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

June 25, 2015
Sacramento, California

Wednesday, June 24, 2015

6:30 PM **Commissioners' Dinner**
Rio City Café
1110 Front Street
Sacramento, CA

Thursday, June 25, 2015

9:00 AM **Commission Meeting**
Lincoln Plaza
Auditorium, 1st Floor
400 P Street
Sacramento, 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 Commission meeting, except for those agenda items bearing the notation "TIMED ITEM." TIMED ITEMS may not be heard prior to the Time scheduled but may be heard at, or any time after, the Time scheduled. The Commission may adjourn earlier than estimated on either day.

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 Douglas 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), Active Transportation Program (ATP),Intercity Rail (ICR)

NEXT REGULARLY SCHEDULED CTC MEETING – August 27, 2015 in San Diego (Subject to Change)

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
	GENERAL BUSINESS				
1	Roll Call	1.1	Bob Alvarado	I	C
	Resolutions of Necessity – Appearances				
2 8 Ayes	Resolution of Necessity – Appearance --06-Fre-99-PM 24.6 Mental Health Systems, Inc., a California Non-Profit Corporation Resolution C-21342	2.4a.	Stephen Maller Sharri Bender-Ehlert	A	D
3 9:10 AM	Hearing – Program of Projects for the Small Urban and Rural FFY 2013-14 FTA Section 5310 Enhanced Mobility for Seniors & Individuals with Disabilities Program	4.12	Juan Guzman	I	C
4	Adoption of the Program of Projects for the Small Urban and Rural FFY 2013-14 FTA Section 5310 Enhanced Mobility for Seniors & Individuals with Disabilities Program Resolution G-15-13	4.13	Juan Guzman	A	C
	General Business				
5	Approval of Minutes for May 28, 2015	1.2	Bob Alvarado	A	C
6	Executive Director's Report • 2015 Meeting Calendar Update • 2016 Meeting Calendar	1.3	Will Kempton	A	C
7	Commission Reports	1.4	Bob Alvarado	A	C
8	Commissioners' Meetings for Compensation	1.5	Bob Alvarado	A	C
	CALIFORNIA STATE TRANSPORTATION AGENCY REPORT				
9	Report by Agency Secretary and/or Deputy Secretary	1.6	Brian Kelly	I	T
	CALTRANS REPORT				
10	Report by Caltrans' Director and/or Deputy Director	1.7	Malcolm Dougherty	I	D
	UNITED STATES DEPARTMENT OF TRANSPORTATION REPORT				
11	Report by US Department of Transportation	1.11	Vincent Mammano	I	R
	LOCAL REPORTS				
12	Report by Regional Agencies Moderator	1.8	Renee De Vere-Oki	I	R
13	Report by Rural Counties Task Force Chair	1.9	Jerry Barton	I	R
14	Report by Self-Help Counties Coalition Chair	1.10	Dianne Steinhauser	I	R
	POLICY MATTERS				
15	State and Federal Legislative Matters	4.1	Carrie Pourvahidi	A	C
16	Road Charge Technical Advisory Committee and Pilot Program Update	4.3	Laura Pennebaker	I	C
17	Budget and Allocation Capacity Update	4.2	Laurel Janssen Athena Gliddon	I	D
18	Draft 2016 STIP and Aeronautics Account Fund Estimate	4.4	Laurel Janssen Steven Keck	I	D
19	Draft 2016 State Transportation Improvement Program (STIP) Guidelines	4.7	Laurel Janssen	I	C
20	Annual Analysis of GARVEE Bonding Capacity	4.11	Laurel Janssen Steven Keck	I	D
21	Update - Doyle Drive (Presidio Parkway P3 Project)	4.15	Stephen Maller Bijan Sartipi	I	D
	INFORMATION CALENDAR		Stephen Maller		
22	**Informational Reports on Allocations Under Delegated Authority** -- Emergency G-11 Allocations *(2.5f.(1))*: $4,450,000 for five projects. -- SHOPP Safety G-03-10 Allocations *(2.5f.(3))*: $21,743,000 for five projects. -- Minor G-05-05 Allocations *(2.5f.(4))*: $400,000 for one project.	2.5f.		I	D
23	Monthly Report on Projects Amended into the SHOPP by Department Action	3.1		I	D

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
24	Monthly Status of Construction Contract Award for State Highway Projects, per Resolution G-06-08	3.2a.		I	D
25	Monthly Status of Construction Contract Award for Local Assistance STIP Projects, per Resolution G-06-08	3.2b.		I	D
26	Monthly Status of Construction Contract Award for Local Assistance ATP projects, per Resolution G-14-05	3.2c.		I	D
27	Third Quarter FY 2014-15 - Proposition 1A – High Speed Passenger Train Bond Program Report	3.3		I	D
28	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
29	Toll Bridge Seismic Retrofit Program – 2015 First Quarter Progress and Financial Update	3.5		I	C
30	Third Quarter FY 2014-15 – Finance Report	3.7		I	D
31	Third Quarter FY 2014-15 – Rail Operations Report	3.8		I	D
32	Third Quarter – Balance Report on AB 1012 “Use It or Lose It” provisions for FFY 2013 Unobligated CMAQ and RSTP funds	3.11		I	D
	CONSENT CALENDAR		Stephen Maller		
33	The City of Goleta proposes to amend the 2014 STIP to delay $11,372,000 RIP construction funds from FY 2015-16 to FY 2016-17 for the Fowler and Ekwill Street Extensions project (PPNO 4611) in Santa Barbara County. STIP Amendment 14S-12	2.1a.(1)		A	D
34	The Transportation Agency of Monterey County proposes to amend the 2014 STIP for two on-system projects to delay construction from FY 2015-16 to FY 2016-17, in Monterey County. STIP Amendment 14S-13	2.1a.(2)		A	D
35	The County of Mendocino proposes to amend the 2014 STIP for two off-system projects to delay RIP construction funds from FY 2015-16 to FY 2016-17, in Mendocino County. STIP Amendment 14S-14	2.1a.(3)		A	D
36	The Department and the Mendocino County Association of Governments propose to amend the 2014 STIP for two on-system projects to delay STIP construction funds from FY 2015-16 to FY 2016-17, in Mendocino County. STIP Amendment 14S-15	2.1a.(4)		A	D
37	The County of Lassen proposes to amend the 2014 STIP to delay $3,900,000 RIP construction funds from FY 2015-16 to FY 2016-17 for the Skyline Road Extension (Phase 2) project (PPNO 2121A) in Lassen County. STIP Amendment 14S-16	2.1a.(5)		A	D
38	The Department and the Plumas County Transportation Commission propose to amend the 2014 STIP to reduce RIP construction funds by $2,000,000 and construction support by $100,000 for the Greenville SR 89 Rehabilitation project (PPNO 3355) in Plumas County. STIP Amendment 14S-17	2.1a.(6)		A	D
39	The Department and the Butte County Association of Governments propose to amend the 2014 STIP to revise the Implementing Agency from Butte County Association of Governments to the Department for the PS&E and Right-of-Way phases on the SR 70 Passing Lanes (Segment 1) project (PPNO 9801) in Butte County. STIP Amendment 14S-18	2.1a.(7)		A	D

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
40	The Bay Area Rapid Transit proposes to reprogram $3,726,000 in RIP construction funds from the Downtown Berkeley BART Plaza and Transit Area Improvements project (PPNO 2103B) in Alameda County to the BART Station Modernization Program project (PPNO 2010C) in Contra Costa County. STIP Amendment 14S-19	2.1a.(8)		A	D
41	The San Mateo County Transportation Authority proposes to delay $6,900,000 in RIP Right of Way funds from FY 2015-16 to FY 2016-17 for the Route 1/ Calera Parkway (Phase 1) Improvements project (PPNO 0632C) in San Mateo County. STIP Amendment 14S-20	2.1a.(9)		A	D
42	The Department and the San Mateo City/County Association of Governments propose to reprogram $855,000 in RIP Right of Way support and $2,217,000 in RIP Right of Way funds from FY 2016-17 to FY 2015-16 for the Route 101/Willow Road Interchange Reconstruction project (PPNO 0690A) in San Mateo County. STIP Amendment 14S-21	2.1a.(10)		A	D
43	The Transportation Agency for Monterey County proposes to amend the 2014 STIP to delay $300,000 RIP construction funds from FY 2015-16 to FY 2017-18 for the Coastal Daylight/Rail Extension to Monterey County Track Improvements project (PPNO 1971), in Monterey County. STIP Amendment 14S-22	2.1a.(11)		A	D
44	The Santa Cruz County Regional Transportation Commission and the City of Santa Cruz propose to amend the 2014 STIP for two off-system projects to delay construction from FY 2015-16 to FY 2016-17, in Santa Cruz County. STIP Amendment 14S-23	2.1a.(12)		A	D
45	The City of Watsonville and the Santa Cruz County Regional Transportation Commission propose to amend the 2014 STIP to delay $950,000 RIP construction funds from FY 2015-16 to FY 2016-17, for the Monterey Bay Sanctuary Scenic Trail Lee Road-Slough Trail Connection project (PPNO 2552) in Santa Cruz County. STIP Amendment 14S-24	2.1a.(13)		A	D
46	The Department proposes to amend the 2014 STIP to delay $3,500,000 RIP construction and $600,000 construction support from FY 2015-16 to FY 2016-17 for the Route 46 Widening – Segment 4A project (PPNO 3386C) in Kern County. STIP Amendment 14S-25	2.1a.(14)		A	D
47	The Department and the City of Temecula propose to reprogram $5,000,000 in RIP Right of Way in FY 2015-16 to construction in FY 2017-18 for the I-15/French Valley Parkway Interchange – Collector/Distributor project (PPNO 0021K) in Riverside County. STIP Amendment 14S-26	2.1a.(15)		A	D
48	The Department and the Riverside County Transportation Commission propose to delay $5,800,000 in RIP construction support and $25,755,000 in RIP construction from FY 2015-16 to FY 2016-17 for the State Route 60 Truck Climbing/Descending Lanes project (PPNO 0046J) in Riverside County. STIP Amendment 14S-27	2.1a.(16)		A	D

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
49	The County of Alpine proposes to amend the 2014 STIP to delete the Diamond Valley Road Overlay – Phase 1 (PPNO 3043) and Phase 2 projects (PPNO 3044); add the Hot Springs Creek Reconstruction project (PPNO 3115); and delay $265,000 in RIP construction for the Hot Springs Creek Bridge Replacement project (PPNO 6626) from FY 2015-16 to FY 2016-17 in Alpine County. STIP Amendment 14S-28	2.1a.(17)		A	D
50	The City of Ripon and the San Joaquin Council of Governments propose to amend the 2014 STIP to delay $1,000,000 RIP construction from FY 2015-16 to FY 2016-17 for the Stockton Avenue Widening project (PPNO 6627) in San Joaquin County. STIP Amendment 14S-29	2.1a.(18)		A	D
51	The Department proposes to program $14,095,000 of Federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Border Infrastructure Program (BIP) funds and revise the project funding plan and schedule for the Route 11 and Otay Mesa Port of Entry projects, Segments 2 and 3 (PPNO's 0999B, and 0999C) in San Diego County. STIP Amendment 14S-30	2.1a.(19)		A	D

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
52	Approval of Projects for Future Consideration of Funding: 01-Hum-96, PM R6.20/6.60 Sugar Bowl Ranch Curve Project Realign curves on a portion of SR 96 in Humboldt County. (MND) (PPNO 2329) (SHOPP) Resolution E-15-27 04-Son-116, PM 15 Pocket Canyon Retaining Wall Project Construct retaining wall on a portion of SR 116 in Sonoma County. (ND) (PPNO 0816G) (SHOPP) Resolution E-15-28 04-SCl-85, PM 0.0/R24.1, 04-SCl-101, PM 23.1/28.6, 04-SCl-101, PM 47.9/52.0 State Route 85 Express Lanes Project Convert existing HOV Lanes on SR 85 to express lanes and add an additional express lane in each direction in Santa Clara County. (ND) (Local/Federal) Resolution E-15-29 06-Tul-201, PM 12.48 & 21.21, 06-Tul-216, PM 18.68 Widening and Railing Replacements at Three Bridges Project Widen existing bridges and replace railings at three locations on SR 201 and SR 216 in Tulare County. (MND) (PPNO 6521) (SHOPP) Resolution E-15-30 06-Fre, Kin, Mad,-Various Fresno, Kings, and Madera Bridges Seismic Restoration Project Seismic retrofit and rehabilitate five bridges on SR 33, 41, 43, and 233 in Fresno, Kings, and Madera Counties. (MND) (PPNO 6596) (SHOPP) Resolution E-15-31 08-SBd-62, PM 16.75/25.2 State Route 62 Provide Two-Way Left Turn Lanes at Four Locations in Joshua Tree Project Roadway improvements including two-way turn lanes at four locations on SR 62 in San Bernardino County. (MND) (PPNO 0226G) (SHOPP) Resolution E-15-32 08-SBd-40, PM 0.0/R25.0 Re-Grade Median Cross slopes on Interstate 40 Project Construct roadway improvements including re-grading median cross slopes on a portion of Interstate 40 in San Bernardino County. (MND) (PPNO 0207J) (SHOPP) Resolution E-15-33 12-Ora-5, PM 31.3/34.2 Interstate 5 HOV Lanes Project Add one HOV Lane in each direction on a portion of Interstate 5 in Orange County. (ND) (PPNO 2883A) (STIP) Resolution E-15-34	2.2c.(1)		A	D

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
53	Approval of Project for Future Consideration of Funding: 04-Alameda Berkeley Pedestrian Master Plan including The Shattuck Avenue Pedestrian Crossing Improvement Project- Construct pedestrian improvements along Shattuck Avenue (ND) (PPNO 2190G) (ATP) Resolution E-15-36 *(Related Item under Tab 78.)*	2.2c.(3)		A	C
54	Four Relinquishment Resolutions – -- 04-SCl-87-PM 6.5/7.3, Right of Way along Route 87 (Guadalupe Parkway) from Coleman Avenue to W. Hedding Street, in the city of San Jose. Resolution R-3930 04-SCl-87-PM 8.4, Right of Way along Route 87 at Skyport Drive, in the city of San Jose. Resolution R-3931 04-SCl-87-PM T8.8, Right of Way along Route 87 at Airport Parkway, in the city of San Jose. Resolution R-3932 08-Riv-10-PM 43.0, Right of Way along Route 10 at Bob Hope Drive, in the city of Cathedral City. Resolution R-3933	2.3c.		A	D
55 8 Ayes	22 Resolutions of Necessity Resolutions C-21329 through C-21341**,** Resolution C-21343 through C-21351	2.4b.		A	D
56	Director's Deeds Items 1 through 9 Excess Lands - Return to State: $41,024,279 Return to Others: $0	2.4d.		A	D
57	Financial Allocation Amendment*:* De-allocate $11,114,000 in TFA funding for construction, from $11,114,000 to $0, and increase the CMIA allocation for construction by $11,114,000, from $15,409,000 to $26,523,000, for the Route 101 Marin Sonoma Narrows – Southerly Interchange project (PPNO 0360J), in Marin County. Resolution CMIA-AA-1415-10, Amending Resolution CMIA-AA-1213-12 Resolution STIP1B-AA-1415-03, Amending Resolution STIP1B-AA-1213-02	2.5g.(1a)		A	D

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
58	Financial Allocation Amendment: De-allocate $7,479,000 in TFA funding for construction, from $7,479,000 to $0, and increase the CMIA allocation for construction by $7,479,000, from $20,785,000 to $28,264,000, for the I-15 Ranchero Road Interchange (PPNO 0172I) project, in San Bernardino County. Resolution CMIA-AA-1415-11, Amending Resolution CMIA-AA-1213-31 Resolution STIP1B-AA-1415-04, Amending Resolution STIP1B-AA-1213-06 Resolution SLP1B-AA-1415-01, Amending Resolution SLP1B-AA-1213-10	2.5g.(1b)		A	D
59	Financial Allocation Amendment: De-allocate $2,030,000 in TFA funding for construction, from $2,030,000 to $0, and increase the CMIA allocation for construction by $2,030,000, from $8,880,000 to $10,910,000, for the Route 10 Widen ramps and add auxiliary lanes at Cherry, Citrus and Cedar Interchanges project (PPNO 0137M), in San Bernardino County. Resolution CMIA-AA-1415-12, Amending Resolution CMIA-AA-1011-013 Resolution STIP1B-AA-1415-05, Amending Resolution STIP1B-AA-1011-006	2.5g.(1c)		A	D
60	Financial Allocation Amendment: De-allocate $36,316,000 in TFA funding for construction, from $36,316,000 to $0, and increase the CMIA allocation for construction by $36,316,000, from $17,937,000 to $54,253,000, for the Route 91 Widening - Route 55 to Weir Canyon Road project (PPNO 4598A), in Orange County. Resolution CMIA-AA-1415-13, Amending Resolution CMIA-AA-1011-024 Resolution FP-14-67, Amending Resolution FA-11-11	2.5g.(1d)		A	D
61	Financial Allocation Amendment: De-allocate $14,520,000 in TFA funding for construction, from $14,520,000 to $0, and increase the CMIA allocation for construction by $14,520,000, from $3,050,000 to $17,570,000, from the Plaza Drive Interchange/Auxiliary Lanes project (PPNO 0105), in Tulare County. Resolution CMIA-AA-1415-14, Amending Resolution CMIA-AA-1112-028 Resolution STIP1B-AA-1415-06, Amending Resolution STIP1B-AA-1112-006	2.5g.(1e)		A	D
62	Financial Allocation Amendment: De-allocate $497,000 in TFA funding for construction, from $497,000 to $0, and increase the CMIA construction allocation by $497,000, from $12,744,000 to $13,241,000, for the SR 219 Widening, Phase 2 project (PPNO 9940C), in Stanislaus County. Resolution CMIA-AA-1415-15, Amending Resolution CMIA-AA-1213-13 Resolution STIP1B-AA-1415-07, Amending Resolution STIP1B-A-1213-02	2.5g.(1f)		A	D
	END OF CONSENT CALENDAR				

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
	PROJECT BUSINESS MATTERS				
	Financial Allocations for Supplemental Funds				
63	Financial Allocation: $1,750,000 in supplemental funds for the previously voted SHOPP Storm Water Mitigation and STIP Highway 50 Improvement project in El Dorado County to close-out the construction contract. The current SHOPP allocation is $11,012,000 and the current STIP allocation is $4,905,000. This request for $1,750,000 results in an increase of 11.0 percent over the current allocation. Resolution FA-14-19	2.5e.(1)	Stephen Maller Amarjeet Benipal	A	D
	Right of Way Lump Sum Report and Allocation Request				
64	Preliminary Close-Out Report on FY 2014-15 Right of Way Lump Sum Allocation.	3.6	Stephen Maller Andrew Nierenberg	I	D
65	Financial Allocation: $144,312,000 for FY 2015-16 Right of Way Lump Sum Allocation. Resolution FM-14-04	2.5i.	Stephen Maller Andrew Nierenberg	A	D
	Quarterly Reports				
66	*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 Bruce DeTerra	I	D
67	Third Quarter – FY 2014-15 – Project Delivery Report	3.10	Stephen Maller Jim Davis	I	D
	TCIF and Aeronautic Program Updates				
68	Trade Corridors Improvement Fund Program: Add projects 111-Citrus Avenue Grade Crossing; 112-Ramona Avenue Grade Crossing; and 113-Control Point Soledad Speed Increase Project Resolution TCIF-P-1415-14	4.8	Stephen Maller	A	C
69	Approve the TCIF Baseline Agreement for Projects: 110-Hellman Avenue Grade Crossing 111-Citrus Avenue Grade Crossing; 112-Ramona Avenue Grade Crossing; and 113-Control Point Soledad Speed Increase Project Resolution TCIF-P-1415-15B	4.9	Stephen Maller	A	C
70	Division of Aeronautics Draft Capital Improvement Plan Element of the California Aviation System Plan.	4.5	Teresa Favila Gary Cathey	I	D
71	Aeronautics Program - Acquisition and Development Program Amendment to delete one project from FY 2014-15 and move two projects from FY 2014-15 to FY 2015-16. Resolution G-15-16. Amending Resolution G-14-22	4.6	Teresa Favila Gary Cathey	A	D
	Financial Allocations for Aeronautics Projects				
72	Financial Allocation: $857,000 for five Aeronautics Program - California Aid to Airport Program – Acquisition and Development (A&D) projects. Resolution FDOA-2014-09	2.7a.(1)	Teresa Favila Gary Cathey	A	D
73	Financial Allocation: $1,000,000 for the Aeronautics Program - FY 2015-16 Set-Aside to match Federal Airport Improvement Program Grants. Resolution FDOA-2014-10	2.7a.(2)	Teresa Favila Gary Cathey	A	D

