, with representatives from Regional Transportation Planning Agencies, Metropolitan Planning Organizations, Federal Highway Administration, Caltrans, California Transportation Agency, Native American Tribes, Department of Public Health, legislative staff, environmental advocacy groups, walking, biking and health advocates, and others. Some of the generally agreed upon suggestions included simplifying and using mode neutral performance measures, focusing on project outcomes, refining goals and objectives for STIP programming, and ensuring a robust public process for development of the STIP. Several letters making suggestions for changes to the guidelines were received from stakeholders, and are attached.

Draft guidelines were prepared to address the issues discussed during the workshops, and are attached. This is a first draft, and staff expects additional recommended guideline amendments prior to finalization and Commission adoption. Staff plans to bring the final 2016 STIP Guidelines to the Commission for adoption in August 2015. Between now and August 2015, staff will monitor enacted state and federal legislation that may affect the STIP, and will include any changes required by law and the 2016 Fund Estimate. In addition, staff will update performance measures for consistency with MAP-21.

BACKGROUND:

The STIP is a biennial five-year plan adopted by the Commission for future allocations of certain state transportation funds for state highway improvements, intercity rail, and regional highway and transit improvements. Each new STIP adds two new years to prior programming commitments. The 2014 STIP was adopted in March 2014, and the next STIP must be adopted by April 1, 2016.

In past years the STIP was funded with a variety of funds including state and federal highway funds, state funds for transit (PTA), and federal funds for transportation enhancements and active transportation (TE). The PTA and TE funds are no longer included in the STIP. The PTA funds are now directed to other uses, including State Transit Assistance, and the federal TE program was discontinued. The new federal Transportation Alternatives Program (replaced TE) was folded into the new Active Transportation Program, which is a competitive program outside the STIP. With these changes in funding, fewer transit and active transportation projects were proposed for programming in the 2014 STIP.

Under state law, the Commission adopts the STIP by April 1 of every even year, and may allocate STIP funds only in accordance with the adopted STIP. Updated guidelines for the STIP are adopted biennially prior to the adoption of the fund estimate, which is generally adopted in August of every odd year. The 2016 STIP, which will likely be adopted in March 2016, will cover the five-year period from 2016-17 through 2020-21. This five-year period coincides with the four-year share period of 2016-17 through 2019-20 for which there will be a minimum target for programming.

Attachments

September 15, 2014

California Transportation Commission
Executive Director Andre Boutros
Chair Carl Guardino
1120 N Street, Room 2221 (MS-52)
Sacramento, CA 95814

RE: Update to 2016 STIP Guidelines

Honorable Commissioners, Executive Director, and staff:

We—the undersigned group of both local and national organizations who support more livable communities with healthier, more equitable, and sustainable transportation options—appreciate the opportunity to provide input on the update to the 2016 State Transportation Improvement Program (STIP) Guidelines both during the public workshops and in writing.

It is an exciting time in the evolution of transportation in California. Many factors—including the release of the *2014 State Smart Transportation Initiative* report and the new mission statement of the California Department of Transportation (Caltrans)—are adding to the momentum behind a meaningful shift towards creating a healthier, more equitable, sustainable California.

The update to the STIP Guidelines gives the California Transportation Commission (CTC) the opportunity to contribute to this progress. The STIP is constrained and only one transportation funding source among many. Although Section 8116, Title 21 of The California Code of Regulations establishes that the CTC has authority to "deviate" from the package of projects in an RTIP for various reasons, including an "overriding state interest," the CTC practices limited discretion over individual projects. The current update can increase the CTC's accountability, as well as the transparency of the CTC's decisions regarding the STIP's funding distribution and how the allocation of state funds is contributing to state goals. The STIP guidelines should be updated to help answer the question: ***"What is this RTIP[1]/ITIP[2] going to do for California?"***

This process of updating the guidelines can serve as an example for re-focusing other state funding sources on state goals.

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[1] Regional Transportation Improvement Program (RTIP)
[2] Interregional Transportation Improvement Program (ITIP)

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Below, we offer our recommendations:

- **Outline a clear policy objective for STIP investments based on state goals**

The update of the STIP guidelines should include clear policy statements re-establishing that allocation of state transportation funding should forward state goals, not only support region and interregional priorities. While regions and Caltrans have their own respective goals, they too should uphold statewide mandates with any state transportation funds they employ. The *California Transportation Plan 2040* (CTP), currently being drafted, will define the state transportation goals. The STIP guidelines update should be coordinated with the *CTP* drafting process. The Plan is based on a thorough public review process, input from an advisory committee, state planning documents, scientific reports, and legislation (including AB 857, SB 375, SB 743, SB 535, SB 391 and AB 32.)

- **Replace current STIP Guidelines performance measures with measures aligned with State goals**

Performance measures provide an opportunity to increase transparency of 1) how CTC decides which proposed projects in RTIPs and the ITIP are prioritized, and 2) how allocation of state funds is contributing to state goals.

The SSTI report reaffirms this need for change and provides guidance for better performance measures: "Performance measures must reflect the mobility, livability, and climate goals set out in legislation such as SB 375, AB 857 (state planning priorities), and SB 743 (alternatives to LOS in CEQA), as well as in *Smart Mobility 2010* and other Caltrans policy documents. Performance measures not aligned with state goals— those concerned too exclusively with minimizing traffic congestion—would provide a script for failure in re-positioning the department as a vital and trusted player in building the California of the future."[i]

Currently, the STIP Guidelines performance measures over-emphasize automobile through-put. The passage of SB 743 affirms the need to redirect the state's focus away from through-put: "It is the intent of the Legislature to…More appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions."[ii]

In order to measure "what an RTIP/ITIP is going to do for California?" the CTC should replace the current STIP Guidelines Performance Indicators, Measures and Definitions with performance measures that address current state transportation goals, for example those outlined in the *CTP 2040*. The STIP Guidelines, Section 19 criteria for measuring performance of RTIPs and the ITIP should address the following:

- Effect on public health?
- Accessibility to transit?

- Mode share of walking, biking, and transit?
- Effect on safety for pedestrians, bicyclists, motorists, and transit users?
- Transportation costs for residents?
- Impact on disadvantaged communities?
- Greenhouse gas emissions?
- Conservation of agricultural lands and natural resources?

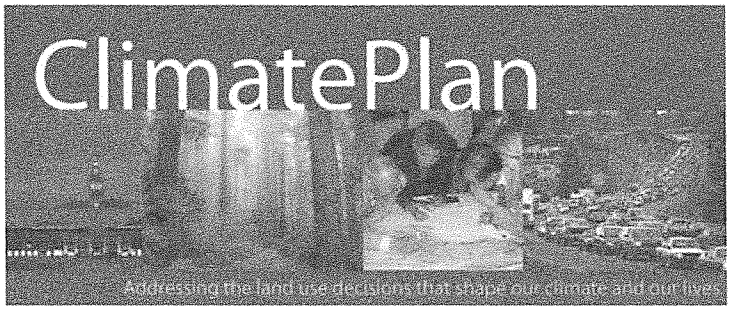
- **Ensure that new performance measures are meaningful by keeping them limited in number and providing instruction on how they should be applied**

We recommend that the current STIP Guidelines Performance Indicators be replaced by key performance measures from the draft *CTP 2040*. To make the performance measures as meaningful as possible, we recommend simplifying the list of 34 performance measure in the *CTP 2040* down to about 10 measures (see the attached Appendix.) For example, the following measures, when taken together, address the concerns outlined above:
VMT per capita
Mode share travel to work
Non work mode share
Bike and walk miles traveled
Transit accessibility: Housing/jobs with 0.5 miles of stop
Fatalities/serious injuries per capita per mode
Housing/transportation affordability index
Equitable distribution of impacts
Equitable distribution of access and mobility
Acres of agricultural land, habitat, and watersheds changed to urban use

The CTC should provide instruction and methods for each performance measure to ensure standardization across regions and Caltrans. The measures above are further explained with recommended methods in their source documents: *Statewide Performance Monitoring Indicators for Transportation Planning Final Report* and the *Smart Mobility 2010 A Call to Action for the New Decade.*

The performance measures in the *Statewide Performance Monitoring Indicators for Transportation Planning Final Report* are also a good resource for updating the current measures. However, the measures from the *Statewide Performance Monitoring Indicators for Transportation Planning Final Report* lack consideration of equity and active transportation concerns; therefore, these measures alone are inadequate.

- **Update the cost/benefit analysis to reflect the benefits identified by the new performance measures**



The existing Caltrans cost/benefit analysis is based on automobile through-put, which SB 743 affirms is an outdated understanding of the benefit of transportation investments. The cost/benefit analysis for STIP projects should measure the benefits defined by the performance measures above, including safety across all modes of travel. The update to the STIP Guidelines requirements for cost/benefit analysis should be coordinated with the development of the Active Transportation Program's cost/benefit analysis.

- **Measure performance of individual projects**

Each region and Caltrans should demonstrate the performance of each project as well as the whole package of projects for which they request state funds. STIP Guidelines Appendix B Part C should be revised to require assessment of each project proposed for state funding. Restricting project-level assessment to mega-projects with costs above a certain threshold misses the opportunity to capture the performance and cost/benefit of smaller and innovative projects and gives a false impression that larger projects are of greater value. At a minimum, the 2016 STIP Guidelines should include language to indicate that in future STIP cycles the Commission will require performance assessment of all projects based on the key metrics outlined above.

- **Require identification of projects in the RTIPs and ITIP that may not be consistent with regional goals**

Metropolitan planning organizations (MPOs), Regional Transportation Planning Agencies (RTPAs), and Caltrans should be required to identify older projects in their RTIP or ITIP that are subject to Section 4 (K) of SB 375 (2008). These projects may be inconsistent with current regional and state goals, and therefore deserve the public's further attention. Simple identification will increase transparency. In addition, regions that are not subject to SB 375 or do not plan to meet their regional greenhouse gas emission target should not hamper the state's ability to achieve overall greenhouse gas reductions or to meet identified multimodal strategies as outlined in SB 391.

- **Require post-project reporting for all STIP projects to ensure projects meet goals as planned**

The current STIP Guidelines require projected performance measurement of projects programmed in the RTIP or ITIP, but do not require post-project performance reporting other than timely use of project funds. The RTPAs, Caltrans, and the Commission are therefore only accountable to spending STIP funds, but are not held accountable to whether funded projects achieve any of the benefits estimated in the RTIP or ITIP. The update of the STIP Guidelines should require RTPAs and Caltrans to measure and report on the actual performance of the project toward achieving all benefits outlined in the RTIP or ITIP after project close-out, in addition to timely use of funds.

- **Improve transparency in the RTIP and ITIP review process**

The CTC, the California State Transportation Agency, and Caltrans must improve communication with the public on the benefits the transportation system is providing to communities and clearly

demonstrate accountability in improving service to the public. The Commission should be a primary venue for public engagement, yet the current process lacks clarity and accessibility to transportation stakeholders, let alone to the average public citizen. We ask that the Commission update its public participation process to make it transparent and accessible for all communities, so plans and investments accurately reflect the public will.

We support the concept of the RTIP template in development by the Regional Transportation Agency working group, which will standardize the format and project information provided in RTIPs. We look forward to the opportunity to provide comments on the RTIP template to ensure it is clear and understandable for members of the public and addresses the benefits outlined in the sections above. The Commission should post all RTIPs on the Commission's website after they are submitted and allow adequate time for public review before the STIP hearings.

Thank you for the opportunity to offer our recommendations. We look forward to transparent and productive collaboration moving forward.

Sincerely,

Wendy Alfsen, Executive Director
California WALKS

Stuart Cohen, Executive Director
TransForm

Carey Knecht, Interim Director
ClimatePlan

Elyse Lowe, Deputy Director
Circulate San Diego

Elizabeth O'Donoghue, Director of Infrastructure and Land Use
The Nature Conservancy

Jeanie Ward Waller, California Advocacy Organizer
Safe Routes to School National Partnership

Ella Wise, Transportation and Land Use Consultant
Natural Resources Defense Council

APPENDIX: Draft *CTP 2040* "Goals" and "Performance Measures, Indicators, and Definitions"

Recommended performance measures for 2016 STIP Guidelines in bold

STATE GOAL	PERFORMANCE MEASURE
Improve multi-modal mobility and accessibility for all people	**VMT per capita***
	% of congested freeway/highway VMT*
	Mode share travel to work*
	Congested arterial VMT**
	Bike and walk miles traveled**
	Non work mode share**
	Freeway/highway travel time reliability: FHWA buffer index
	Transit /Rail travel time reliability**
	Transit Accessibility: Housing/jobs within 0.5 miles of stop*
	Travel time to jobs (mean travel time to work)*
	CO2 reduction per capita*
	Multimodal travel mobility^
	Multimodal travel reliability^
	Multimodal service quality^
Preserve the multimodal transportation system	**%** of distressed lane miles highway*
	% of distressed lane miles local roads*
	% of highway bridge lane miles in need of rehab/replacement*
	% of transit assets that have surpassed FTA useful life period*
	3-part screening for sea level rise: Is the project located on the coast or in an area vulnerable to SLR? Will the project be impacted by the stated SLR? Is the design life of the project beyond year 2030?
Support a vibrant economy	Travel time to jobs (mean travel time to work)*
	Congestion effects on productivity^
	Efficient use of system resources^
	Network performance optimization^
	Return on investment^
	Improve transportation infrastructure financing
Improve public	**Fatalities/serious injuries per capita***

safety and security	Fatalities/serious injuries per VMT*
	Design and speed suitability^
	3-part screening for sea level rise: Is the project located on the coast or in an area vulnerable to SLR? Will the project be impacted by the stated SLR? Is the design life of the project beyond year 2030?
	Support for sustainable growth--consistency with SCS
Foster livable and healthy communities and promote social equity	Bike and walk miles traveled*
	Transit accessibility: Housing/jobs within 0.5 miles of stop*
	Residential and employment densities (new growth) by EJ and non EJ areas**
	Housing/transportation affordability index**
	Acres of agricultural land, habitat, and watersheds changed to urban use *
	Support for sustainable growth^--consistency with SCS
	Equitable distribution of impacts^
	Equitable distribution of access and mobility^
Practice environmental stewardship	**Acres of agricultural land, habitat, and watersheds changed to urban use***
	CO2 reduction per capita*

* PMs identified in the *Statewide Performance Monitoring Indicators for Transportation Planning Final Report*
** PMs identified in the *Statewide Performance Monitoring Indicators for Transportation Planning Final Report* for future consideration
^ PMs identified in the *Smart Mobility 2010 A Call to Action for the New Decade*

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[i] State Smart Transportation Initiative. *The California Department of Transportation: SSTI Assessment and Recommendations.* January 2014. Page 58.
[ii] State Bill 743 Section 1(b)(2)

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SACOG

September 11, 2014

Andre Boutros, Executive Director
California Transportation Commission
1120 N Street, Room 2221 (MS-52)
Sacramento, CA 95814

Re: 2016 STIP Guidelines – Recommendation for Performance Framework

Dear Mr. Boutros:

The Sacramento Area Council of Governments (SACOG) appreciates the opportunity to comment on the encouraging efforts by the California Transportation Commission to revise the State Transportation Improvement Program (STIP) guidelines in advance of the 2016 funding cycle. In an era of constrained funding, it matters more than ever that our transportation dollars deliver a strong return on taxpayer investment and that the projects funded offer high benefit.

Since the launch of the Blueprint in 2001, SACOG has been applying performance measures towards regional decision-making efforts. Through our efforts, we recognize the challenges and opportunities to implement meaningful and practical metrics to guide planning and programming efforts. While establishing performance measures that reflect the diversity of the state is a challenge, an improved performance-based framework for the STIP is an important next step for agencies to demonstrate that they are effectively implementing their long-range transportation plans and prioritizing cost-effective investments.

A recent comment letter provided by our colleagues at the Metropolitan Transportation Commission offers principles for the STIP guideline revisions that SACOG fully supports. In brief, these principles include:

- Evaluate the benefits and cost-effectiveness of all regional funding programs, not just the STIP.
- Replace the existing list of measures with a standardized set already vetted by regional, state, and/or federal agencies.
- Emphasize a small set of measures that directly relate to state goals.
- Focus on cost-effectiveness rather than the magnitude of benefits.
- Address evaluation consistency issues with clear and specific guidance.

We recommend an addition to the third principle in the MTC letter that regional policy priorities should be considered, in addition to state goals, in the limited set of performance measures emphasized . Given the diversity of regions in the state, the set of issues that the STIP projects seek to address vary widely. The performance metrics should be focused on the issues relevant to regional decisions, rather than a uniform of measures. If, for instance, a region does not have transit service for commuters, then commute mode share is not a relevant metric.

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Sacramento County
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Wheatland
Winters
Woodland
Yolo County
Yuba City
Yuba County

Thank you for the opportunity to comment on the 2016 STIP guidelines. SACOG looks forward to actively participating in further efforts on the STIP performance measure guidelines.

Sincerely,

Mike McKeever
Chief Executive Director

MM:MC:pm
Enclosure

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September 4, 2014

File Number 1500000

Honorable Carl Guardino
Chair, California Transportation Commission
Attention: Mr. Andre Boutros
1120 N Street, Mail Stop 52
Sacramento, CA 95814

Dear Chairman Guardino:

SUBJECT: Comments on the 2016 State Transportation Improvement Program Guidelines

The San Diego Association of Governments (SANDAG) appreciates the California Transportation Commission's efforts for early outreach to the 2016 State Transportation Improvement Program (STIP) guidelines. SANDAG also welcomes the Commissioner's recognition that the STIP process and guidelines should streamline the existing regional process already in place to the extent practicable. This early outreach demonstrates the Commission's commitment to understanding the region's needs and process, while endeavoring to meet the its statutory responsibilities.

For the 2016 STIP process, Commission staff held three public workshops specifically to receive comments on three sections of the guidelines related to criteria for measuring performance and cost-effectiveness, outreach for the Interregional Program, and performance indicators. SANDAG agrees that focusing on few key points of the guidelines makes sense. To that end, below are our comments:

1. Section 19: SANDAG agrees that providing cost-effective project-level evaluation is appropriate. However, in general, performance measures are established and calculated on a region-wide basis (versus project-specific) in order to generate meaningful performance output of the regional transportation invesments. As such, SANDAG advocates that regional performance measures be used in conveying the effectiveness of STIP-funded projects.

   One of the key points of discussion at the workshops is to link the STIP to the California Transportation Plan (CTP) vision and goals. The best way to do that is to ensure that the region's long range plan is consistent with the CTP.

   SANDAG proposes that the language related to performance measures in Section 19 and Appendix B in its entirety be deleted, and allow the regions to provide documentation of their own regional performance measure, how they support the STIP-funded projects, and ultimately how these then support the CTP.

As you are well aware, with the limited dollars available, funding transportation projects require many different sources with the STIP share becoming smaller over the past several cycles. Given the increasingly smaller share of the STIP, requiring project-specific performance measures may not be the most effective approach. Rather, we believe performance measures should reflect a comprehensive overview of transportation projects, which would include STIP-funded projects.

2. We request a new section be included in the guidelines for the programming of alternate delivery methods. With the continued challenge of funding large and complex transportation projects, regions need flexibility in how projects are delivered. There are several alternate delivery methods which have grown in use in recent years across California, including Design/Build and Construction Manager/General Contractor (CM/GC). In particular, the CM/GC allows the agency to engage a construction manager during the design process to provide constructability input such as scheduling, pricing, phasing, and other input that would reduce project costs and/or expedite project completion.

   The programming requirements for the STIP do not lend themselves to this kind of project delivery method. The programming requirements for the STIP anticipate a set scope, schedule, and cost for a defined corridor. However, under CM/GC, for example, the precise scope, schedule, and budget of individual work packets or projects supporting the programmed corridor may not be fully known at the time of programming or even at the start of the year of allocation. In order for the maximum benefits of CM/GC to be realized, the programming framework needs to allow for greater flexibility to enable the sponsor agency to amend the programming and deliver individual work elements that are completed to go to construction. We recognize that the Commission may want to have accountability within this framework and we believe that this is possible, while still recognizing the need for flexibility to deliver the larger corridor under these alternate delivery methods.

3. Interregional Program: during the workshops Caltrans outlined its plan for public outreach and input regarding the Interregional Strategic Plan from which the Interregional Program would be adopted. We support the Commission in ensuring that the state develops this plan with stakeholder input. We recognize that this program is sorely underfunded; however, the project selection process should be available for regions to provide input in order for eligible and essential projects to be considered.

Again, we appreciate the opportunity to comment on the 2016 STIP guidelines, and we look forward to continued collaboration with the Commission. If you need additional information, please contact Sookyung Kim at sookyung.kim@sandag.org or at (619) 699-6909.

Sincerely,

Gary L. Gallegos

GARY L. GALLEGOS
Executive Director

GGA/SKI/pch

cc: Rachel Falsetti, Caltrans
Laurel Janssen, CTC

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August 28, 2014

Laurel Janssen
California Transportation Commission
1120 N Street, Mail Station 52
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RE: STIP guidance Section 19 and Appendix B

Ms. Jansen,

I am writing to early comment on STIP guidelines Section 19 and Appendix B. I appreciate that the CTC staff considers the guidelines every two years yet my conclusion after the meeting and in light of Commissioner Earp's comments is that unless there is a direct need, a change in the performance measures is not necessary and that this activity detracts from more essential work. Please consider the following:

- The current measures align with the California Transportation Plan and they appear flexible enough to accommodate both urban and rural needs.
- We could better document the focus on the process – how the Regional Transportation Plans guide decision making in the Regional Transportation Improvement Programs and how the regions are addressing State goals.
- In addition to documenting our successes, we should document that there are necessary projects that are not moving forward because of a lack of resources.
- For projects that meet a certain threshold, a project level performance measure should be submitted so the CTC can demonstrate that we are cumulatively meeting State goals.
- The RTIP submittal template that is currently being developed could help regions submit information in a way that is most useful to the CTC.

Thank you for holding the meetings and offering us the opportunity for early comment.

Cordially,

Tamera Leighton, Executive Director
Del Norte Local Transportation Commission

Cc: North State Super Region, Rural Counties Task Force

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COMMISSION

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August 27, 2014

RECD BY CTC
SEP 02 2014

Andre Boutros, Executive Director
California Transportation Commission
1120 N Street, Room 2221 (MS-52)
Sacramento, CA 95814

RE: 2016 STIP Guidelines – Recommendations for Performance Framework

Dear ~~Mr. Boutros~~ Andre:

The Metropolitan Transportation Commission (MTC) appreciates the California Transportation Commission's leadership on State Transportation Improvement Program (STIP) guideline revisions in advance of the 2016 funding cycle. We believe this is an opportune time to thoughtfully update the existing performance framework which requires extensive analysis of over thirty performance measures. MTC strongly supports performance measurement and appreciates the CTC encouraging performance-based planning and programming. A careful revision of the STIP performance evaluation framework can improve performance reporting and encourage support for regional and state goals.

Recommended Principles

When developing the 2016 STIP guidelines, MTC recommends that the CTC consider the following core principles to maximize the effectiveness of performance analysis:

1. **Evaluate the benefits and cost-effectiveness of all regional funding programs, not just the STIP.** The STIP represents less than 2% of our region's total projected transportation funding. While it is an important part of the highway capital funding landscape, in most Bay Area counties it only partially funds a single project during a given biennial cycle. Therefore, MTC recommends pursuing a broader MPO-conducted assessment of all funding sources combined. This approach would be much more meaningful, helping to highlight progress towards consistently measured statewide goals across various funding programs.

   Should the CTC continue to focus specifically on the STIP funding impacts, the performance evaluation should strongly emphasize the benefits associated with the entire regional package of STIP-funded projects. Most projects funded by STIP dollars have already been rigorously evaluated as part of the RTP development process. Given that the CTC must approve or reject the RTIP proposals in full, the performance assessment should focus on the combined impacts of STIP funds proposed for expenditure within a region.

2. **Replace the existing list of measures with a standardized set already vetted by regional, state, or federal agencies.** A recent project led by the Strategic Growth Council (SGC) and SANDAG established a fixed set of well-defined performance measures that could serve well as a consistent and comprehensive set of measures. California MPOs and RTPAs collaborated extensively in 2012 and 2013 developing a short list of measures to track performance across the state, including specific data sources and methodologies (as shown in the attached **Table 1**). The CTC should leverage the successful effort and deliberations that went into the SGC/SANDAG report.

   The proposed set of measures is limited but captures most of the key transportation and land use issues that regions across the state are grappling with today. Thanks to the detailed methodologies included in the report, MPOs would have clarity on how to track and measure progress. Given the robust nature of many regions' existing performance activities as well as new MAP-21 performance requirements slated for rollout next year, the CTC should use this existing framework that has broad support from MPOs and RTPAs as well as the SGC.

   Alternatively, the CTC could consider leveraging the suite of national performance measures under development by FHWA and FTA. As required by MAP-21, FHWA and FTA are expected to identify appropriate measures and robust methodologies by the end of the year.

3. **Emphasize a small set of measures that directly relate to state goals.** MPOs across the state are recognizing that too many performance measures result in too much information for the public and for policymakers to find useful in decision-making. We recommend selecting a limited number of measures that have broad co-benefits. For example, measuring VMT reduction can highlight trends related to greenhouse gas emissions, travel distances, mode share, and active transportation. As discussed under the previous item, the SGC/SANDAG performance measures would align well with this guiding principle.

4. **Focus on cost-effectiveness rather than the magnitude of benefits.** MTC supports CTC staff's recommendation to focus on cost-effectiveness of investments as opposed to the total impact of the investment, as the latter approach tends to favor large projects regardless of their scale of benefits. Most of the proposed SGC/SANDAG measures could easily be converted to equivalent cost-effectiveness performance measures, such as VMT reduction per dollar of expenditure or hours of travel time savings per dollar of expenditure.

   This cost-effectiveness approach is superior to the Cal-B/C analysis currently required for STIP-funded investments. MTC has concerns about the Cal-B/C evaluation framework, particularly with regards to its ability to appropriately evaluate non-highway investments such as transit facilities and non-motorized infrastructure. The STIP guidelines should not rely upon Cal-B/C unless it is substantially overhauled to address inherent analytical weaknesses.

5. **Address evaluation consistency issues with clear and specific guidance.** If the CTC wants to report on STIP impacts statewide with a meaningful level of accuracy, it is critical to identify a common set of performance evaluation assumptions and parameters. These basic assumptions, such as the year of evaluation and the baseline data sources, should make it

easier for MPOs and Caltrans to complete all lines of the mandatory performance report (Form A).

Thank you for the opportunity to comment on the 2016 STIP guidelines. MTC looks forward to participating in further discussions of the performance framework over the coming months. For additional information, please feel free to contact David Vautin (dvautin@mtc.ca.gov) or Kenneth Kao (kkao@mtc.ca.gov).

Sincerely,

Steve Heminger
Executive Director

SH: DV
Attachment
J:\PROJECT\Performance Assessment & Monitoring\STIP\STIP Performance Proposal Letter to CTC_final_.doc

TABLE 1: PROPOSED STIP PERFORMANCE MEASURES

Goal	ID #	Performance Measure/Indicator
Congestion Reduction	1a	VMT per capita
	1b	Congested share of total VMT
	2	Commute mode share
Infrastructure Condition	3a	Distressed share of state highway lane-miles
	3b	Pavement condition index (PCI)
	3c	Share of highway bridge lane-miles with sufficiency rating ≤ 80
	3d	Share of transit assets past their useful life
System Reliability	4	Freeway/highway buffer index
Safety	5a	Fatalities and serious injuries per capita
	5b	Fatalities and serious injuries per VMT
Economic Vitality	6	Share of housing and jobs within ½ mile of frequent transit service
	7	Commute travel time
Environmental Sustainability	8	Change in acres of agricultural land
	9	GHG emissions reduction per-capita *(model-based)*

Source: Statewide Performance Monitoring Indicators for Transportation Planning: Final Report (2013) - http://www.dot.ca.gov/hq/tpp/offices/ocp/ATLC/documents/august_15_2013/document_links/indicator.pdf

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Riverside County Transportation Commission

July 15, 2014

Honorable Carl Guardino
Chair, California Transportation Commission
1120 N Street
Room 2221 (MS-52)
Sacramento, CA 95814

Dear Chairman Guardino:

The Riverside County Transportation Commission (RCTC) applauds the efforts of California Transportation Commission (CTC) staff in conducting early and thorough outreach to stakeholders regarding the 2016 State Transportation Improvement Program (STIP) guidelines. The STIP represents an important partnership between the State and regional transportation planning agencies (RTPAs) such as RCTC. In Riverside County, STIP dollars have filled key funding gaps for highway, transit and active transportation projects. All of these projects are necessary to maintaining compliance with state and federal standards. These standards are achieved via the Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the voter-approved Measure A sales tax expenditure plan, which include highway, transit, street, bike, and pedestrian improvement projects.

RCTC is supportive of the CTC's three stated focus areas for the 2016 STIP guidelines. California's taxpayers benefit when any government program is implemented with enhanced transparency, opportunities for participation, and objective data. Towards these ends, RCTC would like to illustrate the following:

- Regional Transportation Improvement Programs (RTIPs) are adopted at the county level in noticed public meetings subject to the Brown Act.
- The RTP/SCS, which contains all projects in any given RTIP, is also adopted in a noticed public meeting subject to the Brown Act, usually preceded by multiple years of public workshops and opportunities for participation. The RTP/SCS identifies all potential funding sources for projects (of which the STIP is one of many) to fulfill the multi-year plan and comply with state and federal regulations. Accordingly, performance measures are included in the RTP/SCS.
- In 20 of California's counties, representing over 80 percent of the state's population, two-thirds of voters have gone to the ballot box to approve sales taxes to fund suites of projects that, by local statute, must be built. These sales tax programs are included in an approved RTP/SCS and in many counties are supervised by citizen oversight or advisory committees.

Yet, RCTC recognizes these plans and programs may not always lend themselves to concise interpretation by the public of what benefits they provide or how certain decisions are made. We encourage the CTC to take a holistic approach to better communicating transportation investment decisions. Rather than looking at RTIPs in isolation, any transparency effort should capture the equally significant ITIP and State Highway Operation & Protection Program (SHOPP) programs to give a more complete picture to taxpayers. This holistic approach would also increase opportunities for RTPA's and the State to collaborate and communicate more effectively on the investment decisions each other are making. Ultimately, this will lead to a more integrated statewide transportation system and a better message to taxpayers.

In evaluating the cost effectiveness of RTIPs and the ITIP, it is important to note RTPAs and Caltrans employ cost-benefit models to analyze projects – often early in the project's life. Caution should be heeded that cost-benefit analyses are not used as part of a decision whether to fund a project with a particular funding source at the end of a project's development. Evaluative tools should be applied at the formation of a plan (the RTP/SCS) to ensure the plan as a whole meets desired criteria. It should also be noted not all projects serve the same purposes and types of benefits may vary greatly between transit, highways, goods movement, and other multimodal projects. Any new cost-benefit policy should be flexible enough to recognize the diversity of projects needed in the RTP/SCS.

Finally, we acknowledge the extremely difficult circumstance facing all sectors of transportation in California. Funding for projects of all modes is eroding as demands on our system are increasing. Tough choices face every agency; Caltrans and the CTC are no exception. As we labor to fulfill our RTP/SCS (and therefore AB 32, SB 375, the Clean Air Act, and other standards) on lean resources, the CTC should resist layering on new requirements and screening processes to one narrow funding source. Instead, our collective focus must be on how to increase investment in all transportation modes and gain the confidence of California's diverse electorate.

RCTC looks forward to continuing to participate in the development of the 2016 STIP guidelines and all other efforts to implement transportation policy in California. Thank you for considering our comments and for your leadership of the Commission.

Sincerely,

Anne Mayer
Executive Director

March 17, 2014

Mr. James C. Ghielmetti, Mr. Carl Guardino and Commissioners
California Transportation Commission
1120 N Street
Room 2221 (MS-52)
Sacramento, CA 95814

Re: State Transportation Improvement Program (STIP) reform recommendations

Dear Chairman Ghielmetti, Chair-Elect Guardino and Commissioners:

Over the past decade, California made tremendous strides to develop a clear vision to create more sustainable and equitable communities. From SB 375 and SB 391 to the newly-minted Active Transportation Program, state leaders continue to lay the groundwork for systems and infrastructure that dramatically reduce greenhouse gas emissions while improving health and sustainability in California for future generations. State transportation funding should reflect these statewide goals and priorities. However the 2014 STIP, as the primary funding mechanism for capital projects through 2018-19, continues to be devoted to expanding highway capacity with only a minor percentage for rail and active transportation projects.

We, the undersigned organizations, recommend the following long-term and near-term changes to the State Transportation Improvement Program to align transportation funding with state policy priorities and expand California's transportation options:

- Prior to the 2016 STIP adoption, we request that the Commission, Caltrans, and CalSTA adopt performance measures for the STIP that support statewide environmental sustainability, health, and equity goals. In addition, we recommend a comprehensive reform of the development and review process for the Interregional Transportation Improvement Program (ITIP) and for the Regional Transportation Improvement Programs (RTIPs) to ensure a transparent and public evaluation of project lists.
- In the near-term, we have identified four priority rail projects that we recommend be amended into the 2014 STIP to shift the balance of funding in the interregional share toward greater multi-modal investment that contributes to reducing vehicle-miles traveled and sends a strong signal that Caltrans and the Commission are serious about meeting the goals of SB 375 and SB 391.

As noted in the recent State Smart Transportation Initiative (SSTI) Assessment and Recommendations report commissioned by CalSTA, one of the most immediate tasks for Caltrans in modernizing its mission and structure is to understand what sustainability means for the state DOT and then operationalize its goals, measures, and actions. We believe that the Commission has an important role in supporting this task as the funding oversight body for Caltrans, and ask that the Commission work with Caltrans and CalSTA to define and operationalize sustainability. As stakeholders with expertise in land use and transportation planning for protection of health, climate, and the environment, we recommend the following definition for transportation sustainability:

Equitable, efficient connectivity of people and places in livable communities that contributes to public and environmental health, well-being, and economic opportunity for all Californians.

With a focus on sustainability, we need better performance metrics for STIP investments that track progress towards implementation of state policies such as SB375 and SB391. We ask that the Commission, CalSTA, and Caltrans develop improved performance metrics for the 2016 STIP that track transit, bicycle and pedestrian mode share, multi-modal safety, equitable distribution of investments in disadvantaged communities, induced vehicle-miles traveled, greenhouse gas emissions, public health impacts, household travel costs, and natural and agricultural resources protection. Regional agencies and Caltrans should be required to report on the performance of each project in the RTIPs and ITIP based on the metrics established, and the Commission should more closely monitor the RTIPs and ITIP to ensure that projects are contributing towards specified performance targets.

In addition to tracking performance measures, the Commission should clearly communicate to the public how STIP investments are contributing to climate goals and making our state healthier, more equitable, and more prosperous. To increase future funding for transportation through voter-approved measures, the Commission, CalSTA, and Caltrans must improve communications with the public on the benefits the transportation system is providing to communities, and clearly demonstrate accountability in improving service to the public.

It is also critical that Californians have a direct voice to state, regional, and local agencies to ensure their needs are recognized and addressed through planning and investments. The Commission should be a primary venue for public engagement, yet the current process lacks clarity and accessibility to transportation stakeholders, let alone to the average public citizen. We ask that the Commission update its public participation process to make it transparent and accessible for *all* communities, so plans and investments accurately reflect the public will.

To send a strong signal in this STIP cycle that the Commission and Caltrans are committed to changing the priorities for transportation funding, the Commission should amend four eligible interregional rail projects in the Los Angeles-San Diego (LOSSAN) corridor into the 2014 STIP. The LOSSAN corridor is the second most heavily traveled rail corridor in the United States. Including the projects in the ITIP will allow for necessary upgrades to increase the frequency of trains which will allow the trains to reach services levels that will ultimately help the region achieve the greenhouse gas reduction targets listed in SB 375. We ask the CTC to work with Caltrans to ensure these projects are included in the ITIP.

In closing, we offer our help and support to the Commission in addressing our recommendations, communicating with stakeholders and the public, and ensuring that our transportation funding aligns with our sustainability vision and goals.

Sincerely,

Elyse Lowe
Deputy Executive Director
Circulate San Diego

Bill Magavern
Policy Director
Coalition for Clean Air

Katelyn E. Roedner
Environmental Justice Program Director
Catholic Charities, Diocese of Stockton

Jean Watt
President
Friends of Harbors, Beaches and Parks

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Veronica Beaty
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Sacramento Housing Alliance

Liz O'Donoghue
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Eric Bruins
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Los Angeles County Bicycle Coalition

Jeanie Ward-Waller
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Safe Routes to School National Partnership

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February 27, 2014

Mr. James Ghielmetti and Mr. Carl Guardino
California Transportation Commission
1120 N Street
Room 2221 (MS-52)
Sacramento, CA 95814

Dear Chair Ghielmetti and Chair-Elect Guardino,

I write to comment on the 2014 State Transportation Improvement Program (STIP), and look ahead to the 2016 STIP cycle.

First of all, I would like to compliment the California Transportation Commission (Commission) on the changes in the 2014 STIP Guidelines that modified the criteria for measuring performance and cost-effectiveness. Among other criteria included this year for measuring performance, were measures of safety, operational efficiency, travel time and reliability, greenhouse gas benefits, rail ridership, and vehicle miles traveled. Additionally, each region with an adopted sustainable communities strategy was required for the first time to include a discussion of how the program of projects relates to its sustainable communities strategy.

Last year the Governor asked me to form a workgroup of transportation stakeholders to identify the most important transportation priorities and begin work to identify long-term funding to address these priorities. This month, the California State Transportation Agency (CalSTA) released a report that summarizes the vision and interim recommendations of the California Transportation Infrastructure Priorities (CTIP) Workgroup. This report suggests a focus around four key concepts: preservation, innovation, integration, and reform. To implement these concepts and priorities, the proposed Governor's 2014-15 Budget includes additional funding for highway and road preservation, rail modernization, and implementation of local sustainable communities strategies.

Focusing on reform, CalSTA also just released an independent assessment of the California Department of Transportation (Caltrans) by the State Smart Transportation Initiative (SSTI). The report suggests changes to Caltrans to improve performance and management. Additionally, the report suggests an increased focus by the department

on preservation of existing assets, efficient operations, and investments that support greenhouse-gas reduction. Both reports are available at www.CalSTA.ca.gov.

For the 2014 STIP, I look forward to hearing the evaluation and recommendations from Commission staff, and the thoughts of the Commissioners, on the submittals from both the regional agencies and Caltrans. Through this process, I hope to gain more insight on how the department and the regional agencies are adapting their programs to meet the direction of state law for sustainability, while they continue their historic focus on mobility and safety.

As you know, the process of developing the 2016 STIP begins soon after the adoption of the 2014 STIP. I would like to seize the opportunity with the 2016 STIP cycle to modernize project evaluation with a closer focus on performance measures and the broad policy goals of improving mobility across all transportation modes, reducing deaths and injuries, and promoting sustainability. CalSTA will be working closely with Caltrans this year as the department develops the next iteration of the Interregional Transportation Strategic Plan. Working with staff from the Commission, we will continue our CTIP workgroup and form a subgroup focused on STIP project selection through performance measures. Through these efforts, we seek to ensure our limited State dollars produce the maximum benefit through cost-effective investments that best meet the state's policy goals.

I hope to partner with the Commission on these efforts in 2014, and continue working with the Commission in 2015, as it develops the next iteration of STIP Guidelines.

I thank the Commission for its leadership on these issues and look forward to an ongoing collaboration to meet the challenges ahead.

Sincerely,

BRIAN KELLY
Secretary

cc: Commissioners, California Transportation Commission
Andre Boutros, Executive Director, California Transportation Commission
Malcolm Dougherty, Director, Department of Transportation

CALIFORNIA TRANSPORTATION COMMISSION

DRAFT STIP GUIDELINES
August x, 2015

CALIFORNIA TRANSPORTATION COMMISSION
DRAFT STIP GUIDELINES

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I. Introduction:

1. Purpose and Authority. These guidelines describe the policy, standards, criteria and procedures for the development, adoption and management of the state transportation improvement program (STIP). They were developed and adopted in cooperation with Caltrans, regional transportation planning agencies, county transportation commissions and local agencies in accordance with Government Code Section 14530.1. The guidelines were developed and adopted with the following basic objectives:

   - Develop and manage the STIP as a resource management document.
   - Facilitate transportation decision making by those who are closest to the transportation problems.
   - Recognize that although Caltrans is owner-operator of the State highway system, the regional agencies have the lead responsibility for resolving urban congestion problems, including those on state highways.
   - Provide incentives for regional accountability for the timely use of funds.
   - Facilitate the California Transportation Commission, and Caltrans role as guardian of State capital dollars, with responsibility for determining how best to manage those dollars in a wise and cost-effective manner.
   - Facilitate cooperative programming and funding ventures between regions and between Caltrans and regions.
   - **Recognize regional and statewide goals and objectives in the improvements of the state's multi-modal transportation system.**
   - **Emphasize partnerships between Caltrans and regional agencies in making investment decisions addressing the most critical corridor needs, regardless of mode choice or system condition.**

   The Commission intends to carry out these objectives through its guidelines, stressing accountability, flexibility, and simplicity.

2. Biennial Fund Estimate. By July 15 of each odd numbered year Caltrans shall submit to the Commission a proposed fund estimate for the following five-year STIP period. The Commission shall adopt the fund estimate by August 15 of that same year. The assumptions on which the fund estimate is based shall be determined by the Commission in consultation with Caltrans, regional agencies and county transportation commissions.

3. STIP Adoption. Not later than April 1 of each even numbered year the Commission shall adopt a five-year STIP and submit it to the legislature and to the Governor. The STIP shall be a statement of the Commission's intent for allocation and expenditure of funds for the following five years as well as a resource management document to assist in the planning and utilization of transportation resources in a cost-effective manner. The STIP shall be developed consistent with the fund estimate and the total amount programmed in each fiscal year of the STIP shall not exceed the amount specified in the fund estimate. The adopted STIP shall remain in effect until a new STIP is adopted for the next two year STIP cycle.

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4. Amendments to STIP Guidelines. The Commission may amend the adopted STIP guidelines after first giving notice of the proposed amendment and conducting at least one public hearing. The guidelines may not be amended or modified during the period between thirty days following the adoption of the fund estimate and the adoption of the STIP.

5. Federal TIPs and Federal STIP. These guidelines apply only to the transportation programming requirements specified in state statutes. They do not apply to transportation programming requirements specified in federal statutes. Generally, all projects receiving federal transportation funds must be programmed in a federal TIP (for projects in urbanized regions) and also in a federal STIP. Metropolitan Planning Organizations are responsible for developing and adopting federal TIPs and Caltrans is responsible for preparing the federal STIP. The requirements for federal TIPs and the federal STIP are specified in federal statutes (Title 23 USC) and federal regulations (23 CFR part 450).

II. STIP Contents:

6. General. The STIP is a biennial document adopted no later than April 1 of each even numbered year. Each STIP will cover a five year period and add two new years of programming capacity. Each new STIP will include projects carried forward from the previous STIP plus new projects and reserves from among those proposed by regional agencies in their regional transportation improvement programs (RTIPs) and by Caltrans in its interregional transportation improvement program (ITIP). State highway project costs in the STIP will include all Caltrans project support costs and all project listings will specify costs for each of the following four components: (1) completion of all permits and environmental studies; (2) preparation of plans, specifications, and estimates; (3) right-of-way acquisition; and (4) construction and construction management and engineering, including surveys and inspection. (See Sections 47 and 50 of these guidelines for guidance on the display of project components and their costs.)

7. County and Interregional Shares. The STIP consists of two broad programs, the regional program funded from 75% of new STIP funding and the interregional program funded from 25% of new STIP funding. The 75% regional program is further subdivided by formula into county shares. County shares are available solely for projects nominated by regions in their RTIPs. The Caltrans ITIP will nominate only projects for the interregional program. Under restricted circumstances, an RTIP may also recommend a project for funding from the interregional share (see Section 32 of these guidelines).

   The 1998 STIP period constituted a single county share period ending 2003-04; later county share periods are discrete 4-year periods, ending 2007-08, 2011-12, 2015-16, etc. Both surpluses and deficits of county shares and interregional shares carry forward from one period to the next. The Commission will program each new project, including Caltrans support costs, either from a county share or from the interregional share. (See Sections 53-59 of these guidelines for the method of counting cost changes after initial programming.)

8. Joint Funding from Regional and Interregional Shares. If Caltrans and a regional agency agree, they may recommend that a new project or a project cost increase be jointly funded

from county and interregional shares. In that case, the region will nominate the county share in the RTIP and Caltrans will nominate the interregional share in the ITIP.

9. Prior Year Projects. The STIP shall include projects from the prior STIP that are expected to be advertised prior to July 1 of the year of adoption, but for which the Commission has not yet allocated funds.

10. 1996 STIP Projects. All 1996 STIP project costs will be funded off the top prior to the division of new funds between the regional and interregional programs. This grandfathered funding will include Caltrans support costs, and the project cost display for 1996 STIP projects will conform to the same standards used for new STIP projects. Any cost changes to construction or right-of-way capital costs for 1996 STIP projects will be drawn from or credited to county and interregional shares the same as if they were cost changes to new STIP projects. Caltrans support costs for 1996 STIP projects will be drawn from county and interregional shares only to the extent that they are attributable to a change in project scope since the 1996 STIP. Except where there is a proposal for jointly funding a cost increase from county and interregional shares, cost changes that Caltrans requests for projects originally programmed under the former intercity rail, interregional road system, or retrofit soundwall programs or for NAFTA projects programmed in the 1996 STIP will be drawn from or credited to the new interregional share. All other cost changes will be drawn from or credited to the appropriate regional share. Caltrans, in the ITIP, shall report on the budgets for all ongoing grandfathered 1996 STIP projects. This reporting shall include a comparison of actual expenditures compared to project budgets as reported in the ~~2010~~ **2014** ITIP.

11. **Multi-Modal Corridor. A corridor is defined as a largely linear geographic band defined by existing and forecasted travel patterns involving both people and goods. The corridor serves a particular travel market or markets affected by similar transportation needs and mobility issues. It includes various modes that provide similar or complementary transportation functions, including cross-mode connections.**

12. Transportation Management System Improvements. The Commission supports implementation and application of transportation management systems (TMS) improvements to address highway congestion and to manage transportation systems. Under current statutes Caltrans is owner operator of the state highway system and is responsible for overall management of the state highway system. The regional transportation agencies are responsible for planning and programming transportation strategies, facilities and improvements which address regional transportation issues and system wide congestion. The Commission encourages the regions and Caltrans to work cooperatively together to plan, program, implement, operate and manage transportation facilities as an integrated system with the objective of maximizing available transportation resources and overall transportation system performance.

Considering this objective and the respective responsibilities of Caltrans and the regional agencies, it is the Commission's policy that TMS improvements for state highways may be programmed in the State Highway Operations and Protection Program (SHOPP) by

Caltrans in consultation with regional agencies if such improvements are part of a region's adopted strategy for addressing system wide congestion. The regions are encouraged to program TMS improvements in their RTIP for STIP programming if timely programming through the SHOPP is not possible because of funding limitations in the SHOPP. TMS improvements include the following types of projects:

- Transportation Management Centers (TMCs) including necessary computer software and hardware.
- TMC interconnect projects which allow a TMC to substitute for another TMC during an emergency.
- TMC field elements such as, but not limited to, traffic sensors, message signs, cameras and ramp meters, which upgrade the existing facilities and are necessary to facilitate the operation of the TMC.

The application of TMS improvements should be coordinated with other operational improvements such as freeway ramp/local street access modifications and auxiliary lanes in order to maximize the TMS benefits. Prior to programming a new highway facility for construction, reconstruction or rehabilitation in the STIP or in the SHOPP, regions and Caltrans should fully consider transportation systems management plans and needs and include any necessary TMC field elements to support operation of existing or planned TMCs**.**

13A. Capacity Increasing Highway Operational Improvements. State highway operational improvements which expand the design capacity of the system such as those listed below are not eligible for the SHOPP. To the extent such projects address regional issues, the regional agency is responsible for nominating them for STIP programming through the RTIP process. To the extent such projects address interregional issues, Caltrans is responsible for nominating them for STIP programming through the ITIP process.

1. High Occupancy Vehicle (HOV) lanes and HOV interchanges.
2. Interchange design modifications and upgrades to accommodate traffic volumes that are significantly larger than the existing facility was designed for.
3. Truck or slow vehicle lanes on freeways of six or more mixed flow lanes.

13B. Non-Capacity Increasing Highway Operational Improvements. State highway operational improvements which do not expand the design capacity of the system and which are intended to address spot congestion and are not directly related to TMCs or TMC field elements are eligible for the SHOPP. Regions may nominate these types of projects for STIP programming through the RTIP process if timely implementation through the SHOPP is not possible. Examples of such projects include:

1. Auxiliary lanes for merging or weaving between adjacent interchanges.
2. Intersection modifications including traffic signals.
3. Slow vehicle lanes on conventional highways and four lane freeways.
4. Curve and vertical alignment corrections.
5. Two-way left turn lanes.
6. Channelization.
7. Turnouts.
8. Chain control and truck brake inspection sites.

9. Shoulder widening.

III. STIP Requirements for All Projects:

14. Project Study Reports. A new project may not be included in either an RTIP or the ITIP without a complete project study report (PSR) or, for a project that is not on a State highway, a PSR equivalent. This requirement applies to the programming of project development components as well as to right-of-way and construction. This requirement does not apply to the programming of project planning, programming, and monitoring funds. A PSR is a report that meets the standards of the Commission's PSR guidelines. For a Traffic Congestion Relief Program (TCRP) project, a TCRP project application is a PSR for the phases of work included in the application. For a transit project, the Commission's Uniform Transit Application is a PSR equivalent. A project study report equivalent will, at a minimum, be adequate to define and justify the project scope, cost and schedule to the satisfaction of the regional agency. Though a PSR or equivalent may focus on the project components proposed for programming, it must provide at least a preliminary estimate of costs for all components. The PSR, ~~or~~ PSR equivalent, **or Project Report** ~~need not~~ **must** be submitted with the RTIP or ITIP, **or a link may be provided to view the document electronically**. ~~However, the Commission or its staff may request copies of a project's report to document the project's cost or deliverability.~~

15. Programming Project Components Sequentially. Project components may be programmed sequentially. That is, a project may be programmed for environmental work only without being programmed for plans, specifications, and estimates (design). A project may be programmed for design without being programmed for right-of-way or construction. A project may be programmed for right-of-way without being programmed for construction. The Commission recognizes a particular benefit in programming projects for environmental work only, since project costs and particularly project scheduling often cannot be determined with meaningful accuracy until environmental studies have been completed. The premature programming of post-environmental components can needlessly tie up STIP programming resources while other transportation needs go unmet.

    The Commission will program a project component only if it finds that the component itself is fully funded, either from STIP funds or from other committed funds. The Commission will regard non-STIP funds as committed 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 RSTP, CMAQ, and Federal formula transit funds, the commitment may be by Federal TIP adoption. For Federal discretionary funds, the commitment may be by Federal approval of a full funding grant agreement or by grant approval.

    When proposing to program only preconstruction components for a project, Caltrans or the regional agency should 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.

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All regional agencies with rail transit projects shall submit full funding plans describing each overall project and/or useable project segment. Each plan shall list Federal, State, and local funding categories by fiscal year over the time-frame that funding is sought, including funding for initial operating costs. Moreover, should the project schedule exceed the funding horizon, then the amount needed beyond what is currently requested shall be indicated. This information may be incorporated in the project fact sheets (see Section 45 of these guidelines).

16. Completion of Environmental Process. The Commission may program funding for project right-of-way or construction only if it finds that the sponsoring agency will complete the environmental process and can proceed with right-of-way acquisition or construction within the five-year period of the STIP. 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. 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.

17. Caltrans/Regional Consultations. Caltrans and regional agencies shall consult with each other in the development of the ITIP and the RTIPs. As a part of this consultation, Caltrans will advise regional agencies, as far in advance as is practicable, of projects that may be or are likely to be included in the ITIP, including the potential for joint funding from county and interregional shares, and will seek the advice of the regional agencies regarding these projects. The consultation should allow regional agencies to consider and to advise Caltrans regarding the potential impact of the ITIP on the programming of projects in the RTIP. The Commission encourages Caltrans to assist the regional agencies that are responsible for preparing a Federal TIP by identifying projects that may be included in the ITIP, recognizing that Federal regulations generally require that a project in a county with an urbanized area be included in the Federal TIP in order to qualify for Federal funding.

As part of this consultation, each regional agency should seek and consider the advice of Caltrans regarding potential regional program funding for State highway and intercity rail projects and should advise Caltrans, as far in advance as is practicable, of staff recommendations or other indications of projects that may be or are likely to be included in the RTIP. The consultation should allow Caltrans to consider and advise the regional agency regarding the potential impact of the RTIP on the programming of projects in the ITIP. Where the regional agency prepares a Federal TIP, the consultation should provide for the timely inclusion of State highway projects in the Federal TIP.

Nothing in this section is meant to require that Caltrans or a regional agency make final commitments regarding the inclusion of particular projects in the ITIP or RTIP in advance of the December 15 deadline for submission.

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18. Minor Projects. There is no minimum size for a STIP project. The minor reserve in the Caltrans State Highway Operation and Protection Program (SHOPP) is for SHOPP projects only. The Commission will not allocate funds from the SHOPP minor program for capacity-increasing projects, including bicycle and pedestrian facilities, soundwalls, and enhancements and mitigation for STIP projects.

19. Criteria for Measuring Performance and Cost-Effectiveness. **Regions and Caltrans are responsible for developing goals, objectives and priorities that include consideration of the overall performance of the transportation system. These goals and objectives are incorporated in the region's regional transportation plan (RTP) and are also reflected in the region's RTIP, and similarly in Caltrans' interregional transportation strategic plan (ITSP) and ITIP.** In order to maximize the state's investments in transportation infrastructure, it is the Commission's policy that each RTIP and the ITIP will be evaluated~~, as they are developed,~~ for performance and cost-effectiveness at the system level and, **where applicable**, at the project level ~~where appropriate~~.

The Commission will evaluate each RTIP and the ITIP based on the following:

A. An evaluation of system performance and how each RTIP furthers the goals of the region's RTP, and for Caltrans, how the ITIP furthers the goals of the California Transportation Plan (CTP) and the ITSP.

B. An evaluation of the cost-effectiveness of the RTIP or ITIP.

C. A project specific evaluation that addresses the changes to the built environment and, for larger projects, the associated benefits of those changes.

The Commission will consider the evaluations submitted by regions when making decisions on RTIPs as described in Section 60 of these guidelines. The Commission will consider the evaluations submitted by Caltrans when making decisions on the ITIP as described in Section 62 of these guidelines.

A. Evaluation of system performance.

Caltrans and each region that is a Metropolitan Planning Organization (MPO) or within an MPO shall include an evaluation of overall (RTP or CTP/ITSP level) system performance that addresses the following performance measures:

- **Vehicle Miles Traveled (VMT) per capita.**
- **Percent of congested VMT (at or below 35 mph).**
- **Commute mode share (travel to work or school).**
- **Percent of distressed state highway lane-miles.**
- **Pavement Condition Index (local streets and roads).**
- **Percent of highway bridge lane-miles in need of replacement or rehabilitation (sufficiency rating of 80 or below).**
- **Percent of transit assets that have surpassed the FTA useful life period.**
- **Highway Buffer Index (the extra time cushion that most travelers add to their average travel time when planning trips to ensure on-time arrival).**

- **Fatalities and serious injuries per capita.**
- **Fatalities and serious injuries per VMT.**
- **Percent of housing and jobs within 0.5 miles of transit stops with frequent transit service.**
- **Mean commute travel time (to work or school).**
- **Change in acres of agricultural land.**
- **CO_2 emissions reduction per capita.**

Regions outside a MPO shall include the above measures that the region currently monitors. A region outside a MPO may request, and Caltrans shall provide, data on these measures relative to the state transportation system in that region.

The evaluation of system performance shall include a qualitative or quantitative assessment of how effective the RTIP or the ITIP is in addressing or achieving the goals, objectives and standards which are established as part of the respective RTP or the CTP and the ITSP within the 5-year STIP period. Caltrans' evaluation of the ITIP shall also address ITIP consistency with the RTPs.

In addition, each region with an adopted sustainable communities strategy (SCS) shall include a discussion of how the RTIP relates to its SCS. This will include a quantitative or qualitative assessment of how the RTIP will facilitate implementation of the SCS and also identify any challenges the region is facing in implementing its SCS. In a region served by a multi-county transportation planning organization, the report shall address the portion of the SCS relevant to that region. As part of this discussion, each region shall identify any proposed or current STIP projects that are exempt from SB 375.

B. <u>Evaluation of the cost-effectiveness of the RTIP or ITIP.</u>

Each RTIP and the ITIP shall include a report on its cost-effectiveness. Regions and Caltrans shall, if appropriate, address the following criteria for measuring cost-effectiveness of RTIPs and the ITIP:

- **Decrease in VMT per thousand dollar invested.**
- **Decrease in percent of congested VMT per thousand dollar invested.**
- **Change in commute mode share per thousand dollar invested.**
- **Decrease in percent of distressed state highway lane miles per thousand dollar invested.**
- **Improvement in Pavement Condition Index per thousand dollar invested.**
- **Decrease in percent of highway bridge lanes miles in need of replacement per thousand dollar invested.**
- **Decrease in percent of transit assets that have surpassed the FTA useful life period per thousand dollar invested.**
- **Decrease in the Highway Buffer Index per thousand dollar invested.**
- **Decrease in fatalities and serious injuries per thousand dollar invested.**
- **Increase in percent of housing and jobs within 0.5 miles of transit stops with frequent transit service per thousand dollar invested.**

- **Decrease in mean commute travel time per thousand dollar invested.**
- **Decrease in air pollution emissions, including CO_2, per thousand dollar invested.**

The Commission expects that evaluations of performance and cost-effectiveness will be on a life-cycle basis.

C. <u>Project specific evaluation.</u>

Each RTIP and the ITIP shall include a project specific evaluation for each project proposed that addresses the changes to the built environment and, for larger projects (defined below), the associated benefits of those changes.

For each project proposed, the region or Caltrans shall provide data on the proposed changes to the built environment, including but not limited to the following:

For state highway projects:

- **New general purpose lane-miles.**
- **New HOV/HOT lane-miles.**
- **Lane-miles rehabilitated.**
- **New bicycle/pedestrian lane/sidewalk miles.**
- **Operation improvements.**
- **New or reconstructed interchanges.**
- **New or reconstructed bridges.**

For intercity rail and rail/transit projects:

- **Additional transit miles or vehicles.**
- **Miles of new track.**
- **Rail crossing improvements.**
- **Station improvements.**

For local street and road projects:

- **New lane-miles.**
- **Lane-miles rehabilitated.**
- **New bicycle/pedestrian lane/sidewalk miles.**
- **Operation improvements.**
- **New or reconstructed bridges.**

A project level benefit evaluation shall be submitted for projects for which construction is proposed, if:

- ~~The proposed STIP programming exceeds 50% of a county's target for new programming (as identified in the fund estimate), or~~
- The total amount of existing and proposed STIP for the project is $15 million or greater, or
- The total project cost is $50 million or greater.

The project level benefit evaluation shall address the specific benefits of the proposed project using as many of the following measures as are relevant:

- **Change in Vehicle Miles Traveled (VMT) per capita.**
- **Change in percent of congested VMT (at or below 35 mph).**
- **Change in commute mode share (travel to work or school).**
- **Change in percent of distressed state highway lane-miles.**
- **Change in Pavement Condition Index (local streets and roads).**
- **Change in percent of highway bridge lane-miles in need of replacement or rehabilitation (Sufficiency Rating of 80 or below).**
- **Change in percent of transit assets that have surpassed the FTA useful life period.**
- **Change in highway Buffer Index (the extra time cushion that most travelers add to their average travel time when planning trips to ensure on-time arrival).**
- **Change in fatalities and serious injuries per capita.**
- **Change in fatalities and serious injuries per VMT.**
- **Change in percent of housing and jobs within 0.5 miles of transit stops with frequent transit service.**
- **Change in mean commute travel time (to work or school).**
- **Change in acres of agricultural land.**
- **Change in CO_2 emissions reduction per capita.**

The project level **benefit** evaluation shall include a Caltrans generated benefit/cost estimate, **including life cycle costs,** ~~and identify the estimated impact the project will have on the annual cost of operating and maintaining the state's transportation system~~. The evaluation ~~should~~ **shall** be conducted by each region and by Caltrans before the RTIPs and the ITIP are submitted to the Commission for incorporation into the STIP. ~~Each RTIP and the ITIP submitted to the Commission will be accompanied by a report on its performance and cost-effectiveness. A project level evaluation shall also be conducted for existing STIP projects with a total project cost of $50 million or greater or a total STIP programmed amount of $15 million or greater if construction is programmed in the STIP and CEQA was completed for the project after a region adopted its 2012 RTIP or, for Caltrans, after submittal of the 2012 ITIP.~~

~~Regional agencies and Caltrans will, as part of the transportation planning and programming process, monitor transportation systems and projects for performance and provide performance forecasts for use in evaluation of RTIPs and the ITIP. As performance measurement concepts and techniques continue to mature, updated guidance may be provided in future STIP guidelines.~~

~~The Commission will consider the evaluations submitted by regions when making decisions on RTIPs as described in Section 60 of these guidelines. The Commission will consider the evaluation submitted by Caltrans when making decisions on the ITIP as described in Section 62 of these guidelines.~~

~~The evaluation report should clearly demonstrate how effective the RTIP or the ITIP is in addressing or achieving the goals, objectives and standards which are established as part of~~

~~the respective regional transportation plan (RTP) or Caltrans' Interregional Transportation Strategic Plan (ITSP). The purpose of the evaluation report is to assess the performance and cost effectiveness of each RTIP and the ITIP based on its own merits, not to attempt a comparative assessment between individual RTIPs or RTIPs and the ITIP. RTIP evaluations should also address how the RTIP relates to the ITSP at key points of interregional system connectivity. Caltrans' evaluation of the ITIP should address ITIP consistency with the RTPs. Each region is responsible for establishing transportation goals, and the objectives of its RTP that are reflected in its RTIP. However, each region should consider improvements to mobility, accessibility, reliability, safety, and productivity (throughput) as part of the fundamental performance goals of its long range transportation plan and its RTIP submittal.~~

~~Each region with an adopted sustainable communities strategy shall include a discussion of how the RTIP relates to its sustainable communities strategy. This may include a quantitative or qualitative assessment of how the RTIP will facilitate implementation of the policies and projects in the sustainable communities strategy and should identify any challenges the region is facing in implementing its sustainable communities strategy. In a region served by a multi-county transportation planning organization, the report shall address the portion of the sustainable communities strategy relevant to that region.~~

~~Regions and Caltrans are responsible for developing goals, objectives and priorities that include consideration of system performance. The Commission recognizes that many measures of performance and benefit are difficult to evaluate and may be more subjective rather than measurable in quantifiable units. In order to facilitate statewide consistency, regions and Caltrans should also consider using (when appropriate) values of performance and benefits and evaluation methodologies that are commonly accepted and that represent accepted or standard practice. The Commission encourages regions to consider using (when appropriate) values of time, safety, vehicle operation costs and discount rates that are developed by Caltrans for benefit cost analysis of transportation projects.~~

~~The Commission expects that evaluations of performance and cost-effectiveness will be for a 20-year period or on a life cycle basis. Reports to the Commission on evaluations of performance and cost effectiveness should be presented in a format that is disaggregated to the level of the benefits and measures used.~~

~~The inclusion of specific performance measures in the STIP is to provide regional agencies and Caltrans the opportunity to demonstrate how the goals and objectives contained in each Regional Transportation Plan (RTP) or the Interregional Transportation Strategic Plan (ITSP) are linked to the program of projects contained in each RTIP and the ITIP. With this in mind, each agency and Caltrans shall provide a quantitative and/or qualitative evaluation of its RTIP or the ITIP, commenting on each of the performance indicators and performance measures outlined in Table A. Appendix B was developed to assist agencies with this task. Appendix B will be considered the evaluation report for the STIP cycle and will fulfill the requirement outlined this section of the STIP Guidelines.~~

~~The overarching goal for using performance measures in the STIP is to continue a systematic and reliable process that all agencies can use to guide transportation investment~~

~~decisions and to demonstrate the benefits of proposed transportation system investments. The information gathered in this STIP cycle will not only provide information on how performance measures are currently applied and reported across the state, but will also provide insight into improving performance measures, data collection and performance reporting procedures and integrating the results to enhance decision making. The information collected in Appendix B may also guide future revisions to the STIP, Regional Transportation Plan (RTP) and Project Study Report (PSR) guidelines with the objective of strengthening the continuity and consistency from goal and objective setting to project selection and performance reporting.~~

~~In establishing the following criteria the Commission recognizes that it is difficult to develop and utilize criteria that are relevant in both urban and non-urban regions or relevant at both a statewide and regional level. Different criteria may apply depending on the complexity of the region or the functionality of an interregional route. To this end, the regions and Caltrans should use the criteria provided below, and are encouraged to highlight other criteria that are essential for the purposes of program development and project selection. Where applicable, the performance measures listed in Table A should be used to quantitatively evaluate the criteria below. Results of this analysis will not only be used to forecast the impact on the transportation system of projects contained in the RTIPs and the ITIP, but also to indicate current system performance, thereby establishing a baseline from which future performance trends may be observed.~~

~~Regions and Caltrans should use the following criteria for measuring performance of RTIPs and the ITIP:~~

1. ~~Change in traveler, freight and goods travel time or delay.~~
2. ~~Change in accidents and fatalities.~~
3. ~~Change in vehicle and system operating costs.~~
4. ~~Change in access to jobs, markets and commerce.~~
5. ~~Change in frequency and reliability of rail/transit service.~~
6. ~~Change in air pollution emissions including greenhouse gas emissions,~~
7. ~~Change in passenger, freight and goods miles carried.~~
8. ~~Change in vehicle miles traveled.~~

~~Regions and Caltrans should consider the following criteria for measuring cost-effectiveness of RTIPs and the ITIP:~~

1. ~~Decrease in travel, freight and goods time per thousand dollar invested.~~
2. ~~Decrease in accidents and fatalities per thousand dollar invested.~~
3. ~~Decrease in vehicle and system operating cost per thousand dollar invested.~~
4. ~~Improved access to jobs, markets and commerce per thousand dollar invested.~~
5. ~~Increased frequency reliability of rail/transit service per thousand dollar invested.~~
6. ~~Decrease in air pollution emissions per thousand dollar invested.~~
7. ~~Increase in annual passenger, freight and goods miles carried per thousand dollar invested.~~
8. ~~Decrease in vehicle miles traveled per thousand dollar invested~~.