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
	Environmental Matters – Comments on Documents in Circulation (Draft EIR)				
74	Submittal of Notice for Availability for Comments: 07-LA-710, PM 26.7/32.1T SR 710 North Study Study to alleviate congestion in the north SR 710 area in Los Angeles County (DEIR) (EA 18790)	2.2b.(1)	Teresa Favila Katrina Pierce	A	D
	Environmental Matters – Approval of Projects for Future Consideration of Funding, Route Adoption or New Public Road Connection (Final Negative Declaration or EIR)				
75	Approval of Project for Future Consideration of Funding: 07-Los Angeles County- 6th Street Viaduct Seismic Improvement Project Replace the overcrossing and make pedestrian and bicycle improvements (FEIR) (ATP) Resolution E-15-35 *(Related Item under Tab 78.)*	2.2c.(2)	Teresa Favila	A	C
	ATP Program Update				
76	Adoption of the 2015 Active Transportation Program Guidelines MPO Competitive Component for SCAG and FCOG. Resolution G-15-17	4.10	Laurie Waters	A	C
	ATP Amendment for Action				
77	Amendment of the 2014 ATP MPO Competitive Component for Metropolitan Transportation Commission. Resolution ATP-14-02	2.1w.	Laurie Waters	A	C
	Financial Allocations for Active Transportation Program (ATP) Projects				
78	Financial Allocation: $8,008,000 for 30 Active Transportation Program projects. Resolution FATP-1415-08 *(Related Items under Tabs 53 & 75.)*	2.5w.(1)	Laurie Waters Rihui Zhang	A	D
	Advance Financial Allocations for Active Transportation Program (ATP) Projects				
79	Advance Financial Allocation: $474,000 for two Active Transportation Program projects. Resolution FATP-1415-09	2.5w.(2)	Laurie Waters Rihui Zhang	A	D
	STIP Program Update				
80	Final Right of Way Expenditure Report for STIP Projects	3.14	Laurel Janssen Bruce DeTerra	I	D
	Financial Allocations for STIP Projects				
81	Financial Allocation: $23,847,000 for three State administered STIP projects, on the State Highway System. Contributions from other sources: $173,000,000. Resolution FP-14-58 *(Related Item under Tab 94.)*	2.5c.(1)	Laurel Janssen Bruce DeTerra	A	D
82	Financial Allocation: $450,000 for the locally administered Route 46/Union Road Intersection Improvements (PPNO 2528) STIP project in San Luis Obispo County, on the State Highway System. Resolution FP-14-59	2.5c.(2)	Laurel Janssen Bruce DeTerra	A	D
83	Financial Allocations: $12,888,000 for 17 locally administered STIP projects off the State Highway System. -- $12,456,000 for 13 STIP projects. -- $432,000 for 4 STIP Planning, Programming, and Monitoring projects. Contributions from other sources: $2,787,000. Resolution FP-14-60	2.5c.(3)	Laurel Janssen Bruce DeTerra	A	D

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
	Advance Financial Allocations for STIP Projects				
84	Advance Financial Allocation: $21,278,000 for two State administered STIP projects, programmed in FY 2015-16, on the State Highway System. Contributions from other sources: $752,000. Resolution FP-14-61	2.5c.(4a)	Laurel Janssen Bruce DeTerra	A	D
85	Advance Financial Allocation: $177,000 for two locally administered STIP projects, programmed in FY 2015-16, off the State Highway System. Resolution FP-14-62	2.5c.(4b)	Laurel Janssen Bruce DeTerra	A	D
86	Advance Financial Allocation: $2,604,000 for nine local STIP Planning, Programming and Monitoring projects, programmed in FY 2015-16. Resolution FP-14-63	2.5c.(4c)	Laurel Janssen Bruce DeTerra	A	D
	Advance Financial Allocation for an AB 3090 Reimbursement Projects				
87	Advance Financial Allocation: $1,034,000 for the locally administered AB 3090 Reimbursement (PPNO 4679A) STIP project in Placer County, on the State Highway System. Resolution FP-14-64	2.5c.(5)	Laurel Janssen Bruce DeTerra	A	D
	Financial Allocation for a Federal Earmark - Interstate Maintenance Program (IMD) Project				
88	Financial Allocation: $752,000 in Federal earmarked – Interstate Maintenance Program funds for the State administered I-5/SR 74 Interchange improvements (landscaping/replacement planting [PPNO 4102A]) project in Orange County, on the State Highway System. Resolution FP-14-65	2.5c.(6)	Laurel Janssen Bruce DeTerra	A	D
	Local Assistance & Minor Program Reports and Lump Sum Allocation Requests				
89	Quarterly Report – Local Assistance Lump Sum Allocation for the period ending March 31, 2015.	3.12	Laurel Janssen	I	D
90	Financial Allocation: $106,078,000 in State Funds for FY 2015-16 Local Assistance Lump Sum Allocation. Resolution FM-14-03	2.5h.	Laurel Janssen Rihui Zhang	A	D
91	Preliminary Close-Out Report on FY 2014-15 Minor Program Lump Sum Allocation.	3.13	Juan Guzman Bruce DeTerra	I	D
92	Financial Allocation: $84,783,000 for FY 2015-16 Minor Lump Sum allocation. Resolution FM-14-05	2.5j.	Juan Guzman Bruce DeTerra	A	D
	TCRP Amendment for Action				
93	The Department and Kern County propose to amend TCRP Project 113 (Near Wasco, from the San Luis Obispo County line to Kecks Road-Convert to a 4 lane expressway) to revise the project funding plan and re-allocate previously allocated funds. Resolution TAA-14-04, Amending Resolution TAA-06-59 Resolution TFP-14-09, Amending Resolutions TFP-14-07 and TFP-06-23	2.1a.(20)/ 2.6e	Juan Guzman Bruce DeTerra	A	D
	Financial Allocations for SHOPP Projects				
94	Financial Allocation: $433,044,000 for 47 SHOPP projects, as follows: --$194,465,000 for 27 SHOPP projects. --$238,579,000 for 20 projects amended into the SHOPP by Departmental action. Resolution FP-14-56 *(Related Item under Tab 81.)*	2.5b.(1)	Juan Guzman Bruce DeTerra	A	D

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
	Advance Financial Allocations for SHOPP Projects				
95	Advance Financial Allocation: $8,519,000 for two SHOPP projects, programmed in FY 2015-16, on the State Highway System. Resolution FP-14-57	2.5b.(2)	Juan Guzman Bruce DeTerra	A	D
	Advance Financial Allocations for STIP Transit Projects				
96	Advance Financial Allocation: $7,995,000 for the locally administered East Bay Bus Rapid Transit (PPNO 02009Z) STIP Transit project, programmed in FY 2015-16, in Alameda County. Resolution MFP-14-11	2.6a.(1a)	Juan Guzman Bruce Roberts	A	D
97	Advance Financial Allocation: $39,100,000 for two locally administered STIP Transit projects, programmed in FY 2016-17. Resolution MFP-14-	2.6a.(1b)	Juan Guzman Bruce Roberts	A	D
	Time Extension Requests per CTC Resolution G-06-08, Resolution G-06-20, STIP Guidelines, Section 65 – Timely Use of Funds / Proposition 116 Waiver Requests / Miscellaneous Requests				
	Request to Extend the Period of Project Allocation				
98	Request to extend the period of allocation for 35 locally administered Active Transportation Projects, per ATP Guidelines. Waiver 15-29	2.8a.(1)	Juan Guzman Rihui Zhang	A	D
99	Request to extend the period of allocation for eight locally administered STIP projects, per STIP Guidelines. Waiver 15-30	2.8a.(2)	Juan Guzman Rihui Zhang	A	D
100	Request to extend the period of allocation for the State Administered Sonoma 101 Follow-up Landscaping STIP project (PPNO 0789F) in Sonoma County, on the State Highway System, per STIP Guidelines. Waiver 15-31	2.8a.(3)	Juan Guzman Bruce DeTerra	A	D
101	Request to extend the period of allocation for two locally administered projects, on the State Highway System, per STIP Guidelines. Waiver 15-32	2.8a.(4)	Juan Guzman Bruce DeTerra	A	D
	Request to Extend the Period of Contract Award				
102	Request to extend the period of contract award for four Active Transportation Program projects, per ATP Guidelines. Waiver 15-33	2.8b.(1)	Juan Guzman Rihui Zhang	A	D
103	Request to extend the period of contract award for two STIP projects, on the State Highway System, per STIP Guidelines. Waiver 15-34	2.8b.(2)	Juan Guzman Bruce DeTerra	A	D
	Request to Extend the Period of Project Completion				
104	Request to extend the period of project completion for the Bowman Road Bridge No. 08C-0009 project (PPNO 2148), in Tehama County per STIP Guidelines Waiver 15-35	2.8c.(1)	Juan Guzman Rihui Zhang	A	D
105	Request to extend the period for project completion for the Route 15/215 Devore Interchange Improvement project (PPNO 0170M) in San Bernardino County, per STIP Guidelines. Waiver 15-36	2.8c.(2)	Juan Guzman Bruce DeTerra	A	D
	Request to Extend the Project Development Period				
106	Request to extend the period of project development expenditure for two locally administered STIP projects, per STIP Guidelines. Waiver-15-37	2.8d.	Juan Guzman Rihui Zhang	A	D

Tab # / Time	Item Description	Ref. #	Presenter	Status*
	OTHER MATTERS / PUBLIC COMMENT	6.		
	Adjourn			

Highway Financial Matters

$ 441,563,000 Total SHOPP/Minor Requested for Allocation
$ 63,030,000 Total STIP Requested for Allocation
$ 71,956,000 Total Proposition 1B Bond Requested for Allocation
$ 8,482,000 Total for Active Transportation Program Projects Requested for Allocation
$ 1,750,000 Total Supplemental Funds Requested for Allocation
$ 586,781,000 Sub-Total Project Funds Requested for Allocation

$ 144,312,000 Total Requested for Right of Way Lump Sum Allocation
$ 106,078,000 Total Requested for State Funds for the Local Assistance Lump Sum Allocation
$ 84,783,000 Total Requested for Minor Program Lump Sum Allocation
$ 921,954,000 Sub Total with l Lump Sum Allocations

$ 26,593,000 Delegated Allocations
$ 948,547,000 Sub-Total, Highway Project Allocations

$ 173,752,000 Contributions from Other Sources
$1,122,299,000 Total Value

Total Jobs Created: 20,196 *(Includes Direct, Indirect, and Induced)*

Total Jobs Created To Date In FY 2014-15: 70,322

($ 71,956,000) Total Proposition 1B Bond De-Allocations Requested.

Mass Transportation Financial Matters

$ 47,095,000—Total STIP Transit Requested for Allocation
$ 47,095,000 Total State Allocations

Total Jobs Created: 846 *(Includes Direct, Indirect, and Induced)*

Total Jobs Created To Date In FY 2014-15: 5,339

Aeronautic Financial Matters

$ 857,000—Total Aeronautic Program Projects Requested for Allocation
$ 857,000 Total State Allocations

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

Ms. Lucetta Dunn, Chair
Orange County Business Council
2 Park Plaza, Suite 100
Irvine, CA 92614

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

Mr. Darius Assemi
Granville Homes
1396 W. Herndon, Suite 101
Fresno, CA 93711

Ms. Yvonne B. Burke
P.O. Box 25665
Los Angeles, CA 90025-0665

Mr. Jim Earp
California Alliance for Jobs
1415 L st. Suite 1080
Sacramento, CA 95814

Mr. Dario Frommer
Akin Gump Straus Hauer & Feld LLP
633 West Fifth Street, Suite 5000
Los Angeles, CA 90071

Mr. Carl Guardino
Silicon Valley Leadership Group
2001 Gateway Place, Suite 101E
San Jose, CA 95110

Mr. James C. Ghielmetti
Signature Homes, Inc.
4670 Willow Road, Suite 200
Pleasanton, CA 94588

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

Mr. James Madaffer
Madaffer Enterprises, Inc.
1620 5th Avenue, Suite 400
San Diego, CA 92101

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

Officio Members

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

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

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

Tab 2

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 25, 2015

Reference No.: 2.4a.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Andrew Nierenberg
Acting Chief
Division of Right of Way and
Land Surveys

Subject: **RESOLUTIONS OF NECESSITY - APPEARANCE**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) adopt a Resolution of Necessity (Resolution) C- 21342 summarized on the following page.

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. The property is necessary for the proposed project.
4. An offer to acquire the property in compliance with Government Code Section 7267.2 has been made to the owner of record.

In this case, the property owner is contesting the Resolution and has requested an appearance before the Commission. The primary concerns and objections expressed by the property owner are the statutory authority for Caltrans to condemn property on this project, project will not result in greatest public use and least private injury, needs on this parcel could be avoided by moving the existing railroad tracks, a valid offer has not been made according to Government Coded Section 7267.2, and the organization's ability to continue operating its organization under the special use permit. The owner's objections and the Department's responses are contained in Attachments 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 he 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 Resolutions at this time. Adoption will assist the Department in the continuation of the orderly sequence of events required to meet construction schedules.

C-21342 - Mental Health Systems, Inc., a California Non-Profit Benefit Corporation
06-Fre-99-PM 24.6 - Parcel 86969-1, 2, 4, 5, 7, 8 - EA 2HT109.
RWC Date: 08/07/15; RTL Date: 08/08/15. Freeway - State Route 99 alignment for High Speed Rail. Authorizes condemnation of land in fee for a State highway, extinguishment of abutter's rights of access, a temporary easement for freeway construction, and permanent easements for sound wall footing and maintenance purposes, all of those certain improvements which straddle the right of way line. Located in the city of Fresno at 2550 West Clinton Avenue. APN 442-081-26.

Attachments:
- Attachment A - Project Information
- Exhibit A1 and A2 - Project Maps
- Attachment B - Parcel Panel Report for - Mental Health Systems, Inc. (C-21342)
- Exhibit B1, B2, B3 and B4- Parcel Maps
- Attachment C – Resolution of Necessity- Mental Health Systems, Inc. (C-21342)

PROJECT INFORMATION

PROJECT DATA	06-Fre-99-PM 23.7 - 26.2 Expenditure Authorization 2HT109
Location:	In the city of Fresno, on State Route 99 (SR 99) from Clinton Avenue to Ashlan Avenue
Limits:	From Clinton Avenue to Ashlan Avenue
Cost:	Programmed construction cost: $ 130,000,000 Current right of way cost estimate: $ 80,000,000
Funding Source:	STIP, Reimbursed, California High Speed Rail Authority
Number of Lanes:	Existing: Three lanes each way NB and SB 99 Proposed: Three lanes each way NB and SB 99
Proposed Major Features:	SR 99 Realignment for High Speed Rail (HSR) project with Clinton Avenue interchange modification and ramp closures of Princeton Avenue, Shields Avenue and Dakota Avenue
Traffic:	Existing SR 99 (year 2012): 115,000 Annual Daily Traffic (ADT) Proposed: This project does not increase the capacity

NEED FOR PROJECT

This SR 99 Realignment project is necessary to create adequate space for the proposed HSR facilities to locate between the Union Pacific Rail Road (UPRR) and Department's right of way.

The HSR project is necessary to address increasing congestion. The capacity of California's intercity transportation system, including the central part of the San Joaquin Valley region, is insufficient to meet existing and future travel demands. Future congestion will continue to result in deteriorating air quality, reduced reliability, and increased travel times. The interstate highway system, commercial airports and conventional passenger rail system serving the intercity travel market are operating at or near capacity and will require large public investments for maintenance and expansion to meet existing demand and future growth. The feasibility of expanding many major highways and key airports is uncertain and might be impractical or are constrained by physical, political and other factors.

Current Year traffic volumes are 115,000 and Design Year traffic volumes are not applicable since this is a replace in kind project.

PROJECT PLANNING AND LOCATION

The SR 99 Realignment project proposes to realign the section of SR 99 from Olive Avenue to Ashlan Avenue to the west. Associated with the SR 99 realignment, the existing Clinton Avenue Interchange including the Clinton Avenue Overcrossing will be reconstructed. To meet the HSR horizontal and vertical clearance requirements, the two existing bridge structures over UPRR tracks, at Clinton Avenue and Ashlan Avenues, will be replaced. Various local streets on the west side of SR 99 are modified or re-routed to accommodate the proposed modifications to the State Highway System (SHS).

The project construction cost is currently estimated at $130,000,000 with an additional $55,000,000 estimated for right of way and utility relocation.

The project is implementing a Construction Manager/General Contractor (CM/GC) delivery method that has allowed the Department to engage a construction manager (Granite Construction) through a competitive process during the design phase to provide constructability input.

This methodology provides the Department with greater flexibility in identifying potential for smaller work packages or phasing the project based on project constraints.

The Department is currently negotiating a price for the construction of the first phase of the project and working to obtain the necessary right of way for the first phase. The schedule for the first is phase is as follows;

Environmental Document		04/10/2012
Project Report Approved		03/15/2013
Right of Way Certification:		08/07/2015
Ready to List	N/A	
Advertise		01/24/2012
Begin Construction		08/01/2015

The Mental Health Systems right of way is needed for the second phase of construction. The schedule for the second phase is as follows:

Environmental Document		04/10/2012
Project Report Approved		03/15/2013
Right of Way Certification:		10/01/2015
Ready to List	N/A	
Advertise		01/24/2012
Begin Construction		11/01/2015

The full range of potential route alternatives considered during the alternatives development and analysis process for the HSR included five primary north-south routes between Merced and

Fresno, four station alternatives for the Merced Station, two station alternatives in Chowchilla and Madera Station, and another six alternatives for the Fresno Station.

Those alternatives which were not carried forward had greater direct and indirect environmental impacts and the potential to cause undesirable growth patterns than those alternatives that closely follow existing transportation corridors. In the Preliminary Alternatives Analysis, Western Madera (A3) and UPRR/Burlington Northern Santa Fe (BNSF) Hybrid (A4) alternatives were removed from further consideration because they departed from existing transportation corridors, thereby causing new transportation corridors among highly productive agricultural lands. Doing so would have the potential to reduce the viability of surrounding farmlands, giving way to other uses such as other transportation and utility infrastructure that could result in unwanted and unplanned growth patterns.

The two alternatives identified to be carried forward for further study in the Preliminary Alternatives Analysis are the UPRR/SR 99 and the BNSF alternatives. Later, during the Supplemental Alternatives Analysis, the High Speed Rail Authority developed a "Hybrid Alternative" to take better advantage of existing transportation corridors, while reducing impacts on Chowchilla and Downtown Madera.

The UPRR/SR 99 Alternative (A2) was found to optimize travel time and minimize environmental impacts at the cost of a more elevated profile and potentially more community impacts than the other alternatives. The BNSF Alternative did not perform as well as the UPRR/SR 99 Alternative in terms of travel time performance and resulted in higher impacts on the natural and residential environment. However, the BNSF Alternative does provide an option to the UPRR/SR 99 Alternative that meets the project purpose and need while also adhering to all the project objectives. The Hybrid alternative's more distant location from several community centers allows the alternative to remain at-grade for most of its distance and to have a lower level of impact on commercial centers compared to the UPRR/SR 99 Alternative. This Hybrid Alternative also follows transportation corridors but avoids most communities between Merced and Fresno.

Three alternatives were considered when developing the SR 99 Realignment project to support the HSR project. The three alternatives considered were:

1) Tight Diamond
2) No Build Modified
3) Modified Tight Diamond

Alternative 1, the Tight Diamond, was selected due to fewer right of way impacts, better operations and less cost.

Alternative 2, the No Build was included in the Final EIR/EIS for the Merced-Fresno Section, however it was rejected as it did not meet the project Purpose and Need.

Alternative 3, the Modified Tight Diamond Alternative is similar to Alternative 1. The alternatives are identical in the design of the SR 99 mainline realignment, the reconstructed Clinton Avenue overcrossing at SR 99 and Clinton Avenue structure over UPRR tracks, and the reconstructed Ashlan Avenue structure over UPRR tracks, but they differed in the proposed configuration of the Clinton Avenue interchange and the proposed disposition of the partial interchanges on SR 99 between Clinton Avenue and Ashlan Avenue.

Alternative 3 was rejected for the following reasons:

- The configuration required acquisition of 2 to 3 additional parcels, including as many as ten businesses and the Rescue the Children's Home and had geometric challenges.
- The impacts of improving the Shields Avenue interchange connections is considered undesirable and also would have resulted in greater right of way impacts changing the parcel from a partial take to a total take on a large hotel property located in the south east quadrant.
- Traffic operations of the alternative in the vicinity of the combined Clinton Avenue interchange and the proposed Shields Avenue interchange were less than desirable.

LOCATION MAP

Exhibit A1

Exhibit A1

Project Location

Exhibit A2

Exhibit A2

PARCEL PANEL REPORT

Property Owner:	Mental Health Systems, Inc.
Parcel Location:	At the northwest corner of the Route 99/Clinton Avenue Interchange 2550 West Clinton Avenue, Fresno, CA 93705
Present Use:	General Commercial. Zoned C-6, the current use as a group housing facility that provides transitional housing, counseling, training, and daycare for female parolees, veterans, and homeless women and children with over 20 buildings that include 170 apartment units
Area of Property:	17.59 Acres, 766,220.4 Square Feet (SF)
Area Required:	Parcel 86969-1 – 2.26 AC – Fee Parcel 86969-2 – 344 SF – Permanent Footing Easement Parcel 86969-4 – 0.28 AC – Permanent Maintenance Easement Parcel 86969-5 – 0.03 AC – Permanent Footing Easement Parcel 86969-7 – 0.15 AC – Temporary Construction Easement Parcel 86969-8 – 0.08 AC – Maintenance Easement

PARCEL DESCRIPTION

The parcel, Department parcel 86969-1, -2, -4, -5, -7, -8 is identified as APN 442-081-26, is currently zoned as general commercial, has a slightly irregular shape and is used as a group housing facility. The property is located in the northwest quadrant of the Route 99/Clinton Avenue interchange off North Parkway Drive, which is a frontage road that runs alongside State Route 99. There are two existing accesses from North Parkway Drive and Clinton Avenue. The subject property is located in a generally level, urbanized area, and sits at grade. The subject property consists of 17.59 acres with approximately 12.23 acres that are developed and the remaining 5.3 acres are unimproved. There are 20 single and two-story buildings on this property totaling 126,631 square feet of building area, which house 170 apartment units. The property also has two main parking lots. There are visible utilities within the property.