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IV. Regional Improvement Program:

20. Submittal of RTIPs. After consulting with Caltrans, each regional agency shall adopt and submit its RTIP to the Commission and to Caltrans no later than December 15 of each odd-numbered year. The RTIP will include and separately identify:

    (a) Programming proposals from the county share(s), consistent with the STIP fund estimate and Section 23 of these guidelines. These proposals may include new projects and changes to ~~prior~~ **existing** STIP projects.
    (b) Programming proposals from the county Advance Project Development Element (APDE) share, which is treated as an advance of future share (see Sections 37-42).
    (c) Any request to advance a future county share for a larger project (permitted only in regions under 1 million population).
    (d) Any project recommendations for the interregional share.
    (e) A discussion of the proposed project's impact on other projects planned or underway within the corridor;
    (f) Information on STIP projects (in the RTIP) completed since the last RTIP submittal (see section 68).

    Each RTIP will be posted on the respective RTPA website, with the link provided to the Commission.

    Each RTIP ~~should~~ **shall** be based on the regional transportation plan that has been developed and updated pursuant to Government Code Section 65080, and a regionwide assessment of transportation needs and deficiencies. Programming in the RTIP should not be based on a formula distribution of county share among agencies or geographic areas.

    Caltrans may nominate or recommend State highway improvement projects for inclusion in the RTIP for programming from the county share. Caltrans should also identify any additional State highway and intercity rail improvement needs within the region that could reasonably expect to be programmed within the 3 years beyond the end of the current STIP period using revenue assumptions similar to those adopted for the fund estimate. These programming recommendations and this identification of State highway and intercity rail improvement needs should be provided to the regional agency at least 90 days prior to the due date for submittal of the RTIP or, if a later due date for project nominations is set by the regional agency, prior to that date. The regional agency has sole authority for deciding whether to accept Caltrans' STIP recommendations for programming in the RTIP. Caltrans shall provide a copy or list of its RTIP recommendations and identification of additional State highway and intercity rail needs for each region to the Commission. Each region shall, in its RTIP, include a comparison of the projects in its RTIP and the State highway and intercity rail improvement needs identified by Caltrans, including a discussion of significant differences.

    When Caltrans makes its RTIP recommendation and identification of State highway and intercity rail improvement needs, it should also share with the regional agency its plans for SHOPP projects that may be relevant to the region's consideration of RTIP projects. This

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is apart from the statutory requirement to make a draft of the SHOPP available for review and comment.

21. Project Planning, Programming, and Monitoring. The RTIP may propose to program up to 5 percent of the county share for project planning, programming and monitoring (PPM) by the transportation planning agency or, within the Southern California Association of Governments (SCAG) area, by a county transportation commission. If the RTIP proposes programming funds for both SCAG and a county transportation commission, the total will not exceed 5 percent of the county share.

    Funds programmed for this purpose should be spread across the years of the STIP. When allocated by the Commission, the funds will be available to cover costs of:

    - Regional transportation planning, including the development and preparation of the regional transportation plan.
    - Project planning, including the development of project study reports or major investment studies, conducted by regional agencies or by local agencies in cooperation with regional agencies.
    - Program development, including the preparation of RTIPs and studies supporting them.
    - Monitoring the implementation of STIP projects, including project delivery, timely use of funds, and compliance with State law and the Commission's guidelines.

    Caltrans expenses for these purposes are included in the Department's annual budget and will not be funded through the STIP except when Caltrans is reimbursed for project study reports by a region using funds allocated to that region for PPM.

22. ~~Transportation Enhancement (TE)~~ **Bicycle and Pedestrian** Projects in the RTIP. ~~MAP-21, the Moving Ahead for Progress in the 21st Century Act (P.L. 112-141), was signed into law by President Obama on July 6, 2012. MAP-21, the first long-term highway authorization enacted since 2005, eliminated the TE program and in its place created the Transportation Alternatives Program. The Transportation Alternatives Program is a competitive program and is not included in the STIP. Existing Transportation Enhancement projects may remain in the STIP so long as they are eligible for State Highway Account or Federal funds.~~

    ~~New~~ Bicycle and pedestrian projects may be programmed by a region in its RTIP as these projects ~~may be funded with~~ **are eligible for either** State Highway Account or Federal funds.

23. County Shares, Advances, and Reserves. The fund estimate will identify, for each county, (1) the county share for the share period that ends during the current STIP period, (2) the county's proportionate share for the portion of the new four-year period that falls within the current STIP period, and (3) the balance of the estimated share for the four-year period that extends beyond the current STIP period. For the **2016** STIP fund estimate, for example, this means (1) the available share for the period ending **2019-20**, (2) the county's proportionate share for the period ending **2020-21**, and (3) an estimated proportionate share for the period ending in **2023-24**.

Any region may, in its RTIP, propose projects or project components during the STIP period from all of these shares, including the share for the period that extends beyond the STIP period. Unless the Commission rejects an RTIP, as described in Section 60, the Commission will include in the STIP, at a minimum, all RTIP projects carried forward from the prior STIP and all new RTIP programming proposed within the level of the county share for the share period that ends during the current STIP (i.e**.,** for the **2016** STIP, the share for the period ending **2019-20**). Beyond that, as described in Section 61, the Commission may include in the STIP either more or less than each region's proportionate share for the new share period. Overall, the Commission may not program more than the available statewide capacity for the STIP period. The RTIP ~~should~~ **shall** identify those projects or project components that it proposes to program within the STIP period from the share for each four-year share period.

As authorized by Streets and Highways Code Section 188.8(j), a region for a county with a population of less than 1 million may also**,** in its RTIP, ask the Commission to advance an amount beyond its county share for a larger project. The requested advance may not exceed 200 percent of the county share for the four-year share period that extends beyond the current STIP period, as identified in the Fund Estimate. The RTIP will separately identify the project or project components it proposes to program with the advance, following the same display format used for other RTIP projects.

Any region may, in its RTIP, ask to leave all or part of its county share unprogrammed, thus reserving that amount to build up a larger share for a higher cost project or otherwise to program projects in the county at a later time. The Commission may use funds freed up by these reserves to advance county shares in other counties. The Commission, with the consent of Caltrans, may also consider advancing county shares by reserving a portion of the interregional share until the next county share period.

24. Federal Match.

A region may, in its RTIP, propose to program State funds to match federal funds committed to a project. Such projects must meet the eligibility restrictions of the available state funds. For example, a transit project may not use State Highway Account funds as a match to federal funds unless the project is eligible under Article XIX of the California Constitution. The match for rail rolling stock and buses purchases can only be programmed in the STIP if PTA capacity is available or if the project is eligible for Toll Credits.

24A. ~~Transportation Enhancement (TE) Reserve. TE reserves will no longer be programmed in the STIP. Existing TE reserves should be deleted.~~

25. Regional Improvement Program Project Eligibility. Except for project planning, programming, and monitoring, all STIP projects will be capital projects (including project development costs) needed to improve transportation in the region. These projects generally may include, but are not limited to, improving State highways, local roads, public transit (including buses), intercity rail, pedestrian and bicycle facilities, grade separations, transportation system management, transportation demand management, soundwalls,

intermodal facilities, and safety. Non-capital costs for transportation system management or transportation demand management may be included where the regional agency finds the project to be a cost-effective substitute for capital expenditures. Other non-capital projects (e.g. road and transit maintenance) are not eligible.

In addition to meeting general program standards, all STIP projects must meet eligibility requirements specific to the STIP's funding sources, the State Highway Account (SHA), which includes both State revenues and Federal revenues, and the Public Transportation Account (PTA). Unless the fund estimate specifies otherwise, a region may propose, in its RTIP, projects to be funded from any of these funding sources, or a combination of them. The Commission will provide and calculate STIP county shares without regard to the individual STIP funding sources.

Except for project planning, programming and monitoring, regional program RTIP nominations will be consistent with the following statutory sequence of priorities for programming from the State Highway Account:

- Safety improvements on transportation facilities other than State highways where physical changes, other than adding new capacity, would reduce fatalities and the number and severity of injuries. (Safety projects on State highways are programmed in the SHOPP.)
- Transportation capital improvements that expand capacity or reduce congestion, or do both. These improvements may include the reconstruction of local roads and transit facilities and non-capital expenditures for transportation systems management and transportation demand management projects that are a cost effective substitute for capital expenditures.
- Environmental enhancement and mitigation, including soundwall projects.

Article XIX of the California Constitution permits the use of State revenues in the SHA only for State highways, local roads, and fixed guideway facilities.

Article XIX of the California Constitution restricts transit and rail projects that can be funded with nearly all SHA revenues to the "research, planning, construction, and improvement of exclusive public mass transit guideways (and their related fixed facilities), including the mitigation of their environmental effects, the payment for property taken or damaged for such purposes, the administrative costs necessarily incurred in the foregoing purposes, and the maintenance of the structures and the immediate right-of-way for the public mass transit guideways, but excluding the maintenance and operating costs for mass transit power systems and mass transit passenger facilities, vehicles, equipment, and services."

Additionally, SHA revenues may not be expended for these purposes "unless such use is approved by a majority of the votes cast on the proposition authorizing such use of such revenues in an election held throughout the county or counties, or a specified area of a county or counties, within which the revenues are to be expended."

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This means, for example, that rail rolling stock and buses may be funded only from the Federal revenues in the STIP. For such projects, the non-Federal match (generally a minimum of 11½%) can only be programmed in the STIP if PTA capacity is available. If no PTA capacity is available, the match will have to be provided from a non-STIP source.

It is the continuing intent of the Commission that rehabilitation projects, excluding maintenance, on the local streets and roads system remain eligible for funding in the STIP. Proposed projects on local highways functionally classified as local or as rural minor collector (non federal-aid eligible) are also eligible for STIP funding. However, programming of projects on non federal-aid eligible routes shall be limited to availability of state only funding as determined by the Commission.

26. Federalizing Transit Projects. In accordance with Federal statutes and regulations, federal highway funds programmed for transit projects must be transferred from the Federal Highway Administration to the Federal Transit Administration (FTA) for administration when the project or project component is ready to be implemented. In order to facilitate the transfer and timely use of funds, the Commission encourages the implementing agency or fund applicant to submit grant applications to FTA requesting a grant number and tentative approval of project eligibility prior to requesting Commission allocation of funds.

    Transit related projects such as parking structures and multi-modal stations should also be transferred to FTA for administration. However, on an exception basis, FHWA will administer the funds and a grant application and fund transfer will not be necessary. Proposed exceptions should be discussed and agreed to with Caltrans and FHWA prior to programming the project in the STIP and documented in the PSR equivalent and project fact sheet.

27. Increased STIP Funding Participation. An RTIP may propose, from the county share, to increase a project's STIP funding to replace local funding already committed, provided that the local funding has not been and will not be expended or encumbered under contract prior to the Commission's allocation of STIP funds. The proposal will include the revised basis for cost sharing, as specified in Section 49 of these guidelines.

    In those instances when any regional agency seeks additional STIP funding for a previously programmed project and the projected funding increase exceeds any increase in the estimated cost of that project, the board of such regional agency, by resolution of a majority of board members, shall declare in writing that the increase in the STIP funding is not for the purpose of "back-filling" other non-STIP funds previously committed to the capital project which have already been, or in the future will be, redirected to non-capital activities and purposes.

28. Pooling of County Shares. Two or more regional agencies may agree to consolidate their county shares for two consecutive county share periods into a single county share for both periods. A pooling agreement will become effective for a county share period if each regional agency adopts a resolution incorporating the agreement and submits it to the

Commission with its RTIP. Similarly, SACOG may pool the shares of any counties in its region by adopting a resolution and submitting it with its RTIP.

As an alternative to pooling, two regional agencies may agree to accomplish the same purpose by agreeing to a loan of a specified dollar amount from one region's county share to the other during a STIP period, with the loaned amount to be returned in the following county share period. A regional agency, in its RTIP, may also propose to contribute all or a portion of its current county share for the programming of a project located in another county.

The Metropolitan Transportation Commission (MTC) may pool its county shares for a STIP period by adopting a resolution and submitting it with its RTIP, provided that the amount of any county share advanced or reserved is not more than 15 percent of the county share identified in the Fund Estimate.

29. Consistency with Land Use Plans and Congestion Management Programs. Projects included in the regional program shall be consistent with the adopted regional transportation plan, which state law requires ~~to~~ **be** consistent with federal planning and programming requirements. The federal requirements (23 U.S.C. 134) include factors to be considered in developing transportation plans and programs, including the likely effect of transportation policy decisions on land use and development and the consistency of transportation plans and programs with the provisions of all applicable short- and long-term land use and development plans.

Congestion Management Programs (CMPs) prepared by counties not electing to be exempted from CMP requirements pursuant to Section 65088.3 of the Government Code shall be incorporated into the appropriate RTIP prior to its adoption and submittal to the Commission. Projects included in the adopted RTIP shall be consistent with the capital improvement program of the CMP. Projects not in the approved CMP shall not be included in the RTIP unless listed separately**.**

V. Interregional Improvement Program:

30. General. The interregional improvement program consists of STIP projects funded from the interregional program share, which is 25% of new STIP funding. Caltrans will nominate a program of projects for the interregional share in its interregional transportation improvement program (ITIP). The interregional program has two parts:

(a) The first, funded from up to 10% of new STIP funding, is nominated solely by Caltrans in the ITIP. It is subject to the north/south 40%/60% split and otherwise may include projects anywhere in the State. The projects may include State highway, intercity passenger rail, mass transit guideway, or grade separation projects. Non-capital costs for transportation system management or transportation demand management may be included where Caltrans finds the project to be a cost-effective substitute for capital expenditures.

(b) The second part, funded from at least 15% of new STIP funding, is not subject to the north/south split. It is limited to intercity rail projects (**including Amtrak feeder bus**, interregional commuter rail and grade separation projects) and to improvements outside urbanized areas on interregional road system routes (which are specified in statute). At least 15% of the 15% (or at least 2.25% of new STIP funding) must be programmed for intercity rail projects, including interregional commuter rail and grade separation projects.

Under restricted circumstances, an RTIP may also recommend a project for funding from the second part, described in paragraph (b). See Section 32 of these guidelines.

31. Submittal of Caltrans ITIP. After consulting with regional agencies and other local transportation authorities, Caltrans shall submit its **draft** ITIP **to the Commission no later than October 15 of each odd numbered year. Two hearings, one in the south and one in the north, will be held by November 15 to provide opportunity for public input regarding projects proposed in the ITIP. Caltrans shall submit its final ITIP, including a summary of the major comments received at the hearings and responses to those comments,** to the Commission no later than December 15 of each odd numbered year. At the same time, Caltrans will transmit a copy of the ITIP to each regional agency. The ITIP will include programming proposals from the interregional share for the five-year STIP period. These proposals may include new projects, program reserves, changes to prior STIP interregional program projects, and the interregional share of proposals for jointly funding new projects or cost increases from county and interregional shares.

The ITIP ~~should~~ **shall** include, for each proposed project, information (including assumptions and calculations) to support an objective analysis of interregional program priorities. That information, ~~which should be~~ based on the project study report, ~~should~~ **shall** include:

- an estimate of total project costs, including mitigation costs and support costs;
- an estimate of the time of completion of project construction;
- an estimate of annual project benefits (at project opening) due to vehicle time savings and vehicle operating costs;
- for road projects, an estimate of annual project benefits (at project opening) due to reductions in fatalities and injuries;
- for rail **or Amtrak feeder bus** projects, an estimate of the project's impact on ridership and the need for operating subsidies;
- **a discussion of the proposed project's impact on other projects planned or underway within the corridor;** and
- a description of how the project would implement the interregional strategic plan, including a description of its impact on California's economic growth, the interregional distribution of goods, and the environment.

The ITIP will be posted on the Department's website, with the link provided to the Commission.

32. Regional Recommendations for the Interregional Program. A regional agency may, in its RTIP, recommend improvements outside urbanized areas on interregional road system routes for funding from the interregional share. Interregional road system routes are defined in statute at Streets and Highways Code Sections 164.10 to 164.20, inclusive. By statute, the Commission may program a regional recommendation for the interregional program only if the Commission "makes a finding, based on an objective analysis, that the recommended project is more cost-effective than a project submitted by [Caltrans]." The Commission cautions regions, especially those with priority needs in both urbanized and nonurbanized areas, that nonurbanized area projects of highest regional priority should be proposed in the RTIP from the county share. The interregional program is not a nonurbanized area program, and the Commission does not intend to use the interregional program to meet most State highway needs in nonurbanized areas. The Commission anticipates programming regional recommendations for funding from the interregional program only when a recommended project constitutes a cost-effective means of implementing the interregional transportation strategic plan (see Section 34 of these guidelines).

    Any regional recommendation for the interregional program shall be made in the RTIP and shall be separate and distinct from the RTIP proposal for programming from the county share(s). Each project nominated in this way must constitute a useable segment of highway. The nomination must be to fund the project fully through the interregional program. The nomination may not be part of a proposal for joint funding between the regional and interregional programs. Joint funding proposals may be made only in concert with Caltrans, with the region proposing the county share in its RTIP and Caltrans proposing the interregional share in the ITIP.

    An RTIP proposal for interregional funding should be accompanied by information (including assumptions and calculations) to support the objective analysis that the Commission must make before it can program the project. That information, ~~which should be~~ based on the project study report, ~~should~~ **shall** include:

    - an estimate of total project costs, including mitigation costs and support costs;
    - an estimate of the time of completion of project construction;
    - an estimate of annual project benefits (at project opening) due to vehicle time savings and vehicle operating costs;
    - **for road projects**, an estimate of annual project benefits (at project opening) due to reductions in fatalities and injuries;
    - **for rail or Amtrak feeder bus projects, an estimate of the project's impact on ridership and the need for operating subsidies;**
    - **a discussion of the proposed project's impact on other projects planned or underway within the corridor;** and
    - a description of how the project would implement the interregional strategic plan, including a description of its impact on California's economic growth, the interregional distribution of goods, and the environment.

33. Regional Transportation Plan. Projects included in the interregional program shall be consistent with the relevant adopted regional transportation plan(s).

34. Interregional Program Objectives. The Commission envisions an interregional improvement program that works toward achievement of the following six objectives:

- **Provide access for people and goods to and through all regions of California.**
- **Ensure that the interregional transportation network is reliable and efficient for the movement of people, goods, services and emergency response.**
- **Improve interregional connectivity to enhance California's diverse economy.**
- **Improve and manage California's interregional transportation network in an environmental, economical and equitable manner.**
- **Develop and operate a safe interregional transportation network for all travelers.**
- **Optimize multi-modal connectivity throughout the interregional transportation network.**
- ~~Completing a trunk system of higher standard State highways (usually expressways and freeways).~~
- ~~Connecting all urbanized areas, major metropolitan centers, and gateways to the freeway and expressway system to ensure a complete statewide system for the highest volume and most critical trip movements.~~
- ~~Ensuring a dependable level of service for movement into and through major gateways of statewide significance and ensuring connectivity to key intermodal transfer facilities, seaports, air cargo terminals, and freight distribution facilities.~~
- ~~Connecting urbanizing centers and high growth areas to the trunk system to ensure future connectivity, mobility, and access for the State's expanding population.~~
- ~~Linking rural and smaller urban centers to the trunk system.~~
- ~~Implementing an intercity passenger rail program (including interregional commuter rail) that complies with Federal and State laws, improves service reliability, decreases running times, reduces the per-passenger operating subsidy, and that compliments the State's planned high-speed rail system.~~

The Caltrans ITIP ~~should~~ **shall** be based on **the** ~~Strategic Plan~~ **ITSP** for implementing the interregional program. The **ITSP** ~~Strategic Plan~~ should address development of **multi-modal corridors including** both the interregional road system and intercity rail in California, and it should define a strategy that extends beyond the STIP. The ITIP ~~should~~ **shall** describe how proposed projects relate to the **ITSP** ~~Strategic Plan~~ and how the ~~Strategic Plan~~ **proposed projects** would implement the ~~Commission's~~ objectives **listed above**. The Commission will evaluate the ITIP and any regional recommendations for the interregional program in the light of these ~~above listed~~ objectives and the ~~Strategic Plan~~ **ITSP**.

The interregional improvement program will include both State highway and rail projects (potentially including mass transit guideway and grade separation projects).

For State highways, the interregional program should emphasize ~~the development of a basic trunk system (a subset of the larger interregional road system described in statute, with extensions in urbanized areas)~~ **an interregional transportation system** that provides:

- access to and through or around all regions of California~~'s urbanized areas (over 50,000 population) and the following areas that serve as major economic centers for multicounty areas: Eureka, Susanville, and Bisho~~p; and
- access to California's major interstate and international gateways, including interstate and international border crossings, international airports, and seaports.

~~The Strategic Plan should identify this basic trunk system, with a primary focus on access between these areas and gateways, not on distribution within regions or on access to all counties. The focus should be on interregional commerce rather than on interregional commuting. While the interregional program may include projects on other interregional routes, the Commission expects the development of the basic trunk system to be the focus of near term investment.~~

The Commission expects the identification and selection of State highway projects for the interregional program to be based on consideration of cost in relationship to the following benefits, with higher priority given to projects with greater net benefit for the investment made:

- traffic safety, including the potential for reducing fatalities and injuries;
- reduced travel time and vehicle operating costs for interregional travel;
- economic benefits to California of expanding interregional commerce through faster and more reliable access between markets; and
- economic benefits to California of expanding interstate and international trade and commerce through faster and more reliable access to California's international airports and seaports.

Commerce includes the movement of people and goods for any economic purpose. It may include extractive industries (such as mining, agriculture, or timber) or recreation.

~~A large part of California's interregional road system is adequately developed for the near future, and the SHOPP provides for the protection and preservation of the existing system. The Commission therefore expects that the interregional program will be focused on underdeveloped gaps and corridors in the basic trunk system.~~ There is no expectation that STIP interregional improvements will be evenly spread across the State, and the spreading of funding among regions is not a Commission objective for the interregional program. The Commission does encourage Caltrans and smaller regions (generally with populations less than 250,000) to consider and seek formation of partnerships to jointly fund projects on the interregional road system for the mutual benefit of the region and the state**.**

For rail, the interregional program should emphasize:

- the preservation and improvement of the existing system of State-sponsored intercity passenger rail **and Amtrak feeder bus** routes, including compliance with

safety and accessibility standards and protection of the State's investment in equipment;

- the reduction of the system's dependence on State operating subsidies;
- the improvement of other passenger rail access between major urban centers, airports and intercity rail routes;
- the use of rail grade separations to improve service reliability for both intercity passenger rail and interregional goods movement; and
- coordination **and connectivity** with the State's planned high-speed rail system.

The Commission expects the identification and selection of rail capital projects for the interregional program (**including Amtrak feeder bus**, interregional commuter rail and grade separations) to be based on consideration of cost in relationship to the following benefits, with higher priority given to projects with greater net benefit for the investment made:

- reduced intercity rail running times and operating costs (which may increase demand and reduce the need for operating subsidies);
- improved intercity rail schedule frequency and reliability (which may increase demand and reduce the need for operating subsidies); and
- economic benefits to California of promoting trade and commerce by creating faster and more reliable highway or rail access to markets, including access to California's international airports and seaports;

For either highways or rail, Caltrans and the Commission may evaluate a project as part of a series of related projects in the same location or corridor. The evaluation may consider the costs and benefits of the projects as a group. All projects in the group should be **included in the** ~~part of the~~ ~~Strategic Plan~~ **ITSP** for near term funding, whether or not proposed for the STIP.

Where a potential interregional program project may provide substantial local benefits, it is appropriate that costs be divided between the regional and interregional programs. In this case, the evaluation of the project for the interregional program should be based on the interregional program cost share in relationship to the benefits described in this section.

35. ~~Transportation Enhancement (TE)~~ **Bicycle and Pedestrian** Projects in the ITIP. ~~MAP-21, the Moving Ahead for Progress in the 21st Century Act (P.L. 112-141), was signed into law by President Obama on July 6, 2012. MAP-21, the first long-term highway authorization enacted since 2005, eliminated the TE program and in its place created the Transportation Alternatives Program. The Transportation Alternatives Program is a competitive program and is not included in the STIP. Existing Transportation Enhancement projects may remain in the STIP so long as they are eligible for State Highway Account or Federal funds.~~

~~New~~ Bicycle and pedestrian projects may be programmed by Caltrans in the ITIP as these projects ~~may be funded with~~ **are eligible for** either State Highway Account or Federal funds.

Caltrans may include in the ITIP a bicycle and pedestrian project that relates to the interregional surface transportation of people or goods or that is a capital outlay project of statewide benefit and interest. The project should provide an alternative to travel on a State highway that is part of the interregional road system or provide access to a state or national park or to an interregional surface transportation facility.

36. Projects and Reserves. The ITIP ~~should~~ **shall** include a complete proposal for the programming of the STIP interregional share which complies with the various statutory restrictions, including: the two parts described in Section 30 of these guidelines (the 10% and 15% parts), the north/south split of the first part, and the 2.25% intercity rail minimum of the second part. Any portion of the interregional share that is not proposed for a specific project may be proposed as a reserve for future programming. This may include reserves of any kind, including a proposal to reserve a portion of the interregional share for the next share period in order to free up funding for county share advances.

VI. Advance Project Development Element:

37. Fund Estimate for Advance Project Development Element. Each fund estimate will identify an amount available pursuant to subdivision (c) of Section 14529.01 of the Government Code for the STIP Advance Project Development Element (APDE), with county and interregional shares identified separately. These APDE amounts are independent of the amounts identified as regular programming capacity.

38. Programming of APDE County and Interregional Shares. Regions and Caltrans may propose projects from their respective county and interregional APDE shares in the RTIPs and ITIP, and they may propose joint regional and interregional APDE funding for a project. The proposal and adoption of projects will be the same as for other STIP projects, except that projects to be programmed through the APDE are limited to the two STIP project development components: (1) environmental and permits and (2) plans, specifications, and estimates. Projects may not be programmed through the APDE if they are simultaneously programmed for acquisition of right-of-way (including support) or construction from regular STIP programming capacity. Project development work already programmed in the STIP may not be shifted to the APDE.

39. Program Year. APDE projects will be proposed for programming and adopted into the STIP and allocated in the same manner as other STIP projects. They may be proposed for any of the STIP's five fiscal years. APDE local projects, when programmed, are subject to the STIP's timely use of funds provisions.

40. Program Amendments. APDE projects may be amended into the STIP at any time in the same manner as other STIP amendments. The amendments will identify the county or interregional APDE share from which the projects are to be funded.

41. Effect on Regular County and Interregional Shares. APDE programming will be treated as an advance of regular future county or interregional share, although every county, including a county in a region over 1 million population, is eligible for APDE programming. If all or a portion of any county or interregional APDE share is not programmed, that amount will

become available to program for any STIP purpose in the next STIP. Amounts that are programmed in the current STIP from an APDE share will be deducted from the regular county or interregional share for the next STIP. The Fund Estimate for the next STIP will include a new APDE fund estimate with new county and interregional APDE shares.

42. APDE Shares May Not Be Exceeded. The programming of a county or interregional APDE share may not exceed the amount identified in the Fund Estimate. A county or interregional APDE share may not be loaned or advanced. However, regional agencies that have agreed to pool their regular county shares (Section 28 of these guidelines) may also pool their APDE shares. Any region may choose to program project development work from its regular STIP county share.

VII. Display of project descriptions and costs:

43. Project Description. The STIP will include the following information for each project, which ~~should~~ **shall** be included in the RTIP or ITIP proposing the project:

    (a) The name of the agency responsible for project implementation.

    (b) The project title, ~~which should~~ **including** a brief nontechnical description of the project location and limits (community name, **corridor,** street name, etc.), and a phrase describing the type and scope of the project. By definition, the Commission will regard the limits for a rehabilitation project on local streets and roads as including adjacent or nearby streets and roads, thus providing greater flexibility in project scope.

    (c) A unique project identification number (PPNO) provided by Caltrans.

    (d) For projects on the State highway system, the route number and post-mile (or post-kilometer) limits.

    (e) Any appropriate funding restriction or designation, including projects eligible for Public Transportation Account funding, projects requiring state-only funding, or projects requiring Federal funds. Agencies proposing projects requiring state-only funding (including local street and road projects not eligible for federal-aid) should recognize that the availability of state-only funding may be limited

    (f) **Total project cost, including** the source and amounts of local or other non-STIP funds, if any, committed to the project.

    (g) A map showing the project location **and corridor.**

44. State-only Funding. The Commission will assume that all projects will be qualified for Federal transportation funding unless the RTIP or ITIP designates otherwise. Whenever a region designates a project to be programmed for State-only (non-Federal) funding, the RTIP will explain the reason for this designation. The Commission will not program a State highway project for state-only funding without consulting with Caltrans. Projects programmed without state-only designation and later proposed for state-only funding

allocations will be subject to Caltrans recommendation for exception to federal funding prior to Commission approval as described in Section 64 of these guidelines.

45. Project Fact Sheets. For each project proposed for new STIP funding, the RTIP or ITIP will include a project fact sheet that includes the information displayed in the Appendix to these guidelines. All regional agencies proposing funding for rail transit projects will include full funding plans with the RTIP, as described in Section 15 of these guidelines.

46. STIP Database. Caltrans is responsible for developing, upgrading and maintaining an electronic database record of the adopted STIP and Commission actions that amend the STIP. Caltrans will publish the STIP record within 75 days of the STIP adoption and make copies available to the Commission and to the regional agencies. To facilitate development, analysis and management of the STIP, Caltrans will provide the Commission and the regional agencies appropriate access to the STIP database as soon as possible. After a regional agency's access to the database is established, a regional agency will develop its RTIP submittals to the Commission utilizing the STIP database.

47. Cost Estimates for Project Components. For each project proposed for programming, the RTIP or ITIP shall list costs separately for each of the 4 project components: (1) environmental studies and permits; (2) preparation of plans, specifications, and estimates, (3) right-of-way, and (4) construction. For the right-of-way and construction components on Caltrans projects, the RTIP or ITIP shall list separate costs for Caltrans support and for capital outlay. For Caltrans projects, that brings the total to 6 project cost components.

For each project component, the amount programmed shall be escalated to the year proposed for programming, based on the current cost estimate updated as of November 1 of the year the RTIP or ITIP is submitted. The standard escalation rate for the STIP shall be ~~that~~ **the rate** specified in the fund estimate for the STIP. Caltrans or a region may elect to use alternative escalation factors for right-of-way or other costs as it deems appropriate. STIP costs and non-STIP costs will be displayed separately. For Caltrans implemented projects programmed in an RTIP, Caltrans shall provide the region with cost updates at least 90 days prior to the date RTIPs must be submitted to the Commission.

When project design, right-of-way or construction are programmed before the sponsoring agency completes the environmental process, updated cost estimates shall be submitted in the RTIP or ITIP in the STIP cycle following completion of the environmental process. Cost estimates for project components that are programmed and that have not been allocated ~~should~~ **shall** be updated, as needed, based on the most current cost information during every STIP cycle.

Where a project or project component will be funded from multiple county shares or jointly from the interregional share and a county share, the amounts programmed from the different shares will be displayed separately. Amounts programmed for any component shall be rounded to the nearest $1,000. For jointly funded projects, the county share or ITIP share contribution programmed for a component shall each be rounded to the nearest $1,000.

48. Authority and Responsibility. For projects on the State highway system, only cost estimates approved by the Caltrans Director or by a person authorized by the Director to approve cost estimates for programming will be used. For other projects, only cost estimates approved by the Chief Executive Officer or other authorized officer of the responsible local implementing agency will be used.

49. Basis for Cost Sharing. Where a project or project component is to be funded from both STIP and non-STIP sources, the project fact sheet submitted with the RTIP or ITIP shall indicate whether the programming commitment is for a particular dollar amount, a particular percentage of total project cost, or a particular element or item of work.

    Where a project or project component is to be jointly funded from the interregional share and a county share or funded from multiple county shares, the project fact sheet submitted with the RTIP and/or ITIP shall indicate the basis to be used for apportioning cost increases or decreases between the shares.

    In the absence of an alternate cost sharing arrangement approved by the Commission at the time of allocation, project costs, including increases and savings, will be apportioned in the same percentages as programmed.

    Where a project is funded from both STIP and non-STIP sources and where the Commission has approved non-proportional spending allowing for the expenditure of STIP funds before other funds (sometimes referred to as sequential spending), the project is not eligible for an increase (supplemental) allocation under the authority delegated to Caltrans by Commission Resolution G-12 until all other funds committed to the project have been expended.

50. Program Year for Cost Components. The cost of each project cost component will be listed in the STIP no earlier than in the State fiscal year in which the particular project component can be delivered, as described below.

    (a) Project development.

    (1) Local agency project development costs for environmental studies and permits will be programmed in the fiscal year during which environmental studies will begin. The fiscal year during which the draft environmental document is scheduled for circulation will be identified in the STIP**.** Costs for the preparation of plans, specifications, and estimates will be programmed in the fiscal year during which this work will begin. Local agency costs for environmental studies and design may be listed in different fiscal years, where appropriate.

    (2) Caltrans project development costs for environmental studies and permits will be programmed in the fiscal year during which the environmental studies begin. The fiscal year during which the draft environmental document is scheduled for circulation will be identified in the STIP. Costs for the preparation of plans, specifications and estimates will be programmed in the fiscal year during which this work will begin. Caltrans will report, outside the STIP, on year by year expenditures for project development components.

(b) Right-of-way. Right-of-way costs, including Caltrans support costs, will be programmed in the fiscal year during which right-of-way acquisition (including utility relocation) contracts will first be executed.

(c) Construction. Construction costs, including Caltrans construction support costs, will be programmed in the fiscal year during which construction contracts will be advertised. All construction costs that are included in or related to a single construction contract should be listed in one fiscal year, regardless of the length of time over which construction costs will be paid. Projects requiring separate construction contracts should be listed separately for the STIP, even if they are corridor projects grouped for project development and right-of-way programming, as described in Section 58 of these guidelines.

51. Escalation Adjustments. All projects will count against share balances on the basis of their fully escalated (inflated) costs. All project RTIP and ITIP nominations ~~should~~ **shall** therefore be at costs escalated to the year in which project delivery is proposed (see Sections 47 and 50 of these guidelines). Cost estimates for project components that are programmed and that have not been allocated ~~should~~ **shall** be updated, as needed, based on the most current cost information during every STIP cycle. **A revised fact sheet (per appendix A) shall be submitted for every updated project.** Commission staff may make further escalation adjustments, in consultation with Caltrans and regions, in making its staff recommendations and in developing the STIP (see Section 63 of these guidelines). Ordinarily, the Commission will apply escalation adjustments only to Caltrans construction costs, not to right-of-way, project development, or local grant projects.

52. Prior Costs for Grandfathered 1996 STIP Projects. For every Caltrans project that will be carried forward to the 1998 STIP, Caltrans will identify the amount of its expenditures for right-of-way (including support) and for project development through the 1997-98 fiscal year. These amounts, when added to the amounts remaining and programmed for the 1998 STIP period, will form the project component base cost for the purpose of share balance tabulations and adjustments, as described in Sections 53-58 of these guidelines.

VIII. Share Balances and Adjustments:

53. Long-term balances. The Commission, with assistance from Caltrans and regional agencies, will maintain a long-term balance of county shares and the interregional share, as specified in Streets and Highways Code Section 188.11. The Commission will make its calculation of the cumulative share balances, as of the end of the preceding fiscal year, available for review by Caltrans and regional agencies by August 15, each year.

54. Local Grant Projects. For the purpose of share balances, the costs counted for local grant projects (all project work not implemented by Caltrans) will be the amounts actually allocated by the Commission. No adjustment will be made after the allocation vote for any amount not expended by the local agency. In order to provide a degree of flexibility to local agencies in administering projects, allocated funds may be shifted between project components to accommodate cost changes within the following limits:

- Any amount that is allocated to a local agency for environmental studies and permits may also be expended by that agency for plans, specifications, and estimates. ~~Any amount that is allocated to a local agency for plans, specifications, and estimates may also be expended by that agency for environmental studies and permits.~~
- Additionally, a local agency may expend an amount allocated for project development, right of way, or construction for another project component, provided that the total expenditure shifted to a component in this way is no more than 20 percent of the amount actually allocated for either component. This means that the amount transferred by a local agency from one component to another may be no more than 20 percent of whichever of the components has received the smaller allocation from the Commission.

Shifting of allocated funds between components will not impact county share balances. County share balances will be based on actual amounts allocated for each component.

55. Construction. For the purpose of share balances, the costs counted for Caltrans construction projects are the engineer's final estimate presented to the Commission for allocation vote.

At the request of Caltrans, and with the approval of the regional agency for the county share, the Commission may approve a downward adjustment of the allocation vote if the construction contract award allotment is less than 80 percent of the engineer's final estimate. The Department should make its request by letter to the Commission no later than 3 months after the construction contract award date.

No other adjustment will be made after the allocation vote for the award amount or for changes in expenditures except where the Commission votes a supplemental allocation during or following construction. No adjustment will be made for supplemental allocations made by Caltrans under the authority delegated by Commission Resolution G-12, except that when a Commission supplemental vote is larger than it otherwise would have been because of a prior G-12 rescission (negative G-12) made by Caltrans, the effect of the negative G-12 will be excluded when counting the Commission's supplemental vote for the purpose of share balances. Where a project has not been voted, the programmed amount will be counted.

56~~55A~~. Construction Support. For the purpose of share balances, the costs counted for Caltrans construction support is the amount identified and presented to the Commission for allocation vote. No other share adjustment will be made for cost differences that are less than 120% of the Commissions original allocation. No adjustment will be made for supplemental allocations made by Caltrans under the authority delegated by Commission Resolution G-12. For costs equal to or greater than 120% of the Commissions original allocation, the Commission shall require a supplemental allocation, the full amount of which shall be counted for purposes of share balances.

57~~56~~. Right-of-Way. For the purpose of share balances, the costs counted for right-of-way on Caltrans projects, including right-of-way support costs, are the amounts programmed for

right-of-way in the STIP. No adjustment will be made for cost differences that are within 20 percent of the amount programmed for right-of-way **reported** at time of construction allocation, **and/or at time of contract acceptance**. This flexibility is intended to facilitate the tracking of share balances and is not intended to be permission to overspend a project budget.

For projects that achieve right-of-way certifications 1 or 2 at time of Commission construction allocation, costs will be counted at time of vote. For projects with a right-of-way certification other than 1 or 2, the reporting of the final estimate may be deferred until right of way certification is **updated** ~~upgraded~~. In no case ~~should~~ **shall** this deferral exceed 12 months.

To encourage accurate estimates and minimize the manipulation of share balances, the Commission will consider STIP amendments for project right-of-way costs only in conjunction with the statewide review of right-of-way costs in the annual right-of-way plan.

58~~57~~. Project Development. For the purpose of share balances, the costs counted for Caltrans project development are the amounts programmed for both environmental studies and permits, and preparing plans, specifications, and estimates. No adjustment will be made for cost differences that are within 20 percent of the amount programmed for project development at time of construction allocation. This flexibility is intended to facilitate the tracking of share balances and is not intended to be permission to overspend a project budget. To encourage accurate estimates and minimize the manipulation of share balances, the Commission will consider STIP amendments for project development only when the change in total project development costs is 20 percent or more or when changes in project development costs are the result of STIP amendments to change the scope of the project.

~~58~~. ~~Corridor Projects. For programming purposes, a single project may consist of segments or phases along a route or in a corridor area that the Department will implement under multiple construction contracts. Where construction is scheduled in more than one fiscal year, the individual segments or phases may be identified separately for construction and combined for right-of-way and project development. In either case, when the Commission allocates a portion of the programmed funds for construction of a particular segment or phase, the unallocated balance will remain programmed for the balance of the project. With each construction allocation, however, the Department will identify the amounts attributable to right-of-way and project development for the segment and an updated estimate of the right-of-way and project development amounts required for the entire project, consistent with sections 56 and 57. The Department will also identify an updated estimate of the construction cost of the entire project or a revised scope to stay within the programmed amount. The Commission's intent is that the Department not defer the identification of cost increases for a corridor project until the completion of the entire project.~~

59. Federal Earmark Funds. Federal funds earmarked for specific projects that are not subject to federal obligation authority or are accompanied by their own obligation authority, either individually or by project group (such as those specified in the federal SAFETEA-LU

authorization act of 2005), are not included in the Fund Estimate or programmed in the STIP. Because these funds are made available outside the STIP, they do not count against county or interregional shares. If the sponsor or implementing agency for the earmarked project seeks RTIP or ITIP funding to match the federal earmark funds or to complete funding for the project, the project becomes a STIP project and the earmark funds are treated as non-STIP funds.

If federal earmark funds become available for projects already programmed in the STIP, the earmark funds may be used in one of three ways. If the STIP project is not fully funded, the earmark funds may be used to help fully fund the project. If the project is fully funded, the earmark funds may be used to increase the scope of the project or they may be used to supplant the state or local funds already committed to the STIP project. If committed funds are supplanted by earmark funds, the beneficiary of the tradeoff will be as follows: For projects funded with county share or local funds, the county share and or local fund will be credited with the benefit. For projects funded with interregional share funds, the interregional share will be credited with the benefit. For projects that are jointly funded, the interregional share, the county share and or the local fund will each be credited with the benefit in proportion to their respective funding commitments in the STIP project.

The Commission advises sponsors and implementing agencies for earmark projects that earmark funds are limited in availability for each specified project, or for groups of projects, to annual obligation authority and to annual allocation percentages specified in federal statutes. This means that the full amount of federal earmark funds specified in federal statute may not be available for the project at the time of planned implementation. These limitations shall be taken into account when determining the amounts of earmark funds available for the options described in the previous two paragraphs.

IX. Commission Action and Adoption:

60. Commission Action on RTIP Proposals. The Commission will include all RTIP projects nominated from the county share for the four-year share period that ends during the current STIP (i.e., the period ending **2019-20** for the **2016** STIP) unless the Commission finds that (a) the RTIP is not consistent with these guidelines, (b) there are insufficient funds to implement the RTIP, (c) there are conflicts with other RTIPs or with the ITIP, (d) a project is not in an approved CMP or is not included in a separate listing in the approved RTIP as provided by Government Code 65082**,** or (e) the RTIP is not a cost-effective expenditure of State funds. In making its finding, the Commission will consider the cost-effectiveness evaluation of the RTIP submitted by the region as required in Section 19 of these guidelines. The Commission may also make its own evaluation based on the criteria in Section 19 of these guidelines. If the Commission makes one of those findings, it may reject the RTIP in its entirety. For the 6-county SCAG area, the Commission will incorporate or reject each county's RTIP separately. For MTC and SACOG, the Commission will incorporate or reject the multicounty RTIP in its entirety. For any counties that choose to pool county shares, the Commission will incorporate or reject the counties' RTIPs together.

If the Commission proposes to reject an RTIP, it will provide notice to the regional agency not later than 60 days after the date it receives the RTIP. The Commission's Executive Director may provide the notice by letter; the notice does not require formal Commission action. The notice will specify the factual basis for the proposed rejection. The Commission will act on the proposed rejection of an RTIP no later than the adoption of the STIP. No later than 60 days after the Commission rejects an RTIP, it will hold a public hearing on the RTIP in the affected region unless the regional agency proposes to waive the hearing and submit a new RTIP. Whenever the Commission rejects an RTIP, the regional agency may submit a new RTIP. Unless the new RTIP is rejected in the same manner, it will be incorporated into the STIP as a STIP amendment. This amendment will not require a separate 30-day public notice if the new RTIP is limited to projects considered in the STIP hearings or in a public hearing on the proposed RTIP rejection.

The Commission may also program projects proposed in the RTIP for funding from the estimated county share for the four-year share period that extends beyond the current STIP (in the **2016** STIP this is the share period ending **2023-24**) or from advances against future share periods. A decision by the Commission not to program any of these proposed projects does not constitute or require a rejection of the RTIP. Any portion of the county share for the four-year period that is not programmed in the current STIP will remain available for programming within the same period in the following STIP.

61. Commission Action on Advances and Reserves. In selecting projects for funding beyond the county share for the share period that ends during the current STIP, including advances, the Commission intends to consider regional agency priorities and the extent to which each RTIP includes:

- projects that implement a cost-effective RTIP, giving consideration to the evaluation submitted as required by Section 19 of these guidelines;
- projects that complete or fund further components of projects included in the prior STIP;
- grandfathered projects from the 1996 STIP;
- projects **within the corridor that** ~~to~~ meet identified State highway and intercity rail improvement needs as described in Section 20;
- projects that leverage federal discretionary funds
- projects that leverage discretionary local funds that would otherwise not be spent for a transportation related purpose; and
- projects that provide regional funding for interregional partnership projects.

If the Commission approves a region's request to advance an amount beyond its county share for the four-year period to program a larger project, the advance will be deducted from the county share for the following county share period. If the Commission does not approve the advance and does not program the project or project components that the RTIP proposed to program with the advance, the Commission will reserve any portion of the county share that is thereby left unprogrammed until the next STIP. This action will not require a rejection of the entire RTIP.

An RTIP request to reserve part or all of a county share until the next STIP or county share period will free up current period funding that the Commission may use to advance county shares in other counties. The Commission, with the consent of Caltrans, may also consider advancing county shares by reserving a portion of the interregional share until the next county share period.

62. Commission Action on Interregional Program. The Commission will program the interregional share of the STIP from projects nominated by Caltrans in its ITIP or alternative recommendations made by regions in their RTIPs. By statute, the Commission may program a regional recommendation for the interregional program only if the Commission "makes a finding, based on an objective analysis, that the recommended project is more cost-effective than a project submitted by [Caltrans]." The Commission may decline to program any project it finds inconsistent with these guidelines or not a cost-effective expenditure of State funds. In making its finding the Commission will consider the cost-effectiveness evaluation of the ITIP submitted by Caltrans as required in Section 19 of these guidelines. The Commission may also make its own evaluation based on the criteria in Section 19 of these guidelines. After a review of the nominated projects, the Commission may elect to leave a portion of the interregional share unprogrammed and reserved for later interregional programming or, with the consent of Caltrans, may reserve a portion of the interregional share for the next share period in order to free up funding for county share advances.

63. STIP Respreading of Projects. The Commission may program projects, project components and project reserves in fiscal years later than the fiscal years proposed in the RTIP or ITIP if the Commission finds it necessary to do so to insure the total amount programmed in each fiscal year of the STIP does not exceed the amount specified in the fund estimate as required by Section 14529(e) of the Government code. In that case, the Commission will compare all projects nominated for the year(s) from which projects will be postponed, giving consideration to (1) regional priorities and the leveling of regional shares across the STIP period, (2) the availability of PTA or other restricted funds by fiscal year, and (3) in consultation with Caltrans, the need to balance Caltrans' workload by district and fiscal year.

X. STIP Management:

64. Allocation of Funds. The Commission will consider allocation of funds for a project or project component when it receives an allocation request and recommendation from Caltrans. The Commission will **only** consider ~~the~~ **an** allocation of construction **and/or construction support** funds ~~only~~ to projects that are ready to advertise. ~~and can be awarded within six months of allocation (see Section 65 regarding timely use of funds).~~ **For ready to advertise projects,** the Commission expects Caltrans to ~~ascertain~~ **certify that** ~~whether~~ a project's plans specifications and estimate (PS&E) is complete, environmental and right-of-way clearances are ~~achieved~~ **secured**, and all necessary permits and agreements (including railroad construction and maintenance) **are executed** ~~have been secured when it develops its construction allocation recommendation~~. Projects not ready for **advertisement** ~~an allocation~~ ~~should~~ **will** not be placed on the Commission's agenda for **allocation approval** ~~action~~ **All construction allocations, including rail equipment**

procurements, are valid for six months from the date of allocation unless the Commission approves an extension (see Section 65 regarding timely use of funds). .

All allocations will be made in units of $1,000, and all allocation requests ~~should~~ **shall** therefore be in units of $1,000. The request will include a determination of the availability of funding and a recommendation on the source of funding. The recommendation on the source of funding shall include the amounts by fund account, i.e., State Highway Account**,** Public Transportation Account, or Federal Trust Fund, as well as the fund type within the account including type of federal funds. Caltrans' recommendation to the Commission for state only funding of a project will be made in accordance with Caltrans' current policy for exceptions to federal funding. The final determination of fund type available for a project will be made in the Commission's allocation of funds to the project. The Commission will approve the allocation only if the funds are available and are necessary to implement the project as programmed in the STIP.

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. As a matter of policy, the Commission will not allocate funds to local agencies 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.

All funds allocated are subject to the timely use of funds provision as described in Section 65 of these guidelines.

Projects using design-build or design-sequencing procurement shall be identified at the time of allocation. The allocation may be a combined amount to include design, right-of-way, and construction.

Projects using the Construction Management/General Contractor delivery method shall be identified at the time of allocation. During the design phase, the Construction Manager/General Contractor contract costs are considered design phase expenditures. Upon award of the construction contract, expenditures will be reported as construction phase expenditures. The project will be programmed and allocated in the same manner as projects utilizing design-bid-build delivery, although flexibility in schedule, scope and cost may be requested and approved consistent with allocation and programming capacity, and timely use of funds rules.

The Commission will consider making an allocation that exceeds the amount programmed in the STIP if a region or the interregional program has an adequate unprogrammed share balance or if the Commission finds it can approve an advance to the county share or to the interregional share. Unallocated amounts are available for allocation until the end of the fiscal year in which they are programmed in the STIP. Funds not allocated are subject to the timely use of funds provision described in Section 65 of these guidelines.

If a project or project component is ready for implementation earlier than the fiscal year that it is programmed in the STIP, the implementing agency may request an allocation in advance of the programmed year. The Commission may make an allocation in advance of the programmed year if it finds that the allocation will not delay availability of funding for other projects.

When a local agency (including a transit agency) is ready to implement a project or project component, the agency will submit a request to Caltrans. Caltrans will review the request, prepare appropriate agreements with the agency and recommend the request to the Commission for action. The typical time required, after receipt of the application, to complete Caltrans review, and recommendation and Commission allocation is 60 days. The specific details and instructions for the allocation, transfer and liquidation of funds allocated to local agencies are included in the Procedures for Administering Local Grant Projects in the STIP prepared by Caltrans in consultation with the Commission and regional and local agencies.

64A. Reimbursement Allocations. Government Code Section 14529.17, as amended by SB 184 (2007), permits a regional or local agency to expend its own funds for a STIP project, in advance of the Commission's approval of a project allocation, and to be reimbursed for the expenditures subsequent to the Commission's approval of the allocation. However, the statute does not require the Commission to approve an allocation it would not otherwise approve. To qualify for reimbursement of expenditures prior to the Commission's approval of a project allocation, the regional or local agency must submit a project allocation request that includes notice of the agency's intent to expend its own funds for the project prior to the allocation approval. The regional or local agency should submit a copy of the allocation request to the Executive Director of the Commission at the same time it submits the original to Caltrans. The local entity must comply with all legal requirements for the project and any project expenditures, including Federal and State environmental laws. Expenditures for projects programmed for Federal funding still require advance approval of the Federal obligation for the project (E-76). It is important that any local agency intending to take advantage of the reimbursement provisions of Section 14529.17 understand its obligations and the risk that is inherently involved.

Only those expenditures made by or under contract to a regional or local agency for a project that was and is programmed in the STIP are eligible for reimbursement allocations by the Commission. Project expenditures must be in accordance with the STIP at the time of expenditure and at the time of allocation. The following expenditures are not eligible for reimbursement allocations by the Commission:

- expenditures made prior to adoption of the project component in the STIP;
- expenditures made prior to the submittal of the allocation request or prior to the beginning of the fiscal year for which the project is programmed;
- expenditures that exceed the amount that was or is programmed in the STIP for the particular project component;
- expenditures made by Caltrans;
- expenditures made by a regional or local agency for a project component that was or is programmed for Caltrans implementation;

- expenditures made by a regional or local agency on the State highway system, except in accordance with a project-specific cooperative agreement executed between the local agency and Caltrans; and
- expenditures made by a regional or local agency for a project component that was or is programmed for implementation by another regional or local agency, except in accordance with a project-specific agreement between the two agencies.

The Commission will approve reimbursement allocations only if the regional or local agency submits an allocation request prior to the first expenditure and the Commission finds that there was no legal impediment to a Commission allocation, other than lack of State budget authority, at the time of expenditure. If, at the time of the allocation request, the Commission finds that there is a lack of sufficient funding available and that it would otherwise approve the allocation, then the Commission will approve the project for future allocation when funding becomes available. However, even the inclusion of a project in the STIP, the availability of state budget authority, and the lack of specific legal impediment do not obligate the Commission to approve an allocation where the Commission finds that the allocation is not an effective use of state funds, is inconsistent with the Commission's guidelines or policies, or is inconsistent with state or regional plans.

65. Timely Use of Funds. Funds that are programmed for all components of local grant projects or for Caltrans construction and construction support costs are available for allocation only until the end of the fiscal year identified in the STIP. Whenever programmed funds are not allocated within this deadline, the project programming will be deleted from the STIP. The Commission will not make the funds immediately available to the county share or interregional share for reprogramming. The Commission will, however, adjust the share balance to restore the funds in the next county share period.

Funds allocated for local 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. For local grant projects, the local agency must invoice Caltrans for these costs no later than 180 days after the fiscal year in which the final expenditure occurred.

~~Under statute, funds allocated for construction or for purchase of equipment must be encumbered by the award of a contract within twelve months of the date of the allocation of funds.~~ Commission policy~~, however,~~ is that **funds allocated** ~~allocations~~ for construction, including intercity-rail projects, or for purchase of equipment ~~are valid for six months from the date of approval~~ **must be encumbered by the award of a contract within 6 months of the date of allocation** unless the Commission approves an extension as described below.

Federal highway transportation funds programmed and allocated for transit projects are considered obligated and are deducted from the state's federal obligation authority balances as soon as they are transferred to the Federal Transit Administration (FTA) as described in Section 26 of these guidelines. Federal funds for such projects will be considered encumbered and expended upon completion of the fund transfer to FTA. State funds allocated to match the federal funds for such projects will be subject to the timely use of funds provisions described in this section (transit projects may not use State Highway

Account revenues unless eligible under Article XIX of the California Constitution). Upon completion of such projects, after notification by FTA of final project costs, the FHWA will adjust obligation records accordingly. Any federal funds which were transferred to FTA but not expended will be rescinded as state highway account revenue with no adjustment to county shares. Any state match funds which were allocated but not expended will also be rescinded with no adjustment to county shares.

After the award of the contract, the local agency or Caltrans 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. For local grant projects, the local agency has 180 days 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.

The Commission may extend the deadlines for allocation of funds, for award of a contract, for transfer to FTA, for expenditures for project development or right of way, or for contract completion no more than one time and only if it finds that an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the extension. The extension will not exceed the period of delay directly attributed to the extraordinary circumstance and will in no event be for more than 20 months.

Whenever allocated funds are not encumbered by the award of a contract or transfer to FTA, or expended within the deadlines specified above, all unencumbered, not transferred, or unexpended funds from the allocation will be rescinded. The Commission will not adjust the county or interregional share for any unencumbered balance of the allocation.

Caltrans will provide monthly reports to the Commission on projects which have not been awarded or transferred to FTA within six months of the date of the Commission's allocation.

These provisions for the timely use of funds do not apply to Caltrans project development costs, which the Commission does not allocate, or to Caltrans right-of-way costs, which the Commission allocates annually on a lump sum basis rather than by project.

The Commission will not amend the STIP to delete or change the program year of the funding for any project component programmed in the current fiscal year or earlier except (1) to reprogram funds from a construction project to later mitigation work required for that project, including landscaping or soundwalls, or (2) to reprogram funds from one project to another within the same group or corridor, as described in Section 58 of these guidelines. In either of these two cases, the Commission will consider the amendment only if it is proposed concurrently with an allocation of most of the funds programmed for the project in the current fiscal year. These two types of amendments are adjustments that may be incorporated into the Commission's allocation action. In that case, they do not require the separate notice ordinarily required of STIP amendments.

Where a project or project component will not be ready for allocation as programmed in the current fiscal year, the agency responsible for the project should request an extension of the allocation deadline rather than a STIP amendment.

66. Delivery Deadline Extensions. The Commission may extend a delivery deadline, as described in Section 65, upon the request of the regional agency or the agency responsible for project delivery. No deadline may be extended more than once. However, there are separate deadlines for allocation, for award of a contract, for expenditures for project development or right-of-way, and for project completion, and each project component has its own deadlines. The Commission may consider the extension of each of these deadlines separately.

The Commission may grant a deadline extension only if it finds that an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the extension. The extension will not exceed the period of delay directly attributable to the extraordinary circumstance and will in no event be for more than 20 months.

All requests for project delivery deadline extensions ~~should~~ **shall** be submitted directly to the appropriate Caltrans district at least 60 days prior to the specific deadline for which the particular extension is requested (e.g., 60 days prior to June 30 to request the extension of allocation deadlines). The extension request should describe the specific circumstance that justifies the extension and identify the delay directly attributable to that circumstance. Caltrans will review extension requests and forward them to the Commission for action. Unlike proposed STIP amendments, extension requests do not require a 30-day notice period.

For each request to extend the deadline to allocate project construction funds, the agency requesting the extension should submit, in conjunction with the request, a project construction STIP history. The request should also identify any cost increase related to the delay and how the increase would be funded. The STIP history should note the original inclusion of project construction in the STIP and each project construction STIP amendment including, for each, the amendment date, the dollar amount programmed for construction, and the scheduled year of construction delivery. It is the Commission's intent to review this history when considering a construction allocation extension request.

67. STIP Amendments. The Commission may amend the STIP at the request of the entity, either Caltrans or the regional agency that originally nominated the STIP project to be changed or deleted by the amendment. The Commission will amend the STIP only after providing at least 30 days public notice. Projects proposed by amendment will be subject to the same standards and criteria that apply to RTIP and ITIP proposals. Each amendment will designate from which county share(s) or interregional share the project is being funded, and the Commission will adjust share balances accordingly. An amendment may not create or increase a county share surplus unless the Commission finds that it can approve an advance of the county share (see Sections 23 and 61 of these guidelines).

All regional requests for STIP amendments shall be submitted directly to the appropriate Caltrans district. For each amendment that would delay the year of construction, the agency requesting the amendment should submit, in conjunction with the amendment request, a project construction STIP history. The request should also identify any cost increase related to the delay and how the increase would be funded. The STIP history should note the original inclusion of project construction in the STIP and each prior project construction STIP amendment including, for each, the amendment date, the dollar amount programmed for construction, and the scheduled year of construction delivery. It is the Commission's intent to review this history when considering a STIP amendment that would delay the year of construction.

Caltrans will review proposed amendments and forward them to the Commission for public notice and action. The Commission encourages Caltrans, in cooperation with regions and Commission staff, to develop and implement a set of procedures to standardize and streamline the amendment process and to enhance the accountability of regions for amendments of projects which are not administered by Caltrans.

An amendment may change the scope, cost or program year of any STIP project, except that the Commission will not amend the STIP:

- to change Caltrans right-of-way costs, except in conjunction with the annual right-of-way plan or to make a downward adjustment of more than 20 percent in conjunction with the Commission's allocation of project construction funding;
- to delete or change the program year of the funding for any project component after the beginning of the fiscal year for which it is programmed (except for the adjustments at the time of allocation described in Section 65);
- to change Caltrans **construction support or** project development costs, except when the change in total **construction support or** project development costs is 20 percent or more unless the cost change is the result of a STIP amendment to change the scope of the project; or
- to change the programming of any funds after they have been allocated.

67A. Approval of AB 3090 Arrangements. Under Government Code Section 14529.7, as amended by AB 3090 (1992), the Commission, the Department, a regional agency, and a local agency may enter into either one of two types of arrangements under which a local agency pays for the delivery of a STIP project with its own funds in advance of the year in which the project is programmed. Under the first type of arrangement, the local agency that advances the STIP project has another project or projects of equivalent value programmed in its place, and these arrangements are implemented by a STIP amendment designating the specified dollar amount for an "AB 3090 replacement project" without identifying the specific project to be implemented as the replacement. Under the second type of arrangement, the local agency that advances the STIP project is programmed to receive a direct cash reimbursement, and those arrangements are implemented by a STIP amendment that gives approval to the Department to execute a reimbursement agreement

and programs the reimbursement for the fiscal year in which the project was scheduled in the STIP or a later year.

Scheduled project reimbursements have the highest STIP priority among projects programmed within a fiscal year although reimbursements are subject to the availability of the appropriate fund type. In most cases, reimbursement will be programmed over several years. Additionally, the Department may pay the reimbursements quarterly if so specified in the reimbursement agreement.

The Commission has adopted separate AB 3090 Reimbursement Guidelines (Resolution G-02-13) that describe specific procedures for reimbursement arrangements. The following is the Commission's policy for the approval of AB 3090 arrangements for either replacement projects or reimbursements.