NEED FOR SUBJECT PROPERTY

A portion of the subject property is needed for the Phase 2 construction of this project.

The right of way requirements for the project include a fee parcel, 2.26 acre, permanent maintenance easements, 0.28 acre, permanent easement to maintain the soundwall along the Clinton Avenue off-ramp, 0.08 acre, permanent footing easements, 344 square feet and 0.03 acre, and a temporary construction easement, 0.15 acre, to reconstruct a portion of existing block wall along the Clinton Avenue off-ramp, reconstruct the existing driveway to match the new Clinton

Avenue profile, and to construct the retaining wall. As a result of the aforementioned project requirements, the northeast building structure is impacted. This structure is comprised of a group of four separate buildings separated by breezeways, sharing one common roof. Approximately 30 percent of the larger structure (the northeast corner building) will be removed and refaced. Impacts to this building cannot be avoided.

The project requires a total of 45 parcels of right of way, 6 parcels in Phase 1 and 39 in Phase 2.

- Phase 1: 2 parcels have a signed Right of Way Contract and 4 parcels are in condemnation.
- Phase 2: 14 parcels have a signed Right of Way Contract, 13 parcels are in condemnation, 3 parcels have approved Resolutions of Necessity, 3 parcels have yet to be assigned to a right of way agent, 2 parcels have requested an appearance, and there are 4 Railroad parcels.

RESOLUTION OF NECESSITY REVIEW PANEL REPORT

The Condemnation Review Panel (Panel) met in Fresno on May 6, 2015. The Panel members included Rene Fletcher, Panel Chair, Department of Transportation (Department) Headquarters (HQ) Division of Right of Way and Land Surveys (RW), Joann Georgallis, Department HQ Legal Division; Linda Fong, Department HQ Division of Design; and Paul Pham, Department HQ (RW), Secretary of the Panel. The owners included Ms. Kim Bond, CEO, Mental Health Systems, James C. Callaghan, Board of Directors, Mental Health Systems, Jeffrey M. Reid, Attorney, McCormick Barstow LLP.

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 related to their property due to the construction of the project as currently designed. The following description of the specific concerns expressed by the property owner, followed by the Department's response:

Owner:

The property owner contends the taking proposed is not consistent with the underlying law authorizing the High Speed Rail Authority (Authority) and the high-speed rail (HSR) project. The realignment of Highway 99, and the resulting taking of the property, would not occur in the absence of the HSR project.

Department's Response:

In November 2008, California voters approved Proposition 1A, which provided bond funding to the HSR project, and in February 2010, the federal government awarded the Authority $2.25 billion in American Recovery and Reinvestment Act (ARRA) additional funding.

There has been no court issuing an injunction that has impeded the HSR system projects from moving forward based on any statutory requirement.

Owner:

The property owner contends the resolution is defective for failing to provide a rationale for future use and construction on this parcel would begin within seven years.

Department's Response:

The Route 99 Realignment project is a fully funded project. This project's construction completion is scheduled for 2018. Therefore, the Resolution on this parcel is not for a future use (as described under CCP 1240.220).

The construction on the subject property will start in January 2016.

Owner:

The property owner contends the proposed taking will not result in the greatest public good or least private injury compared to reasonable alternatives.

Department's Response:

A full range of potential route alternatives were considered during the alternatives development and analysis process for the HSR project. The selected HSR alternative closely followed existing transportation corridors and avoided most communities between Merced and Fresno.

Other alternatives, which were rejected, would have much larger footprint by adding new transportation corridors within highly productive agricultural land, taking away other uses such as other transportation and utility infrastructure that could result in unwanted and unplanned growth patterns. The selected HSR alternative was found to optimize travel time and minimize environmental impacts.

Three alternatives were considered when developing the Route 99 Realignment project to support the HSR project. The project was designed and studied through the environmental process in a manner that reflects the greatest public good and results in the least private injury. The Tight Diamond alternative for the Route 99 realignment project was selected due to fewer right of way impacts, better operations and less cost.

Owner:

The property owner contends the overall HSR project fails to adhere to existing transportation corridors and rights-of-way and causes substantial damage and displacement of property owners, including this property. The owner believes that alternatives for the project as it affects the property could be considered such as moving Union Pacific Railroad to the east.

Department's Response:

The HSR project adheres to the existing transportation corridor by fully utilizing the existing Route 99 right of way that borders the UPRR transportation corridor to the east. Moving the freight rail and rail yard to the east is not feasible.

The Department's original Route 99 design had greater impacts to this property, affecting both buildings along the eastern side of the parcel.

However, after meeting with the property representatives in March of 2015, and having a better understanding how the property is used, the Department went back and redesigned the southbound off-ramp to Clinton Avenue by shifting it further to the east by adding one retaining wall and modifying a second retaining wall to reduce the requirements on this property by 0.77 acres. Although shifting the off-ramp to the east may not be the optimized design for future traffic at this location, this is a reasonable risk to minimize the impacts to this property.

Owner:

The property owner contends the condemnor has already committed to the taking and has a predetermined outcome, which is inconsistent with the obligations of the Commission.

Department's Response:

Under the selected alternative, this parcel has been identified as necessary for construction of the Route 99 realignment project by which adequate right of way would be provided for the HSR project. The selected alternative provides the greatest public good and the least private injury.

Despite these facts, Department was able to further reduce the impact on the owner's property by redesigning the off-ramp at Clinton Avenue. However avoiding this property entirely is not possible.

Owner:

The property owner has also expressed concerns regarding the Conditional Use Permit required by the City of Fresno.

Department's Response:

The Department has discussed this with the City of Fresno and there has been no indication that the SR 99 project impacts to the property will affect the Conditional Use Permit or preclude the property owner from continuing to operate and provide the services it provides.

Owner:

The property owner contends the Authority and Department may have failed to adequately consider the historic nature of the property, the Commission should consider that historic value in weighing the costs and benefits of the proposed taking.

Department's Response:

The property is not deemed historic after being vetted through the environmental process and is not listed on the historic register.

Owner:

The property owner contends there is a significant issue to resolve the valuation of right of way being acquired.

Department's Response:

The Owner may not agree with the methodology used by the State appraiser, which led to a different value than the independent appraisal obtained by the owner. However, the State appraiser has followed Department's Right of Way policy, procedures, and processes while appraising the subject property in both the initial appraisal and the revised one. Department made the first written offer on November 18, 2014, and a revised offer May 7, 2015, both in compliance with Government Code 7267.2.

Compensation issues are not within the purview of the Commission's consideration.

Owner:

After reviewing the Department's revised design, the Owner expressed concerns regarding the ability for a fire truck making the turn at the south end driveway.

Department's Response:

Department has verified with the City of Fresno – Fire Department on the proposed turn-radius at the location. Department forwarded the Fire Department's confirmation of adequate width to the Owner on May 08, 2015.

Owner:

The Owner is concerned about the noise level at the proposed retaining wall in the revised design.

Department's Response:

The noise level at this location would be reduced with the proposed grade separation. The Department has provided the Owner the relevant noise study on May 07, 2015.

DEPARTMENT CONTACTS

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

Type of Contact	Number of Contacts
Mailing of information	10+
Email of information	10+
Telephone contacts	10+
Personal / meeting contacts	4

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 the 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 compliant 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 FLECTHER
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 MAY 6, 2015

Rene Fletcher, HQ's Division of Right of Way and Land Surveys, Panel Chair
Linda Fong, HQ's Division of Design, Panel Member
Joann Georgallis, HQ's Legal Division, Panel Member
Paul Pham, HQ's Right of Way, Panel Secretary

Kim Bond, CEO, Mental Health Systems
James C. Callaghan, Board of Directors, Mental Health Systems
Jeffrey M. Reid, Attorney for the Property Owner, McCormick Barstow LLP

Sharri Bender Ehlert, Department of Transportation, District 6, District Director
Jamie Lupo, District 6, Acting, Central Region Chief, Right of Way
Suzie Holdridge, District 6, Acting Project Delivery Manager, Right of Way
Samer Shaath, District 6, Deputy District Director, Program Project Management
Brian Everson, District 6, Central Region Chief, Project Development
Garth Fernandez, District 6, Project Management
Jun Xu, District 6, Project Development
Angela Chapa, District 6, Right of Way Agent

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.

CITY OF FRESNO

T. 13 S., R. 20 E., M. D. M.

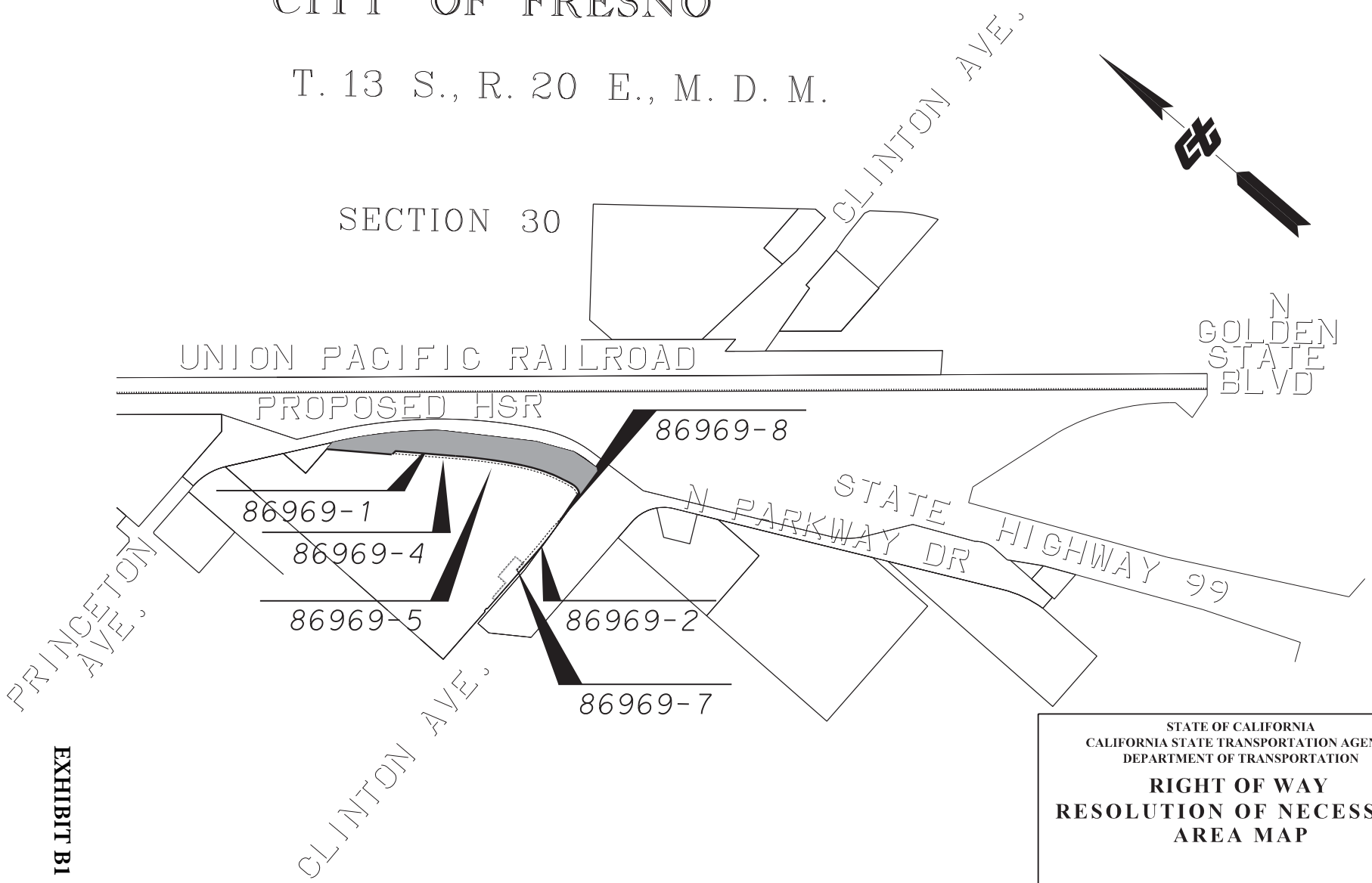


EXHIBIT B1

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY
RESOLUTION OF NECESSITY
AREA MAP

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
06	FRE	99	24.4-24.6	1	4

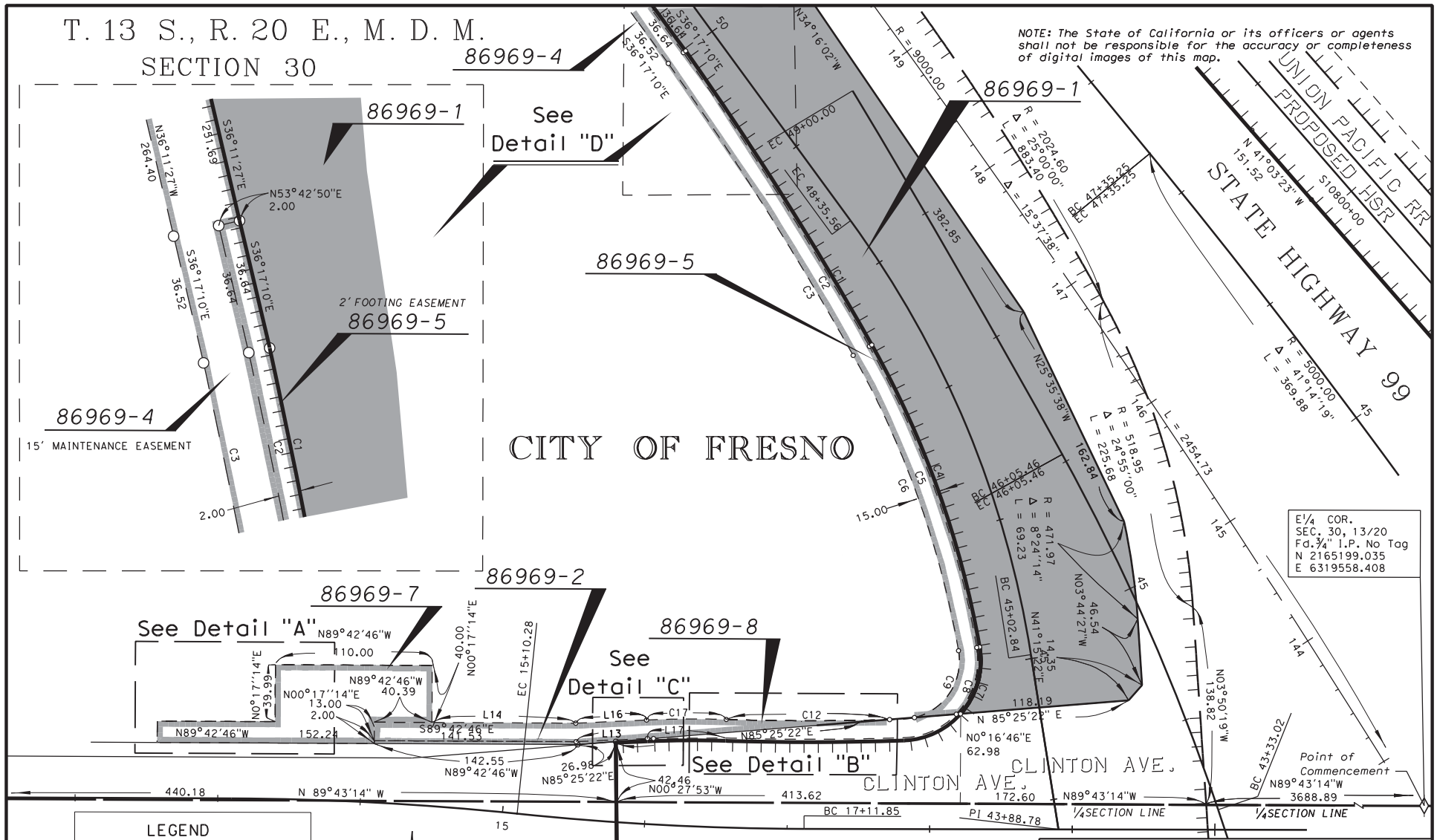


EXHIBIT B2

LEGEND

- PROPOSED RIGHT OF WAY AND ACCESS CONTROL
- PARCEL 86969-1 FEE AREA
- PARCEL 86969-2, 5 FOOTING EASEMENT
- PARCEL 86969-4, 8 MAINTENANCE EASEMENT
- PARCEL 86969-7 TEMPORARY CONSTRUCTION EASEMENT

NOTES

Detail A, B, and C along with Line and Curve Tables are on EXHIBIT D

Coordinates and bearings are on CCS 1983(2007) Zone 4 . Distances and stationing are grid distances. Divide by 0.99993543 to obtain ground distances.

All distances are in feet unless otherwise noted.

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY RESOLUTION OF NECESSITY

FEET 0 25 50 100 150

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
06	FRE	99	24.40	2	4

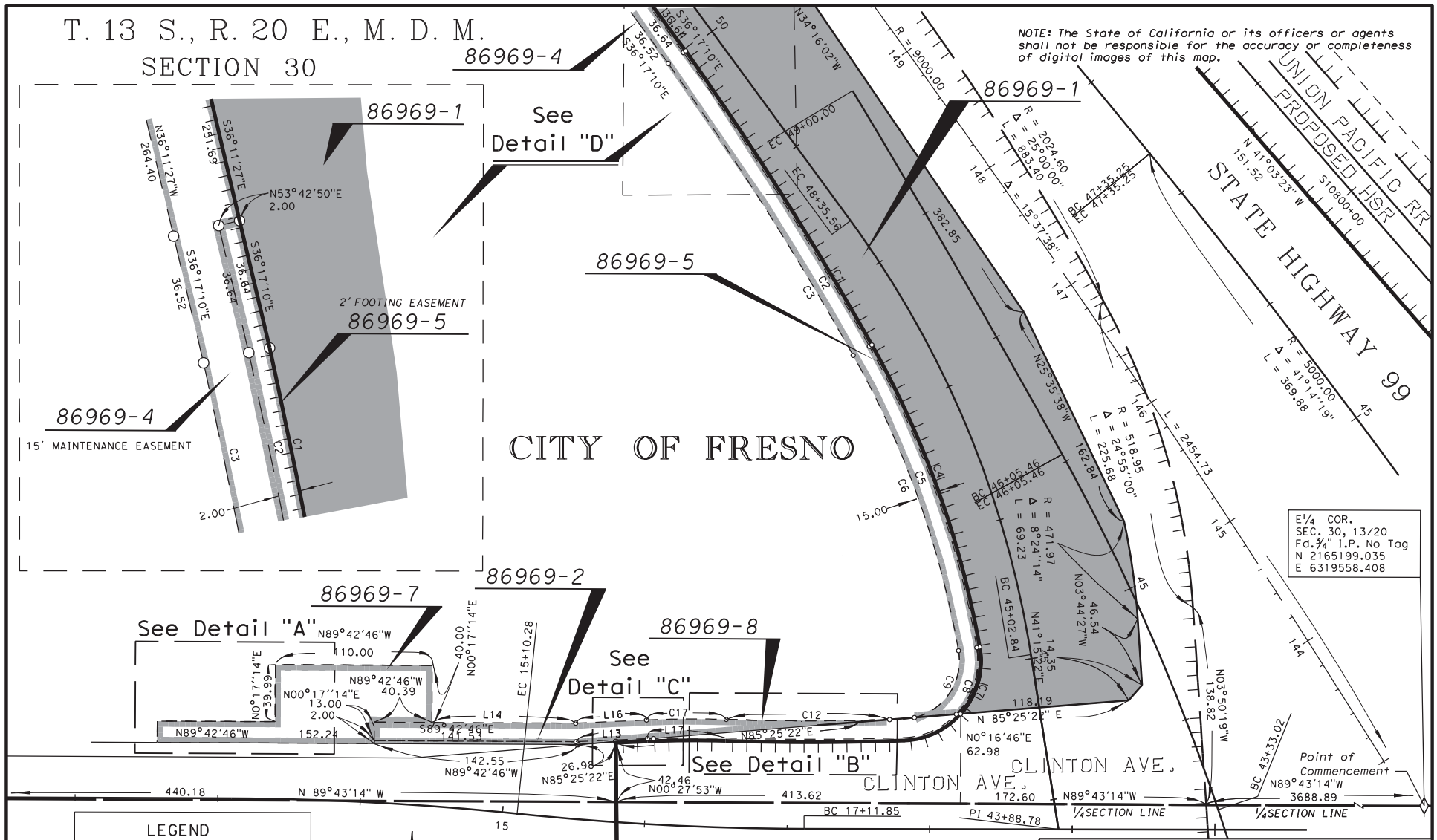


EXHIBIT B3

LEGEND

- PROPOSED RIGHT OF WAY AND ACCESS CONTROL
- PARCEL 86969-1 FEE AREA
- PARCEL 86969-2, 5 FOOTING EASEMENT
- PARCEL 86969-4, 8 MAINTENANCE EASEMENT
- PARCEL 86969-7 TEMPORARY CONSTRUCTION EASEMENT

NOTES

Detail A, B, and C along with Line and Curve Tables are on EXHIBIT D

Coordinates and bearings are on CCS 1983(2007) Zone 4 . Distances and stationing are grid distances. Divide by 0.99993543 to obtain ground distances.

All distances are in feet unless otherwise noted.

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY RESOLUTION OF NECESSITY

FEET 0 25 50 100 150

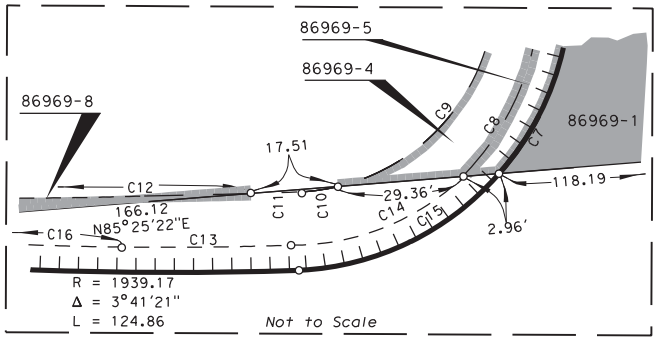
DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
06	FRE	99	24.40	2	4

T. 13 S., R. 20 E., M. D. M.

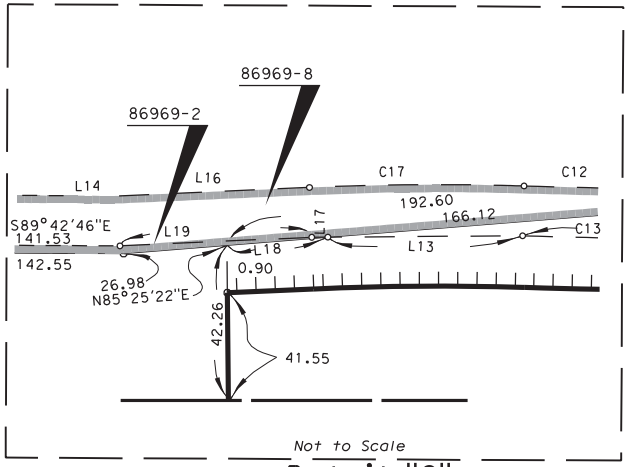
CITY OF FRESNO

SECTION 30

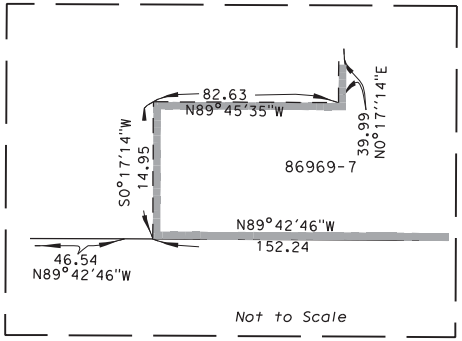
NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.



Detail "B"



Detail "C"



Detail "A"

LINE DATA TABLE		
NO.	BEARING	DISTANCE
L1	S89°48'41"E	61.32
L2	N89°48'41"W	32.37
L3	N89°48'41"W	28.95
L13	N89°35'54"E	54.93
L14	S89°42'46"E	100.82
L16	N87°26'41"E	49.70
L17	N89°35'54"E	4.32
L18	N85°25'22"E	26.48
L19	N87°26'41"E	50.03

CURVE DATA TABLE			
NO.	RADIUS	DELTA	LENGTH
C1	2355.93	5°56'23"	244.23
C2	2353.93	5°56'23"	244.02
C3	2340.93	5°56'11"	242.55
C4	665.35	19°28'16"	226.11
C5	663.35	19°28'16"	225.43
C6	650.35	19°28'16"	221.01
C7	56.00	51°38'30"	50.47
C8	54.00	53°54'44"	50.81
C9	41.00	86°24'39"	61.83

CURVE DATA TABLE			
NO.	RADIUS	DELTA	LENGTH
C10	41.00	11°32'28"	8.26
C11	1924.17	0°16'36"	9.29
C12	1924.17	3°24'45"	114.61
C13	1937.17	3°41'21"	124.73
C14	41.00	86°24'39"	61.83
C15	56.00	46°18'37"	45.27
C16	1937.17	3°41'21"	124.73
C17	743.83	4°18'27"	55.92

LEGEND

- PROPOSED RIGHT OF WAY AND ACCESS CONTROL
- PARCEL 86969-1 FEE AREA
- PARCEL 86969-2, 5 FOOTING EASEMENT
- PARCEL 86969-4, 8 MAINTENANCE EASEMENT
- PARCEL 86969-7 TEMPORARY CONSTRUCTION EASEMENT

NOTES

Detail A, B, and C along with Line and Curve Tables are on EXHIBIT D

Coordinates and bearings are on CCS 1983(2007) Zone 4 . Distances and stationing are grid distances. Divide by 0.99993543 to obtain ground distances.

All distances are in feet unless otherwise noted.

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY RESOLUTION OF NECESSITY

FEET 0 25 50 100 150

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
06	FRE	99	24.40	4	4

EXHIBIT B4

ATTACHMENT C

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21342

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 06-Fre-99-PM 24.6 PARCEL 86969-1, 2, 4, 5, 7, 8
OWNER: Mental Health Systems, Inc., a California Non-Profit Benefit Corporation

Resolved by the California Transportation Commission after notice (and hearing) pursuant to Code of Civil Procedure Section 1245.235 that it finds and determines and hereby declares that:

The hereinafter described real property is necessary for State Highway purposes and is to be acquired by eminent domain pursuant to Streets and Highways Code Section 102;

The public interest and necessity require the proposed public project, namely a State highway;

The proposed project is planned and located in the manner that will be most compatible with the greatest public good and the least private injury;

The property sought to be acquired and described by this resolution is necessary for the public project;

The offer required by Section 7267.2 of the Government Code has been made to the owner or owners of record; and be it further

RESOLVED by this Commission that the Department of Transportation be and said Department is hereby authorized and empowered;

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

To acquire, in the name of the People of the State of California, in fee simple absolute, unless a lesser estate is hereinafter expressly described, the said hereinafter described real property, or interests in real property, by condemnation proceeding or proceedings in accordance with the provisions of the Streets and Highways Code, Code of Civil Procedure and of the Constitution of California relating to eminent domain;

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of Fresno, State of California, Highway 06-Fre-99 and described as follows:

TITLE SHEET
(Resolution of Necessity Description)

District	County	Route	Post Mile
06	FRE	99	24.6

Project ID 0612000287

This document consists of this Title Sheet and the attached Legal Description of the parcel(s) listed below, consisting of 8 pages.

Parcels in Legal Description:					
86969-1	86969-2	86969-4	86969-5	86969-7	86969-8

The attached real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors Act.

Signature
Professional Land Surveyor
Expires 12-31-2016

Date May 7, 2015

PROFESSIONAL LAND SURVEYOR
MARK D. ELOWER
No. 8417
STATE OF CALIFORNIA

Parcel 86969-1

For freeway purposes, that portion of Lot 110 of Roeding's Villa Colony, according to the map thereof recorded in Book 2, Page 43 of Record of Surveys, Fresno County Records, described in a deed to Mental Health Systems, Inc., a California Nonprofit Public Benefit Corporation, recorded December 17, 2008 as Document No. 2008-0171940, Official Records of Fresno County, lying northeasterly of the following described courses (2) through (8):

BEGINNING at a point on the South line of the North half of Section 30, Township 13 South, Range 20 East, Mount Diablo Meridian and Base Line, said point being North 89°43'14" West, 3861.49 feet along said South line from the East quarter-section corner of said Section 30, said corner being found as a ¾ inch iron pipe, no tag, down 0.3 foot, Corner Record No. 1709, filed in the Fresno County Surveyor's Office; THENCE (1) North 00°16'46" East, 62.98 feet to a point on the southerly boundary of the land described in said deed, last said point being the beginning of a non-tangent curve concave westerly, to which a radial line bears South 48°14'51" East, having a radius of 56.00 feet and a central angle of 51°38'30"; THENCE (2) northerly along said curve, an arc distance of 50.47 feet to a point of compound curvature, to which a radial line bears North 80°06'39" East; THENCE (3) northerly along a curve concave westerly, having a radius of 665.35 feet, through a central angle of 19°28'16", an arc distance of 226.11 feet to a point of compound curvature, to which a radial line bears North 60°38'23" East; THENCE (4) northwesterly along a curve concave southwesterly, having a radius of 2355.93 feet, through a central angle of 05°56'23", an arc distance of 244.23 feet to a point of non-tangency; THENCE (5) North 36°17'10" West, 36.64 feet; THENCE (6) North 36°11'27" West, 251.69 feet; THENCE (7) North 85°55'48" West, 19.66 feet; THENCE (8) North 36°11'27" West, 267.63 feet to a point on the South line of the land described in a deed to Pasquale

Parcel 86969-1 (continued)

DeSantis and Carmela DeSantis, Trustees of the DeSantis Family Trust dated August 13, 2003, last said deed recorded August 21, 2003 as Document No. 2003-0195260, Official Records of Fresno County, last said point being North 77°14’17” West, 4513.31 feet from the East quarter-section corner of said Section 30.

Lands abutting said freeway shall have no right or easement of access thereto.

The bearings and distances used in this description are on the California Coordinate System of 1983, Epoch 2007, Zone 4. Divide distances by 0.99993543 to obtain ground distances.

Parcel 86969-2

An easement for a sound wall footing and appurtenances thereto upon, over and across that portion of Lot 110 of Roeding's Villa Colony, according to the map thereof recorded in Book 2, Page 43 of Record of Surveys, Fresno County Records, described in a deed to Mental Health Systems, Inc., a California Nonprofit Public Benefit Corporation, recorded December 17, 2008 as Document No. 2008-0171940, Official Records of Fresno County, more particularly described as follows:

COMMENCING at the East quarter-section corner of Section 30, Township 13 South, Range 20 East, Mount Diablo Meridian and Base Line, said corner being found as a ¾ inch iron pipe, no tag, down 0.3 foot, Corner Record No. 1709, filed in the Fresno County Surveyor's Office; THENCE (1) along the South line of the North half of said Section 30, North 89°43'14" West, 4102.51 feet; THENCE (2) North 00°27'53" West, 42.46 feet to a point on the southerly boundary of the land described in said deed, said point being the TRUE POINT OF BEGINNING; THENCE along said southerly boundary, the following courses: (3) South 85°25'22" West, 26.98 feet; (4) North 89°42'46" West, 142.55 feet; THENCE (5) North 00°17'14" East, 2.00 feet; THENCE (6) South 89°42'46" East, 141.53 feet; THENCE (7) North 87°26'41" East, 50.03 feet; THENCE (8) North 89°35'54" East, 4.32 feet to said southerly boundary; THENCE (9) along said southerly boundary, South 85°25'22" West, 26.48 feet to the TRUE POINT OF BEGINNING.

Parcel 86969-5

An easement for a sound wall footing and appurtenances thereto upon, over and across that portion of said Lot 110 referenced in above-described Parcel 86969-2, included within a strip of land 2.00 feet wide, the northeasterly sideline of which is described by the following courses (2) through (5):

Parcel 86969-5 (continued)

BEGINNING at a point on the South line of the North half of said Section 30, last said point being North 89°43’14” West, 3861.49 feet along said South line from said East quarter-section corner of said Section 30; THENCE (1) North 00°16’46” East, 62.98 feet to a point on said southerly boundary, last said point being the beginning of a non-tangent curve concave westerly, to which a radial line bears South 48°14’51” East, having a radius of 56.00 feet and a central angle of 51°38’30”; THENCE (2) northerly along said curve, an arc distance of 50.47 feet to a point of compound curvature, to which a radial line bears North 80°06’39” East; THENCE (3) northerly along a curve concave westerly, having a radius of 665.35 feet, through a central angle of 19°28’16”, an arc distance of 226.11 feet to a point of compound curvature, to which a radial line bears North 60°38’23” East; THENCE (4) northwesterly along a curve concave southwesterly, having a radius of 2355.93 feet, through a central angle of 05°56’23”, an arc distance of 244.23 feet to a point of non-tangency; THENCE (5) North 36°17’10” West, 36.64 feet to the easterly terminus of a line which bears North 53°42’50” East, 2.00 feet from its westerly terminus.

The sidelines of said strip of land shall be prolonged or shortened so as to begin at said southerly boundary and to terminate at the line described as the terminus for above-described course (5) of this Parcel 86969-5.

The bearings and distances used in these descriptions are on the California Coordinate System of 1983, Epoch 2007, Zone 4. Divide distances by 0.99993543 to obtain ground distances.

Parcel 86969-4

An easement for the maintenance of a sound wall and its footing and other appurtenances thereto, including ingress to and egress from said easement upon, over and across that portion of Lot 110 of Roeding's Villa Colony, according to the map thereof recorded in Book 2, Page 43 of Record of Surveys, Fresno County Records, described in a deed to Mental Health Systems, Inc., a California Nonprofit Public Benefit Corporation, recorded December 17, 2008 as Document No. 2008-0171940, Official Records of Fresno County, included within a strip of land 15.00 feet wide, the northeasterly sideline of which is described by the following courses (2) through (6):

BEGINNING at a point on the South line of the North half of Section 30, Township 13 South, Range 20 East, Mount Diablo Meridian and Base Line, said point being North 89°43'14" West, 3861.49 feet along said South line from the East quarter-section corner of said Section 30, said corner being found as a ¾ inch iron pipe, no tag, down 0.3 foot, Corner Record No. 1709, filed in the Fresno County Surveyor's Office; THENCE (1) North 00°16'46" East, 62.98 feet to a point on the southerly boundary of the land described in said deed, last said point being the beginning of a non-tangent curve concave westerly, to which a radial line bears South 48°14'51" East, having a radius of 56.00 feet and a central angle of 51°38'30"; THENCE (2) northerly along said curve, an arc distance of 50.47 feet to a point of compound curvature, to which a radial line bears North 80°06'39" East; THENCE (3) northerly along a curve concave westerly, having a radius of 665.35 feet, through a central angle of 19°28'16", an arc distance of 226.11 feet to a point of compound curvature, to which a radial line bears North 60°38'23" East; THENCE (4) northwesterly along a curve concave southwesterly, having a radius of 2355.93 feet, through a central angle of 05°56'23", an arc distance of 244.23 feet to a point of non-tangency; THENCE (5) North 36°17'10" West, 36.64 feet; THENCE (6) North 36°11'27" West,

Parcel 86969-4 (continued)

251.69 feet to the easterly terminus of a line which bears South 85°55’48” East, 19.66 feet from its westerly terminus.

The sidelines of said strip of land shall be prolonged or shortened so as to begin at said southerly boundary and to terminate at the line described as the terminus for above-described course (6).

Parcel 86969-8

An easement for the maintenance of a sound wall and its footing and other appurtenances thereto, including ingress to and egress from said easement upon, over and across that portion of said Lot 110 referenced in above-described Parcel 86969-4, more particularly described as follows:

COMMENCING at said East quarter-section corner of said Section 30; THENCE (1) along the South line of the North half of said Section 30, North 89°43’14” West, 4102.51 feet; THENCE (2) North 00°27’53” West, 42.46 feet to a point on said southerly boundary, last said point being the TRUE POINT OF BEGINNING; THENCE along said southerly boundary, the following courses: (3) South 85°25’22” West, 26.98 feet; (4) North 89°42’46” West, 142.55 feet; THENCE (5) North 00°17’14” East, 15.00 feet; THENCE (6) South 89°42’46” East, 141.21 feet; THENCE (7) North 87°26’41” East, 49.70 feet to the beginning of a tangent curve concave southerly, having a radius of 743.83 feet and a central angle of 04°18’27”; THENCE (8) easterly along last said curve, an arc distance of 55.92 feet to a point of reverse curvature, to which a radial line bears North 01°45’08” East from the center of the circle of last said curve; THENCE (9) easterly along a curve concave northerly, having a radius of 1924.17 feet, through a central angle of 03°24’45”, an arc distance of 114.61 feet to a point of non-tangency on said

Parcel 86969-8 (continued)

southerly boundary; THENCE (10) along said southerly boundary, South 85°25’22” West, 192.60 feet to the TRUE POINT OF BEGINNING.

The bearings and distances used in these descriptions are on the California Coordinate System of 1983, Epoch 2007, Zone 4. Divide distances by 0.99993543 to obtain ground distances.

Tab 3

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 25, 2015

Reference No.: 4.12
Action

From: WILL KEMPTON
Executive Director

Subject: **HEARING - FFY 2013-14 FTA SECTION 5310 ENHANCED MOBILITY FOR SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAM**

ISSUE

Under Government Code Section 14055-14055.4, the Commission is responsible for allocating funds for the Federal Transit Administration (FTA) Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program (Program), establishing an appeals process and holding at least one public hearing prior to approving the annual program of projects.

On June 4, 2015, the State Review Committee (consisting of representatives from the State Departments of Rehabilitation, Aging, Developmental Services and Transportation) convened the required staff-level conference to hear appeals by any project applicant. No appeals were made.

RECOMMENDATION

The draft Federal Fiscal Year (FFY) 2013-14 Statewide Prioritized Small Urban and Rural Areas Project list presented at the May meeting has not changed. Staff recommends that prior to adopting the final FFY 2013-14 Small Urban and Rural Areas program of projects for the FTA Section 5310 Program, the Commission conduct the mandated public hearing, and include any changes that are recommended during the public hearing, in the final Statewide Prioritized Small Urban and Rural Areas Project List.

Before ending the public hearing, the Commission may direct staff as to what changes to include in the final Statewide Prioritized Small Urban and Rural Areas Project List.

M e m o r a n d u m

Tab 4

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 25, 2015

Reference No.: 4.13
Action

From: WILL KEMPTON
Executive Director

Subject: **ADOPTION OF THE FEDERAL FISCAL YEAR 2013-14 PROGRAM OF PROJECTS FOR FTA SECTION 5310 ENHANCED MOBILITY FOR SENIORS AND INDIVIDUALS WITH DISABILITIES SMALL URBAN AND RURAL AREAS TRANSIT PROGRAM RESOLUTION G-15-13**

ISSUE:

Under Government Code Section 14055-14055.4, the Commission is responsible for allocating funds, establishing an appeals process and holding at least one public hearing prior to approving the Small Urban and Rural Areas Program of Projects of the Federal Transit Administration (FTA) Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program (Program).

RECOMMENDATION:

Staff recommends that the Commission adopt the program of projects for the FTA Section 5310 Program, including changes that may have been recommended by the Commission during the preceding public hearing.

The attached Federal Fiscal Year (FFY) 2013-14 Statewide Prioritized Small Urban and Rural Areas Project List includes the projects in the draft list presented at the May 2015 Commission meeting, and incorporates the review of information and testimony received at the June 4, 2015 staff-level conference held to hear any appeals received by the State Review Committee (SRC).

Adoption of the Program also authorizes the Department to fund projects, listed in priority order, down to the $13.4 million level of federal funding estimated to be available for the FFY 2013-14.

Federal Fiscal Year (FFY) 2013-14 Program Grant Cycle

Available Program funding for the FFY 2013-14 Small Urban and Rural Areas is $13.4 million (including the 20% match). Historically, successful applicants were required to use their own local funds to provide the match, but in this cycle the match will be federal Transit Toll Credits.

Eligible Small Urban and Rural agencies submitted 117 applications for 173 projects requesting a total of $14.5 million in Section 5310 Program funds. The applications were first scored by the Regional Transportation Planning Agencies (RTPAs). The RTPAs must notify their applicants of their project scores and provide information about the local appeals process. The RTPAs then forward a scored list of their projects to the Department.

The State Review Committee (consisting of representatives from the State Departments of Rehabilitation, Aging, Developmental Services and Transportation) reviewed the RTPA scores and used the Program criteria adopted by the Commission to develop a draft statewide prioritized Small Urban and Rural Areas project list.

On June 4, 2015, the State Review Committee and Commission staff held a staff-level conference to hear any appeals by RTPAs and/or project applicants. Following the conference, the list can be revised as necessary. No appeals were received, thus, the attached final FFY 2013-14 Statewide Prioritized Small Urban and Rural Areas Project List is unchanged from the draft prioritized project list presented at the May 2015 Commission meeting.

The final list programs 100% of the estimated $13.4 million available federal funding, $7,577,406 for the Traditional Projects (capital) and $5,889,711 for the Expanded Projects (capital, operating assistance and mobility management). The list also includes six Expanded Projects below the 100% funding line, to offer a ready source of additional projects if projects are not deliverable or if additional funds above the original estimated amount become available.

BACKGROUND

The Program was established in 1975 and has been administered by the Department since its inception. It provides annual grants of federal funds to purchase transit capital equipment to meet the specialized needs of seniors and/or persons with disabilities for whom mass transportation services are unavailable, insufficient, or inappropriate.

The Program serves a variety of client groups and programs ranging from small agencies with specific clientele (e.g., dialysis and AIDS patients) to paratransit providers serving entire communities. Most of the agencies are non-profit organizations while some are public agencies where non-profit organizations are not readily available to provide the specialized service.

In 1996, AB 772 passed directing the Commission to have oversight responsibilities for the Program. AB 772 placed three mandates on the Commission regarding the Program: (1) the Commission shall direct the Department on how to allocate funds for the Program, (2) the Commission shall establish an appeals process for the Program, and (3) the Commission shall hold at least one public hearing prior to approving its Program of Projects.

In January of 1997, the Commission approved the procedures for the Program, criteria used to score the projects, and a State Review Committee consisting of representatives from the State Departments of Rehabilitation, Aging, Developmental Services and Transportation, with Commission staff acting in the role of facilitator/coordinator for the State Review Committee.