1. The Commission intends to encourage local agencies who wish to use local funds to advance the delivery of projects programmed for construction in the STIP when State funds are not sufficient to support direct project allocations. In doing so, the Commission will consider the approval of either AB 3090 replacement projects or AB 3090 direct reimbursement arrangements, giving preference to the programming of AB 3090 replacement projects where feasible or to AB 3090 reimbursements using federal funds and the local advance construction process.
2. Where a local agency proposes to use its own funds for early delivery of a project component programmed in the STIP for a future fiscal year, the Commission will consider approval of an AB 3090 <u>replacement project</u> under the following conditions:
    a. The regional agency approves the arrangement.
    b. The local agency has identified a local fund source for the project component, and there is a reasonable expectation that the AB 3090 approval will result in the acceleration of construction delivery of a STIP project.
    c. The local agency commits to award a contract or otherwise begin delivery of the project component within 6 months of the Commission's approval, with the understanding that the arrangement may be cancelled if that condition is not met. AB 3090 arrangements for construction or for purchase of equipment are valid for six months from the date of approval unless the Commission approves an extension.
    d. The STIP amendment approving the arrangement will replace the project component with an unidentified replacement project in the same fiscal year.
3. Where a local agency proposes to use its own funds for early delivery of a project component programmed in the STIP for a future fiscal year, the Commission will consider approval of an AB 3090 <u>reimbursement</u> only when the following *additional* conditions are met:
    a. The regional agency explicitly finds the project to be the region's highest priority among STIP projects programmed for that fiscal year. A regional agency unable to make such a finding shall, in its request for an AB 3090

reimbursement explain why it is unable to make the finding and the relative priority of the STIP projects programmed for that fiscal year.

b. The Commission determines that reimbursement would be consistent with the fund estimate.

c. The source of local funds to be used to deliver the project could not or would not be made available for an AB 3090 replacement project. The request for AB 3090 reimbursement approval ~~should~~ **shall** identify the source of local funds to be used, why the funds would not be available for the STIP project without an AB 3090 direct reimbursement arrangement, and what the funds would be available for if not used for the STIP project.

d. Before approving an AB 3090 reimbursement arrangement, the Commission will consider programming the reimbursement in a later fiscal year, consistent with the project's regional and state priority for funding and the projected availability of funds to support other projects. The Commission will not change the programming of the reimbursement after approval.

e. The Commission will not approve AB 3090 reimbursement arrangements intended solely to protect a project from being reprogrammed or to protect a local agency's share of STIP funding.

4. The Commission will also consider approval of an AB 3090 reimbursement arrangement for a project component programmed <u>in the current fiscal year</u> if there are not sufficient funds currently available to approve a direct allocation. In this case, the AB 3090 approval will schedule the reimbursement for the next fiscal year or a later year. In making a current year request for an AB 3090 reimbursement arrangement, the region shall explain why the project cannot be advanced using a reimbursement allocation (as described in section 64A).

5. In considering approval of AB 3090 reimbursement arrangements, the Commission intends to insure that no more than $200 million in reimbursements is scheduled statewide for any one fiscal year and that no more than $50 million in reimbursements is scheduled for the projects of any single agency or county for any one fiscal year. The Commission intends to evaluate the limit on AB 3090 reimbursements arrangements biennially as a part of the STIP fund estimate and STIP guidelines. A local agency may request the approval of an AB 3090 reimbursement arrangement that exceeds the aforementioned limits. The Commission will consider such requests on a case-by-case basis. In evaluating such requests, the Commission will weigh the impact exceeding the limits might have on the allocation of other STIP projects.

67B. <u>Selection of Projects for GARVEE Bonding</u>. If the fund estimate projects the availability of federal funding for the STIP, the Commission may by STIP amendment select STIP projects proposed from either an RTIP or the ITIP for accelerated construction through GARVEE bonding. With the agreement of the agency that proposed the project, the Commission may designate a STIP project for GARVEE bonding even if the original RTIP or ITIP did not specifically propose GARVEE bonding. The Commission may also select projects programmed in the SHOPP for accelerated construction through GARVEE bonding. The Commission will select projects for GARVEE bonding that are major

improvements to corridors and gateways for interregional travel and goods movement, especially projects that promote economic development and projects that are too large to be programmed within current county and interregional shares or the SHOPP on a pay-as-you-go basis. The Commission's expectation is that, generally, these will be projects that require bond proceeds exceeding $25 million. Major improvements include projects that increase capacity, reduce travel time, or provide long-life rehabilitation of key bridges or roadways.

Each bond will be structured for debt service payments over a term of not more than 12 years. In designating projects for bonding and scheduling bond sales, the Commission will give consideration to the overall annual debt service limit of 15 percent of Federal revenues.

GARVEE bonds cover only the Federally-funded portion of a project's cost (generally 88½ percent). GARVEE bonding in California is structured so that the State's future Federal transportation apportionments cover all debt service payments. This requires that the entire non-Federal portion of project cost (including costs of issuance and interest) be provided at the time of construction on a pay-as-you-go basis. The Commission's policy is that the non-federal portion of project costs will be programmed within current STIP and SHOPP capacity. Although local funds may be applied to the non-federal share, the ability of a local agency to contribute non-STIP funding will not be a major criterion in the selection of projects for GARVEE bonding.

68. Project Delivery. It is a Commission policy that all transportation funds allocated through the State be programmed and expended in a timely manner in order to avoid accumulation of excessive fund balances and to avoid lapse of federal funds. It is the Commission's goal that transportation projects programmed against funds allocated through the State be delivered no later than scheduled in the appropriate transportation programming document. For purposes of this goal, delivery means allocation or obligation of funds for the programmed project or project component. For projects delivered by Caltrans, the Commission's delivery goal each fiscal year (FY) is 90% of the projects programmed in each FY and 100% of the funds programmed in each FY. For projects delivered by agencies other than Caltrans the Commission's delivery goal each FY is 90% of the projects programmed in each FY and 95% of the funds programmed in each FY.

Caltrans and each responsible regional agency or county transportation commission will provide the Commission with status reports on project delivery in accordance with the following schedule:

- Caltrans: Quarterly reports in October, January, April and July of each FY for projects to be delivered by Caltrans.

Caltrans and regions will also provide the Commission with a report on completed projects. Caltrans shall report this information at least semiannually. Each regional agency shall, in its RTIP, report on all STIP projects completed between the adoption of the RTIP and the adoption of the previous RTIP. The report shall include a summary, by component and fund type, of the funds programmed, allocated, and expended at the time the construction

contract was accepted. For projects with a total project cost of less than $50 million and a total STIP programmed amount of less than $15 million, this information may be aggregated. For projects with a total cost of $50 million or greater or a total STIP programmed amount of $15 million or greater, the reports shall also include a discussion of the project benefits that were anticipated prior to construction compared to an estimate of the actual benefits achieved. Caltrans or a regional agency may elect to defer the reporting of project benefits if it believes such a deferral is needed to better assess the project benefits. If reporting is deferred, Caltrans or the regional agency shall include a list of all the projects for which reporting has been deferred and indicate when it anticipates reporting.

The Commission staff in consultation with Caltrans, regional agencies and county transportation commissions will develop a format and content requirement for the reports.

XI. STIP Development Schedule and Procedures:

69. STIP Development Schedule. The following schedule lists the major milestones for the development and adoption of the STIP:

Caltrans presents Draft Fund Estimate to the CTC.	By July 15 of odd numbered years.
CTC adopts Fund Estimate.	By August 15 of odd numbered years.
Caltrans submits draft ITIP	**By October 15 of odd numbered years.**
CTC ITIP hearing, North	**By November 15 of odd numbered years.**
CTC ITIP hearing, South	**By November 15 of odd numbered years.**
Regions submit RTIPs.	By December 15 of odd numbered years.
Caltrans submits ITIP.	By December 15 of odd numbered years.
CTC STIP hearing, North.	Jan. – Feb. even numbered years.
CTC STIP hearing, South.	Jan. – Feb. even numbered years.
CTC publishes staff recommendations.	At least 20 days prior to adoption of STIP.
CTC adopts STIP.	By April 1 of even numbered years.

70. ITIP Hearings. Prior to Caltrans' adoption and submittal of the final ITIP, the Commission will hold two hearings, one in Northern California and one in Southern California, to provide opportunity for public input regarding projects proposed in the ITIP.

71. STIP Hearings. Prior to the adoption of the STIP, the Commission will hold two STIP hearings for Caltrans and regional agencies, one in northern California and one in southern California. By statute, the hearings are "to reconcile any objections by any county or regional agency to the department's program or the department's objections to any regional program." The Commission will expect any objections to the Caltrans program or to a regional program to be expressed in terms of the undesirable impact that the program would have on the implementation of the respective agency's long range transportation plan(s).

72~~71~~. Commission Staff Recommendations. Prior to adoption of the STIP, the Commission staff shall prepare recommendations to the Commission for the adoption of the STIP. The staff

recommendations will be made available to the Commission, Caltrans and the regional agencies at least twenty days prior to the adoption of the STIP.

73~~72~~. Transmittal of RTIPs. By statute, regional agencies are required to adopt and submit their RTIPs both to the Commission and to Caltrans no later than December 15 of odd numbered years. The Commission requests that each region send two copies of its RTIP, addressed to:

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

Caltrans requests that each region send at least one copy to the appropriate Caltrans District Director and five copies addressed to:

Rachel Falsetti, Chief, Division of Transportation Programming
Attention: Kurt Scherzinger, Office of STIP
Department of Transportation
Mail Station 82
P. O. Box 942874
Sacramento, CA 94274-0001

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XII. APPENDICES

Appendix A:

STIP PROJECT FACT SHEET

The Caltrans Project Programming Request (PPR) Form will serve as the STIP project fact sheet. A template of this form, in Excel, may be found at:
http://www.dot.ca.gov/hq/transprog/ocip/2016stip.htm.

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Appendix B:

Performance Indicators~~,~~ and Measures ~~and Definitions~~

~~**Part A:**~~

~~Complete Part A.~~

Use the following to indicate quantitatively **the overall system performance** ~~how the Regional Transportation Improvement Program (RTIP) or the Interregional Transportation Improvement Program (ITIP) is consistent with the goals established in your~~ **of your** Regional Transportation Plan (RTP) **or California Transportation Plan and** the Interregional Transportation Strategic Plan (ITSP). **For regions outside a MPO, i**f any of the performance measures ~~in Part A~~ do not reflect the goals contained in ~~an~~ **the** RTP~~/ITSP~~ or ~~if an~~ **the** ~~RTIP/ITIP does not contain goals that~~ are **not currently being measured,** ~~measurable by the performance measures contained within,~~ simply state "not applicable (na)" for each indicator or each performance measure (where appropriate).

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Performance Indicators and Measures			
Goal	**Indicator/Measure**	**Current System Performance (Baseline)**	**Projected System Performance at end of STIP Period**
Congestion Reduction	Vehicle Miles Traveled per capita.		
	Percent of congested Vehicle Miles Traveled (at or below 35 mph).		
	Commute mode share (travel to work or school).		
Infrastructure Condition	Percent of distressed state highway lane-miles.		
	Pavement Condition Index (local streets and roads).		
	Percent of highway bridge lane-miles in need of replacement or rehabilitation (Sufficiency Rating of 80 or below).		
	Percent of transit assets that have surpassed the FTA useful life period.		
System Reliability	Highway Buffer Index (the extra time cushion that most travelers add to their average travel time when planning trips to ensure on-time arrival).		
Safety	Fatalities and serious injuries per capita.		
	Fatalities and serious injuries pe Vehicle Miles Traveled		
Economic Vitality	Percent of housing and jobs within 0.5 miles of transit stops with frequent transit service		
	Mean commute travel time (to work or school).		
Environmental Sustainability	Change in acres of agricultural land.		
	CO_2 emissions reduction per capita		

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~~Performance Indicators and Measures~~

~~Indicator~~	~~Relation to STIP Sec 19 Performance Criteria~~	~~Performance Measures~~			~~Current System Performance (Baseline)~~	~~Projected Impact of Projects~~
		~~Mode~~	~~Level*~~	~~Measures~~		
~~Safety~~	~~2~~	~~Roadway~~	~~Region~~	~~Fatalities per Vehicle Miles Traveled (VMT) and per capita~~		
	~~2~~			~~Fatal Collisions per VMT and per capita~~		
	~~2~~			~~Injury Collisions per VMT and per capita~~		
	~~2~~	~~Transit~~	~~Mode~~	~~Fatalities / Passenger Miles~~		
~~Mobility~~	~~1~~	~~Roadway~~	~~Region~~	~~Passenger Hours of Delay / Year~~		
	~~1~~			~~Average Peak Period Travel Time~~		
	~~1~~			~~Average Non-Peak Period Travel Time~~		
~~Accessibility~~	~~4 (also 1,3,6,7)~~	~~Transit~~	~~Region~~	~~Percentage of population within 1/2 mile of a rail station or bus route.~~		
		~~All~~	~~Region~~	~~Average travel time to jobs or school.~~		
~~Reliability~~	~~1~~	~~Roadway~~	~~Corridor~~	~~Travel Time Variability (buffer index)~~		
	~~1~~	~~Roadway~~	~~Corridor~~	~~Daily vehicle hours of delay per capita~~		
	~~1~~	~~Roadway~~	~~Corridor~~	~~Daily congested highway VMT per capita~~		
	~~5~~	~~Transit~~	~~Mode~~	~~Percentage of vehicles that arrive at their scheduled destination no more than 5 minutes late.~~		
~~Productivity (Throughput)~~	~~7~~	~~Roadway - Vehicles~~	~~Corridor~~	~~Average Peak Period Vehicle Trips~~		
	~~7~~			~~Average Daily Vehicle Trips (ADT)~~		
	~~6,7,8~~			~~Daily VMT per capita~~		
	~~7~~	~~Roadway - People~~	~~Corridor~~	~~Average Peak Period Vehicle Trips Multiplied by the Occupancy Rate~~		
	~~7~~			~~Average Daily Vehicle Trips Multiplied by the Occupancy Rate~~		
	~~7~~	~~Trucks~~	~~Corridor~~	~~Percentage of ADT that are (5+ axle) Trucks~~		
	~~7~~			~~Average Daily Vehicle Trips that are (5+ axle) Trucks~~		
	~~7~~	~~Transit~~	~~Mode~~	~~Passengers per Vehicle Revenue Hour~~		
	~~7~~			~~Passengers per Vehicle Revenue Mile~~		
	~~7~~			~~Passenger Mile per Train Mile (Intercity Rail)~~		
	~~7~~			~~Boardings per capita~~		
~~System Preservation~~	~~3~~	~~Roadway~~	~~Region~~	~~Total number of Distressed Lane Miles~~		
	~~3~~			~~Percentage of Distressed Lane Miles~~		
	~~3~~			~~Percentage of Roadway at Given IRI Levels~~		
	~~3~~			~~Percentage of highway bridges in need of repair (by number of bridges and by deck area)~~		
~~Environmental Impact~~	~~6~~	~~All~~	~~Region~~	~~Carbon dioxide emissions per capita~~		
				~~Criteria pollutant emissions per capita~~		
~~Return on Investment/ Lifecycle Cost~~	~~1-7~~	~~All~~	~~Corridor~~	~~Percentage rate of return~~		

~~*Level:~~

~~Corridor - Routes or route segments that are identified by regions and Caltrans as being significant to the transportation system.~~

~~Region - Region or county commission that is responsible for RTIP submittal.~~

~~Mode - One of the following transit types (light rail, heavy rail, commuter rail, trolley bus, and all forms of bus transit).~~

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~~**Part B:**~~

If ~~Part A~~ **the above table** alone is insufficient in indicating how progress towards attaining goals and objectives contained in each RTP and the ITSP is assessed and measured, **include the following information:** ~~complete Part B.~~

~~Include the following information:~~

- List your performance measures.
- Provide a quantitative and/or qualitative analysis (include baseline measurement and projected program or project impact).
- State the reason(s) why selected performance measure or measures are accurate and useful in measuring performance. Please be specific.
- Identify any and all deficiencies encountered in as much detail as possible.

Provide a quantitative evaluation and/or qualitative explanation of how the goals and objectives contained in the Regional Transportation Plan (RTP) or the Interregional Transportation Strategic Plan (ITSP) are ~~linked~~ **achieved or addressed by** ~~to~~ the program of projects contained in the RTIP and the ITIP.

For qualitative explanations, state how progress towards attaining goals and objectives contained in each RTP and the ITSP is assessed and measured. ~~If performance indicators and/or performance measures used by an agency are different from those outlined in Table A of the Guidelines and as provided in Appendix B, describe the method(s) used.~~

If the quality or quantity of data required to demonstrate the linkage between an RTIP/ITIP and the associated RTP/ITSP quantitatively is in question, describe the quality and quantity of data that are available, being sure to highlight those instances where data are <u>not</u> available. Where data are unavailable, please describe data deficiencies in as much detail as possible.

~~**Part C:**~~

~~A project level evaluation shall be submitted for projects for which construction is proposed if:~~

- ~~the proposed STIP programming exceeds 50% of a county's target for new programming (as identified in the fund estimate), or~~
- ~~the total amount of existing and proposed STIP for the project is $15 million or greater, or~~
- ~~the total project cost is $50 million or greater.~~

~~If a project-level evaluation is conducted, Table A should be used for reference. The project level evaluation shall include a Caltrans generated benefit/cost estimate and identify the estimated impact the project will have on the annual cost of operating and maintaining the state's transportation system.~~

~~A project level evaluation shall also be conducted for existing STIP projects with a total project cost of $50 million or greater or a total STIP programmed amount of $15 million or greater if construction is programmed in the STIP and CEQA was completed for the project after a region adopted its 2012 RTIP or, for Caltrans, after submittal of the 2012 ITIP.~~

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~~Table A: Performance Indicators, Measures and Definitions~~
~~(Page 1 of 3)~~

~~Indicator~~	~~Relation to Section 19 Performance Criteria~~	~~Performance Measures~~			~~Definition/Indication~~
		~~Mode~~	~~Level*~~	~~Measures~~	
~~Safety~~	~~2~~	~~Roadway~~	~~Region~~	~~Fatalities per Vehicle Miles Traveled (VMT) and per capita~~	~~Indicates the ratio of the number of fatalities to the number of vehicle miles traveled and per capita.~~
	~~2~~			~~Fatal Collisions per VMT and per capita~~	~~Indicates the ratio of the number of fatal collisions to the number of vehicle miles traveled and per capita.~~
	~~2~~			~~Injury Collisions per VMT and per capita~~	~~Indicates the ratio of the number of injury collisions to the number of vehicle miles traveled and per capita.~~
	~~2~~	~~Transit~~	~~Mode~~	~~Fatalities / Passenger Miles~~	~~Indicates the ratio of the number of fatalities to the number of passenger miles traveled.~~
~~Mobility~~	~~1~~	~~Roadway~~	~~Region~~	~~Passenger Hours of Delay / Year~~	~~Indicates the total amount of delay per traveler that exists on a designated area over a selected amount of time.~~
	~~1~~			~~Average Peak Period Travel Time~~	~~Indicates the average travel time for peak period trips taken on regionally significant corridors and between regionally significant origin and destination pairs.~~
	~~1~~			~~Average Non-Peak Period Travel Time~~	~~Indicates the average travel time for non-peak period trips taken on regionally significant corridors and between regionally significant origin and destination pairs.~~
~~Accessibility~~	~~4 (also 1,3,6,7)~~	~~Transit~~	~~Region~~	~~Percentage of population within 1/2 mile of a rail station or bus route.~~	~~Indicates the accessibility of transit service.~~
		~~All~~	~~Region~~	~~Average travel time to jobs or school.~~	~~Indicates the accessibility of jobs and schools.~~

~~*Level~~
~~- Corridor – Routes or route segments that are identified by regions and Caltrans as being significant to the transportation system.~~
~~- Region – Region or county commission that is responsible for RTIP submittal.~~
~~- Mode – One of the following transit types: light rail, heavy rail, commuter rail, trolley bus, and all forms of bus transit.~~

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~~Table A: Performance Indicators, Measures and Definitions (Page 2 of 3)~~

~~Indicator~~	~~Relation to Section 19 Performance Criteria~~	~~Performance Measures~~			~~Indicator~~
		~~Mode~~	~~Level*~~	~~Measures~~	
~~Reliability~~	~~1~~	~~Roadway~~	~~Corridor~~	~~Travel Time Variability~~	~~Indicates the difference between expected travel time and actual travel time. Buffer index represents the extra time cushion most travelers add to their average travel time to ensure on-time arrival when planning trips.~~
	~~1~~	~~Roadway~~	~~Corridor~~	~~Daily vehicle hours of delay per capita~~	~~Indicate travel time attributable to delay.~~
	~~1~~	~~Roadway~~	~~Corridor~~	~~Daily congested highway VMT per capita~~	
	~~5~~	~~Transit~~	~~Mode~~	~~Percentage of vehicles that arrive at their scheduled destination no more than 5 minutes late.~~	~~These measures indicate the ability of transit service operators to meet customers' reliability expectations.~~
~~Productivity (Throughput)~~	~~7~~	~~Roadway - Vehicles~~	~~Corridor~~	~~Average Peak Period Vehicle Trips~~	~~Indicates the utilization of the transportation system by all vehicles.~~
	~~7~~			~~Average Daily Vehicle Trips~~	
	~~7,8~~			~~Daily VMT per capita~~	
	~~7~~	~~Roadway - People~~	~~Corridor~~	~~Average Peak Period Vehicle Trips Multiplied by the Occupancy Rate~~	~~Indicates the utilization of the transportation system by people.~~
	~~7~~			~~Average Daily Vehicle Trips Multiplied by the Occupancy Rate~~	
	~~7~~	~~Trucks~~	~~Corridor~~	~~Percentage of Average Daily Vehicle Trips that are (5+ axle) Trucks~~	~~Indicates the utilization of the transportation system by trucks.~~
	~~7~~			~~Average Daily Vehicle Trips that are (5+ axle) Trucks~~	
	~~7~~	~~Transit~~	~~Mode~~	~~Passengers per Vehicle Revenue Hour~~	~~Indicates the effectiveness of mass transportation system operations by measuring the number of passengers carried for every mile of revenue service provided.~~
	~~7~~			~~Passengers per Vehicle Revenue Mile~~	
	~~7~~			~~Passenger Mile per Train Mile (Intercity Rail)~~	
	~~7~~			~~Boardings per capita.~~	~~Indicates transit usage on a per capita basis.~~
~~System Preservation~~	~~3~~	~~Roadway~~	~~Region~~	~~Total number of Distressed Lane Miles~~	~~Indicates the number of lane miles in poor structural condition or with bad ride (pavement condition).~~
	~~3~~			~~Percentage of Distressed Lane Miles~~	
	~~3~~			~~Percentage of Roadway at Given IRI Levels~~	~~Indicates roadway smoothness.~~
	~~3~~			~~Percentage of highway bridges in need of repair (by number of bridges and by deck area)~~	~~Indicates the number of bridges and lane miles in need of rehabilitation or replacement.~~

~~*Level~~
~~- Corridor – Routes or route segments that are identified by regions and Caltrans as being significant to the transportation system.~~
~~- Region – Region or county commission that is responsible for RTIP submittal.~~
~~- Mode – One of the following transit types: light rail, heavy rail, commuter rail, trolley bus, and all forms of bus transit.~~

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~~Table A: Performance Indicators, Measures and Definitions (Page 3 of 3)~~

~~Indicator~~	~~Relation to Section 19 Performance Criteria~~	~~Performance Measures~~			~~Indicator~~
		~~Mode~~	~~Level*~~	~~Measures~~	
~~Environmental Impact~~	~~6~~	~~All~~	~~Region~~	~~Carbon dioxide emissions per capita~~ ~~Criteria pollutant emissions per capita~~	~~Indicates air quality impact.~~
~~Return on Investment/ Lifecycle Cost~~	~~1-7~~	~~All~~	~~Corridor~~	~~Percentage rate of return~~	~~Return on Investment indicates the ratio of resources available to assets utilized. Lifecycle Cost Analysis is Benefit-Cost Analysis that incorporates the time value of money.~~

~~*Level~~
~~- Corridor – Routes or route segments that are identified by regions and Caltrans as being significant to the transportation system.~~
~~- Region – Region or county commission that is responsible for RTIP submittal.~~
~~- Mode – One of the following transit types: light rail, heavy rail, commuter rail, trolley bus, and all forms of bus transit.~~

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Appendix C:

ADDENDUM to STIP GUIDELINES
Local Alternative Transportation Improvement Programs
State Routes 84 and 238

Resolution G-10-06 Adopted April 7, 2010
Addendum to Resolution G-09-11

Authority and Scope: Government Code Section 14528.56, added by Chapter 291 (AB 1386) of the Statutes of 2009, authorizes the California Transportation Commission (Commission) to incorporate into the state transportation improvement program guidelines additional guidelines specific to the local alternative transportation improvement program, and to adopt guidelines to establish a process to approve advancing a project, if the project is included in the local alternative transportation improvement program approved pursuant to Section 14528.5 or 14528.55 of the Government Code.

The Commission may amend these guidelines at any time after first giving notice of the proposed amendments.

Development of the Local Alternative Transportation Improvement Program: Sections 14528.5 and 14528.55 of the Government Code authorize the development of a local alternative transportation improvement program (TIP) to address transportation problems which were to be addressed by the planned state transportation facilities on State Highway Route 238 in the City of Hayward and Alameda County, and on State Highway Route 84 in the Cities of Fremont and Union City. The City and/or County will act jointly with the transportation planning agency to develop and file the local alternative TIP. Priorities for funding in the local alternative TIPs shall go to projects in the local voter-approved transportation sales tax measure.

The local alternative TIP must be submitted to the Commission prior to July 1, 2010.

All proceeds from the sale of the excess properties, less any reimbursements due to the federal government and all costs incurred in the sale of those excess properties (properties acquired to construct a new alignment for a freeway or expressway bypass to State Highway Route 238 in the City of Hayward and in the County of Alameda, and State Highway Route 84 in the Cities of Fremont and Union City) shall be allocated by the Commission to fund the approved local alternative TIP.

Administration of the Local Alternative TIP: Project funds programmed in the local alternative TIP shall be allocated and expended in the same manner as state funds made available for capital improvement projects in the state transportation improvement program (STIP) adopted by the Commission pursuant to Section 14529 of the Government Code. These funds shall not be subject to the formula distributions specified in Sections 164, 188 and 188.8 of the Streets and Highways Code.

Advancement of a Project in the Local Alternative TIP: A local agency may, with the concurrence of the appropriate transportation planning agency, the Commission, and the Department of Transportation (Department), advance a project included in the local alternative TIP prior to the availability of sufficient funds from the sale of respective excess properties, through the use of its own funds.

Advancement of a project or projects shall not change the priority for funding and delivery of all projects within each respective approved local alternative TIP.

A local agency may enter into an agreement with the appropriate transportation planning agency, the Department, and the Commission to use its own funds to develop, purchase right-of-way for, and construct a transportation project within its jurisdiction that is included in the respective local alternative TIP.

If the local agency uses local voter-approved sales and use tax revenues to advance a project, any reimbursement made shall be used for the same purposes for which the imposition of the sales and use tax is authorized.

Submittal of Advancement Request: Requests shall be submitted to the Department by the applicant in accordance with established timeframes for project amendments to be placed on the agenda for timely consideration by the Commission.

In order to be considered by the Commission, an advancement request shall:

- Be signed by a duly authorized agent(s) of the applicant agency and implementing agency if different.
- Include all relevant information as described below.
- Indicate that the implementing agency is ready to start work on the project or project component.
- Have a full and committed funding plan for the component covered by the advancement request.
- Indicate anticipated schedule for expenditures and completion of the component.

Content and Format of Advancement Request: The Commission expects a complete request to include, at a minimum, the following information as applicable:

- A letter requesting advancement approval. The request shall include a summary of any concurrent actions needed from the Commission and a discussion of the source(s), amount and commitment of funding to be used to advance the project.
- Alternate local funding source(s) that will be substituted for the local alternative TIP funds and a demonstration of commitment of those funds (e.g., resolution, minute order) from its policy board.
- An expenditure schedule for the component covered by the advancement request.

- If jointly funded with STIP or Proposition 1B funds, a STIP or Proposition 1B allocation request, an AB 3090 request, or a Proposition 1B LONP request must be included.
- Requests to advance right-of-way purchase or construction must include documentation for Commission review of the final environmental document, as appropriate, and approval for consideration of future funding.

Review and Approval of Advancement Requests: The Department will review advancement requests for consistency with these guidelines and place the request on the Commission meeting agenda.

Advancement will only be granted for work consistent with the approved project's scope, schedule and funding.

Upon approval of the advancement, the Department will execute a cooperative agreement or Master Agreement/Program Supplement with the local agency before it can provide reimbursement for eligible project expenditures.

Initiation of Work: The project requested to be advanced ~~should~~ **shall** be ready to proceed upon approval. The local agency shall report to the Department/Commission within four months following advancement approval on progress in executing agreements and third-party contracts needed to execute the work.

Allocations: Funds for the advanced project will be allocated by the Commission when scheduled in the local alternative TIP, contingent on sufficient funds being available in the appropriate Special Deposit Fund. Pursuant to the agreement with the local agency, the Department shall reimburse the local agency for the actual cost of developing and constructing the project, including the acquisition of right-of-way. Reimbursement of project development costs shall not exceed 20 percent of estimated construction costs, or any lesser amount mutually agreed to by the Department, Commission, and local agency. Interest and other debt service costs are not reimbursable.

In no case will an allocation be made that exceeds the amount of funds available in the respective account established in the Special Deposit Fund from the sale of excess properties from Route 84 or Route 238. The agency advancing the project accepts the risk that sufficient funds to fully reimburse all project costs may not be realized from the sale of the excess properties.

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Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: October 8, 2014

Reference No.: 4. 12
Action

From: ANDRE BOUTROS
Executive Director

Subject: **TRIBAL COORDINATION AND OUTREACH POLICY RESOLUTION G-14-23**

ISSUE:

Should the Commission reaffirm and reemphasize its existing practice of having Caltrans act as the Commission's liaison for coordination and outreach with Tribal Governments?

RECOMMENDATION:

Staff recommends that the Commission reaffirm and reemphasize the Commission's existing practice of having Caltrans act as the Commission's liaison for coordination and outreach with Tribal Governments.

BACKGROUND:

The Commission has historically relied on Caltrans for ensuring adherence with required coordination and outreach with Tribal Governments on matters within the Commission's purview. This practice is built on the premise that Caltrans, through its local offices and related liaison functions, is the entity with specific knowledge of potential program and project impacts, and for ensuring appropriate and continuous government-to-government communication with Tribal Governments. Similarly, Caltrans also acts as the Commission's liaison with regional and local governments to ensure program and project related funding requests are coordinated, including recommendations for consideration by the Commission during its public meetings.

Reliance on Caltrans for this purpose is consistent with Government Code 14512 which states, in part, that "the commission may request the department, and the department shall have the authority, to perform such work as the commission deems necessary to carry out its duties and responsibilities."

The Commission is aware of and supports the June 2014 Tribal Consultation Policy adopted by the California State Transportation Agency (CalSTA), which states the CalSTA's commitment to

strengthening and sustaining relationships between Tribes and the State. The Commission is committed to working with Caltrans and CalSTA to ensure open and timely communications of its meeting agenda and action items, and welcomes the attendance and participation of Tribal Governments at all its public meetings.

For purposes of the Governor's Executive Order B-10-11, the CalSTA policy and this agenda item, the terms "Tribe," "California Indian Tribe," and "tribal" include all Federally Recognized Tribes and other California Native Americans.

Attachments
1. CalSTA Tribal Consultation Policy

CALIFORNIA STATE TRANSPORTATION AGENCY

Edmund G. Brown Jr.
Governor

Brian P. Kelly
Secretary

915 Capitol Mall, Suite 350B
Sacramento, CA 95814
916-323-5400
www.calsta.ca.gov

Tribal Consultation Policy

As Adopted June 2014

Preface

California is proud to be the home of more Native American residents than any other state. The State of California recognizes and reaffirms the inherent right of California Native American Tribes (Tribes) to exercise sovereign authority over their members and territory.