Attachments

CALIFORNIA TRANSPORTATION COMMISSION

ADOPTION OF FEDERAL FY 2013-14
ELDERLY AND DISABLED TRANSIT PROGRAM

Resolution G-15-13

1.1 WHEREAS, Federal law (Title 49 U.S.C. Section 5310) provides for capital, operating assistance and mobility management grants for the purpose of assisting private non-profit corporations and under certain circumstances, public agencies in providing transportation services to meet the needs of elderly persons and persons with disabilities for whom public mass transportation services are otherwise **unavailable, insufficient, or inappropriate**; and

1.2 WHEREAS, State law, AB 772 (Chapter 669, Statutes of 1996), placed three mandates on the Commission regarding the Program as follows:

1. The Commission shall direct the Department of Transportation on how to allocate funds for the Program.
2. The Commission shall establish an appeals process for the Program.
3. The Commission shall hold at least one public hearing prior to approving its Program of Projects; and

1.3 WHEREAS, the Commission worked with a 15-member advisory committee made up of individuals from the Regional Transportation Agencies, state and local social service agencies, the California Association for Coordinated Transportation, the Department of Transportation and Commission staff, to develop a Program process that will provide for a statewide ranked list of projects to be adopted by the Commission and funded by the Department of Transportation; and

1.4 WHEREAS, the Commission adopted a process utilizing project scoring criteria and a State Review Committee consisting of representatives from the State Departments of Rehabilitation, Developmental Services, Aging and Transportation, with Commission staff acting in the role of facilitator/coordinator for the State Review Committee; and

1.5 WHEREAS, the Commission's adopted Program process has been complied with and the public hearing has been held.

2.1 NOW THEREFORE BE IT RESOLVED, that the Commission adopts the attached list of projects, as recommended by Commission staff, as the Small Urban and Rural Areas Federal FY 2013-14 FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Transit Program; and

2.2 BE IT FURTHER RESOLVED that in adopting the list, the Commission hereby directs the Department of Transportation to allocate funds for projects on that list down to the level of actual available funding, pursuant to California Government Code Section 14055.2(b).

FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program
FFY 2013-14 Small Urban and Rural Prioritized List
(IN STATE SCORE PRIORITY ORDER)

Agency	Co	Urban or Rural	Project	Type	Vin	Year	Miles	Match (Toll Credits)	FTA 5310 Share	Total Project	Cumulative (Federal $)	State Score
TRADITIONAL PROJECTS												
Outreach & Escort, Inc.	SCL	R	Minivan	R	63823	2008	218,234	$ 9,600	$ 38,400	$ 48,000	$ 48,000	99
Outreach & Escort, Inc.	SCL	R	Minivan	R	63821	2008	199,453	$ 9,600	$ 38,400	$ 48,000	$ 96,000	99
Outreach & Escort, Inc.	SCL	R	Minivan	R	63826	2008	212,967	$ 9,600	$ 38,400	$ 48,000	$ 144,000	99
Outreach & Escort, Inc.	SCL	R	Base Station	OE				$ 500	$ 2,000	$ 2,500	$ 146,500	99
Outreach & Escort, Inc.	SCL	R	Mobile Radio (3)	OE				$ 600	$ 2,400	$ 3,000	$ 149,500	99
Tehama County Opportunity Center, Inc.	TEH	R	Large Bus	R	85224	2006	247,195	$ 14,600	$ 58,400	$ 76,500	$ 226,000	97
Tehama County Opportunity Center, Inc.	TEH	R	Large Bus	R	23527	2008	256,411	$ 14,600	$ 58,400	$ 76,500	$ 302,500	97
UCP Ride-On Transportation	SLO	U	Computer Hardware (18)	OE				$ 4,327	$ 17,309	$ 21,636	$ 324,136	96
UCP Ride-On Transportation	SLO	U	Computer Software (18)	OE				$ 90	$ 360	$ 450	$ 324,586	96
UCP Ride-On Transportation	SLO	U	1 laptop	OE				$ 304	$ 1,216	$ 1,520	$ 326,106	96
Calaveras COG	CAL	R	Mobility Management	MM				$ 37,200	$ 148,800	$ 186,000	$ 512,106	95
Care A Van Transit Inc	RIV	U	Large Bus	R	61298	2002	52,372	$ 15,300	$ 61,200	$ 76,500	$ 588,606	94
Plumas Rural Services	PLU	R	Mobility Management	MM				$ 5,902	$ 23,608	$ 29,510	$ 618,116	94
Amador Transit	AMA	R	Mobility Management	MM				$ 23,450	$ 93,800	$ 117,250	$ 735,366	94
Monterey-Salinas Transit	MON	R	Medium Bus	R	35528	2008	287,071	$ 14,000	$ 56,000	$ 70,000	$ 805,366	93
Monterey-Salinas Transit	MON	R	Medium Bus	R	46317	2008	263,300	$ 14,000	$ 56,000	$ 70,000	$ 875,366	93
Monterey-Salinas Transit	MON	R	Medium Bus	R	46318	2008	282,601	$ 14,000	$ 56,000	$ 70,000	$ 945,366	93
Monterey-Salinas Transit	MON	R	Medium Bus	R	46321	2008	283,533	$ 14,000	$ 56,000	$ 70,000	$ 1,015,366	93
Inyo-Mono Association for the Handicapped	INY	R	Medium Bus	SE				$ 7,685	$ 59,315	$ 70,000	$ 1,085,366	93
Outreach & Escort	SCL	R	Mobility Management	MM				$ 29,620	$ 118,480	$ 148,100	$ 1,233,466	93
Inland Empire United Way	SBD	U	Mobility Management	MM				$ 14,499	$ 57,994	$ 72,493	$ 1,305,959	93
City of Eureka	HUM	R	Small Bus	R	06222	2003	205,395	$ 12,600	$ 50,400	$ 63,000	$ 1,368,959	92
Napa Cty Transp & Plnng Agency	NAP	R	Mobility Management	MM				$ 32,000	$ 128,000	$ 160,000	$ 1,528,959	92
City of Eureka	HUM	R	Mobile Radio (1)	OE				$ 200	$ 800	$ 1,000	$ 1,529,959	92
PRIDE Industries One, Inc.	PLA	R	Large Bus	R	8354	2006	244,616	$ 15,300	$ 61,200	$ 76,500	$ 1,606,459	91
PRIDE Industries One, Inc.	PLA	R	Large Bus	R	36111	2006	228,659	$ 15,300	$ 61,200	$ 76,500	$ 1,682,959	91
UCP Ride-On Transportation	SLO	U	Large Bus	R	49318	2007	216,701	$ 15,300	$ 61,200	$ 76,500	$ 1,759,459	91
UCP Ride-On Transportation	SLO	U	Large Bus	R	52022	2008	205,399	$ 15,300	$ 61,200	$ 76,500	$ 1,835,959	91
Community Bridges	SCR	R	Minivan	R	27595	2000	152,099	$ 9,600	$ 38,400	$ 48,000	$ 1,883,959	89
Community Bridges	SCR	R	Minivan	R	71941	2003	150,304	$ 9,600	$ 38,400	$ 48,000	$ 1,931,959	89
Community Bridges	SCR	R	Mentor Ranger (13)	OE				$ 7,995	$ 31,980	$ 39,975	$ 1,971,934	89
Plumas County Public Health Agency	PLU	R	Medium Bus	R	73145	2006	74,237	$ 14,000	$ 56,000	$ 70,000	$ 2,041,934	88
Plumas County Public Health Agency	PLU	R	Medium Bus	R	69513	2006	61,425	$ 14,000	$ 56,000	$ 70,000	$ 2,111,934	88
Plumas County Public Health Agency	PLU	R	Medium Bus	R	77984	2003	116,006	$ 14,000	$ 56,000	$ 70,000	$ 2,181,934	88
HCAR	HUM	R	Large Bus	R	94578	2003	87,236	$ 15,300	$ 61,200	$ 76,500	$ 2,258,434	87
HCAR	HUM	R	Large Bus	R	94579	2003	115,983	$ 15,300	$ 61,200	$ 76,500	$ 2,334,934	87
HSRC	HUM	R	Medium Bus	R	93075	2000	201,631	$ 14,000	$ 56,000	$ 70,000	$ 2,404,934	87
HSRC	HUM	R	Medium Bus	R	74136	2002	128,484	$ 14,000	$ 56,000	$ 70,000	$ 2,474,934	87
Valley Resource Center for the Retarded, Inc.	RIV	U	Larger Bus	N				$ 21,600	$ 86,400	$ 108,000	$ 2,582,934	87
Willits Senior Center	MEN	R	Minivan	R	77497	2007	108,502	$ 9,600	$ 38,400	$ 48,000	$ 2,630,934	86
Willits Senior Center	MEN	R	Mobile Radio (1)	R	77497	2007	108,502	$ 200	$ 800	$ 1,000	$ 2,631,934	86
PRIDE Industries One, Inc.	PLA	R	Large Bus	R	8358	2007	220,731	$ 15,300	$ 61,200	$ 76,500	$ 2,708,434	86
PRIDE Industries One, Inc.	PLA	R	Large Bus	R	36112	2006	202,987	$ 15,300	$ 61,200	$ 76,500	$ 2,784,934	86
UCP Ride-On Transportation	SLO	U	Large Bus	R	59681	2009	198,100	$ 15,300	$ 61,200	$ 76,500	$ 2,861,434	86
Kings Rehabilitation Center Inc.	KIN	U	Minivan	R	71232	2006	153,126	$ 9,600	$ 38,400	$ 48,000	$ 2,909,434	84

FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program
FFY 2013-14 Small Urban and Rural Prioritized List
(IN STATE SCORE PRIORITY ORDER)

Agency	Co	Urban or Rural	Project	Type	Vin	Year	Miles	Match (Toll Credits)	FTA 5310 Share	Total Project	Cumulative (Federal $)	State Score
Kings Rehabilitation Center Inc.	KIN	U	Minivan	R	79938	2007	142,080	$ 9,600	$ 38,400	$ 48,000	$ 2,957,434	84
Kings Rehabilitation Center Inc.	KIN	U	Minivan	R	71231	2006	121,077	$ 9,600	$ 38,400	$ 48,000	$ 3,005,434	84
Kings Rehabilitation Center Inc.	KIN	U	Minivan	R	71229	2006	136,419	$ 9,600	$ 38,400	$ 48,000	$ 3,053,434	84
Care A Van Transit Inc	RIV	U	Small Bus	R	77197	2007	119,483	$ 12,600	$ 50,400	$ 63,000	$ 3,116,434	84
ARC Imperial Valley	IMP	U/R	Large Bus	R	44157	2009	259,667	$ 15,300	$ 61,200	$ 76,500	$ 3,192,934	84
ARC Imperial Valley	IMP	U/R	Dispatch Software	OE				$ 8,000	$ 32,000	$ 40,000	$ 3,232,934	84
Life Steps Foundation, Inc. Santa Maria Wisdom Center	SB	U	Large Bus	SE				$ 15,300	$ 61,200	$ 76,500	$ 3,309,434	84
Life Steps Foundation, Inc. Santa Maria Wisdom Center	SB	U	Large Bus	SE				$ 15,300	$ 61,200	$ 76,500	$ 3,385,934	84
Life Steps Foundation, Inc. Santa Maria Wisdom Center	SB	U	Large Bus	SE				$ 15,300	$ 61,200	$ 76,500	$ 3,462,434	84
Life Steps Foundation, Inc. Santa Maria Wisdom Center	SB	U	Four (4) Mobile radios	OE				$ 800	$ 3,200	$ 4,000	$ 3,466,434	84
San Benito County LTA	SBT	R	Medium Bus	R	52877	2007	203,552	$ 14,000	$ 56,000	$ 70,000	$ 3,536,434	82
San Benito County LTA	SBT	R	Medium Bus	R	52880	2007	223,906	$ 14,000	$ 56,000	$ 70,000	$ 3,606,434	82
HSRC	HUM	R	Computer Tablets (8) w warranty	OE				$ 667	$ 2,666	$ 3,333	$ 3,609,767	81
HSRC	HUM	R	GPS Units (8) w/ warranty	OE				$ 249	$ 996	$ 1,245	$ 3,611,012	81
Eastern Sierra Transit Authority (ESTA)	INY	R	Computer Hardware (2)	OE				$ 604	$ 2,418	$ 3,022	$ 3,614,034	81
Kings View	MER	U	Medium Bus	R	89929	1998	175,858	$ 14,000	$ 56,000	$ 70,000	$ 3,684,034	81
Kings View	MER	U	Medium Bus	R	84680	1999	226,649	$ 14,000	$ 56,000	$ 70,000	$ 3,754,034	81
Kings View	MER	U	Medium Bus	R	76076	1999	193,861	$ 14,000	$ 56,000	$ 70,000	$ 3,824,034	81
Ukiah Senior Center, Inc.	MEN	R	Medium Bus	R	61214	2007	116,268	$ 14,000	$ 56,000	$ 70,000	$ 3,894,034	80
Dignity Health: Yolo Adult Day Health Center	YOL	U/R	Minivan	SE				$ 9,600	$ 38,400	$ 48,000	$ 3,942,034	79
Arc of Amador & Calaveras	VAR	R	Minivan	R	8682	2004	120,997	$ 9,600	$ 38,400	$ 48,000	$ 3,990,034	79
Common Ground Senior Services	CAL	R	Minivan	SE				$ 9,600	$ 38,400	$ 48,000	$ 4,038,034	79
Common Ground Senior Services	CAL	R	Minivan	SE				$ 9,600	$ 38,400	$ 48,000	$ 4,086,034	79
Common Ground Senior Services	CAL	R	Small Bus	SE				$ 12,600	$ 50,400	$ 63,000	$ 4,149,034	79
San Joaquin Regional Transit District	SJ	R	Integrated AVL/Comm System (3)	OE				$ 7,800	$ 31,200	$ 39,000	$ 4,188,034	79
ARC Imperial Valley	IMP	U/R	Large Bus	R	14467	2005	263,959	$ 15,300	$ 61,200	$ 76,500	$ 4,264,534	79
HELP of Ojai	VEN	U&R	Small Bus	R	32724	2003	93,588	$ 12,600	$ 50,400	$ 63,000	$ 4,327,534	79
City of Rio Vista	SOL	R	Large Bus	R	46323	2009	222,427	$ 15,300	$ 61,200	$ 76,500	$ 4,404,034	78
Eastern Sierra Transit Authority (ESTA)	INY	R	Tablets (6)	OE				$ 679	$ 2,715	$ 3,394	$ 4,407,428	78
Napa County Transportation and Planning Agency	NAP	U	Medium Bus	R	13821	1999	122,861	$ 14,000	$ 56,000	$ 70,000	$ 4,477,428	78
Napa County Transportation and Planning Agency	NAP	U	Medium Bus	R	12461	1999	168,870	$ 14,000	$ 56,000	$ 70,000	$ 4,547,428	78
Napa County Transportation and Planning Agency	NAP	U	Medium Bus	R	13818	1999	95,758	$ 14,000	$ 56,000	$ 70,000	$ 4,617,428	78
Easter Seals Superior CA	SAC	U&R	Large Bus	SE				$ 15,300	$ 61,200	$ 76,500	$ 4,693,928	78
Institute on Aging	SF	U	Large Bus	R	65972	2005	81,157	$ 15,300	$ 61,200	$ 76,500	$ 4,770,428	78
Institute on Aging	SF	U	Large Bus	R	65970	2005	71,522	$ 15,300	$ 61,200	$ 76,500	$ 4,846,928	78
Institute on Aging	SF	U	Large Bus	R	63998	2005	74,902	$ 15,300	$ 61,200	$ 76,500	$ 4,923,428	78
Institute on Aging	SF	U	Large Bus	R	65971	2005	82,836	$ 15,300	$ 61,200	$ 76,500	$ 4,999,928	78
Institute on Aging	SF	U	Large Bus	R	63997	2005	70,780	$ 15,300	$ 61,200	$ 76,500	$ 5,076,428	78
Institute on Aging	SF	U	Video Surveillance System (12)	OE				$ 2,040	$ 8,160	$ 10,200	$ 5,086,628	78
North and South of Market Adult Day Health Corp. (SteppingStone)	SF	U	Medium Bus	SE				$ 14,000	$ 56,000	$ 70,000	$ 5,156,628	78
North and South of Market Adult Day Health Corp. (SteppingStone)	SF	U	Medium Bus	SE				$ 14,000	$ 56,000	$ 70,000	$ 5,226,628	78
On Lok Senior Health Services	SF	U	Small Bus	R	23264	2006	85,860	$ 12,600	$ 50,400	$ 63,000	$ 5,289,628	78

FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program
FFY 2013-14 Small Urban and Rural Prioritized List
(IN STATE SCORE PRIORITY ORDER)

Agency	Co	Urban or Rural	Project	Type	Vin	Year	Miles	Match (Toll Credits)	FTA 5310 Share	Total Project	Cumulative (Federal $)	State Score
On Lok Senior Health Services	SF	U	Small Bus	SE				$ 12,600	$ 50,400	$ 63,000	$ 5,352,628	78
On Lok Senior Health Services	SF	U	Small Bus	SE				$ 12,600	$ 50,400	$ 63,000	$ 5,415,628	78
On Lok Senior Health Services	SF	U	Small Bus	SE				$ 12,600	$ 50,400	$ 63,000	$ 5,478,628	78
On Lok Senior Health Services	SF	U	Small Bus	R	11941	1999	58,827	$ 12,600	$ 50,400	$ 63,000	$ 5,541,628	78
On Lok Senior Health Services	SF	U	Small Bus	R	29530	1999	81,070	$ 12,600	$ 50,400	$ 63,000	$ 5,604,628	78
On Lok Senior Health Services	SF	U	Small Bus	R	10329	2002	96,946	$ 12,600	$ 50,400	$ 63,000	$ 5,667,628	78
NCI Affiliates Inc	SLO	U	Minivan	R	93904	1999	117,361	$ 9,600	$ 38,400	$ 48,000	$ 5,715,628	78
NCI Affiliates Inc	SLO	U	Minivan	R	42431	2004	115,507	$ 9,600	$ 38,400	$ 48,000	$ 5,763,628	78
Milestones	SOL	U	Small Bus	R	10458	1992	83,891	$ 12,600	$ 50,400	$ 63,000	$ 5,826,628	78
Milestones	SOL	U	Large Bus	R	29207	1996	107,155	$ 15,300	$ 61,200	$ 76,500	$ 5,903,128	78
Milestones	SOL	U	Larger Bus	R	92284	1999	132,699	$ 21,600	$ 86,400	$ 108,000	$ 6,011,128	78
Desert Area Resource and Training	KER	R	Minivan	R	21466	2007	111,436	$ 9,600	$ 38,400	$ 48,000	$ 6,059,128	78
San Benito County LTA	SBT	R	Medium Bus	R	52879	2007	198,457	$ 14,000	$ 56,000	$ 70,000	$ 6,129,128	77
NCI Affiliates Inc	SLO	U	Minivan	R	69550	2004	78,474	$ 9,600	$ 38,400	$ 48,000	$ 6,177,128	77
NCI Affiliates Inc	SLO	U	Minivan	R	68655	2004	93,393	$ 9,600	$ 38,400	$ 48,000	$ 6,225,128	77
Kings Rehabilitation Center Inc.	KIN	U	Minivan	SE				$ 9,600	$ 38,400	$ 48,000	$ 6,273,128	77
Kings Rehabilitation Center Inc.	KIN	U	Minivan	SE				$ 9,600	$ 38,400	$ 48,000	$ 6,321,128	77
Noah Homes	SD	U/R	Larger Bus	R	12293	2000	154,194	$ 21,600	$ 86,400	$ 108,000	$ 6,429,128	77
Dignity Health: Yolo Adult Day Health Center	YOL	U/R	Minivan	SE				$ 9,600	$ 38,400	$ 48,000	$ 6,477,128	76
Amador Transit	AMA	R	Minivan	SE				$ 9,600	$ 38,400	$ 48,000	$ 6,525,128	75
Life Steps Foundation, Inc. Santa Maria Wisdom Center	SB	U	TomTom GPS & Link 300	OE				$ 480	$ 1,920	$ 2,400	$ 6,527,528	75
ARC Imperial Valley	IMP	U/R	Larger Bus	R	13057	2005	246,313	$ 21,600	$ 86,400	$ 108,000	$ 6,635,528	74
Plumas County Public Health Agency	PLU	R	Minivan	R	13411	2008	34,629	$ 9,600	$ 38,400	$ 48,000	$ 6,683,528	73
Common Ground Senior Services	CAL	R	Computer Hardware (2)	OE				$ 1,345	$ 5,380	$ 6,725	$ 6,690,253	73
Common Ground Senior Services	CAL	R	Computer Software (2)	OE				$ 1,608	$ 6,432	$ 8,040	$ 6,698,293	73
Common Ground Senior Services	CAL	R	GPS (5)	OE				$ 575	$ 2,300	$ 2,875	$ 6,701,168	73
Desert Area Resource and Training	KER	R	Minivan	R	41259	2008	108,439	$ 9,600	$ 38,400	$ 48,000	$ 6,749,168	73
Desert Area Resource and Training	KER	R	Minivan	R	40872	2008	134,158	$ 9,600	$ 38,400	$ 48,000	$ 6,797,168	73
Desert Area Resource and Training	KER	R	Minivan	R	63795	2008	111,392	$ 9,600	$ 38,400	$ 48,000	$ 6,845,168	73
Desert Area Resource and Training	KER	R	Mobile Radios (6)	OE				$ 1,200	$ 4,800	$ 6,000	$ 6,851,168	73
Golden Age Center, Inc	TRN	R	Small Bus	R	11344	1995	286,000	$ 12,600	$ 50,400	$ 63,000	$ 6,914,168	69
San Joaquin Regional Transit District	SJ	R	Medium Bus	R	35109	2008	135,761	$ 14,000	$ 56,000	$ 70,000	$ 6,984,168	69
San Joaquin Regional Transit District	SJ	R	Medium Bus	R	35110	2008	121,434	$ 14,000	$ 56,000	$ 70,000	$ 7,054,168	69
San Joaquin Regional Transit District	SJ	R	Medium Bus	R	35113	2008	137,875	$ 14,000	$ 56,000	$ 70,000	$ 7,124,168	69
Desert Area Resource and Training	KER	R	Minivan	R	20510	2010	128,809	$ 9,600	$ 38,400	$ 48,000	$ 7,172,168	68
Catholic Charities of the Diocese of Stockton	STA	U/R	Computer Software	OE				$ 6,918	$ 27,674	$ 34,592	$ 7,206,760	66
Arc of Amador & Calaveras	AMA	R	Minivan	R	8683	2005	120,998	$ 9,600	$ 38,400	$ 48,000	$ 7,254,760	65
Desert Area Resource and Training	KER	R	Minivan	R	12650	2010	107,094	$ 9,600	$ 38,400	$ 48,000	$ 7,302,760	63
B.E.S.T. Opportunities	SBD	R	Computer Hardware (2)	SE				$ 700	$ 2,798	$ 3,498	$ 7,306,258	63
B.E.S.T. Opportunities	SBD	R	I-Pads (12)	SE				$ 1,030	$ 4,118	$ 5,148	$ 7,311,406	63
B.E.S.T. Opportunities	SBD	R	Small Bus	SE				$ 12,600	$ 50,400	$ 63,000	$ 7,374,406	58
B.E.S.T. Opportunities	SBD	R	Small Bus	SE				$ 12,600	$ 50,400	$ 63,000	$ 7,437,406	58
B.E.S.T. Opportunities	SBD	R	Medium Bus	SE				$ 14,000	$ 56,000	$ 70,000	$ 7,507,406	58
B.E.S.T. Opportunities	SBD	R	Medium Bus	SE				$ 14,000	$ 56,000	$ 70,000	$ 7,577,406	58
											100% Line	

FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program
FFY 2013-14 Small Urban and Rural Prioritized List
(IN STATE SCORE PRIORITY ORDER)

Agency	Co	Urban or Rural	Project	Type	Vin	Year	Miles	Match (Toll Credits)	FTA 5310 Share	Total Project	Cumulative (Federal $)	State Score
EXPANDED PROJECTS												
City of Rio Vista	SOL	R	Operating Assistance	O				$ 97,500	$ 97,500	$ 195,000	$ 195,000	94
Town of Truckee	NEV	R	Operating Assistance	O				$ 150,000	$ 150,000	$ 300,000	$ 495,000	93
Community Bridges-Lift Line	SCR	U	Operating Assistance	O				$ 84,013	$ 84,013	$ 168,025	$ 663,025	93
Help Central Inc	BUT	U/R	Mobility Management	MM				$ 28,465	$ 113,858	$ 142,323	$ 805,348	93
NCI Affiliates	SLO	U	Operating Assistance	O				$ 47,000	$ 47,000	$ 94,000	$ 899,348	92
Monterey Salinas Transit	MON	U	Operating Assistance (Taxi Voucher)	O				$ 16,000	$ 16,000	$ 32,000	$ 931,348	91
FACT	SD	R	Mobility Management	MM				$ 60,000	$ 240,000	$ 300,000	$ 1,231,348	91
Tahoe Transp District	TAH	R	Operating Assistance	O				$ 97,428	$ 97,428	$ 194,856	$ 1,426,204	90
Eastern Sierra Transit Authority	INY	R	Operating Assistance	O				$ 25,050	$ 25,050	$ 50,100	$ 1,476,304	90
Easy Lift Transportation	SB	U	Operating Assistance	O				$ 50,000	$ 50,000	$ 100,000	$ 1,576,304	89
Solano County Transit (Trvl Train)	SOL	R	Mobility Management	MM				$ 150,000	$ 150,000	$ 300,000	$ 1,876,304	86
SLO Regional Rideshare	SLO	U/R	Mobility Management	MM				$ 17,784	$ 71,134	$ 88,918	$ 1,965,222	86
Amador Transit	AMA	R	Operating Assistance	O				$ 12,982	$ 12,982	$ 25,963	$ 1,991,185	86
Common Ground Sr Svcs	CAL	R	Operating Assistance	O				$ 24,516	$ 24,516	$ 49,032	$ 2,040,217	86
Golden Umbrella	SHA	R	Operating Assistance	O				$ 25,214	$ 100,854	$ 126,068	$ 2,166,285	85
Golden Umbrella	SHA	R	Operating Assistance	O				$ 14,566	$ 58,266	$ 72,832	$ 2,239,117	85
Tahoe Transp District	TAH	R	Mobility Management	MM				$ 21,029	$ 84,115	$ 105,144	$ 2,344,261	85
Nevada Sierra IHSS	NEV	R	Mobility Management	MM				$ 35,000	$ 140,000	$ 175,000	$ 2,519,261	84
Napa Cty Transp & Plnng Agency	NAP	R	Operating Assistance	O				$ 70,000	$ 70,000	$ 140,000	$ 2,659,261	84
High Desert Mem. Hlth Care Dist	SBD	U	Operating Assistance	O				$ 150,000	$ 150,000	$ 300,000	$ 2,959,261	84
ICTC	IMP	R	Mobility Management	MM				$ 36,000	$ 144,000	$ 180,000	$ 3,139,261	84
V-Trans	SBD	U	Operating Assistance	O				$ 150,000	$ 150,000	$ 300,000	$ 3,439,261	83
Western Placer Consolidated	PLA	R	Operating Assistance	O				$ 70,000	$ 70,000	$ 140,000	$ 3,579,261	82
Faith in Action	SOL	R	Operating Assistance	O				$ 112,500	$ 112,500	$ 225,000	$ 3,804,261	82
Camping Unlimited	SCR	R	Operating Assistance	O				$ 36,300	$ 36,300	$ 72,600	$ 3,876,861	82
Camping Unlimited	SCR	R	Mobility Management	MM				$ 11,100	$ 44,400	$ 55,500	$ 3,932,361	80
Camping Unlimited	SCR	R	Operating Assistance	O				$ 55,890	$ 55,890	$ 111,780	$ 4,044,141	80
Livermore Amador Valley Transit Authority	ALA /CC	R	Operating Assistance (Para-Taxi Program)	O				$ 40,000	$ 40,000	$ 80,000	$ 4,124,141	79
UCP Ride-On (Wilshire Comty Svcs)	SLO	R	Operating Assistance	O				$ 20,000	$ 20,000	$ 40,000	$ 4,164,141	79
Solano Transportation Authority (1 Stop)	SOL	R	Mobility Management	MM				$ 150,000	$ 150,000	$ 300,000	$ 4,464,141	78
City of Petaluma	SON	R	Mobility Management	MM				$ 9,218	$ 36,871	$ 46,089	$ 4,510,230	77
Conejo Valley Sr Concerns	VEN	U	Operating Assistance	O				$ 11,114	$ 11,114	$ 22,228	$ 4,532,458	76
Valley Resources for the Retarded (EXCEED)	RIV	U	Operating Assistance	O				$ 24,503	$ 24,503	$ 49,006	$ 4,581,464	75
Yolo County Transp District	SAC	R	Operating Assistance	O				$ 150,000	$ 150,000	$ 300,000	$ 4,881,464	74
Tehama County	TEH	R	Operating Assistance	O				$ 150,000	$ 150,000	$ 300,000	$ 5,181,464	73
Butte CAG	BUT	U	Operating Assistance	O				$ 150,000	$ 150,000	$ 300,000	$ 5,481,464	72
Ventura Transit System	SLO	U/R	Capital Vehicle-Minivans (6)	C				$ 57,600	$ 230,400	$ 288,000	$ 5,769,464	71
ARC of Amador	AMA	R	Operating Assistance	O				$ 28,624	$ 28,624	$ 57,247	$ 5,826,711	71
Santa Cruz MTD	SCR	U/R	Capital Vehicle Small Bus	C				$ 12,600	$ 50,400	$ 63,000	$ 5,889,711	70
											100% Line	
San Benito Cty Local Transp Auth	SBT	U	Operating Assistance	O				$ 147,998	$ 147,998	$ 295,995	$ 6,185,706	69
Foothills AIDS Project	SBD	U	Operating Assistance	O				$ 50,414	$ 50,414	$ 100,828	$ 6,286,534	69
Humboldt Comm Access Resource	HUM	R	Mobility Management	MM				$ 30,000	$ 120,000	$ 150,000	$ 6,436,534	61
Desert Manna	SBD	R	Operating Assistance	O				$ 145,324	$ 145,324	$ 290,647	$ 6,727,181	49
Victor Valley Transp. Authority	SBD	R	Operating Assistance	O				$ 65,880	$ 65,880	$ 131,760	$ 6,858,941	42
ADHC of Madd River	HUM	R	Capital Vehicle Medium Bus	C				$ 14,000	$ 56,000	$ 70,000	$ 6,928,941	38

Tab 5

Minutes

CALIFORNIA TRANSPORTATION COMMISSION
May 28, 2015
Fresno, California

8:30AM **Commission Meeting**
Doubletree by Hilton Fresno Convention Center
Sequoia Ballroom, First Floor
2233 Ventura St
Fresno, CA

Teleconference Locations

Riverside County Transportation Commission
County of Riverside Administration Center
4080 Lemon Street,
3rd Floor Conference Room A
Riverside, CA

Silicon Valley Leadership Group
2001 Gateway Place, Suite 101E
San Jose, CA

***** "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)

	GENERAL BUSINESS				
1	Roll Call	1.1	Lucy Dunn	I	C

Chair Lucetta Dunn	Present	Commissioner Jim Ghielmetti	Present
Commissioner Bob Alvarado	Absent	Commissioner Carl Guardino	Present - 10:25am via Teleconference
Commissioner Darius Assemi	Present	Commissioner Fran Inman	Present
Commissioner Yvonne Burke	Absent	Commission Jim Madaffer	Absent
Commissioner Jim Earp	Present	Commissioner Joe Tavaglione	Present via Teleconference
Commissioner Dario Frommer	Absent		
TOTAL		**Present:6** **Absent: 5**	
Senator Jim Beall, Ex-Officio		Absent	
Assemblymember Jim Frazier, Ex-Officio		Absent	

2	Approval of Minutes for March 26, 2015	1.2	Lucy Dunn	A	C

Recommendation: Approval
Action Taken: Approved
Motion: Ghielmetti **Second**: Assemi **Recused:** None **Absent**: Alvarado, Burke, Frommer, Guardino, Madaffer.

Vote result: **6-0**
Ayes: Assemi, Dunn, Earp, Ghielmetti, Inman, Tavaglione
Nays: None
Abstained: None

Next Regularly Scheduled CTC Meeting – June 25, 2015 in Sacramento, CA (Subject to change)

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
3	Executive Director's Report • 2016 Meeting Calendar	1.3	Will Kempton	A	C

The approval of the 2016 meeting calendar was deferred to the June CTC meeting in Sacramento.

4	Commission Reports	1.4	Lucy Dunn	A	C

Recommendation: Approval
Action Taken: Approved
Motion: **Second**: **Recused:** None **Absent**: Alvarado, Burke, Frommer, Guardino, Madaffer

Vote result: **6-0**
Ayes: Assemi, Dunn, Earp, Ghielmetti, Inman, Tavaglione
Nays: None
Abstained: None

5	Commissioners' Meetings for Compensation	1.5	Lucy Dunn	A	C

Recommendation: Approval
Action Taken: Approved
Motion: Earp **Second**: Ghielmetti **Recused:** None **Absent**: Alvarado, Burke, Frommer, Guardino, Madaffer

Vote result: **6-0**
Ayes: Assemi, Dunn, Earp, Ghielmetti, Inman, Tavaglione
Nays: None
Abstained: None

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

California Transportation Agency Secretary Brian Kelly presented this informational item.

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

California Department of Transportation Director Malcolm Dougherty presented this informational item.

	UNITED STATES DEPARTMENT OF TRANSPORTATION REPORT				
8	Report by US Department of Transportation	1.11	Vincent Mammano	I	R

Federal Highways Administrator Vince Mammano presented this informational item.

	LOCAL REPORTS				
9	Welcome to the Region	1.12	Ashley Swearingen Tony Boren Ahron Hakimi	I	R

Fresno Mayor Ashley Swearingen, Fresno Council of Governments Executive Director Tony Boren and San Joaquin Valley Regional Planning Agencies Director's Committee Chair Ahron Hakimi presented this informational item

10	Report by Regional Agencies Moderator	1.8	Renee De Vere-Oki	I	R

Regional Agencies Moderator Renee De Vere-Oki presented this informational item.

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

Rural Counties Task Force Chair Jerry Barton presented this informational item.

DRAFT

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
12	Report by Self-Help Counties Coalition Chair	1.10	Dianne Steinhauser	I	R

Self Help Counties Coalition's Keith Dunn presented this informational item.

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

Recommendation: Support SB16
Action Taken: Support SB16
Motion: Earp **Second**: Assemi **Recused:** None **Absent**: Alvarado, Burke, Frommer, Guardino, Madaffer

Vote result: **6-0**
Ayes: Assemi, Dunn, Earp, Ghielmetti, Inman, Tavaglione
Nays: None
Abstained: None

Recommendation: Accept staff report
Action Taken: Accepted
Motion: Earp **Second**: Inman **Recused:** None **Absent**: Alvarado, Burke, Frommer, Guardino, Madaffer

Vote result: **6-0**
Ayes: Assemi, Dunn, Earp, Ghielmetti, Inman, Tavaglione
Nays: None
Abstained: None

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
State and Federal Legislative Matters *PINK BOOK ITEM*

14	Road Charge Technical Advisory Committee and Pilot Program Update	4.3	Laura Pennebaker	I	C

CTC's Laura Pennebaker presented this informational item

15	Budget and Allocation Capacity Update	4.2	Laurel Janssen Athena Gliddon	I	D

Caltrans Budgets Division Deputy Chief Athena Gliddon presented this informational item.

16	2016 STIP Fund Estimate – Final Assumptions	4.15	Laurel Janssen Steven Keck	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Inman **Second**: Assemi **Recused:** None **Absent**: Alvarado, Burke, Frommer, Madaffer

Vote result: **7-0**
Ayes: Assemi, Dunn, Earp, Ghielmetti, Guardino, Inman, Tavaglione
Nays: None
Abstained: None

DRAFT

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
17	Comment on the California Transportation Plan (CTP) 2040	4.13	Carrie Pourvahidi Katie Benouar	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Ghielmetti **Second**: Earp **Recused:** None **Absent**: Alvarado, Burke, Frommer, Madaffer

Vote result: **7-0**
Ayes: Assemi, Dunn, Earp, Ghielmetti, Guardino, Inman, Tavaglione
Nays: None
Abstained: None

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Comment on the California Transportation Plan 204 *PINK SUPPLEMENTAL ITEM*

18	Comment on the Interregional Transportation Strategic Plan (ITSP) and Schedule	4.12	Laurel Janssen Katie Benouar	A	D

Recommendation: Approval as amended to reflect SR74 and I-5 from Los Angeles to San Diego as a priority Interregional corridor.
Action Taken: Approved as amended.
Motion: Inman **Second**: Assemi **Recused:** None **Absent**: Alvarado, Burke, Frommer, Madaffer

Vote result: **7-0**
Ayes: Assemi, Dunn, Earp, Ghielmetti, Guardino, Inman, Tavaglione
Nays: None
Abstained: None

Speakers:
Ariana Zur Nieden- San Diego Association of Governments

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Comment on the Interregional Transportation Strategic Plan and Schedule *PINK BOOK ITEM*

19	Overview of the Air Resources Board's Sustainable Freight Strategy	4.14	Carrie Pourvahidi Doug Ito	A	R

Recommendation: Revise to add a paragraph to acknowledge Doug Ito's request
Action Taken: Approved as amended
Motion: Inman **Second**: Assemi **Recused:** None **Absent**: Alvarado, Burke, Frommer, Guardino, Madaffer

Vote result: **6-0**
Ayes: Assemi, Dunn, Earp, Ghielmetti, Inman, Tavaglione
Nays: None
Abstained: None

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Overview of the Air Resources Board's Sustainable Freight Strategy *PINK BOOK ITEM*

DRAFT

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
20	Adoption of the 2015 Active Transportation Program Guidelines MPO Competitive Component for SACOG, SANDAG and TCAG. Resolution G-15-11	4.5	Laurie Waters	A	C

Recommendation: Approval
Action Taken: Approved
Motion: Ghielmetti **Second**: Assemi **Recused:** None **Absent**: Alvarado, Burke, Frommer, Guardino, Madaffer

Vote result: **7-0**
Ayes: Assemi, Dunn, Earp, Ghielmetti, Inman, Tavaglione
Nays: None
Abstained: None

21	2015 Rural Counties Pavement Needs Assessment	4.4	Garth Hopkins Margot Yapp	I	R

Nichols Consulting Engineers Vice President Margot Yapp presented this informational Item.

	INFORMATION CALENDAR		Stephen Maller		
22	**Informational Reports on Allocations Under Delegated Authority** -- Emergency G-11 Allocations *(2.5f. (1))*: $13,300,000 for 13 projects. -- SHOPP Safety G-03-10 Allocations *(2.5f. (3))*: $17,294,000 for 12 projects. -- Minor G-05-05 Allocations *(2.5f. (4))*: $8,750,000 for 13 projects.	2.5f.		I	D

This Item was presented as part of the Information Calendar.

23	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.

24	Monthly 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.

25	Monthly 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.

26	Monthly Status of Construction Contract Award for Local Assistance ATP Projects, per Resolution G-14-05	3.2c.		I	D

This Item was presented as part of the Information Calendar.

27	Third Quarter FY 2014-15 - Aeronautics Reports for Acquisition and Development (A&D) and Airport Improvement Program (AIP)	3.3		I	D

This Item was presented as part of the Information Calendar.

DRAFT

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
28	Quarterly Report on Commission's Comments for Notices of Preparation and Draft Environmental Impact Reports	3.5		I	C

This Item was presented as part of the Information Calendar.

29	Draft Program of Projects for the Small Urban and Rural FFY 2013-14 FTA Section 5310 Enhanced Mobility for Seniors & Individuals with Disabilities Program. Resolution G-15-13	4.9		I	C

This Item was presented as part of the Information Calendar.

	CONSENT CALENDAR	Stephen Maller

Recommendation: Approval
Action Taken: Approved
Motion: Ghielmetti **Second**: Inman **Recused:** None **Absent**: Alvarado, Burke, Frommer, Madaffer

Vote result: **7-0**
Ayes: Assemi, Dunn, Earp, Ghielmetti, Guardino, Inman, Tavaglione
Nays: None
Abstained: None

30	The Department proposes to amend the 2014 STIP to revise the project funding plans for two projects on the Route 138 Corridor in Los Angeles County: Route 138 Widening, Segment 6 (PPNO 4356); and Route 138 Widening, Segment 13 (PPNO 4357). STIP Amendment 14S-07	2.1a.(1)		A	D

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

31	The Contra Costa Transportation Authority proposes to amend the 2014 STIP to delay $36,610,000 in RIP construction funds from FY 2015-16 to FY 2016-17 for the I-680/SR-4 Interchange - Phase 3 project (PPNO 0298E) in Contra Costa County. STIP Amendment 14S-08	2.1a.(2)		A	D

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

32	The City of Susanville proposes to amend the 2014 STIP to reprogram $1,846,000 from FY 2015-16 to FY 2016-17 RIP funds for construction of the City Rehabilitation FC project (PPNO 2510), in Lassen County. STIP Amendment 14S-10	2.1a.(4)		A	D

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

33	The Lake County/City Area Planning Council proposes to amend the 2014 STIP to reprogram the Construction from FY 2015-16 to FY 2016-17 for the South Main Street Rehabilitation project (PPNO 3032R) and the Soda Bay Road Rehabilitation project (PPNO 3033R), in Lake County. STIP Amendment 14S-11	2.1a.(5)		A	D

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

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
34	Approval of Project for Future Consideration for Funding: 01-Humboldt County-Waterfront Drive Connection Phase II – G Street to J Street Roadwork, sidewalks and bike lane improvements along Waterfront Drive. (MND) (STIP) (PPNO 0302D) Resolution E-15-17 *(Related Item under Tab 89.)*	2.2c.(1)		A	C

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

35	Approval of Project for Future Consideration for Funding: 04-Marin County-Civic Center Drive Improvement Project Re-construction of Civic Center Drive. (MND) (STIP) (PPNO 2128D) Resolution E-15-18	2.2c.(2)		A	C

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

36	Approval for Projects for Future Consideration of Funding: 01-Men-101, PM 3.75/5.30 Peregrine Slides Project Repair slide damage on SR 101 in Mendocino County. (MND) (PPNO 4550) (SHOPP) Resolution E-15-19 03-ED-49, PM 23.66/24.42 South Fork American River Bridge Project Seismic retrofit or replace existing bridge on SR 49 in El Dorado County. (MND) (PPNO 3122) (SHOPP) Resolution E-15-20 04-Nap-29, PM 37.0 SR 29 Napa River Bridge Replacement Project Replace existing bridge on SR 29 in Napa County. (MND) (PPNO 0587G) (SHOPP) Resolution E-15-21 08-SBd-15, PM 172.11& 173.84 Cenda Ditch and Wheaton Wash Bridge Rehabilitation Project Rehabilitate two existing bridges on Interstate 15 in San Bernardino County. (MND) (PPNO 0172X) (SHOPP) Resolution E-15-22 09-Mno-395, PM 80.6/84.1 Sheep Ranch Shoulders Project Construct roadway improvements on a portion of US 395 in Mono County. (MND) (PPNO 0604) (SHOPP) Resolution E-15-23 10-Cal-4, PM 43.8/44.3 Big Tree Creek Stormwater Compliance Project Construct roadway improvements including widening shoulders and adding gutters on a portion of SR 4 in Calaveras County. (MND) (PPNO 3248) (SHOPP) Resolution E-15-24	2.2c.(3)		A	D

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

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
37	Approval of Project for Future Consideration of Funding: 04 - Santa Cruz County – Great Meadow Bike Path Safety Improvement Project Make improvements to the Class 1 bike path in the UCSC campus. (MND) (ATP) (PPNO 2612) Resolution E-15-25	2.2c.(4)		A	C

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

38	Five Relinquishment Resolutions – -- 03-But-70-PM 4.06, Right of way along Route 70 at Gridley Road and Stimpson Road, in the county of Butte. Resolution R-3925 -- 03-Col-20-PM 3.3/3.5, Right of way along Route 70 at Bear Valley Road, in the county of Colusa. Resolution R-3926 -- 06-Kings-198-PM T21.65/28.32, Right of way along Route 198 between 1st Avenue and 8th Avenue, in the county of Kings. Resolution R-3927 -- 10-SJ-12-PM 5.1/8.9, Right of way along Route 12 between West Terminus Drive and Guard Road, in the county of San Joaquin. Resolution R-3928 -- 11-SD-94-PM 30.59, Right of Way along Route 94 at Community Building Road, in the county of San Diego. Resolution R-3929	2.3c.		A	D

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

39	Two Vacation Resolutions – -- 06-Kings-198-PM 22.73/27.34 Right of way along Route 198 between 2nd Avenue and 7th Avenue, in the county of Kings. Resolution A900 -- 11-SD-94-PM 30.59 Right of way along Route 94 at Community Building Road, in the county of San Diego. Resolution A901	2.3d.		A	D

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

40 8 Ayes	13 Resolutions of Necessity Resolutions C-21329 through C-21341	2.4b.		A	D

This Item was withdrawn from the Consent Calendar and the Agenda.