In 2011 Governor Edmund G. Brown Jr. issued Executive Order B-10-11 requiring all State agencies to encourage communication and consultation with Tribes. Accordingly, the California State Transportation Agency (CalSTA or Agency) hereby adopts this Tribal Consultation Policy (Consultation Policy), which memorializes this agency's commitment to strengthening and sustaining relationships between Tribes and the State. For purposes of Executive Order B-10-11 and this Consultation Policy, the terms "Tribe," "California Indian Tribe," and "tribal" include all Federally Recognized Tribes and other California Native Americans.

Background: California State Transportation Agency (CalSTA)

Governor Brown proposed the Government Reorganization Plan (GRP2) in 2012 to streamline and reorganize agencies and departments of the Executive Branch of State government. The GRP2, which was approved by the Legislature, placed key transportation functions under one agency, the California State Transportation Agency (CalSTA). The GRP2 went into effect on July 1, 2013, at which time an Agency Secretary was appointed to oversee the new CalSTA and to coordinate policies and programs of the transportation-related entities within the jurisdiction of CalSTA.

CalSTA is comprised of the following departments, boards, offices and commissions (constituent agencies):

- Board of Pilot Commissioners ..... (BOPC)
- California Department of Transportation ..... (Caltrans)
- California Highway Patrol ..... (CHP)
- California Transportation Commission ..... (CTC)
- Department of Motor Vehicles ..... (DMV)
- High-Speed Rail Authority ..... (HSRA)
- New Motor Vehicle Board..... (NMVB)
- Office of Traffic Safety ..... (OTS)

CalSTA Consultation Policy

CalSTA endorses government-to-government communication with Tribes with a strong emphasis on fostering *mutual respect* among all parties. This Consultation Policy embodies an ongoing process for establishing productive and long-lasting relationships with Tribes and is supported by the Agency Secretary.

The CalSTA Consultation Policy broadly defines provisions for enhancing the consultation processes of CalSTA and its several constituent agencies with Tribes. This Consultation Policy shall complement, not supersede, any existing laws, rules, statutes or regulations that guide consultation processes with Tribes. The CalSTA Consultation Policy shall not be construed to displace existing policies of its constituent agencies.

The CalSTA Consultation Policy was developed with direct input from Tribes. Five guiding principles were identified: collaboration, communication, education, process, and timely notice. The guiding principles are to be executed by CalSTA and employees of constituent agencies in a good-faith manner to facilitate effective consultation practices and promote cooperation and efficiencies relative to tribal consultation. These guidelines are to be acknowledged by CalSTA and its constituent agencies when drafting, updating or implementing consultation policies pursuant to Executive Order B-10-11.

Consultation Policy Guidelines

Collaboration.

CalSTA is committed to the principle that interaction with Tribes shall be regarded as a "partnership" of mutual respect whereby the Agency and its constituent agencies strive to ensure a sound and productive relationship with tribes through the development and maintenance of a meaningful dialogue.

Consultation is a process whereby parties meet and confer to exchange information, compromise, and reach understandings that, when possible, may result in the adoption of mutually-beneficial policies and sustainable outcomes. CalSTA and its constituent agencies will work together to identify and coordinate policy when there are issues that may pertain to or impact Tribes, disseminate public documents and notices, seek opportunities for collaboration, and maintain an ongoing dialogue with Tribes.

Communication.

Open and respectful communication with tribal representatives is essential. It is strongly recommended that communication between CalSTA constituent agencies take place early and often, particularly if a project has tribal implications; occur on a regular basis; continue throughout changes in leadership; be inclusive and transparent; provide timely notice (see below) and documentation in a manner that provides an adequate review and response period for the parties involved; and be conducted in a manner that is consistently executed with the utmost level of respect, decorum and diplomacy. When a matter involves confidential or culturally sensitive information, CalSTA and its constituent agencies will work with tribal representatives to address the sensitivity of such information to the fullest extent possible. All parties in the process should promote respect, shared responsibility, and an open and free exchange of information.

The Agency Secretary and CalSTA heads of constituent agencies shall meet with tribal leaders (elected and appointed officials of tribes and their designees) no less than once a year to collegially: 1) review the CalSTA Consultation Policy; 2) discuss transportation and other issues relating to CalSTA constituent agencies; 3) exchange information regarding state and tribal leaders' priorities, projects, events, and/or other matters of mutual interest; 4) continue personal and professional relationships between state and tribal leaders.

Native American Liaisons: The Secretary will designate a Deputy within the Agency to act as a Native American Liaison for the purpose of policy coordination between CalSTA, constituent agencies and tribes. The CalSTA Liaison will ensure that each of the CalSTA constituent agencies whose work may directly impact Native American issues shall designate a Department Liaison to work directly with the Agency and tribes. The CalSTA Liaison will be responsible for coordinating outreach, communication and other activities affiliated with department liaisons and Native American interests. The name and contact information for CalSTA and its constituent agency liaisons will be published on the CalSTA website. Moreover, CalSTA liaisons will participate in CalSTA Listening Sessions with tribes, attend at least the first quarterly Caltrans Native American Advisory Committee (NAAC)[1] of each calendar year, and be available for other Agency-related and NAAC meetings upon request.

Education.

The CalSTA Native American Liaison will encourage the Native American Liaisons of its constituent agencies to seek ongoing training designed to improve each constituent agencies' capacity for promoting collaboration with Tribes. Education and training should emphasize communication, tribal sovereignty, the unique distinctions of Tribes, and the skills and tools necessary for collaborative engagement.

Leadership of the constituent agencies shall endeavor to instill an awareness of tribal culture and respect within their organizations.

Process.

The core missions of CalSTA and its constituent agencies are extensive. Each constituent agency is responsible for implementing a wide range of transportation, licensing and safety-related core functions that are subject to scores of federal and state laws, regulations, guidelines and restrictions. Within such mandates every attempt will be made to interrelate with Tribes in a manner that is timely and respectful and which clearly identifies internal processes and timeline expectations for the parties involved.

Consultation at the field, project management, and executive staff level is strongly encouraged so that information is available early in the planning process. Consultation may be initiated by a constituent agency or Tribe.

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[1] *The Native American Advisory Committee (NAAC) is a chartered body of elected persons who ensure that transportation executives receive direct advice from the Native American community on issues pertaining to all modes of transportation in California. This advisory committee contributes to the Tribal Governments' ability to take advantage of transportation opportunities and to participate in planning, developing and implementing transportation projects and services. The NAAC offers a chance to further government-to-government working relationships. The NAAC holds a minimum of four meetings each calendar year throughout the state.*

Timely Notice.

This Consultation Policy recognizes that Tribes are located in diverse and sometimes remote regions throughout the state, thereby necessitating the need for clear and adequate notice/outreach prior to consultation or meetings that may require travel by members and/or leaders of Tribes. Contact with Tribes should be initiated as early as possible, preferably with no less than 45 days notice, to provide adequate time for Tribes to respond, particularly on substantive matters, and most importantly, to respect tribal protocol and cultural patterns that require consideration, deliberations, and consensus.

This Consultation Policy respects the sovereignty and self-determination of Tribes and shall not be deemed to waive any rights, including treaty rights, immunities, or jurisdiction on the part of CalSTA or Tribes. This Consultation Policy does not diminish any rights or protections afforded Tribes under state or federal law. Through this Consultation Policy, the intent of CalSTA is to strengthen its ability to successfully resolve issues of mutual concern collectively with Tribes. While the relationship described by this policy provides increased ability to solve problems, it likely will not result in a resolution of all issues. Therefore, inherent in this Consultation Policy is the right of CalSTA and Tribes to elevate an issue of importance to any decision-making authority of another entity, including, where appropriate, the highest levels of state and tribal government. This Consultation Policy is intended to govern the process with which CalSTA and its constituent agencies will engage in consultation with Tribes.

Effective Date

The CalSTA Consultation Policy shall be effective on the date executed by the Agency Secretary and shall be posted on the CalSTA website. It shall be subject to periodic review to ensure provisions are current and consistent with state policy and enacted legislation.

Pursuant to Executive Order B-10-11 dated September 19, 2011, the California State Transportation Agency hereby adopts this Tribal Consultation Policy.

Signed: Brian P. Kelly

Brian P. Kelly
Secretary, California State Transportation Agency

Date: June 17, 2014

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 53

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2014

Reference No.: 4.8
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Gary Cathey, Chief
Division of Aeronautics

Subject: **ADOPTION OF THE 2014 ACQUISITION AND DEVELOPMENT AERONAUTICS PROGRAM**
RESOLUTION G-14-22

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) adopt the 2014 Aeronautics Program.

ISSUE:

The California Department of Transportation's Aeronautics Program is funded by the Aeronautics Account in the State Transportation Fund. It is prepared in accordance with Public Utilities Code Sections 21683 and 21706.

The 2014 Aeronautics Program covers three Fiscal Years (FYs); FY 2014–15, FY 2015–16 and FY 2016–17; the list of potential projects numbers 32 projects totaling approximately $7.2 million, as shown in the table below:

Fiscal Year	Number of Projects	Amount
*FY 2014–15	14 project	$3,968,000
FY 2015–16	4 projects	$1,296,000
FY 2016–17	3 projects	$ 941,000

*NOTE: There are 11 projects totaling $1,039,000 that are part of FY 2014–15's list of potential projects; however, these projects are below the funding availability line and will be funded entirely with project savings or will be moved to the FY 2015–16 list of projects.

These projects were selected based on the current Capital Improvement Plan (CIP), and using the Commission's approved priority ranking based on safety, capacity, and security. The Commission approved the CIP on August 6, 2013.

Projects proposed in the 2014 Aeronautics Program are Acquisition and Development (A&D) projects. They are State funded at 90 percent of the total project, with a 10 percent local match required. On June 25, 2008, the Commission passed a resolution for the 2008 Aeronautics Program set-asides. The set-aside ratio for A&D programmed projects is: 30 percent for Airport Land Use Compatibility Plans (ALUCP), 40 percent for National Plan of Integrated Airport System (NPIAS) airports, and 30 percent for Non-NPIAS airports, per year. No safety projects were overlooked due to land use compatibility plan projects or any other projects.

The attached 2014 Aeronautics Program is recommended to go forward, since the Division of Aeronautics forecasts the ability to fund these projects based on a combination of the monthly revenue sources: 18 cents/gallon motor vehicle fuel excise tax on general aviation gasoline, 2 cents/gallon excise tax on general aviation jet fuel, and a Budget Change Proposal allowing funds to be transferred from the Local Airport Loan Account to the Aeronautics Account. This program is consistent with the Fund Estimates for the Aeronautics Account.

BACKGROUND:

The 2014 Aeronautics Program is currently proposed at $7.3 million for a total of 32 projects, comprised of 11 new and 21 re-programmed airport projects; which due to a lack of funding, were not allocated in the previous years. All projects in the 2014 Aeronautics Program will be subject to the Commission's Aeronautics Guidance and Timely Use of Funds Policy, which requires that a project come in for allocation in the FY programmed or the project will lapse and be withdrawn from the Aeronautics Program.

The 2014 Aeronautics Program is composed of proposed projects that would be funded only after grants to local agencies (Annual Credit Grant Program of $10,000) and Airport Improvement Program (AIP) matching grants. If money remains, the A&D program projects in the 2014 Aeronautics Program will be funded.

This new 2014 Aeronautics Program represents a fraction of the overall need of airport capital improvement projects for the State of California. There is currently a need of $2.9 billion in capital improvement projects for all airports (commercial and general aviation). As acknowledged by the Commission letter dated February 4, 2010, and sent to the State Senate and Assembly Committee Chairs, the creation of an adequate, dedicated revenue source would allow the State to better address these needs. Given the current revenue constraints however, these general aviation projects proposed in the new program will create jobs as well as improve the safety, capacity, and security of general aviation airports within the State.

Attachment
2014 Aeronautics Acquisition and Development Program Spreadsheet

2014 AERONAUTICS ACQUISITION AND DEVELOPMENT PROGRAM

FY 2014–15

These projects have been adopted by the commission in prior programs and never received an allocation due to a lack of funding

AIRPORT	CATEGORY	COUNTY	PROJECT DESCRIPTION	PRIORITY RANK	TOTAL COST	STATE COST 90%	RUNNING TOTAL
HERLONG AIRPORT	N-NPIAS	Lassen	Overlay Runway, Taxiway, and Apron	1	$370,000	$333,000	$333,000
RAVENDALE AIRPORT	N-NPIAS	Lassen	Overlay Runway and Tie-down Area	1	$340,000	$306,000	$639,000
CHICO MUNICIPAL AIRPORT	General Aviation	Butte	ALUCP-Airport Land Use Compatibility Plan Update	1	$110,000	$99,000	$738,000
TAFT AIRPORT	General Aviation	Kern	ALUCP-Airport Land Use Compatibility Plan Update	1	$245,000	$221,000	$959,000
ADIN AIRPORT	N-NPIAS	Modoc	Overlay Runway, Taxiway, Apron and Restripe Pavement	1	$550,000	$495,000	$1,454,000
RUTH AIRPORT	General Aviation	Trinity	Runway Overlay and Restripe Pavement	1	$480,000	$432,000	$1,886,000
RIO VISTA MUNICIPAL AIRPORT	General Aviation	Solano	ALUCP- Airport Land Use Compatibility Plan Update	1	$160,000	$144,000	$2,030,000
AGUA CALIENTE SPRINGS AIRPORT	N-NPIAS	San Diego	Rehabilitate Runway 11/29	1	$554,000	$499,000	$2,529,000
HAYWARD EXECUTIVE AIRPORT	General Aviation	Alameda	Runway 10R/28L and Taxiway Paving and Restriping	1	$554,000	$499,000	$3,028,000
WARD FIELD AIRPORT	N-NPIAS	Del Norte	ALUCP- Airport Land Use Compatibility Plan Update	1	$150,000	$135,000	$3,163,000
FALL RIVER MILLS AIRPORT	General Aviation	Shasta	ALUCP- Airport Land Use Compatibility Plan Update (County-wide)	1	$220,000	$198,000	$3,361,000
CAMERON AIRPARK AIRPORT	General Aviation	El Dorado	Runway Crack Repair and Slurry Seal	1	$98,000	$89,000	$3,450,000
JACUMBA AIRPORT	N-NPIAS	San Diego	Rehabilitate Runway 07/25	1	$425,000	$383,000	$3,833,000
JACQUELINE COCHRAN REGIONAL	General Aviation	Riverside	ALUCP-Airport Land Use Compatibility Plan Update (County-wide)	1	$150,000	$135,000	$3,968,000
ANDY MCBETH AIRPORT	N-NPIAS	Del Norte	Obstruction Removal (Trees)	3	$150,000	$135,000	$4,103,000
CHIRIACO SUMMIT AIRPORT	N-NPIAS	Riverside	Runway Paving and Grading	1	$477,000	$430,000	$4,533,000
BLUE CANYON AIRPORT	N-NPIAS	Placer	Obstruction Removal (Trees)	3	$30,000	$27,000	$4,560,000
TRINITY CENTER/JAMES E. SWETT	General Aviation	Trinity	Slurry Seal Apron, Taxiway Area and Restripe Pavement	4	$100,000	$90,000	$4,650,000
BLUE CANYON AIRPORT	N-NPIAS	Placer	Runway and Taxiway Light Repair	5	$25,000	$23,000	$4,673,000
CALAVERAS CO./MAURY RASMUSSEN	General Aviation	Calaveras	Upgrade Automated Weather Observing System (AWOS)	6	$55,000	$50,000	$4,723,000
CALAVERAS CO./MAURY RASMUSSEN	General Aviation	Calaveras	Replace Rotating Beacon	8	$22,000	$20,000	$4,743,000
RAVENDALE AIRPORT	N-NPIAS	Lassen	Construct Windsock Lighting and Beacon; Repair Segmented Circle	6	$120,000	$108,000	$4,851,000
HERLONG AIRPORT	N-NPIAS	Lassen	Installation of Runway Lighting	11	$47,000	$43,000	$4,894,000
RAVENDALE AIRPORT	N-NPIAS	Lassen	Installation of Runway Lighting	11	$50,000	$45,000	$4,939,000
MONTAGUE-YREKA, ROHRER FIELD	N-NPIAS	Siskiyou	Install Precision Approach Path Indicator (PAPI) on Runway 14	16	$75,000	$68,000	$5,007,000

Projects below the funding availability line will be funded with project savings or will be moved to the FY 2015–16 program.

FY 2015–16

ELK HILLS-BUTTONWILLOW AIRPORT	N-NPIAS	Kern	Repave Runway	1	$555,000	$499,000	$499,000
HAYFORK AIRPORT	General Aviation	Trinity	Runway and Apron Pavement Rehab	1	$550,000	$495,000	$994,000
SANTA BARBARA MUNICIPAL AIRPORT	Comm. Serv.	Santa Barbara	ALUCP- Airport Land Use Compatibility Plan Update	1	$155,000	$140,000	$1,134,000
MARINA MUNICIPAL AIRPORT	General Aviation	Monterey	ALUCP- Airport Land Use Compatibility Plan Update (County-wide)	1	$180,000	$162,000	$1,296,000

FY 2016–17

CLIFF HATFIELD MEMORIAL AIRPORT	N-NPIAS	Imperial	Airport Runway Maintenance	1	$195,000	$176,000	$176,000
LONNIE POOL FIELD-WEAVERVILLE	General Aviation	Trinity	Runway and Apron Pavement Rehab	1	$550,000	$495,000	$671,000
WILLIAM R. JOHNSTON (MENDOTA) AIRPORT	General Aviation	Fresno	ALUCP- Airport Land Use Compatibility Plan Update (County-wide)	1	$300,000	$270,000	$941,000

Total Aeronautics Acquistion and Development Program for FY 14-15, FY 15-16 and FY 16-17 $7,244,000

2014 AERONAUTICS ACQUISITION AND DEVELOPMENT PROGRAM

Capital Improvement Plan Priority Ranking Matrix For Acquisition and Development Projects

Category	Description	Rank
Safety	Airport Land Use Compatibility Plan (ALUCP); Seal/Overlay/Rehab Existing Runway Pavement (including grading and drainage)	1
	Runway Safety Area Land Acquisition; New Pavement for Runway turnaround (no parallel Taxiway)	2
	Obstruction Mitigation/Abatement (removal, trim, land acquisition, avigation easements for height restrictions); Obstruction Lighting (new)	3
	Seal/Overlay/Rehab Existing Taxiway Pavement (including grading and drainage); New Pavement for Run up area; Runway Protection Zone Land Acquisition	4
	Runway Lighting (e.g. MIRL) (repair or replace)	5
	Taxiway Lighting (e.g. MITL) (repair or replace); Landing Aids (e.g. REIL, Marking, Signage, Segmented Circle, PAPI, Wind cone, AWOS, Auto Surface Observation System/Automatic Weather Sensor System) (repair or replace)	6
	Automated Weather Reporting Equipment (AWOS)(new)	7
	Rotating Beacon (repair or replace)	8
	Seal/Overlay/Rehabilitate Existing Apron /Ramp Pavement (including grading and drainage)	9
Capacity	Runway Pavement (new); Extend or Widen	10
	Runway Lighting or Rotating Beacon (new)	11
	Taxiway Pavement (new); Extend or Widen	12
	Airport Layout Plan (ALP) (new or update)	15
	Landing Aids (new); Taxiway Lighting (new)	16
	Apron/Ramp Pavement (new) or Service Roads (Air Operation Area)	17
	Utilities (drainage, water, sewage); Environmental Mitigation; Blast Wall; Fire Protection Systems; Radio Communication Equipment; Bond Servicing	18
	Land Acquisition for Airside Usage; Airport Master Plan	19
	Noise Monitoring Equipment (new)	20
Security	Security Fence (new)	13
	Apron/Ramp Lighting (new)	14

Notes:

1. Projects in the 2014 Aeronautics Acquisition and Development (A&D) Grant Program are State funded at 90 percent of the total project cost with a 10 percent local match.
2. The National Plan of Integrated Airport Systems (NPIAS) identifies airports that are significant to air transportation and are eligible to receive grants under the Federal Aviation Administration (FAA) for the Airport Improvement Program (AIP).
3. On June 25, 2008, the California Transportation Commission (Commission) passed a resolution for the 2008 Aeronautics Program set aside. The new set aside ratio for the A&D programmed projects is: 30 percent for Airport Land Use Compatibility Plans (ALUCP), 30 percent for non-NPIAS airports, and 40 percent for NPIAS airports, per year.
4. The current Capital Improvement Plan (CIP) priority ranking was adopted by the Commission for the 2013 CIP.
5. The newly programmed A&D Grant Program minimum amount is $20,000, and the maximum amount is $500,000 per airport, per year.
6. Due to a lack of funds, 21 previously programmed projects were not allocated. The 2014 Aeronautics A&D Grant Program is currently proposed at $7.3 million for a total of 32 projects, including 11 new and 21 re-programmed airport projects. If the airport sponsor cannot document timely use of funds within a project's programmed year, the project will lapse and be withdrawn from the program.

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: October 8, 2014

Reference No.: 4.6
Action

From: ANDRE BOUTROS
Executive Director

Subject: **ADOPTION OF THE PROPOSITION 1B 2014 HIGHWAY RAILROAD CROSSING SAFETY ACCOUNT PROGRAM**

ISSUE:

Should the Commission adopt the proposed Proposition 1B 2014 Highway Railroad Crossing Safety Account (HRCSA) Program?

RECOMMENDATION:

Commission staff recommends that the Commission adopt the proposed Proposition 1B 2014 Highway Railroad Crossing Safety Account Program as attached to this memorandum (Schedule 1).

BACKGROUND:

On November 7, 2006, the voters approved Proposition 1B. Proposition 1B set aside $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 and Part 2 provides $100 million for non-Section 190 high-priority grade crossing improvements.

Part 1 of the HRCSA Program is made available for projects on the priority list established by the PUC pursuant to the process established in Chapter 10 (commencing with Section 2450) of Division 3 of the Streets and Highways Code (S&HC), 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 S&HC Section 2454 shall not apply to HRCSA funds.

Part 2 of the HRCSA Program is made available to high-priority railroad crossing improvements, including grade separation projects, that are not part of the process established in the S&HC commencing with Section 2450. Part 2 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.

At the August 20, 2014 Commission meeting, staff identified $16.811 million in HRCSA fund savings as available for programming, $6.865 million for Part 1 and $9.946 million for Part 2. Since then, additional savings have been achieved and an additional $1.495 million has become available for Part 1. This increases the available balance for reprogramming to $18.306 million, $8.360 million for Part 1 and $9.946 million for Part 2.

At the August 20, 2014 Commission meeting, staff presented the four project applications received by the July 1, 2014 deadline. The four project requests totaled $25.036 million. Commission staff reviewed the nominations in accordance with the HRCSA Guidelines and released staff recommendations on September 18, 2014. Commission staff recommends that the Commission adopt the Proposition 1B Highway-Railroad Crossing Safety Account 2014 Program as proposed in the staff recommendations.

Attachment

CALIFORNIA TRANSPORTATION COMMISSION
Adoption of Proposition 1B
Highway-Railroad Crossing Safety Account (HRCSA) Program

RESOLUTION GS1B-P-1415-01

1.1 WHEREAS the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 was approved by voters as Proposition 1B on November 7, 2006, includes $250 million for the Highway-Railroad Crossing Safety Account (HRCSA) Program to fund the completion of high-priority grade separation and railroad crossing safety improvements, and

1.2 WHEREAS the Bond Act provides that HRCSA funds are available, upon appropriation by the Legislature, to the Department of Transportation (Department), as allocated by the California Transportation Commission (Commission), and

1.3 WHEREAS the HRCSA program includes $150 million under Government Code Section 8879.23(j)(1), described in the Commission's guidelines as Part 1, for 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, and

1.4 WHEREAS the HRCSA program includes $100 million under Government Code Section 8879.23(j)(2), described in the Commission's guidelines as Part 2, for high-priority railroad crossing improvements that are not part of the PUC priority list process, and

1.5 WHEREAS the Commission, at its April 9, 2008 meeting, adopted the HRCSA Guidelines (Resolution GS1B-G-0708-01) for the initial HRCSA Program, and

1.6 WHEREAS in accordance with the HRCSA Guidelines, every two years the HRCSA Program will be updated and funds not allocated or savings generated from the savings at award will be available for reprogramming, and

1.7 WHEREAS the Commission, at its March 20, 2014 meeting, updated the HRCSA Guidelines (Resolution GS1B-G-1314-01) to establish the schedule for the 2014 programming process and to instruct agencies to submit nominations by July 1, 2014, and

1.8 WHEREAS all other provisions of the HRCSA Guidelines adopted by the Commission on April 9, 2008 remain in effect, and

1.9 WHEREAS for the 2014 HRCSA Program, $18.306 million is available for reprogramming, $8.360 for Part 1 and $9.946 for Part 2, and

1.10 WHEREAS the Commission received four project nominations requesting $25.036 million in HRCSA funds by the deadline of July 1, 2014, and

1.11 WHEREAS Commission staff has reviewed and evaluated the project nominations consistent with the criteria set forth in the adopted HRCSA Guidelines, and

1.12 WHEREAS the Commission held a public hearing on August 20, 2014, receiving comments and testimony on nominated projects, and

1.13 WHEREAS Commission staff released its recommendations on September 18, 2014 to program $18.306 million to one projects eligible for funding under Part 1 and Part 2,

2.1 NOW THEREFORE BE IT RESOLVED that the Commission adopts the attached list of projects as the Adopted Highway-Railroad Crossing Safety Account (HRCSA) 2014 Program, and

2.2 BE IT FURTHER RESOLVED that a project's approved HRCSA funding is to be considered a "not to exceed amount" and that any increase in project cost is the responsibility of the nominating agency, and

2.3 BE IT FURTHER RESOLVED that the Commission expects the Department of Transportation and nominating agencies to execute project baseline agreements that set forth the project scope, measurable expected performance benefits, delivery schedule, and estimated costs and funding plan. The baseline agreements shall be signed by the Director of the Department of Transportation and nominating agency executive directors, and

2.4 BE IT FURTHER RESOLVED that the Commission requires that baseline agreements include quantification of expected benefits related to the effectiveness of the proposed project and the degree in which the project reduces corridor or air basin emissions, and that these benefits be updated at the time the HRCSA allocation is requested, and

2.5 BE IT FURTHER RESOLVED that the Commission expects the nominating agency to provide a local board resolution that commits the funding identified in the project baseline agreement and funding plan, and

2.6 BE IT FURTHER RESOLVED that the Commission may delete a project from the adopted HRCSA program for which a baseline agreement is not executed within 90 days of program adoption, and the Commission will not consider approval of project allocations prior to the execution of the baseline agreement, and

2.7 BE IT FURTHER RESOLVED that the Commission expects the Department of Transportation will ensure that allocation requests in HRCSA funding conform with and contain all elements required in a Section 190 allocation request including, but not limited to, a PUC order to construct, railroad agreement, certification of environmental clearance, General plan of the project, including profiles and typical sections, and

2.8 BE IT FURTHER RESOLVED that the Commission requires the implementing agencies and the Department of Transportation to meet the requirements of Government Code Section 8879.23(j)(1), as added by Proposition 1B, and to Government Code Section 8879.50, as enacted through implementing legislation in 2007 (Senate Bill 88 and Assembly Bill 193), and

2.9 BE IT FURTHER RESOLVED that the Commission requires the implementing agencies and the Department of Transportation to adhere to the California Transportation Commission's HRCSA Guidelines and Accountability Implementation Plan.

Attachment

Schedule 1
Highway Railroad Crossing Safety Account
2014 Program Recommendations
(Dollars in Thousands)

Recommended for Programming								
	Nominated By	Project Name	PUC List	Enviro. Clearance	Const. Start	Total Project	HRCSA Request	HRCSA Staff Recommend.
Los Angeles	ACE Construction Authority	Fullerton Road Grade Separation Project	Yes	Oct-13	Mar-16	$ 142,923	$ 20,000	$ 18,306
		Total Recommended for Programming Part 1						**$ 8,360**
		Total Recommended for Programming Part 2						**$ 9,946**
		Total Recommended for Part 1 and Part 2						**$ 18,306**
		Available Funding						**$ 18,306**
		Remaining Balance						**$ -**

Not Recommended for Programming								
Los Angeles	SCRRA	Ramona Boulevard Grade Crossing Safety Improvement	No	Dec-14	Mar-15	$ 3,030	$ 1,515	$ -
Los Angeles	SCRRA	Citrus Avenue Grade Crossing Safety Improvement	No	Dec-14	Mar-15	$ 3,030	$ 1,515	$ -
San Bernardino	SCRRA	Hellman Road Grade Crossing Safety Improvement	No	Apr-11	Nov-14	$ 2,750	$ 2,006	$ -

CITY OF COVINA

125 East College Street ● Covina, California 91723-2199
www.covinaca.gov

August 19, 2014

California Transportation Commission
C/o Chair, Mr. Carl Guardino
1120 N Street, Room 2221 (MS-52)
Sacramento, CA 95814

Dear Chair Guardino and Members of the California Transportation Commission:

As the City of Covina continues to plan for the creation of a community that is sustainable and livable, we recognize the potential and the importance of renovating and improving the safety of our regional commuter rail infrastructure. I am writing in support of the SCRRA/Metrolink application for $5 million in HRCSA program funds.

The funds from this program will enable SCRRA/Metrolink to partner with the City of Covina in improving the Covina Metrolink station with the installation of right of way improvements that include grade crossing improvements and pedestrian gate arms and channelization. The City of Covina is currently out to bid with a $1.8 million dollar project to improve the Covina Metrolink station and provide pedestrian channelization and pedestrian path improvements on Citrus Avenue. The City is completing pedestrian safety improvements outside of the right of way, and these funds would support SCRRA's contribution to improving the pedestrian crossing inside the right of way.

The Covina Metrolink station is one of the busiest stations on the San Bernardino line, and the main parking structure for the station is to the west of the platforms across Citrus Avenue. On an average weekday, more than 1,000 pedestrian crossings occur on Citrus Avenue due to station activity. The City of Covina sincerely requests the California Transportation Commission's support for this funding that will improve pedestrian safety at one of the busiest pedestrian crossings in the SCRRA/Metrolink system.

Thank you for your time and consideration of this application.

Sincerely,

Peggy Delach

The Honorable Peggy Delach
Mayor, City of Covina

RANCHO CUCAMONGA

Mayor L. DENNIS MICHAEL • *Mayor Pro Tem* SAM SPAGNOLO
Council Members WILLIAM J. ALEXANDER, MARC STEINORTH, DIANE WILLIAMS
City Manager JOHN R. GILLISON

THE CITY OF RANCHO CUCAMONGA

August 21, 2014

Mr. Andre Boutros
Executive Director
California Transportation Commission
1120 N Street
Sacramento, CA 95814

Re: Support for 2014 HRCSA Program, Part 2 Application for Hellman Avenue Grade Crossing

Dear Mr. Boutros:

On behalf of the City of Rancho Cucamonga, I am writing to express support for the Southern California Regional Rail Authority's (SCRRA) application for $2,006,000 to construct grade crossing improvements at Hellman Avenue just north of 8th Street. The total project cost is $2,750,000.

The right of way improvements, which will all be completed by SCRRA, include gate arm and cantilevered flashing signal installation, pedestrian channelization improvements, track upgrades and advanced signal preemption.

These safety enhancements are particularly important at Hellman Avenue which experiences heavy rail and vehicular usage. There are forty-two Metrolink and six freight trains that transverse this crossing en route to their final destinations each week day. It addition, Hellman Avenue is one of the most active freight train switching locations on the Metrolink system, with sometimes 12-15 switches a day. In sum, there are up to 60-65 trains which move across the roadway each day. Hellman Avenue carries an average of 6,600 vehicles daily, many of which are commercial trucks. The current railroad crossing along with the all-way stop at 8th Street is a dangerous situation often times leaving long trailer trucks stopped over the tracks. The City will be installing (at our cost) traffic signal improvements at 8th Street in conjunction with the subject grade crossing improvements.

We view this project as the necessary second phase to the drainage and street improvements already completed. To this end, the City is contributing $200,000 toward design of the grade crossing improvements. Final project plans will be 100% complete in about two months. Although not required, SCRRA has received $544,000 in PTMISEA funds, approved by the San Bernardino Associated Governments, to use toward construction, which is planned to take eight months to complete.