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

13 Resolutions of Necessity *WITHDRAWN PRIOR TO THE CTC MEETING*

(Minimum number of commissioners required for a Resolution of Necessity vote not available.)

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
41	Director's Deeds Items 1 through 12 Excess Lands - Return to State: $17,432,700 Return to Others: $0	2.4d.		A	D

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

42	Financial Allocation Amendment: Reduce the CMIA allocation for construction by an additional $163,833, from $11,560,000 to $11,396,167, for the Cottonwood Hills Truck Climbing Lanes project (PPNO 3329) in Shasta County. Resolution CMIA-AA-1415-01, Amending Resolution CMIA-AA-1011-009	2.5g.(1a)		A	D

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

43	Financial Allocation Amendment: Reduce the CMIA allocation for construction by an additional $126,519, from $16,484,000 to $16,357,481, for the HOV Lanes – El Dorado Hills Boulevard to Bass Lake project (PPNO 3283A) in El Dorado County. Resolution CMIA-AA-1415-02, Amending Resolution CMIA-AA-0910-012	2.5g.(1b)		A	D

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

44	Financial Allocation Amendment: Reduce the CMIA allocation for construction by an additional $2,620, from $4,768,000 to $4,765,380, for the I-80 HOV Lanes – Ramp Metering project (PPNO 8320C) in Solano County. Resolution CMIA-AA-1415-03, Amending Resolution CMIA-AA-1011-011	2.5g.(1c)		A	D

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

45	Financial Allocation Amendment: Reduce the CMIA allocation for construction by an additional $257,614, from $10,204,000 to $9,946,386, for the US 101 Improvements (I-280 to Yerba Buena Road) project (PPNO 0460C) in Santa Clara County. Resolution CMIA-AA-1415-04, Amending Resolution CMIA-AA-1011-007	2.5g.(1d)		A	D

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

46	Financial Allocation Amendment: Reduce the CMIA allocation for construction by an additional $131,918, from $17,113,000 to $16,981,082, for the I-580/Isabel Interchange (Segment 3) project (PPNO 0115B) in Alameda County. Resolution CMIA-AA-1415-05, Amending Resolution CMIA-AA-0910-004	2.5g.(1e)		A	D

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

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
47	Financial Allocation Amendment: Reduce the CMIA allocation for construction by an additional $2,375,952, from $32,751,000 to $30,375,048, and the TCRP allocation by $170,000, from $2,350,000 to $2,180,000, for the Route 46 Expressway - Segment 3 project (PPNO 3386A) in Kern County. Resolution CMIA-AA-1415-06 Amending Resolution CMIA-AA-1011-015 Resolution STIP1B-AA-1415-02, Amending Resolution STIP1B-AA-1011-008 Resolution TFP-14-07, Amending Resolution TFP-10-09	2.5g.(1f)		A	D

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

48	Financial Allocation Amendment: Reduce the CMIA allocation for construction by an additional $404,944, from $57,616,000 to $57,211,056, for Managed Lanes South Segment - Unit 1 project (PPNO 0661A) in San Diego County. Resolution CMIA-AA-1415-07, Amending Resolution CMIA-AA-0809-002	2.5g.(1g)		A	D

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

49	Financial Allocation Amendment: Reduce the CMIA allocation for construction by an additional $1,312,106, from $13,312,000 to $11,999,894, for the Central B - Sonoma Highway 101 HOV Lane Widening project (PPNO 0775A) in Sonoma County. Resolution CMIA-AA-1415-08, Amending Resolution CMIA-AA-1011-019	2.5g.(1h)		A	D

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

50	Financial Allocation Amendment: Reduce the CMIA allocation for construction by an additional $562,858, from $3,392,000 to $2,829,142, for the Marin-Sonoma Narrow – Contract A2 – Construct Southbound HOV Lane project (PPNO 0360M) in Marin County. Resolution CMIA-AA-1415-09, Amending Resolution CMIA-AA-1213-28	2.5g.(1i)		A	D

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

51	Financial Allocation Amendment: Reduce the original Proposition 1B ICR allocation for construction by $1,100,000, from $26,854,000 to $25,754,000 from San Onofre to Pulgas Double Track – Phase 1 Project (PPNO 2094), in San Diego County. Resolution ICR1B-AA-1415-02 Amending Resolution ICR1B-A-1213-01 Resolution MFP–14-09, Amending Resolution MFP-12-06 *(Related Items under Tabs 52 & 100)*	2.5g.(8b)		A	D

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

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
52	Proposition 1B Intercity Rail Improvement Program Amendment –San Onofre to Pulgas Double Track project, move $1,100,000 in Phase 1 construction savings to Phase 2 design. Resolution ICR1B-P-1415-03, Amending Resolution ICR1B-P-1415-02 *(Related Items under Tabs 51 & 100)*	4.16		A	D

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

53	Financial Allocation Amendment: Reduce the HRCSA allocations for construction from three HRCSA projects: Eight Mile Road (West) Grade Separation (EA H005BA), Eight Mile Road (East) Grade Separation (EA H006BA) and Lower Sacramento Road/UPRR Grade Separation (EA H007BA), by a combined total of $1,368,080, to reflect additional cost savings. Resolution GS1B-AA-1415-04, Amending Resolution GS1B-AA-1213-02	2.5g.(9)		A	D

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

54	Request to rescind Waiver 15-05, approved on March 26, 2015, for the locally administered St. John Street Multi-Modal Improvements project (PPNO 9035M) in Santa Clara County, off the State Highway System. Waiver 15-18, Rescinding Waiver 15-05	2.8a.(4)		A	D

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

55	Request to extend the period of allocation for the locally administered St. John Street Multi-Modal Improvements project (PPNO 9035M) in Santa Clara County, off the State Highway System, per STIP Guidelines. Waiver 15-19	2.8a.(5)		A	D

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

56	Technical Correction to correct FDOA-2014-04, approved December 10, 2014, for an $180,000 increase to the FY 2014-15 Aeronautics Set Aside match for Federal AIP Grants. A technical correction is needed to correct the approving resolution from FDOA-2014-04 to FDOA-2014-05 in the Book Item.	2.9a.		A	D

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

57	Technical correction to Resolution FATP-1415-03, approved on January 22, 2015, for $18,987,000 for 50 Active Transportation Program projects. A technical correction is needed for Project 41 – Arroyo Simi Greenway Bike Trail Phase 3 Project (PPNO 4865), to correct the Budget Item # from “108-0890” to “108-0042” in the vote box on the Book Item Attachment.	2.9b.		A	D

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

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
58	Technical correction to Resolution FATP-1415-04, approved on March 26, 2015 for $23,969,000 for 48 ATP projects. A technical correction is needed for Project 42 – King Street Pedestrian and Bicycle Improvements project (PPNO 1157) in San Diego County, to correct the Project ID from "1115000105 to 1115000088" in the vote box on the Book Item Attachment.	2.9c.		A	D

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

59	Technical correction to correct Resolution FP-14-14, approved January 22, 2015, for $3,750,000 for the Presidio Parkway Improvement project. A technical correction is needed to correct the approving resolution from FP-14-14 to FP-14-33 in the Book Item and vote box.	2.9d.		A	D

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

60	Adoption of the Ratio of Acquisition and Development Funds for National Plan of Integrated Airport Systems (NPIAS) at 40 percent and non-NIPIAS Airports at 35 percent. Resolution G-15-15, Amending Resolution G-08-09	4.11		A	D

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

	END OF CONSENT CALENDAR

	PROJECT BUSINESS MATTERS				
61	Trade Corridors Improvement Fund Program: Add Project 109 – I-10 Pepper Interchange Improvement Project; Add Project 110 - Hellman Avenue Grade Crossing Improvements Resolution TCIF-P-1415-12 *(Related Item under Tabs 63 & 62.)*	4.7	Stephen Maller	A	C

Items 61, 62 and 63 were taken together.

Recommendation: Approval
Action Taken: Approved
Motion: Ghielmetti **Second**: Assemi **Recused:** None **Absent**: Alvarado, Burke, Frommer, Guardino, Madaffer

Vote result: **6-0**
Ayes: Assemi, Dunn, Earp, Ghielmetti, Inman, Tavaglione
Nays: None
Abstained: None

DRAFT

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
62	Trade Corridors Improvement Fund Program: Approve the Baseline Agreement for Project 109 – I-10 Pepper Interchange Improvement Project Resolution TCIF-P-1415-13B *(Related Item under Tabs 63 & 61.)*	4.8	Stephen Maller	A	C

Items 61, 62 and 63 were taken together.

Recommendation: Approval
Action Taken: Approved
Motion: Ghielmetti **Second**: Assemi **Recused:** None **Absent**: Alvarado, Burke, Frommer, Guardino, Madaffer

Vote result: **6-0**
Ayes: Assemi, Dunn, Earp, Ghielmetti, Inman, Tavaglione
Nays: None
Abstained: None

	Financial Allocations for Proposition 1B TCIF Projects				
63	Financial Allocation: $1,158,000 for the locally administered TCIF Project 109 (I-10 Pepper Avenue Interchange Improvement [PPNO 3001F]) in San Bernardino County. Contributions from other sources: $7,115,000 Resolution TCIF-A-1415-10 *(Related Items under Tabs 61 & 62.)*	2.5g.(5)	Stephen Maller Bruce Roberts	A	D

Items 61, 62 and 63 were taken together.

Recommendation: Approval
Action Taken: Approved
Motion: Ghielmetti **Second**: Assemi **Recused:** None **Absent**: Alvarado, Burke, Frommer, Guardino, Madaffer

Vote result: **6-0**
Ayes: Assemi, Dunn, Earp, Ghielmetti, Inman, Tavaglione
Nays: None
Abstained: None

	Financial Allocations for SHOPP Projects – Presidio Parkway Project				
64	Financial Allocation: $12,650,000 in SHOPP funds from the Project Risk Reserve for the Public-Private Partnership – Presidio Parkway P3 Seismic, Structural and Traffic Safety (PPNO 0619P) project in San Francisco County. Resolution FP-14-48	2.5b.(3)	Stephen Maller Bijan Sartipi	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Earp **Second**: Ghielmetti **Recused:** None **Absent**: Alvarado, Burke, Frommer, Guardino, Madaffer

Vote result: **6-0**
Ayes: Assemi, Dunn, Earp, Ghielmetti, Inman, Tavaglione
Nays: None
Abstained: None

DRAFT

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
	Financial Allocations for Supplemental Funds				
65	Financial Allocation: $1,220,000 in supplemental funds for the previously voted Sonoma 101 at College Avenue STIP project (PPNO 0789E) in Sonoma County to complete construction. The request for $1,220,000 STIP funds results in an increase of 48.5 percent over the current allocation. Resolution FA-14-18	2.5e.(2)	Stephen Maller Bijan Sartipi	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Ghielmetti **Second**: Earp **Recused:** None **Absent**: Alvarado, Burke, Frommer, Guardino, Madaffer

Vote result: **6-0**
Ayes: Assemi, Dunn, Earp, Ghielmetti, Inman, Tavaglione
Nays: None
Abstained: None

	Aeronautics Financial Matters				
	Financial Allocations for Aeronautics Projects				
66	Financial Allocation: $1,807,000 for eight Aeronautic California Aid to Airport Program – Acquisition and Development projects. Resolution FDOA-2014-08	2.7a	Stephen Maller Gary Cathey	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Assemi **Second**: Earp **Recused:** None **Absent**: Alvarado, Burke, Frommer, Guardino, Madaffer

Vote result: **6-0**
Ayes: Assemi, Dunn, Earp, Ghielmetti, Inman, Tavaglione
Nays: None
Abstained: None

	Environmental Matters				
	Environmental Matters – Approval of Projects for Future Consideration of Funding, Route Adoption or New Public Road Connection (Final Negative Declaration or EIR)				
67	Approval of Project for Future Consideration of Funding: 04 - Alameda County – East Bay Bus Rapid Transit Project 9.5 mile bus rapid transit line. (FEIR) (STIP) (PPNO 2009C) Resolution E-15-26	2.2c.(5)	Stephen Maller	A	C

Recommendation: Approval
Action Taken: Approved
Motion: Assemi **Second**: Earp **Recused:** None **Absent**: Alvarado, Burke, Frommer, Guardino, Madaffer

Vote result: **6-0**
Ayes: Assemi, Dunn, Earp, Ghielmetti, Inman, Tavaglione
Nays: None
Abstained: None

DRAFT

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
	Amendments for Notice				
68	The City of Goleta proposes to amend the 2014 STIP to delay $11,372,000 RIP construction funds from FY 2015-16 to FY 2016-17 for the Fowler and Ekwill Street Extensions project (PPNO 4611) in Santa Barbara County. STIP Amendment 14S-12	2.1b.(1)	Laurel Janssen Bruce DeTerra	I	D

CTC Deputy Director Laurel Janssen presented this informational item.

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
STIP Amendment for notice for the Fowler and Ekwill Street Extensions project (PPNO 4611).
--Correct Book Item to show Information Item not ~~Action Item~~. Agenda Language is correct.

69	The Transportation Agency of Monterey County proposes to amend the 2014 STIP for two on-system projects to delay construction from FY 2015-16 to FY 2016-17, in Monterey County. STIP Amendment 14S-13	2.1b.(2)	Laurel Janssen Bruce DeTerra	I	D

CTC Deputy Director Laurel Janssen presented this informational item.

70	The County of Mendocino proposes to amend the 2014 STIP for two off-system projects to delay RIP construction funds from FY 2015-16 to FY 2016-17, in Mendocino County. STIP Amendment 14S-14	2.1b.(3)	Laurel Janssen Bruce DeTerra	I	D

CTC Deputy Director Laurel Janssen presented this informational item.

71	The Department and the Mendocino County Association of Governments propose to amend the 2014 STIP for two on-system projects to delay STIP construction funds from FY 2015-16 to FY 2016-17, in Mendocino County. STIP Amendment 14S-15	2.1b.(4)	Laurel Janssen Bruce DeTerra	I	D

CTC Deputy Director Laurel Janssen presented this informational item.

72	The County of Lassen proposes to amend the 2014 STIP to delay $3,900,000 RIP construction funds from FY 2015-16 to FY 2016-17 for the Skyline Road Extension (Phase 2) project (PPNO 2121A) in Lassen County. STIP Amendment 14S-16	2.1b.(5)	Laurel Janssen Bruce DeTerra	I	D

CTC Deputy Director Laurel Janssen presented this informational item.

73	The Department and the Plumas County Transportation Commission propose to amend the 2014 STIP to reduce RIP construction funds by $2,000,000 and construction support by $100,000 for the Greenville SR 89 Rehabilitation project (PPNO 3355) in Plumas County. STIP Amendment 14S-17	2.1b.(6)	Laurel Janssen Bruce DeTerra	I	D

CTC Deputy Director Laurel Janssen presented this informational item.

DRAFT

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
74	The Department and the Butte County Association of Governments propose to amend the 2014 STIP to revise the Implementing Agency from Butte County Association of Governments to the Department for the PS&E and Right-of-Way phases on the SR 70 Passing Lanes (Segment 1) project (PPNO 9801) in Butte County. STIP Amendment 14S-18	2.1b.(7)	Laurel Janssen Bruce DeTerra	I	D

CTC Deputy Director Laurel Janssen presented this informational item.

75	The Bay Area Rapid Transit proposes to reprogram $3,726,000 in RIP construction funds from the Downtown Berkeley BART Plaza and Transit Area Improvements project (PPNO 2103B) in Alameda County to the BART Station Modernization Program project (PPNO 2010C) in Contra Costa County. STIP Amendment 14S-19	2.1b.(8)	Laurel Janssen Bruce DeTerra	I	D

CTC Deputy Director Laurel Janssen presented this informational item.

76	The San Mateo City/County Association of Governments proposes to delay $6,900,000 in RIP Right of Way funds from FY 2015-16 to FY 2016-17 for the Route 1/Calera Parkway (Phase 1) Improvements project (PPNO 0632C) in San Mateo County. STIP Amendment 14S-20	2.1b.(9)	Laurel Janssen Bruce DeTerra	I	D

CTC Deputy Director Laurel Janssen presented this informational item.

77	The Department and the San Mateo City/County Association of Governments propose to reprogram $855,000 in RIP Right of Way support and $2,217,000 in RIP Right of Way construction funds from FY 2016-17 to FY 2015-16 for the Route 101/Willow Road Interchange Reconstruction project (PPNO 0690A) in San Mateo County. STIP Amendment 14S-21	2.1b.(10)	Laurel Janssen Bruce DeTerra	I	D

CTC Deputy Director Laurel Janssen presented this informational item.

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

The Department and the San Mateo City/County Association of Governments propose to reprogram $855,000 in RIP Right of Way support and $2,217,000 in RIP Right of Way ~~construction~~ capital funds from FY 2016-17 to FY 2015-16 for the Route 101/Willow Road Interchange Reconstruction project (PPNO 0690A) in San Mateo County

--Revise Agenda Language. Book item is correct.

78	The Transportation Agency for Monterey County proposes to amend the 2014 STIP to delay $300,000 RIP construction funds from FY 2015-16 to FY 2017-18 for the Coastal Daylight/Rail Extension to Monterey County Track Improvements project (PPNO 1971), in Monterey County. STIP Amendment 14S-22	2.1b.(11)	Laurel Janssen Bruce DeTerra	I	D

CTC Deputy Director Laurel Janssen presented this informational item.

DRAFT

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
79	The Santa Cruz County Regional Transportation Commission and the City of Santa Cruz propose to amend the 2014 STIP for two off-system projects to delay construction from FY 2015-16 to FY 2016-17, in Santa Cruz County. STIP Amendment 14S-23	2.1b.(12)	Laurel Janssen Bruce DeTerra	I	D

CTC Deputy Director Laurel Janssen presented this informational item.

80	The City of Watsonville and the Santa Cruz County Regional Transportation Commission propose to amend the 2014 STIP to delay $950,000 RIP construction funds for the Monterey Bay Sanctuary Scenic Trail Lee Road-Slough Trail Connection project (PPNO 2552) in Santa Cruz County. STIP Amendment 14S-24 *(Related Item under Tab 102.)*	2.1b.(13)	Laurel Janssen Bruce DeTerra	I	D

CTC Deputy Director Laurel Janssen presented this informational item.

81	The Department proposes to amend the 2014 STIP to delay $3,500,000 RIP construction and $600,000 RIP construction support from FY 2015-16 to FY 2016-17 for the Route 46 Widening – Segment 4A project (PPNO 3386C) in Kern County. STIP Amendment 14S-25	2.1b.(14)	Laurel Janssen Bruce DeTerra	I	D

CTC Deputy Director Laurel Janssen presented this informational item.

82	The Department and the City of Temecula propose to reprogram $5,000,000 in RIP Right of Way in FY 2015-16 to construction in FY 2017-18 for the I-15/French Valley Parkway Interchange – Collector/Distributor project (PPNO 0021K) in Riverside County. STIP Amendment 14S-26	2.1b.(15)	Laurel Janssen Bruce DeTerra	I	D

CTC Deputy Director Laurel Janssen presented this informational item.

83	The Department and the Riverside County Transportation Commission propose to delay $5,800,000 in RIP construction support and $25,755,000 in RIP construction from FY 2015-16 to FY 2016-17 for the State Route 60 Truck Climbing/Descending Lanes project (PPNO 0046J) in Riverside County. STIP Amendment 14S-27	2.1b.(16)	Laurel Janssen Bruce DeTerra	I	D

CTC Deputy Director Laurel Janssen presented this informational item.