Thank you for considering our request for $2,006,000 for construction of the proposed grade crossing improvements at Hellman Avenue. If you have any questions, please do not hesitate to contact me by phone at 909-477-2740, ext. 4011 or by e-mail at mark.steuer@cityofrc.us.

Regards,

Mark A. Steuer, P.E.
Director of Engineering Services/City Engineer

c: Stephen Maller
Teresa Favila
Lauren Clausen
Carlos Ruiz
Anne Louise Rice

August 27, 2014

Mr. Andre Boutros
Executive Director
California Transportation Commission
1120 N Street
Sacramento, CA 95814

Re: Support for 2014 HRCSA Program, Part 2 Application for Ramona Boulevard Grade Crossing

Dear Mr. Boutros:

On behalf of the City of Baldwin Park, I am writing to express support for the Southern California Regional Rail Authority's (SCRRA) application for $1,515,000 to construct grade crossing improvements at the Ramona Boulevard grade crossing. LAMetro is contributing a matching amount to the total project cost which is $3,030,000. The right of way improvements, which will all be completed by SCRRA, include gate arm and cantilevered flashing signal installation, pedestrian channelization improvements, track upgrades, advanced signal preemption, raised median installation and crossing widening.

This crossing, located between two streets and positioned at an angle, experiences heavy traffic volumes -- an average of 20,757 each day. Additionally, there are 42 Metrolink and three freight trains that transverse this crossing every weekday. This is a very important project to the City and SCRRA would be able to complete construction within eleven months. But these improvements are only possible with award of the HRCSA grant.

Again, we request that you award the requested $1,515,000 for construction of the proposed grade crossing improvements at Ramona Boulevard.

If you have any questions, please contact me at dwall@baldwinpark.com.

All the best,

Daniel S. Wall, P.E.
Director of Public Works / City Engineer

cc: Stephen Maller
Teresa Favila
Lauren Clauson
Carlos Ruiz

Governments SANBAG Working Together

San Bernardino Associated Governments

1170 W. 3rd Street, 2nd Floor San Bernardino, CA 92410-1715
Phone: (909) 884-8276 Fax: (909) 885-4407 Web: www.sanbag.ca.gov

TRANSPORTATION MEASURE I

■ San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

September 9, 2014

Mr. Andre Boutros
Executive Director
California Transportation Commission
1120 N Street
Sacramento, CA 95814

Re: Support for 2014 HRCSA Program, Part 2 Application for Hellman Avenue Grade Crossing

Dear Mr. Boutros:

On behalf of the San Bernardino Associated Governments (SANBAG), I am writing to express support for the Southern California Regional Rail Authority's (SCRRA) application for $2,006,000 in Prop 1B Highway-Railroad Crossing Safety Account (HRCSA) funds to construct grade crossing improvements at the Hellman Avenue grade crossing. The total project cost is $2,750,000. The difference is made up of a $200,000 contribution from the City of Rancho Cucamonga and $544,000 in fare-box revenue generated PTMISEA funds, approved by SANBAG for this purpose.

The right of way improvements, which will be completed by SCRRA, include gate arm and cantilevered flashing signal installation, pedestrian channelization improvements, track upgrades and advanced signal preemption. These safety enhancements are particularly important at Hellman Avenue which experiences heavy rail and vehicular usage.

There are 42 Metrolink and six freight trains that transverse this crossing en route to their final destinations each week day and the San Bernardino Line, on which this crossing is located, is the most heavily patronized of all seven Metrolink routes. In addition, Hellman Avenue located in San Bernardino County, is one of the most active freight train switching locations on the Metrolink system, with 12-15 switches a day. In sum, there are up to 60-65 train moves across Hellman Avenue each day. In addition, this crossing carries an average of 6,600 vehicles daily, many of which are tractor trailers.

Design of the project is 60% complete and can be finished in less than three months. Construction can begin shortly after HRCSA funds are awarded and is planned to take eight months to complete.

AB140909-JF

HRCSA funds have been invested in other portions of the Metrolink Sealed Corridor program, namely on the Ventura County and Antelope Valley Lines. We respectfully request that you direct investments onto the San Bernardino Line, and approve this request for $2,006,000 for construction of the proposed grade crossing improvements at Hellman Avenue.

If you have any questions, please contact Justin Fornelli, Chief of Transit and Rail Programs at 909-884-8276 or jfornelli@sanbag.ca.gov

Regards,

Mitch Alderman
Director of Transit and Rail Programs

cc: Stephen Maller
Teresa Favila
Lauren Clauson
Carlos Ruiz
Anne Louise Rice

Tab 55

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: October 8, 2014

Reference No.: 4.14
Action

From: ANDRE BOUTROS
Executive Director

Subject: **PROPOSED FY 2015-16 ALLOCATION SET-ASIDE FOR THE PUBLIC UTILITIES COMMISSION RAILROAD GRADE CROSSING PROTECTION MAINTENANCE PROGRAM, RESOLUTION G-14-24**

ISSUE:

Should the Commission approve the Public Utilities Commission's request (Resolution SX-114) to increase the allocation set-aside for the Railroad Grade Crossing Maintenance Program in the FY 2015-16 State Budget from $2 million to $3.765 million?

RECOMMENDATION:

Staff recommends that the Commission adopt Resolution G-14-24 (Attachment A) supporting the $3.765 million for the Railroad Grade Crossing Maintenance Program in the FY 2015-16 Budget.

While for the last five years the set-aside has been increased to $2 million from the statutorily required $1 million minimum, Public Utilities Code Section 1231.1 permits the Commission to increase the set-aside amount for the Railroad Grade Crossing Maintenance Program.

The Commission must consider all programs under its purview, and although State Highway Account revenues directed to the Railroad Grade Crossing Maintenance Program means less for State Highway Operation and Protection Program (SHOPP) projects, it is important to maintain grade crossing protection devices at the interface of road/rail transportation systems.

BACKGROUND:

The Automatic Grade Crossing Protection Maintenance Fund was established in 1965 by the State Legislature to pay the local share of the cost for maintaining automatic grade crossing protection devices installed by the railroad corporations after October 1, 1965. The local share represents only 50% of the total project cost; the other 50% is borne by the railroad corporations. This 50-50 payment split presumes that rail and highway users equally share the crossing and should therefore equally share the cost of maintaining the crossing devices.

Initially, annual appropriations of $1 million for maintenance of warning devices were sufficient to cover all claims filed by railroads and street railroad corporations. In 1973, changes to the federal grade crossing protection funding program resulted in increased installations and upgrading of automatic grade crossing protection devices. Consequently claims began exceeding the funds available from 1977 onward. Consistent with the claims made over the last five years, the claims for FY 2015-16 are expected to be about $3.765 million for approximately 2,700 crossings, but the claims reimbursed would be limited to the amount recommended for Commission allocation.

Attachments

ATTACHMENT A

CALIFORNIA TRANSPORTATION COMMISSION
California Public Utilities Commission
Railroad Grade Crossing Protection Maintenance Program
Allocation Set-Aside for $3.765 Million in FY 2015-16

Resolution #G-14-24

1.1 WHEREAS, the Automatic Grade Crossing Protection Maintenance Fund was established by the Legislature in 1965 (Public Utilities Code Section 1231.1) to pay the local share of the cost of maintaining automatic grade crossing protection devices installed by railroad corporations after October 1, 1965; and

1.2 WHEREAS, since 1967 a minimum of $1 million per year has been appropriated by the State Legislature and allocated by the California Transportation Commission to the California Public Utilities Commission (CPUC) for its Railroad Grade Crossing Protection Maintenance Program; and

1.3 WHEREAS, in 1973 the federal law changed, which resulted in the increased installation and upgrading of automatic grade crossing protection devices; and

1.4 WHEREAS, the total claims submitted by the railroad corporations have substantially exceeded the $1 million cap since 1977; and

1.5 WHEREAS, the anticipated claims to be submitted to the CPUC for FY 2015-16 are estimated to be about $3.765 million, which exceeds the annual $1 million required allocation set-aside by $2.765 million; and

1.6 WHEREAS, the Commission considered the revenues in the State Highway Account, as well as programs funded through the State Highway Account.

2.1 NOW THEREFORE BE IT RESOLVED, that the California Transportation Commission approves a $3.765 million allocation set-aside in the FY 2015-16 Budget for the PUC Railroad Grade Crossing Protection Maintenance Program, in support of the set-aside allocation of $3.765 million recommended by the PUC.

PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Safety and Enforcement Division Rail Crossings and Engineering Branch	Resolution SX-114 September 11, 2014

RESOLUTION

RECOMMENDATION TO THE CALIFORNIA TRANSPORTATION COMMISSION FOR INCREASED FUNDING TO BE SET ASIDE FOR MAINTAINING AUTOMATIC GRADE CROSSING PROTECTION DEVICES UNDER PUBLIC UTILITES CODE SECTION 1231.1

SUMMARY

This resolution recommends that, for the 2015-2016 fiscal year, the California Transportation Commission allocate the sum of $3,765,000 for the purpose of paying the local government's share of the cost of maintaining automatic grade crossing warning devices.

BACKGROUND

In 1965, the Legislature established the Grade Crossing Protection Maintenance Fund to pay railroad corporations the local government's share of the cost of maintaining automatic railroad crossing warning devices installed or upgraded after October 1, 1965. Public Utilities Code Section 1231.1 requires the California Department of Transportation (Caltrans) to set aside a minimum of $1,000,000 for the payment of those costs.

In 1988, an amendment to Public Utilities Code Section 1231.1[1] was enacted which specifies that the California Public Utilities Commission (Commission)

[1] AB 3065, (Polanco) September 29, 1988.

may recommend a sum greater than $1,000,000 be set aside if it finds that the $1,000,000 is not sufficient due to an increase in the number of grade crossing warning devices or an increase in the cost of maintenance of those devices. The California Transportation Commission (CTC) shall determine the specific amount of the total allocation)

DISCUSSION

When the automatic grade crossing protection maintenance fund was first established in 1965, the maximum annual allocation of $1,000,000 was sufficient to cover all claims filed by railroad and street railroad corporations. However, the increase in the number of crossing warning devices and the increase in the cost for maintaining these devices caused claims to exceed the funds available for calendar year 1977 and thereafter.

The railroads perform the required maintenance during a given calendar year, and then file a claim with the Commission for reimbursement of the local government's share of the maintenance costs. The Commission verifies the claims and forwards valid claims to Caltrans for payment. The CTC pays these claims from the amount it allocates to the Caltrans budget. Claims and payments for the past five years were as follows:

CY *	FY**	No. of crossings	Total Claims ($)	Total Paid ($)
2009	09-10	2,710	3,829,679	2,000,000
2010	10-11	2,690	3,804,459	2,000,000
2011	11-12	2,667	3,778,156	2,000,000
2012	12-13	2,655	3,763,433	2,000,000
2013	13-14	2,662	3,771,183	2,000,000

*CY-Calendar Year
**FY-Fiscal Year

The maintenance fund costs and respective claims for calendar year 2015 (FY 2015-2016) are expected to be significantly higher than the $2,000,000 the CTC allocated for FY 2014-2015. Based on the previously submitted maintenance

claims and the numbers and types of warning devices eligible, an allocation of $3,765,000 will be needed for the 2015-2016 FY and would constitute the minimum amount necessary for that maintenance.

NOTICE

On August 13, 2014, this Resolution was published in the Commission's Daily Calendar.

COMMENTS

The draft resolution of the Commission's Safety and Enforcement Division Rail Crossings Engineering Branch (RCEB) regarding this matter was mailed in accordance with Section 311 of the Public Utilities Code and Rule 14.2(c) of the Commission's Rules of Practice and Procedure. No comments were received.

FINDINGS

RCEB has reviewed the amount needed to be allocated pursuant to Public Utilities Code Section 1231.1 and finds that an amount of $1,000,000 will be insufficient and finds, instead, that an allocation of $3,765,000 is the minimum amount necessary for allocation to the Grade Crossing Protection Maintenance Fund for FY 2015-2016.

Therefore, in accordance with Public Utilities Code Section 1231.1, RCEB finds that the Commission should recommend to the CTC that it allocate a sum of $3,765,000 for the 2015-2016 FY for the purpose of paying to railroad or street railroad corporations the share of the costs to cities and counties of maintaining automatic grade crossing protection/warning devices.

RCEB recommends that the Commission adopt this Resolution.

THEREFORE, IT IS ORDERED THAT:

The California Public Utilities Commission recommends to the California Transportation Commission that it allocate a sum of $3,765,000 for the 2015-2016 fiscal year for the purpose of paying to railroad corporations the share of the

costs of cities and counties for maintaining automatic grade crossing protection/warning devices pursuant to Public Utilities Code Section 1231.1.

This resolution is effective today.

I certify that the foregoing resolution was duly introduced, passed, and adopted by the California Public Utilities Commission at its regularly scheduled meeting on September 11, 2014. The following Commissioners voted favorably thereon:

PAUL CLANON
Executive Director

MICHAEL R. PEEVEY
President
MICHEL PETER FLORIO
CATHERINE J.K. SANDOVAL
CARLA J. PETERMAN
MICHAEL PICKER
Commissioners

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

Tab 56

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2014

Reference No.: 2.1b.(2)
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rachel Falsetti, Chief
Division of
Transportation Programming

Subject: **STIP AMENDMENT 14S-04**

SUMMARY:

The California Department of Transportation (Department) will request that the California Transportation Commission approve the requested State Transportation Improvement Program (STIP) amendment at the next scheduled Commission meeting following the notice period.

ISSUE:

The Department and the Riverside County Transportation Commission propose to amend the 2014 STIP to reprogram $400,000 Regional Improvement Program (RIP) from Plans, Specifications, and Estimate (Design) to Project Approval and Environmental Document (Environmental) for the B Canyon Wildlife Crossing Corridor project (PPNO 0071E) in Riverside County.

BACKGROUND:

The Environmental phase is currently funded with $100,000 in RIP funds and $400,000 in a committed grant from the California Department of Fish and Wildlife (CDFW). Since the grant will not be allocated by the CDFW until spring of 2015, it is proposed to reprogram $400,000 RIP funds from Design to Environmental. This will allow the project to stay on schedule. Once allocated, the CDFW grant will be used to backfill the Design budget.

The changes described above are tabulated on the following page.

REVISE: B Canyon Wildlife Crossing Corridor project (PPNO 0071E)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor
Riverside	8	0071E	0R010	CO		0.4	0.4	91

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

RTPA/CTC:	Riverside County Transportation Commission (RCTC)
Project Title:	B Canyon Wildlife Crossing Corridor
Location	In western Riverside County about 0.7 miles west of the Green River Road interchange.
Description:	Construct a wildlife crossing.

(DOLLARS IN THOUSANDS)

FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	14/15	15/16	16/17	17/18	18/19	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
Regional Transportation Improvement Program (RIP)													
Existing	1,480		1,300	180				80		100	1,200	100	
Change	0		0	0				0		400	(400)	0	
Proposed	1,480		1,300	180				80		**500**	**800**	100	
Other Funds - Grant from California Department of Fish and Wild													
Existing	400		400							400	0		
Change	0		0							(400)	400		
Proposed	400		400							**0**	**400**		
Total													
Existing	1,880		1,700	180				80		500	1,200	100	
Change	0		0	0				0		0	0	0	
Proposed	1,880		1,700	180				80		500	1,200	100	

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

Tab 57

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2014

Reference No.: 2.5b.(1)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of
Budgets

Subject: **FINANCIAL ALLOCATION FOR SHOPP PROJECTS**
RESOLUTION FP-14-10

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission allocate $3,782,000 for two projects programmed in the 2014 State Highway Operation and Protection Program (SHOPP) and $1,266,000 for one additional project amended into the SHOPP by Department action.

ISSUE:

The attached vote list describes three SHOPP projects totaling $5,048,000. The Department is ready to proceed with these projects and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that $5,048,000 be allocated from the Budget Act of 2014, Budget Act Items 2660-302-0042 and 2660-302-0890, for 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-14-10**
1 $3,449,000 Butte 03-But-70 24.0/24.5	In Oroville, at Flag Canyon Creek Bridge No.12-0140. Outcome/Output: Replace one scoured bridge to maintain structural integrity, reduce the risk to lives and properties, and to comply with the Bridge Inspection Report recommendation. (Construction Support: $769,000)	03-2282 SHOPP/14-15 $3,425,000 0300000100 4 0F6904	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.111	$69,000 $3,380,000
2 $333,000 Solano 04-Sol-80 19.5/19.6	In Fairfield, at 0.2 mile east of Waterman Boulevard. Outcome/Output: Install under drain and repair pavement damaged by heavy rainstorm. (Construction Support: $160,000)	04-5303Q SHOPP/14-15 $417,000 0412000616 4 1SS574	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.131	$7,000 $326,000

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) Projects Amended into the SHOPP by Department Action				**Resolution FP-14-10**
3 $1,266,000 Riverside 08-Riv-15 2.9/40.9	On Routes 15 and 215 in various cities at various locations; also in San Bernardino County on Routes 60 and 138 in various cities at various locations. Outcome/Output: Seal bridge decks with methacrylate at 8 locations. Also replace approach slabs, and joint seals. (Construction support: $423,000)	08-0022J SHOPP/14-15 $1,300,000 0813000074 4 1C9004	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.119	$25,000 $1,241,000

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

Tab 58

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2014

Reference No.: 2.5b.(2)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of
Budgets

Subject: **FINANCIAL ALLOCATION FOR STATE ADMINISTERED FEDERAL EARMARKED PROJECT**
RESOLUTION FP-14-14

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission allocate $300,000 in federally earmarked Truck Parking Facilities (TPF) funds for the state administered Route 76 East Roadway widening (PPNO 11-0760B) project in San Diego County.

This project has dedicated federal funds with obligation authority.

ISSUE:

The attached vote list describes one State administered federal earmarked project for $300,000. The Department is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that $300,000 be allocated from the Budget Act of 2013, Budget Act Item 2660-302-0890, for the State administered federal earmarked project described on the attached vote list.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description	Program Project ID EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(2) State Administered Federal Earmarked Project				**Resolution FP-14-14**
1 $300,000 San Diego 11-SD-76 R12.1/R17.7	Route 76 East Roadway widening. In San Diego County near Bonsal and Fallbrook, on Route 15 from 0.3 mile South of to 0.3 mile North of Route 76/15 separation and on Rte 76 from 0.4 mile West of South Mission Road to 0.5 mile East of Route 76/15 separation. Construct 4-lane highway. Outcome/Output: Highway widening to 4-lanes, including curve realignment, installation of median barrier, and upgraded shoulder widths.	11-0760B TPF/13-14 CONST $300,000 1100204894 257154	2013-14 302-0890 FTF 20.20.400.300	$300,000

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

Tab 59

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2014

Reference No.: 2.5c.(1)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of
Budgets

Subject: **FINANCIAL ALLOCATION FOR STATE ADMINISTERED STIP PROJECTS ON THE STATE HIGHWAY SYSTEM**
RESOLUTION FP-14-11

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission allocate $5,220,000 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 $5,220,000, plus $20,000,000 from other sources. The Department is ready to proceed with these projects and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that $1,629,000 be allocated from the Budget Act of 2013, Budget Act Items 2660-301-0042 and 2660-301-0890 for construction and $3,591,000 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.(1) State Administered STIP Projects on the State Highway System				**Resolution FP-14-11**
1 $475,000 Department of Transportation MTC Marin 04-Mrn-101 R9.7/R12.7	Route 101 HOV Lane Gap Closure (Off-site mitigation). In Marin County on US 101, from Lucky Drive to N. San Pedro Road. Implement off-site mitigation (funding agreement with State Parks). Final Project Development Support Estimate: $ 221,000 Programmed Amount: $ 220,000 Adjustment: $ $0 (<20%) Final Right of Way: N/A (Future Consideration of Funding approved under Resolution E-01-22; June 2001.) Outcome/Output: Fulfill required mitigation commitments.	04-0342T RIP/14-15 CONST $475,000 0414000264 4 2261A4	2013-14 301-0042 SHA 20.20.075.600	$475,000
2 $3,470,000 Department of Transportation SBCAG Santa Barbara 05-SB-246 R12.3/R16.7	Route 246 Passing Lanes. Near Lompoc, from Cebada Canyon Road to Hapgood Road. Construct passing lanes and operational improvements. (Future Consideration of Funding approved under Resolution E-14-35; August 20, 2014.) (Savings of $701,000 CON ENG to be returned to Santa Barbara County regional shares.) (Contributions from others sources: $20,000,000.) Outcome/Output: Construct 1.5 mile eastbound passing lane; 2.1 mile westbound passing lane; left-turn channelization at public roads and driveways. Improve drainage.	05-6400 RIP/14-15 CON ENG ~~$4,171,000~~ **$3,470,000** 0500000021 3 0C6403	2013-14 001-0042 SHA 001-0890 FTF 20.20.075.600	$69,000 $3,401,000
3 $1,275,000 Department of Transportation KCAG Kings 06-Kin-198 R8.9/R10.1	19th Avenue Interchange Landscaping. In Lemoore, on Route 198 at 19th Avenue. Install landscaping. Final Project Development: N/A Final Right of Way: N/A (Time Extension for FY 13-14 CONST expires on December 31, 2014.) (Additional $19,000 CON ENG and $132,000 CONST coming from Kings County regional shares.) Outcome/Output: This planting will provide an aesthetic softening to the newly constructed 19th Avenue interchange, MSE, and soundwall structures as detailed in the environmental document. Provides slope erosion control.	06-4330Y RIP/13-14 CON ENG ~~$102,000~~ **$121,000** CONST ~~$1,022,000~~ **$1,154,000** 0612000052 3&4 325513&4	001-0042 SHA 001-0890 FTF 2013-14 301-0042 SHA 301-0890 FTF 20.20.075.600	$2,000 $119,000 $23,000 $1,131,000

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

Tab 60

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2014

Reference No.: 2.5c.(2)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of
Budgets

Subject: **FINANCIAL ALLOCATION FOR LOCALLY ADMINISTERED STIP PROJECTS ON THE STATE HIGHWAY SYSTEM**
RESOLUTION FP-14-12

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission allocate $3,500,000 for the locally administered State Transportation Improvement Program (STIP) State Route 20 at Marguerite Street (PPNO 1105) project in Colusa County, on the State Highway System.

ISSUE:

The attached vote list describes one locally administered STIP project on the State Highway System totaling $3,500,000 plus $150,000 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 $3,500,000 be allocated from the Budget Act of 2013, Budget Act Items 2660-301-0042 and 2660-301-0890 for the locally administered STIP project described on the attached vote list.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC County Dist-Co-Rte Postmile	Project Title Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(2)	**Locally Administered STIP Projects on the State Highway System**			**Resolution FP-14-12**
1 $3,500,000 City of Williams CCTC Colusa 03-Col-20 22.5/22.8	State Route 20 at Marguerite Street. In the city of Williams just east of Highway 5 at State Route 20. Extend Marguerite Street and create access to State Route 20 at MP 22.5, to complete circulation infrastructure. Final Project Development : N/A Final Right of Way : N/A (Concurrent Consideration of Funding under Resolution E-14-49; October 2014.) (Contributions from other sources: $150,000.) Outcome/Output: This project will extend Marguerite Street by 0.6 miles and construct a new connection to State Route 20.	03-1105 RIP/14-15 CONST $3,500,000 0312000261 4CONL 3F1204	2013-14 301-0042 SHA 301-0890 FTF 20.20.075.600	 $70,000 $3,430,000

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

Tab 61

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2014

Reference No.: 2.5c.(3)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of
Budgets

Subject: **FINANCIAL ALLOCATION FOR LOCALLY ADMINISTERED STIP PROJECTS OFF THE STATE HIGHWAY SYSTEM RESOLUTION FP-14-13**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission allocate $3,573,000 for 16 locally administered State Transportation Improvement Program (STIP) projects off the State Highway System, as follows:

- $2,133,000 for seven STIP projects; and
- $1,440,000 for nine STIP Programming, Planning, and Monitoring projects.

ISSUE:

The attached vote list describes 16 locally administered STIP projects off the State Highway System totaling $3,573,000, plus $77,000 from other sources. The local agencies are ready to proceed with these projects and are requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that $3,573,000 be allocated from the Budget Act of 2013, Budget Act Items 2660-101-0042 and 2660-101-0890 for 16 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.(3)	**Locally Administered STIP Projects off the State Highway System**			**Resolution FP-14-13**
1 $25,000 Siskiyou County SCLTC 02-Siskiyou	Oregon Street Rehabilitation Project. In the city of Dorris from First Street to Sly Street. Rehabilitate roadway. Outcome/Output: The existing roadway base is failing and the roadway is in real need of rehabilitation. Completion of this project will allow safe passage of failing local street.	02-2485 RIP/14-15 PS&E $25,000 0214000163	2013-14 101-0042 SHA 20.30.600.620	$25,000
2 $28,000 Siskiyou County SCLTC 02-Siskiyou	Scott Street Rehabilitation Project. In the city of Etna from State Route 3 to Collier Way. Rehabilitate roadway. Outcome/Output: The existing roadway base is failing and the roadway is in real need of rehabilitation. Completion of the project will allow safe passage of failing local street.	02-2486 RIP/14-15 PS&E $28,000 0214000165	2013-14 101-0042 SHA 20.30.600.620	$28,000
3 $850,000 Siskiyou County SCLTC 02-Siskiyou	Gazelle Callahan Rehabilitation Project. In Siskiyou County on Gazelle Callahan Road from PM 16.7 to PM 19. Rehabilitate roadway. Outcome/Output: Restore existing roadway and provide a safer roadway for its users.	02-2499 RIP/14-15 CONST $850,000 0213000133	2013-14 101-0042 SHA 20.30.600.620	$850,000
4 $417,000 Trinity County TCTC 02-Trinity	Hayfork Creek Bridge 5C-086 on Wildwood Road. Near Hayfork, on Wildwood Road. Replace bridge. HBP match. (Future Consideration of Funding approved under Resolution E-13-05; January 2013.) (Time extension for FY 13-14 CONST expires March 31, 2015.) (Additional $130,000 coming from Trinity county unprogrammed regional shares.) Outcome/Output: New two-lane, structurally sound bridge and safer road alignment.	02-2464 RIP/13-14 CONST ~~$287,000~~ **$417,000** 0200000427	2013-14 101-0042 SHA 20.30.600.620	$417,000
5 $594,000 City of Taft Kern COG 06-Kern	Rails to Trails Phase IV. In Taft, on Sunset Railroad corridor, from 2nd Street to Route 119. Construct bike/pedestrian path. (Contributions from other sources: $77,000.) Outcome/Output: Construct 2,900 feet landscaped bike and pedestrian path; infill half mile of future 5 mile bike/pedestrian path and decrease bike commute time.	06-6615 RIP/14-15 CONST $594,000 0614000246	2013-14 101-0890 FTF 20.30.600.621	$594,000
6 $79,000 Mono County MCLTC 09-Mono	Convict Lake Road. Near Mammoth Lakes, on Convict Road. Pulverize, repave, and widen 2.75 miles of roadway from US 395 to the turn-around at the end of Convict Lake Road. Outcome/Output: This project will rehabilitate approximately 2.75 miles of existing asphalt pavement roads, add bike lanes, replace existing signs and snow poles.	09-2604 RIP/14-15 PA&ED $79,000 0914000055	2013-14 101-0042 SHA 20.30.600.620	$79,000

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.(3)	**Locally Administered STIP Projects off the State Highway System**			**Resolution FP-14-13**
7 $140,000 City of Eureka HCAOG 01-Humboldt	Eureka Waterfront and Coastal Trail (North). In Eureka adjacent to Eureka Slough and Humboldt Bay, beginning at north end of Tydd Street to the existing Target trail. Construct Trail. (Future Consideration of Funding approved under Resolution E-21-14; May 2014.) (Time extension for FY 13-14 PS&E expires October 31, 2014.) Outcome/Output: This multi-use trail will be an important link for California Coastal Trail, provide improved access to Humboldt Bay and Eureka Slough and connectivity to regional trails. The connection to Tydd Street will improve safety for pedestrians and bicyclists by providing access to the waterfront and Eureka's Old Town District without the need to cross Highway 101.	01-0302F RIP ~~TE~~/13-14 PS&E $140,000 0112000295	2013-14 101-0890 FTF 20.30.600.621	$140,000

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-14-13**
8 $118,000 Humboldt County Association of Governments HCAOG 01-Humboldt	Planning, Programming and Monitoring	01-2002P RIP/14-15 CONST $118,000 0114000122	2013-14 101-0042 SHA 20.30.600.670	$118,000
9 $140,000 Tehama County Transportation Commission TCTC 02-Tehama	Planning, Programming and Monitoring	02-2063 RIP/14-15 CONST $140,000 0215000012	2013-14 101-0042 SHA 20.30.600.670	$140,000
10 $147,000 Shasta Regional Transportation Agency SRTA 02-Shasta	Planning, Programming and Monitoring	02-2368 RIP/14-15 CONST $147,000 0215000010	2013-14 101-0042 SHA 20.30.600.670	$147,000
11 $322,000 Fresno Council of Governments Fresno COG 06-Fresno	Planning, Programming and Monitoring	06-6L01 RIP/14-15 CONST $322,000 0615000014	2013-14 101-0042 SHA 20.30.600.670	$322,000

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.(3)	**Local STIP Planning, Programming and Monitoring Projects**			**Resolution FP-14-13**
12 $130,000 Mono County Local Transportation Commission MCLTC 09-Mono	Planning, Programming and Monitoring	09-2003 RIP/14-15 CONST $130,000 0915000006	2013-14 101-0042 SHA 20.30.600.670	$130,000
13 $60,000 Tuolumne County Transportation Council TCTC 10-Tuolumne	Planning, Programming and Monitoring (SB 184 Notification effective July 22, 2014)	10-0452 RIP/14-15 CONST $60,000 1015000030	2013-14 101-0042 SHA 20.30.600.670	$60,000
14 $200,000 San Joaquin Council of Governments SJCOG 10-San Joaquin	Planning, Programming and Monitoring	10-7952 RIP/14-15 CONST $200,000 1015000032	2013-14 101-0042 SHA 20.30.600.670	$200,000
15 $23,000 Alpine County Local Transportation Commission ACLTC 10-Alpine	Planning, Programming and Monitoring	10-A1950 RIP/14-15 CONST $23,000 1015000031	2013-14 101-0042 SHA 20.30.600.670	$23,000
16 $300,000 Imperial County Transportation Commission ICTC 11-Imperial	Planning, Programming and Monitoring	11-7200 RIP/14-15 CONST $300,000 1115000025	2013-14 101-0042 SHA 20.30.600.670	$300,000

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

Tab 62

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2014

Reference No.: 2.5d.(1)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rachel Falsetti, Chief
Division of Transportation
Programming

Subject: **FINANCIAL ALLOCATION THAT EXCEEDS THE PROGRAMMED CONSTRUCTION OR CONSTRUCTION SUPPORT AMOUNT BY MORE THAN 20 PERCENT RESOLUTION FP-14-15**

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) allocate $55,005,000 for construction and $11,000,000 for construction engineering in State Transportation Improvement Program (STIP) funds for the San Antonio Creek Curve Correction project (PPNO 0360G, TCRP 18.2) in Marin County.

ISSUE:

The Department is ready to proceed with this project. The estimated construction engineering is more than 20 percent over the programmed amount. An increase adjustment is needed for construction engineering in order to advertise the project.

RESOLUTION:

Resolved, that $55,005,000 be allocated from the Budget Act of 2013, Budget Act Items 2660-301-0042 and 2660-301-0890 for construction, and $11,000,000 for construction engineering.

Dist-Co-Rte	Funds	Component	Current Programmed Amount	Programmed Adjustment	Revised Programmed Amount	% Increase Above Current Programmed Amount
04-Mrn-101	IIP	CON ENG	$7,660,000	$**3,340,000**	$11,000,000	43.6%

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
2.5d. Financial Allocation that Exceeds the Programmed Construction or Construction Support Amount by more than 20 Percent				**Resolution FP-14-15**
1 $66,005,000 Department of Transportation MTC 04-Mrn/Son-101 26.5/27.6 0.0/1.9	San Antonio Road Curve Correction. At Marin/Sonoma County line, north of Novato at San Antonio Curve. Curve correction (TCRP 18.2). Final Project Development Support Estimate: $13,000 Programmed Amount: $13,000 Adjustment: $0 (<20%) Final Right of Way Right of Way Estimate: $20,287,000 Programmed Amount: $15,454,000 Adjustment: $4,833,000 (Debit) (CON ENG increase of $3,340,000 and CONST increase of $2,892,000 to come from interregional share balance.) (Future Consideration of Funding approved under Resolution E-09-79; September 2009.) (Contributions from others sources: $481,000.) Outcome/Output: Re-align mainline within the project limits.	04-0360G IIP/14-15 CON ENG ~~$7,660,000~~ **$11,000,000** CONST ~~$52,113,000~~ **$55,005,000** 0400000735 3&4 264093&4	001-0042 SHA 001-0890 FTF 2013-14 301-0042 SHA 301-0890 FTF 20.20.025.700	$200,000 $10,800,000 $1,100,000 53,905,000

PROJECT DESCRIPTION:

The project scope consists of re-aligning the mainline to correct horizontal and vertical sight distances within the project limits and alleviate the problems of recurring flooding in the vicinity of the San Antonio Creek. The roadway re-alignment involves construction of large fill embankments and cut slopes in environmentally sensitive areas. The project will also construct a new five-span cast-in-place concrete bridge over the San Antonio Creek.

PROJECT LOCATION

FUNDING STATUS:

The project was programmed in the STIP in 2008. Currently, the Construction Support budget ($7,660,000) is solely funded with Interregional Improvement Program (IIP) funds. The current budget for Construction Capital ($52,594,000) is funded with $52,113,000 IIP funds and $481,000 Federal Demonstration (Demo) funds.

An additional $3,340,000 for Construction Support is needed to construct this project.

REASONS FOR COST INCREASE IN CONSTRUCTION SUPPORT

This increase of $3,340,000 in construction support can be attributed to the following items.

1. Increase of the construction phase from two to three seasons

- The original schedule assumed that the wetlands and waterways in areas that will be permanently impacted, and where impacts are planned to be mitigated, could be could be done at time during the year, and therefore overall project could be completed in two seasons. However, the final permits (California Department of Fish and Wild Permit [1602] and US Army Corps of Engineers Permit [404]) stipulate that the initial impacts to wetlands and waterways, including those to be permanently impacted, do not begin before June 15. These unanticipated restrictions will delay the start of critical grading activities until June 15, 2015.

- The original schedule also assumed that the falsework could stay in the creek during the winter months following the end of first season construction window on October 15, 2015. However, the Final Constructability Review recommended that the falsework should not be left in the creek during the rainy season, since the creek at this location, is subject to rapid changes in water levels, which could cause flash flooding at this highly sensitive environmental location. This could result in permit violations as well as additional delays.

These changes will now push the completion of the overall project into three seasons to complete and which will require additional staff time. **The Estimated Cost is $2,540,000.**

2. Additional biological monitoring

The extension of the schedule by one year will require biological monitoring for an additional season. Due to a shortage of qualified in-house staff in the District, biological monitoring will be performed by consultants' Task Order. **The Estimated Cost is $300,000.**

3. Tree removal by an advance tree removal contract

The project requires a removal of approximately 300 riparian trees. The Migratory Bird Act restricts the removal of any type of tree from September 1 to February 15 of each year. In addition, the 1602 Permit further restricts the riparian tree removal from June 15 to October 15. As a result of these restrictions, the riparian trees can be cut and removed only from September 1 to October 15. If these trees are not removed this year, it will not be possible to start the bridge work in the creek next year. This delay will add a fourth construction season to the completion of the project. Since the construction contract will be awarded well after this permissible window when trees can be removed has closed-down, the tree removal task order is proposed to be funded by the Phase 3 (construction support) budget. **The Estimated Cost is $500,000.**

FUNDING OPTIONS:

OPTION A: Approve this request, as presented above, for $3,340,000 to advertise the project.

OPTION B: Deny this request and direct the Department to remain within the programmed amount. The Department has considered all possible options to reduce construction to two seasons. Due to limited available staging areas and restricted environmental work windows, no viable option is feasible to complete construction in two seasons.

RECOMMENDED OPTION:

The Department recommends that this request of $3,340,000 as presented in Option A above, be approved to allow the project to be advertised.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

Tab 63

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2014

Reference No.: 2.5h.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of Budgets

Subject: **FINANCIAL ALLOCATION FOR FISCAL YEAR 2014-15 LOCAL ASSISTANCE LUMP SUM ALLOCATION – FEDERAL FUNDS**
RESOLUTION FM-14-01

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) allocate $1,506,000,000 to the Department for the Division of Local Assistance's federal subvention budget for Fiscal Year (FY) 2014-15.

ISSUE:

The Department is requesting that the Commission allocate the federal portion of Local Assistance subvention funds in the amount of $1,506,000,000 which is consistent with Budget Act Item 2660-102-0890(1) from Senate Bill 852 of 2014.

The Moving Ahead for Progress in the 21st Century Act (MAP-21) was approved on July 6, 2012, and consolidated many of the local subvention sub-programs into four major federal programs. MAP-21 expires on September 30, 2014, and a nine-month extension was approved on August 8, 2014, that endeavors to fund MAP-21 at federal fiscal year (FFY) 2012-13 levels. The Department assumes that a continuing resolution will be passed to fund federal programs for the remainder of FFY 2014-15. The Department is requesting about $1,279,000,000 in federal allocations for the following four major programs:

- $221 million for the National Highway Performance Program (NHPP), which funds locally-administered on-system bridges.
- $535 million for the Surface Transportation Program (STP), which funds the Regional Surface Transportation Program (RSTP) and includes a $75 million set-aside for bridges that are off the State Highway System.
- $449 million for the Congestion Mitigation and Air Quality Program (CMAQ).
- $74 million for the Highway Safety Improvement Program (HSIP), which funds safety programs.

In addition, the Department is requesting $227,000,000 to fund discretionary programs, Demonstration projects, Emergency Relief, and miscellaneous federal programs that are available under MAP-21 and previous Federal Transportation Acts.

BACKGROUND:

The Department's Division of Local Assistance administers the state and federal local assistance subvention budget under authority of the Commission. Each year, the Department requests an annual lump sum allocation for these funds consistent with the annual Budget Act. At the June 2014 Commission meeting, the Commission allocated approximately $104 million of state subvention funds, per Resolution FM-13-03.

The Department is requesting an allocation of approximately $1.5 billion of federal subvention funds for the start of the federal fiscal year, which begins October 1, 2014. The allocation of these federal subvention funds will allow the Department to sub-allocate projects once the federal funds are made available by the Federal Highway Administration.

The guidelines for allocating, monitoring, and auditing of funds for local assistance projects are set forth in Commission Resolution G-99-25, which is based on Section 14529.1 of the Government Code. The Commission Resolution G-01-08 delegates the authority to the Department to adjust allocations between categories, and the Department reports to the Commission if transfers in or out of an expenditure category exceed 10 percent of its allocation.

RESOLUTION:

Resolved, that $1,506,000,000 in federal funds be allocated from the Budget Act of 2014, Budget Act Item 2660-102-0890(1), in accordance with the table on the next page, bringing the total lump sum allocation for the FY 2014-15 Local Assistance subvention budget to $1,610,313,000.

ALLOCATION OF FUNDS FOR FY 2014-15 LOCAL ASSISTANCE
(Dollars in Thousands)

	State	Federal	Total
2660-102-0042(1)			
Surface Transportation Program (STP) State Match and Exchange	$57,849		$57,849
Bridge Inspection	735		735
Railroad Grade Separations	15,000		15,000
Railroad Grade Crossing Maintenance	2,000		2,000
Miscellaneous Unassigned Local Programs	3,250		3,250
Freeway Service Patrol	25,479		25,479
Subtotal	**$104,313**		**$104,313**
2660-102-0890(1)			
National Highway Performance Program (NHPP)[1]		$221,000	$221,000
Surface Transportation Program (STP)[2]		535,000	535,000
Congestion Mitigation and Air Quality Program (CMAQ)		449,000	449,000
Highway Safety Improvement Program (HSIP)		74,000	74,000
Discretionary Programs[3]		227,000	227,000
Subtotal		**$1,506,000**	**$1,506,000**
Total Local Programs	**$104,313**	**$1,506,000**	**$1,610,313**
June 25, 2014, State Allocation, FM-13-03			- $104,313
Current Allocation Request			**$1,506,000**

[1] Funding is reserved for State Highway System (SHS) bridges on the National Highway System (NHS). If a bridge is on the SHS, but not on the NHS; the local share of NHPP may be exchanged for the state share of STP.
[2] About $75 million is set aside for bridges that are off the SHS and about $58 million is budgeted to be exchanged on a dollar-for-dollar basis for State Highway Account funds (2660-102-0042(1)).
[3] This funding is for discretionary programs, Demonstration projects, Emergency Relief, and miscellaneous federal programs for MAP-21and previous Federal Transportation Acts.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

Tab 64

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2014

Reference No.: 2.5w.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of
Budgets

Subject: **FINANCIAL ALLOCATION FOR LOCALLY ADMINISTERED ATP PROJECT OFF THE STATE HIGHWAY SYSTEM RESOLUTION FATP-1415-01**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission allocate $7,000,000 for the locally administered Active Transportation Program (ATP) CV Link project (PPNO 1019), in Riverside County, off the State Highway System.

ISSUE:

The attached vote list describes the locally administered ATP project off the State Highway System totaling $7,000,000. 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 2013, Budget Act Item 2660-108-0890 for the locally administered ATP 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
2.5w. Locally Administered Active Transportation Program Project				**Resolution FATP-1415-01**
1 $7,000,000 Coachella Valley Association of Governments (CVAG) RCTC 08-Riverside	CV Link. In eastern Riverside County, in the Coachella Valley. Construct a new 50 mile multi-modal transportation alternative to automobiles, including bicycles, pedestrians, and low-speed electric vehicles (speed of 25 mph or less) on a single corridor connecting eight of the nine cities in the Coachella Valley and three Indian Tribal Lands. Outcome/Output: Reduce traffic congestion, improve air quality, safety and overall health by providing safe corridors for alternative and active modes of transportation to employment centers, shopping, and educational facilities throughout the Coachella Valley.	08-1019 ATP/14-15 PA&ED $7,000,000 0814000137	2013-14 108-0890 FTF 20.30.720.100	$7,000,000

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

Tab 65

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2014

Reference No.: 2.6a.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of
Budgets

Subject: **FINANCIAL ALLOCATION FOR STATE ADMINISTERED STIP RAIL PROGRAM PROJECTS**
RESOLUTION MFP-14-03

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission allocate $1,556,000 for two State administered State Transportation Improvement Program (STIP) Rail projects.

ISSUE:

The attached vote list describes two State administered STIP Rail projects totaling $1,556,000. The Department is ready to proceed with these projects and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that $1,556,000 be allocated from the Budget Acts of 2013, Budget Act Item 2660-301-0046 for two State administered STIP Rail projects described on the attached vote list.

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
2.6a. State Administered STIP Rail Projects				**Resolution MFP-14-03**
1 $1,000,000 Capitol Corridor Joint Powers Authority MTC, SACOG 04- Various	Capitol Corridor Capitalized Maintenance Project. Replace and upgrade certain elements of the track, signal and bridge infrastructure. The work will take place along the Capitol Corridor Route, in specific areas from San Jose to Auburn: Coast Subdivision MP 31.0 – 47.7, Niles Subdivision MP 4.2 – 34.9, Martinez Subdivision MP 2.2 – 106.4, and Roseville Subdivision MP 106.4 – 125.0. Outcome/Output: Upgrading elements of the track, signal and bridge infrastructure allows the useful life to be extended, reduce downtime due to component failure, and increase operating efficiency and schedule reliability due to fewer failures.	75-2065J IIP/14-15 CONST $1,000,000 0015000054 S	2013-14 301-0046 PTA 30.20.020.720	$1,000,000
2 $556,000 Capitol Corridor Joint Powers Authority MTC, SACOG 04- Various	The Capital Corridor eLocker and Folding Bicycle Rental Project consists of installing a secure bicycle access system at 13 select sections along the 170 mile Capital Corridor Route, from Auburn to Great America/Santa Clara. (Time extension for FY 13-14 CON expires on February 28, 2015.) Outcome/Output: Relief of some high on-train bicycle congestion.	75-2127L IIP/13-14 CONST $556,000 0413000085	2013-14 301-0046 PTA 30.20.020.720	$556,000

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

Tab 66

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2014

Reference No.: 2.6d.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce Roberts, Acting Chief
Division of Rail and
Mass Transportation

Subject: **FINANCIAL ALLOCATION FOR FISCAL YEAR 2014-15 INTERCITY RAIL OPERATIONS AND FEEDER BUS SERVICES**
RESOLUTION MFP-14-04

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve Resolution MFP-14-04 resolution allocating $86,891,000 of Public Transportation Account (PTA) funds for support of the Department's intercity passenger rail and feeder bus services on the Pacific Surfliner and San Joaquin routes for Fiscal Year (FY) 2014-15.

PROJECT DESCRIPTION:

RECIPIENT: California Department of Transportation
FUNDED ACTIVITY: Department contracts for intercity passenger rail and feeder bus services with Amtrak. $86,891,000 from the PTA will support the cost to operate passenger service on the two State administered intercity rail routes in FY 2014-15 as follows:

- $44,287,000 for the Pacific Surfliner Route (11 San Diego-Los Angeles daily round-trips, and five Los Angeles-Santa Barbara daily round-trips with two trips continuing to San Luis Obispo, plus three Amtrak Thruway bus routes).

- $42,604,000 for the San Joaquin Route (four Bakersfield–Stockton-Oakland daily round-trips, and two Bakersfield-Stockton-Sacramento daily round-trips, plus 13 Amtrak Thruway bus routes).

BACKGROUND:

Department Administration of Intercity Rail Services -

Pursuant to Section 99316 of the Public Utilities Code, the Commission has responsibility for allocating intercity rail operating support funds that are appropriated to the Department for this purpose. Chapter 263 of the Statutes of 1996 (Senate Bill 457, Kelly) added Government Code Section 14031.8 and specifies that the Secretary of the Business, Transportation, and Housing Agency shall allocate intercity rail operating funds routes that are administered by a local joint powers board. On July 1, 1998, the Capitol Corridor Joint Powers Authority assumed responsibility for administration of the Capitol Corridor. On July 1, 2013 the Business, Transportation and Housing Agency became the California State Transportation Agency (CalSTA). Thus, the Secretary of CalSTA is responsible for allocating funds for that route.

On a quarterly basis, the Department provides the Commission financial, ridership and on-time performance information for all three routes. Information included in this document for the Capitol Corridor is for the purpose of comparison with the two State-managed routes.

Financial Projections for FY 2014-15

On March 31, 2014, Amtrak provided financial projections for FFY 2014-15, stating that the total state support required for the October 2014-September 2015 time period to be $123,073,050. The budget request for FY 2014-15 was made based on these projections. The Capitol Corridor provided a revision to their operating estimate in June. Those projections are shown below.

FY 2014-15 State-Supported Intercity Rail Routes
Projected Financial Performance
($ in thousands)

	Total Expenses	Passenger Reveue	Operating Loss	Amtrak Credits	**Allocation Request**	**Farebox Ratio**
Pacific Surfliner	$118,608	$71,672	$46,653	$2,366	**$44,287**	61%
San Joaquin	$87,099	$42,232	$44,867	$2,263	**$42,604**	51%
Capitol Corridor	$61,083	$28,487	$32,596	-	**$32,596**	48%
Totals	$266,507	$142,391	$124,116	$4,629	**$119,487**	54%

The funded appropriation for the FY 2014-15 Budget is $119,487,000. The funding request from the Capitol Corridor will be funded. However, there are existing credits with Amtrak that will cover the difference between the operating loss and the funding from the FY 2014-15 Budget for the Pacific Surfliner and San Joaquin Routes, and operations will be fully funded.

Intercity Rail Appropriation in the FY 2014-15 Budget:

Provision 1 of Item 2660-001-0046 of the FY 2014-15 Budget appropriates $119,487,000 in PTA funds for intercity rail services. (The amounts for each route are not specified in the Budget.) The appropriation amount is based on Amtrak's contract estimates for the State cost to operate rail services on the Pacific Surfliner, San Joaquin, and Capitol Corridor routes. The table below shows how these funds will be distributed among the three routes.

FY 2014-15 Budget Appropriation (Item 2660-001-0046) For State-Supported Intercity Rail Routes	
ROUTE	PTA FUNDS
Pacific Surfliner	$44,287,000
San Joaquin	$42,604,000
Allocation Request	**$86,891,000**
Capitol Corridor	$32,596,000
Budget Total	**$119,487,000**

Allocation Amount:

Pacific Surfliner and San Joaquin Routes-

The Department is requesting an allocation of $86,891,000 for the Pacific Surfliner and San Joaquin routes from the FY 2014-15 Budget. This allocation request will fund service on the two routes for Federal Fiscal Year (FFY) 2014-15 (October 2014 – September 2015). The table on the following page compares the funds requested in FY 2014-15 to those allocated in FY 2013-14 and FY 2012-13.

On October 16, 2008, the Passenger Rail Investment and Improvement Act (PRIIA) of 2008 became law. Under the provisions of PRIIA Section 209, all short-distance Amtrak corridor services (of no more than 750 miles between end points) must become state-supported routes and states must pay the proportional costs associated with their respective corridor routes.

In previous years the Pacific Surfliner corridor was 30 percent funded by Amtrak. With the implementation of PRIIA Section 209, the Department became responsible for 100 percent of the Pacific Surfliner corridor funding. Included with PRIIA 209 are additional capital equipment expenses for the Pacific Surfliner and San Joaquin corridors. These costs have been the catalyst for the increase in state support over the past two years.

Trends in State Costs-

As reflected in the table below, combined State costs in FY 2014-15 for anticipated services on the San Joaquin and Pacific Surfliner routes are projected to be $86,891,000.

FY 2012-13 through FY 2014-15 State Costs for State Supported Intercity Rail Routes ($ in thousands)			
ROUTE	FY 2012-13 (Allocation)	FY 2013-14 (Allocation)	FY 2014-15 (Current request)
Pacific Surfliner	$29,423	$36,819	$44,287
San Joaquin	$31,814	$42,447	$42,640
State-Administered Routes -Totals	**$61,237**	**$79,266**	**$86,891**
Capitol Corridor	$29,110	$29,681	$32,596
All Routes - Totals	**$90,347**	**$108,947**	**$119,487**

Allocation Transfer Between Routes-

The Commission has recognized in its allocation resolutions for prior years that actual expenditures by route may differ from the estimates provided in the allocation request. Thus, as in prior years, the Department requests the Commission grant the authority to transfer between the Pacific Surfliner and San Joaquin State-administered routes up to 10 percent of the amount allocated to each route, based upon actual expenditures or emergency situations. The Commission must approve all changes above 10 percent prior to expenditure.

Attachment

CALIFORNIA TRANSPORTATION COMMISSION

Commission Allocation Approval
Fiscal Year (FY) 2014-15 Amtrak (Intercity Rail) Operating Support

Resolution MFP-14-04

1.1 WHEREAS, under Section 99316 of the Public Utilities Code, the California Transportation Commission (Commission) has responsibility for allocating intercity rail operating funds that are appropriated to the California Department of Transportation (Department) for State-administered intercity rail routes; and

1.2 WHEREAS, Provision 1 of Item 2660-001-0046 of the Budget Act of 2014-15 appropriates $119,487,000 of Public Transportation Account (PTA) funds for intercity rail services; and

1.3 WHEREAS, Government Code Section 14031.8 specifies that the Secretary of the California State Transportation Agency shall allocate intercity rail operating funds to those intercity rail routes administered by a local joint powers board.
On July 1, 1998, the Capitol Corridor Joint Powers Agency assumed responsibility for administration of the Capitol Corridor. Thus, the Commission does not allocate funds for that route; and

1.4 WHEREAS, $32,596,000 in budgeted funds are reserved for the Capitol Corridor, and the remaining $86,891,000 in budgeted funds are reserved for the San Joaquin and Pacific Surfliner routes; and

1.5 WHEREAS, the composite farebox ratio for the three State-administered routes is projected at 54 percent (revenues/total operating expense), while the farebox ratio for the Pacific Surfliner Route is projected at 61 percent, the San Joaquin Route at 51 percent, and the Capitol Corridor at 48 percent; and

1.6 WHEREAS, the Commission recognizes that actual expenditures on the Pacific Surfliner and San Joaquin routes may differ from current estimates. For changes of 10 percent or less, the Department has total flexibility to transfer funds between the Pacific Surfliner and San Joaquin routes; changes above 10 percent must be approved by the Commission prior to expenditure. Transfers can be made based upon actual expenditures or emergency situations.

2.1 NOW, THEREFORE, BE IT RESOLVED, that a total of $86,891,000 be allocated to the Department for intercity rail and feeder bus services with Amtrak, as follows:

Pacific Surfliner Route	$44,287,000
San Joaquin Route	$42,604,000
TOTAL	**$86,891,000**

2.2 BE IT FURTHER RESOLVED, that authority is delegated to the Department to transfer funds between the Pacific Surfliner and San Joaquin routes if the changes are less than or equal to 10 percent; and

2.3 BE IT FURTHER RESOLVED, changes above 10 percent must be approved by the Commission prior to expenditure.

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M e m o r a n d u m

Tab 67

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2014

Reference No.: 2.6f.(2a)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of
Budgets

Subject: **FINANCIAL ALLOCATION FOR LOCALLY ADMINISTERED PROPOSITION 1A HIGH-SPEED PASSENGER TRAIN BOND PROGRAM - URBAN/COMMUTER PROJECTS RESOLUTION HST1A-A-1415-02**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission allocate $78,639,000 for the locally administered Proposition 1A High-Speed Passenger Train Bond Fund (HSPTBF) Urban/Commuter Maintenance Shop and Yard Improvements project, in Alameda County.

ISSUE:

The attached vote list describes one locally administered Proposition 1A HSPTBF project totaling $78,639,000. The local agency is ready to proceed with this project and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that $78,639,000 be allocated from the Budget Act of 2012, Budget Act Item 2660-104-6043 for the 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.(2a) Proposition 1A–High-Speed Passenger Train Bond Program – Urban/Commuter				**Resolution HST1A-A-1415-02**
1 $78,639,000 San Francisco Bay Area Rapid Transit District MTC 04-Alameda	**Maintenance Shop & Yard Improvements Project.** Expand existing Main Shop to support back shop double-ended operation, construct new Component Repair Shop including, retrofitting the Maintenance and Engineering Storage Yard with sound walls along the east side of test track; in addition to track work and retaining walls connecting the Hayward Maintenance Complex to the Main Line tracks. (Future Consideration of Funding approved under Resolution E-14-41; August 2014.) Outcome/Output: Provide expanded capacity for maintenance and warehouse activities for the future BART fleet.	HSR/14-15 CONST $78,639,000 0415000007 S R312GB	2012-13 104-6043 HSPTBF 30.10.100.000	$78,639,000

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M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2014

Reference No.: 2.8b.(1)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rihui Zhang, Chief
Division of Local Assistance

Subject: **REQUEST TO EXTEND THE PERIOD OF CONTRACT AWARD FOR PROPOSITION 1B LOCAL BRIDGE SEISMIC RETROFIT ACCOUNT PROJECTS, PER LBSRA GUIDELINES WAIVER 14-39**

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 $2,158,612 for the seismic retrofit of two 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	City of Oakland Alameda County Embarcadero Bridge over Lake Merritt Channel Bridge No: 33C0030	$1,699,812	04/02/2014 5012(037) 12 Months 10/31/2015 Support
	The City of Oakland (City) is requesting a 12-month time extension to the period of contract award for the Embarcadero Bridge over Lake Merritt Channel project. The City has experienced delays in awarding the project due to bidding issues. The City opened bids in May 2014 and all bidders' cost estimates were higher than the engineer's estimate for the project. From June through September 2014 a constructability and design review occurred in order to modify project documents for bid re-advertisement. The City plans to submit the revised design document by October 2014 and re-advertise in November 2014. Bidders will be evaluated in January 2015 and the award recommendation report will be submitted to the City Council by February 2015. The City expects to award the project by early March 2015. However, if bids come in above the engineer's estimate a second time, the City will need to request additional funds from the Department which could result in an additional four-month delay. To allow for any unforeseen bidding issues, the City is requesting an additional three months. Therefore, the City is requesting a 12-month extension to October 31, 2015.		
2	City of Fremont Alameda County Niles Boulevard over Bay Area Rapid Transit (BART) Bridge No: 33C0128	$458,800	03/28/2014 5322(019) 5 months 02/28/2015 Support
	The City of Fremont (City) is requesting a five-month time extension to the period of contract award for the Niles Boulevard over BART bridge project. The City has not awarded a construction contract due to delays receiving approval to hire a construction management (CM) firm for the bidding process. The City selected a CM firm in March 2014. Due to the contract being over $1 million, a request for an audit package was sent to the City in May 2014. As a result, the City received a letter of deficiencies and addressed the issue in late August 2014. Once the City hired the CM firm, it had to perform a final constructability review, which is estimated to be completed in September 2014. The project should be ready to re-advertise by the end of September 2014. This City plans to open a bid in November 2014, and award by December 2014. To allow for any unforeseen bidding issues, the City is requesting an additional two months. Therefore, the City is requesting a five-month extension to February 28, 2015.		

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Tab 69

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2014

Reference No.: 2.8b.(2)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rihui Zhang, Chief
Division of Local Assistance

Subject: **REQUEST TO EXTEND THE PERIOD OF CONTRACT AWARD FOR LOCALLY-ADMINISTERED STIP PROJECTS, PER RESOLUTION G-06-08**
WAIVER 14-40

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve the request by Tuolumne County (County) to extend the period of contract award for the Jamestown Main Street to Railtown Sidewalks Project, (PPNO 10-0020C) for three months, from September 30, 2014 to December 31, 2014.

ISSUE:

On March 20, 2014, the Commission approved Resolution FP-13-45, allocating $911,000 for construction of the Jamestown Main Street to Railtown Sidewalks Project. The County is unable to award the contract prior to the award deadline of September 30, 2014, since to the low bidder did not meet the Disadvantaged Business Enterprise (DBE) requirement.

BACKGROUND:

The County advertised the project on July 14, 2014, and opened bids on August 14, 2014. The low bidder was below the engineer's estimate, but the contractor did not meet the DBE requirements. In addition, the low bidder was unable to provide documentation showing that the "Good Faith Effort" had been made in order to comply with the contract requirements. As a result, the County disqualified the low bidder. The next three low bids were over the engineer's estimate. The County does not have additional funds available to award the contract to the second lowest bidder, and has terminated negotiations with all bidders and plans to re-advertise.

The County anticipates re-advertising the project in September 2014 and awarding the construction contract in mid December 2014. Therefore, the County is requesting a three-month time extension to December 31, 2014.

Current STIP Guidelines, Resolution G-13-07, adopted August 6, 2013, stipulate that the agency implementing a project request a time extension if the project will not be awarded within six months of the allocation. The Commission may approve waivers to the timely use of funds deadline one time only for up to 20 months in accordance with Government Code Section 14529.8.

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To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2014

Reference No.: 2.8b.(3)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rachel Falsetti, Chief
Division of
Transportation Programming

Subject: **REQUEST TO EXTEND THE PERIOD OF CONTRACT AWARD FOR STATE ADMINISTERED PROJECTS ON THE STATE HIGHWAY SYSTEM, PER STIP GUIDELINES**
WAIVER 14-41

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) approve a time extension for six months for the STIP Landscape Mitigation project (PPNO 05-0226F) on Route 46 in San Louis Obispo County.

ISSUE:

On March 20, 2014, the Commission allocated $905,000 for one State Transportation Improvement Program (STIP) Landscape Mitigation project in San Louis Obispo County. In accordance with STIP guidelines, Resolution G-13-07, the deadline to award contracts for projects allocated in March 2014 is September 30, 2014. The Department will not be able to meet the deadline for this project and is requesting a six-month time extension for the period of contract award.

Bids for this project were opened on June 18, 2014. The low bidder was found non-responsive; therefore, the project is to be awarded to the second low bidder. However, the second low bid is 27 percent over the Engineer's Estimate, which may result in funding shortfall and the need for supplemental funds. This six-month time extension will allow the Department sufficient time to evaluate the second bid, address the funding shortfall and award the project.

BACKGROUND:

Current STIP Guidelines, Resolution G-13-07, stipulate that the agency implementing a project request a time extension if the project will not be awarded within six months of the allocation. The Commission may approve waivers to the timely use of funds deadline one time only for up to 20 months in accordance with Government Code Section 14529.8.

Tab 71

2.8b(4)

REQUEST FOR RE-EVALUATION OF EXTENSION FOR THE PERIOD OF CONTRACT AWARD FOR THE CITY OF LONG BEACH PHASE II BIKE SHARE PROGRAM (PPNO 4541) PROJECT IN LOS ANGELES COUNTY, PER STIP GUIDELINES

INFORMATION ON THIS ITEM WILL BE
PROVIDED PRIOR TO THE OCTOBER 8, 2014
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Tab 72

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2014

Reference No.: 2.8c.(1)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce Roberts, Acting Chief
Division of Rail and Mass Transportation

Subject: **REQUEST TO EXTEND THE PERIOD OF PROJECT COMPLETION FOR STIP TRANSIT PROJECTS, PER STIP GUIDELINES WAIVER 14-42**

RECOMMENDATION:

The California Department of Transportation recommends that the California Transportation Commission (Commission) extend the period of project completion by three months, to January 31, 2015, for the Replacement Vehicles for Eastern Sierra Transit Authority project (PPNO 2551), in Inyo County.

ISSUE:

In October 2011, the Commission approved Resolution MFP-11-03 allocating $1,139,000 to Inyo County (Recipient) for the Replacement Vehicles for Eastern Sierra Transit Authority project. Completion of the project has been delayed due to plant production issues associated with a shortage of parts for the passenger entrance door. The Recipient has reported that delivery of five of the eleven total vehicles is expected prior to the deadline of October 17, 2014. However, the remaining six vehicles are currently in production and are not anticipated to be delivered until January 2015.

Therefore, Inyo County requests that a three month extension be granted in order to expend the remaining funds and complete the project.

BACKGROUND:

Current State Transportation Improvement Program guidelines stipulate that a local agency has up to 36 months from the award of the contract in which to complete the project. The Commission may approve waivers to the timely use of funds deadline one time only for up to 20 months in accordance with Government Code Section 14529.8.

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Tab 73

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2014

Reference No.: 2.8d.(1)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce Roberts, Acting Chief
Division of Rail and Mass Transportation

Subject: **REQUEST TO EXTEND THE PERIOD OF PROJECT REIMBURSEMENT FOR LOCALLY- ADMINISTERED STIP TRANSIT PROJECT, PER STIP GUIDELINES WAIVER-14-43**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) approve an 18-month extension for the period of project reimbursement, to March 31, 2016, for the Antelope Valley Sealed Corridor project (PPNO 4024), in Los Angeles County.

ISSUE:

In November 2010, the Commission approved Resolution MFP-10-09 allocating a total of $12,000,000 to the Southern California Regional Rail Authority (SCRRA) for the Antelope Valley Sealed Corridor project. A contract was awarded on March 16, 2011. The SCRRA was unable to close out the project and submit final invoices within the 180 days allowed after the March 16, 2014 termination date, due to a claim filed against SCRRA seeking additional overhead reimbursement. SCRRA and the contractor are scheduled to start mediation by the end of September 2014. Therefore, SCRRA is requesting additional time to allow for completion of mediation and submittal of final reimbursements.

As of June 30, 2014, $7,713,024 has been approved in invoices with a remaining balance of $4,286,976 to be reimbursed with the next 18 months.

BACKGROUND:

Current State Transportation Improvement Program guidelines stipulate that a local agency has 180 days after project acceptance to make the final payment to the contractor or vendor, prepare the final report of expenditure, and submit the final invoice to the Department for reimbursement. 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.