84	The County of Alpine proposes to amend the 2014 STIP to delete the Diamond Valley Road Overlay – Phase 1 (PPNO 3043) and Phase 2 (PPNO 3044) projects; add the Hot Springs Road Reconstruction project (PPNO 3115); and delay $265,000 in RIP construction for the Hot Springs Creek Bridge Replacement project (PPNO 6626) from FY 2015-16 to FY 2016-17 in Alpine County. STIP Amendment 14S-28	2.1b.(17)	Laurel Janssen Bruce DeTerra	I	D

CTC Deputy Director Laurel Janssen presented this informational item.

DRAFT

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
85	The City of Ripon and the San Joaquin Council of Governments propose to amend the 2014 STIP to delay $1,000,000 RIP construction from FY 2015-16 to FY 2016-17 for the Stockton Avenue Widening project (PPNO 6627) in San Joaquin County. STIP Amendment 14S-29	2.1b.(18)	Laurel Janssen Bruce DeTerra	I	D

CTC Deputy Director Laurel Janssen presented this informational item.

86	The Department proposes to program $14,095,000 of Federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Border Infrastructure Program (BIP) funds and revise the project funding plan and schedule for the Route 11 and Otay Mesa Port of Entry projects, Segments 2 and 3 (PPNOs 0999B and 0999C) in San Diego County. STIP Amendment 14S-30	2.1b.(19)	Laurel Janssen Bruce DeTerra	I	D

CTC Deputy Director Laurel Janssen presented this informational item.

	Financial Allocations for STIP Projects				
87	Financial Allocation: $17,715,000 for the State administered Route 10 HOV lanes from Citrus Street to Route 57 (PPNO 0310B) STIP project in Los Angeles County, on the State Highway System. Resolution FP-14-55 *(Related Item under Tab 95.)*	2.5c.(1)	Laurel Janssen Bruce DeTerra	A	D

Items 87, 88 and 89 were taken together.

Recommendation: Approval
Action Taken: Approved
Motion: Earp **Second**: Assemi **Recused:** None **Absent**: Alvarado, Burke, Frommer, Guardino, Madaffer

Vote result: **6-0**
Ayes: Assemi, Dunn, Earp, Ghielmetti, Inman, Tavaglione
Nays: None
Abstained: None

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Financial Allocation for the Route 10 HOV Lanes from Citrus Street to Route 57 STIP project (PPNO 0310B)
--Correct attachment; change the statement regarding final Right of Way as "May ~~2015~~ 2016 is the update target date." Agenda Language and Book item are correct.

88	Financial Allocation: $85,000 for two locally administered STIP projects, on the State Highway System. Resolution FP-14-49	2.5c.(2)	Laurel Janssen Bruce DeTerra	A	D

Items 87, 88 and 89 were taken together.

Recommendation: Approval
Action Taken: Approved
Motion: Earp **Second**: Assemi **Recused:** None **Absent**: Alvarado, Burke, Frommer, Guardino, Madaffer

Vote result: **6-0**
Ayes: Assemi, Dunn, Earp, Ghielmetti, Inman, Tavaglione
Nays: None
Abstained: None

DRAFT

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
89	Financial Allocations: $8,405,000 for 16 locally administered STIP projects, off the State Highway System. -- $7,491,000 for 11 STIP projects. -- $914,000 for five STIP Planning, Programming, and Monitoring projects. Resolution FP-14-50 *(Related Item under Tab 34.)*	2.5c.(3)	Laurel Janssen Bruce DeTerra	A	D

Items 87, 88 and 89 were taken together.

Recommendation: Approval
Action Taken: Approved
Motion: Earp **Second**: Assemi **Recused:** None **Absent**: Alvarado, Burke, Frommer, Guardino, Madaffer

Vote result: **6-0**
Ayes: Assemi, Dunn, Earp, Ghielmetti, Inman, Tavaglione
Nays: None
Abstained: None

	Advance Financial Allocation for STIP Projects				
90	Advance Financial Allocation: $15,000,000 for the locally administered I-80/San Pablo Dam Interchange – Phase 1 (PPNO 0242J) STIP project in Contra Costa County, programmed in FY 2015-16, on the State Highway System**.** Contributions from other sources: $6,227,000. Resolution FP-14-51 *(Related Item under Tabs 92 & 94.)*	2.5c.(4)	Laurel Janssen Bruce DeTerra	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Ghielmetti **Second**: Earp **Recused:** None **Absent**: Alvarado, Burke, Frommer, Guardino, Madaffer

Vote result: **6-0**
Ayes: Assemi, Dunn, Earp, Ghielmetti, Inman, Tavaglione
Nays: None
Abstained: None

	Lump Sum Allocations				
91	Financial Allocation: $824,296,000 in Federal Funds for Fiscal Year 2014-15, for the Local Assistance Lump Sum allocation. Resolution FM-14-02, Amending Resolution FM-14-01	2.5h.	Laurel Janssen Rihui Zhang	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Earp **Second**: Assemi **Recused:** None **Absent**: Alvarado, Burke, Frommer, Guardino, Madaffer

Vote result: **6-0**
Ayes: Assemi, Dunn, Earp, Ghielmetti, Inman, Tavaglione
Nays: None
Abstained: None

DRAFT

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
	Amendments for Action				
92	Amendment of the 2014 ATP MPO Competitive Component for Metropolitan Transportation Commission to de-program $8,157,000 in ATP funds from the Santa Rosa Jennings RR Crossing project and move the funds to 4 projects from their contingency list to 1 currently programmed project. Resolution ATP-14-01 *(Related Items under Tabs 90 & 94.)*	2.1w.	Laurie Waters	A	C

Recommendation: Approval
Action Taken: Approved
Motion: Earp **Second**: Assemi **Recused:** None **Absent**: Alvarado, Burke, Frommer, Guardino, Madaffer

Vote result: **6-0**
Ayes: Assemi, Dunn, Earp, Ghielmetti, Inman, Tavaglione
Nays: None
Abstained: None

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Amendment of the 2014 ATP MPO Competitive Component for Metropolitan Transportation Commission to de-program $8,157,000 in ATP funds from the Santa Rosa Jennings RR Crossing project and move the funds to 4 projects from their contingency list ~~to~~ including 1 currently programmed project.
--Revise Agenda Language. Book Item and Attachments are correct.

	Financial Allocations for Active Transportation Program (ATP) Projects				
93	Financial Allocation: $7,761,000 for 34 Active Transportation Program projects. Resolution FATP-1415-06	2.5w.(1)	Laurie Waters Rihui Zhang	A	D

Recommendation: Approval as amended
Action Taken: Approved as amended
Motion: Assemi **Second**: Inman **Recused:** None **Absent**: Alvarado, Burke, Frommer, Guardino, Madaffer

Vote result: **6-0**
Ayes: Assemi, Dunn, Earp, Ghielmetti, Inman, Tavaglione
Nays: None
Abstained: None

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Financial Allocation for Active Transportation Program projects
--Revise Attachment; correct Project 5 as PPNO ~~04-1921~~ 03-1921.
➢ Project 6 (PPNO 04-2190G) - *Withdrawn at the CTC Meeting*.

DRAFT

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
	Advance Financial Allocations for Active Transportation Program (ATP) Projects				
94	Advance Financial Allocation: $2,611,000 for four Active Transportation Program projects. Resolution FATP-1415-07 *(Related Items under Tabs 90 & 92.)*	2.5w.(2)	Laurie Waters Rihui Zhang	A	D

Recommendation: Approval as amended
Action Taken: Approved as amended
Motion: Earp **Second**: Inman **Recused:** None **Absent**: Alvarado, Burke, Frommer, Guardino, Madaffer

Vote result: **6-0**
Ayes: Assemi, Dunn, Earp, Ghielmetti, Inman, Tavaglione
Nays: None
Abstained: None

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Advance Financial Allocation: ~~$2,611,000~~ 2,382,000 for four Active Transportation Program projects. *YELLOW REVISED ITEM*
--Revise Agenda Language. Yellow Revised Item is correct.

	Financial Allocations for Projects with Costs that Exceed 20 Percent of the Programmed Amount				
95	Financial Allocation: $2,339,000 for one SHOPP Safety Improvements project near Willow Creek Road on Route 299 in Humboldt County (PPNO 2305). This project is currently programmed for $1,419,000 for construction. The programmed estimate for construction of this project needs to be adjusted by $920,000 from $1,419,000 to $2,339,000 which is an increase of 64.8 percent over the original construction estimate. This is the initial allocation for this project. Resolution FP-14-52	2.5d.(1)	Stephen Maller Charlie Fielder	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Earp **Second**: Assemi **Recused:** None **Absent**: Alvarado, Burke, Frommer, Guardino, Madaffer

Vote result: **6-0**
Ayes: Assemi, Dunn, Earp, Ghielmetti, Inman, Tavaglione
Nays: None
Abstained: None

DRAFT

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
96	Financial Allocation: $41,750,000 for one SHOPP Roadway Rehabilitation project on Interstate 10, from Citrus Avenue to Route 57, in Los Angeles County (PPNO 4812). This project is currently programmed for $33,100,000 for construction. The programmed estimate for construction of this project needs to be adjusted by $8,650,000 from $33,100,000 to $41,750,000 which is an increase of 26.1 percent over the original construction estimate. This is the initial allocation for this project. Resolution FP-14-53 *(Related Item under Tab 87.)*	2.5d.(2)	Stephen Maller Carrie Bowen	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Assemi **Second**: Inman **Recused:** None **Absent**: Alvarado, Burke, Frommer, Guardino, Madaffer

Vote result: **6-0**
Ayes: Assemi, Dunn, Earp, Ghielmetti, Inman, Tavaglione
Nays: None
Abstained: None

	Financial Allocations for SHOPP Projects				
97	Financial Allocation: $101,698,000 for 35 SHOPP projects, as follows: --$56,961,000 for 18 SHOPP projects. --$44,737,000 for 17 projects amended into the SHOPP by Departmental action. Resolution FP-14-46	2.5b.(1)	Juan Guzman Bruce DeTerra	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second**: Inman **Recused:** None **Absent**: Alvarado, Burke, Frommer, Guardino, Madaffer

Vote result: **6-0**
Ayes: Assemi, Dunn, Earp, Ghielmetti, Inman, Tavaglione
Nays: None
Abstained: None

	Advance Financial Allocations for SHOPP Projects				
98	Advance Financial Allocation: $8,784,000 for three SHOPP projects, programmed in FY 2015-16, on the State Highway System. Resolution FP-14-47	2.5b.(2)	Juan Guzman Bruce DeTerra	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second**: Ghielmetti **Recused:** None **Absent**: Alvarado, Burke, Frommer, Guardino, Madaffer

Vote result: **6-0**
Ayes: Assemi, Dunn, Earp, Ghielmetti, Inman, Tavaglione
Nays: None
Abstained: None

DRAFT

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
	Financial Allocations for Other Transit Projects				
99	Financial Allocation: $3,211,000 for the Waterborne Ferry Program in the San Francisco Bay Area for FY 2015-16. Resolution MFP-14-10	2.6d.	Juan Guzman Bruce Roberts	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second**: Earp **Recused:** None **Absent**: Alvarado, Burke, Frommer, Guardino, Madaffer

Vote result: **6-0**
Ayes: Assemi, Dunn, Earp, Ghielmetti, Inman, Tavaglione
Nays: None
Abstained: None

	Financial Allocations for Proposition 1B Intercity Rail (ICR) Improvement Projects				
100	Financial Allocation: $1,100,000 for the State administered Intercity Rail San Onofre to Pulgas Double Track - Phase 2 (PPNO 2094) project in San Diego County. Resolution ICR1B-A-1415-03 *(Related Items under Tabs 51 & 52)*	2.5g.(8a)	Juan Guzman Bruce Roberts	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second**: Assemi **Recused:** None **Absent**: Alvarado, Burke, Frommer, Guardino, Madaffer

Vote result: **6-0**
Ayes: Assemi, Dunn, Earp, Ghielmetti, Inman, Tavaglione
Nays: None
Abstained: None

DRAFT

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
	Time Extension Requests per CTC Resolution G-06-08, Resolution G-06-20, STIP Guidelines, Section 65 – Timely Use of Funds / Proposition 116 Waiver Requests / Miscellaneous Requests				
	Request to Extend the Period of Project Allocation				
101	Request to extend the period of allocation for 10 locally administered Active Transportation Projects, per ATP Guidelines. Waiver 15-15	2.8a.(1)	Juan Guzman Rihui Zhang	A	D

Items 101-110 were taken together.

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second**: Ghielmetti **Recused:** None **Absent**: Alvarado, Burke, Frommer, Guardino, Madaffer

Vote result: **6-0**
Ayes: Assemi, Dunn, Earp, Ghielmetti, Inman, Tavaglione
Nays: None
Abstained: None

Proj #	PPNO	County	Agency	Extension Request	Recommendations Caltrans	Recommendations CTC Staff	Notes
1	01-4612	MEN	Fort Bragg	12 months	12 months	12 months	Community concerns delayed design
2	05-2602	SB	Santa Barbara	12 months	12 months	12 months	Extensive coordination with UP and Caltrans
3	05-2603	SB	Santa Barbara	12 months	12 months	12 months	Detailed surveying delaying CEQA completion
4	08-1165	VAR	Omnitrans	12 months	12 months	12 months	Part of larger project delayed by scope changes
5	08-1166	SBD	SANBAG	12 months	12 months	12 months	Additional report required for historical corridor
6	08-1167	RIV	Moreno Valley	12 months	12 months	12 months	Pending study (PES) review delaying clearance
7	09-2614	KER	Tehachapi	8 months	8 months	8 months	Late FTIP amendment delayed PA&ED allocation
8	11-0598	IMP	Westmorland	12 months	12 months	12 months	Study required for encroachment permit delayed
9	11-1158	SD	San Diego Co.	12 months	12 months	12 months	Design changed to avoid environmental impacts
10	11-1161	SD	La Jolla Band	12 months	12 months	12 months	Delayed by first-of-its-kind agreement with tribe

DRAFT

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
102	Request to extend the period of allocation for three locally administered STIP projects, per STIP Guidelines. Waiver 15-16 *(Related Item under Tab 80.)*	2.8a.(2)	Juan Guzman Rihui Zhang	A	D

Items 101-110 were taken together.

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second**: Ghielmetti **Recused:** None **Absent**: Alvarado, Burke, Frommer, Guardino, Madaffer

Vote result: **6-0**
Ayes: Assemi, Dunn, Earp, Ghielmetti, Inman, Tavaglione
Nays: None
Abstained: None

Proj #	PPNO	County	Agency	Exten-sion Request	Recommendations Caltrans	Recommendations CTC Staff	Notes
1	01-2258	HUM	Humboldt Co.	12 months	12 months	12 months	Lengthy negotiations have delayed R/W phase
2	05-2071	SLO	SLO County	12 months	12 months	12 months	Design changed to avoid Pismo Clarkia im-pacts
3	05-2552	SCR	Watsonville	20 months	20 months	20 months	Additional analysis needed to finalize PA&ED

103	Request to extend the period of allocation for the State administered Prunedale Improvement/Landscape Mitigation STIP project (PPNO 0058Y), Monterey County, on the State Highway System, per STIP Guidelines. Waiver 15-17	2.8a.(3)	Juan Guzman Bruce DeTerra	A	D

Items 101-110 were taken together.

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second**: Ghielmetti **Recused:** None **Absent**: Alvarado, Burke, Frommer, Guardino, Madaffer

Vote result: **6-0**
Ayes: Assemi, Dunn, Earp, Ghielmetti, Inman, Tavaglione
Nays: None
Abstained: None

Proj #	PPNO	County	Agency	Exten-sion Request	Recommendations Caltrans	Recommendations CTC Staff	Notes
1	05-0058Y	MON	Caltrans-STIP	20 months	20 months	20 months	Evaluating best required mitigation due to drought

DRAFT

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
	Request to Extend the Period of Contract Award				
104	Request to extend the period of contract award for the Hayfork Creek Bridge 5C-086 (PPNO 2464) project in Trinity County, per STIP Guidelines. Waiver 15-20	2.8b.(1)	Juan Guzman Rihui Zhang	A	D

Items 101-110 were taken together.

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second**: Ghielmetti **Recused:** None **Absent**: Alvarado, Burke, Frommer, Guardino, Madaffer

Vote result: **6-0**
Ayes: Assemi, Dunn, Earp, Ghielmetti, Inman, Tavaglione
Nays: None
Abstained: None

Proj #	PPNO	County	Agency	Exten-sion Request	Recommendations Caltrans	Recommendations CTC Staff	Notes
1	02-2464	TRI	Trinity County	6 months	6 months	6 months	Non-uniform bids resulted in protests, will re-bid

105	Request to extend the period of contract award for two SHOPP projects and one State administered STIP project on the State Highway System, per Resolution G-06-08. Waiver 15-21	2.8b.(2)	Juan Guzman Bruce DeTerra	A	D

Items 101-110 were taken together.

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second**: Ghielmetti **Recused:** None **Absent**: Alvarado, Burke, Frommer, Guardino, Madaffer

Vote result: **6-0**
Ayes: Assemi, Dunn, Earp, Ghielmetti, Inman, Tavaglione
Nays: None
Abstained: None

Proj #	PPNO	County	Agency	Exten-sion Request	Recommendations Caltrans	Recommendations CTC Staff	Notes
1	03-2282	BUT-70	Caltrans-SHOPP	6 months	6 months	6 months	Time to resolve bid challenge, award or re-bid
2	03-2427	BUT-99	Caltrans-SHOPP	6 months	6 months	6 months	Bid challenge, award to low bidder or next lowest
3	04-0360G	MRN-101	Caltrans-STIP	12 months	12 months	12 months	Adjoining bridge project conflicts, storm delays

DRAFT

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
	Request to Extend the Period of Project Completion				
106	Request to extend the period of project completion for the South River Road Bike Pedestrian Path (PPNO 1978) project in San Luis Obispo County, per STIP Guidelines. Waiver 15-23	2.8c.(2)	Juan Guzman Rihui Zhang	A	D

Items 101-110 were taken together.

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second**: Ghielmetti **Recused:** None **Absent**: Alvarado, Burke, Frommer, Guardino, Madaffer

Vote result: **6-0**
Ayes: Assemi, Dunn, Earp, Ghielmetti, Inman, Tavaglione
Nays: None
Abstained: None

Proj #	PPNO	County	Agency	Exten-sion Request	Recommendations Caltrans	Recommendations CTC Staff	Notes
1	05-1978	SLO	Paso Robles	20 months	20 months	20 months	Addt'l time for mitigation and plant estab-lishment

107	Request to extend the period of project completion for Segment 3 of the Oakley to Port Chicago Double Track project (PPNO 2079), in Contra Costa County, per STIP Guidelines. Waiver 15-27	2.8c.(3)	Juan Guzman Bruce Roberts	A	D

Items 101-110 were taken together.

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second**: Ghielmetti **Recused:** None **Absent**: Alvarado, Burke, Frommer, Guardino, Madaffer

Vote result: **6-0**
Ayes: Assemi, Dunn, Earp, Ghielmetti, Inman, Tavaglione
Nays: None
Abstained: None

Proj #	PPNO	County	Agency	Exten-sion Request	Recommendations Caltrans	Recommendations CTC Staff	Notes
1	75-2079	CC	Caltrans-Rail	18 months	18 months	18 months	Lack of material due to reduced supplier capacity

DRAFT

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
	Request to Extend the Project Expenditures				
108	Request to extend the period of Right of Way expenditure for two Local Bridge Seismic Retrofit projects, per LBSRP Guidelines. Waiver 15-24	2.8d.(1)	Juan Guzman Rihui Zhang	A	D

Items 101-110 were taken together.

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second**: Ghielmetti **Recused:** None **Absent**: Alvarado, Burke, Frommer, Guardino, Madaffer

Vote result: **6-0**
Ayes: Assemi, Dunn, Earp, Ghielmetti, Inman, Tavaglione
Nays: None
Abstained: None

Proj #	PPNO	County	Agency	Exten-sion Request	Recommendations Caltrans	Recommendations CTC Staff	Notes
1	05-xxxx	MON	County 44C0009	12 months	12 months	12 months	Complex relocations have delayed R/W phase
2	04-xxxx	SF	SFCTA 01CA0202	18 months	18 months	20 months	Extensive coordination and utility relocations

109	Request to extend the period of project development expenditure for six locally administered STIP projects, per STIP Guidelines. Waiver 15-25	2.8d.(2)	Juan Guzman Rihui Zhang	A	D

Items 101-110 were taken together.

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second**: Ghielmetti **Recused:** None **Absent**: Alvarado, Burke, Frommer, Guardino, Madaffer

Vote result: **6-0**
Ayes: Assemi, Dunn, Earp, Ghielmetti, Inman, Tavaglione
Nays: None
Abstained: None

Proj #	PPNO	County	Agency	Exten-sion Request	Recommendations Caltrans	Recommendations CTC Staff	Notes
1	01-3032R	LAK	Lake Co-PS&E	20 months	20 months	20 months	Pre-award audit delays design, R/W consultants
2	01-3032R	LAK	Lake Co-R/W	20 months	20 months	20 months	Pre-award audit delays design, R/W consultants
3	01-3033R	LAK	Lake Co-PS&E	20 months	20 months	20 months	Pre-award audit delays design, R/W consultants
4	01-3033R	LAK	Lake Co-R/W	20 months	20 months	20 months	Pre-award audit delays design, R/W consultants
5	02-2421	TRI	Trinity County	6 months	6 months	6 months	Lengthy NMFS review of biological assessment
6	05-1843	SLO	SLO County	20 months	20 months	20 months	Need to determine if fairy shrimp are endangered

DRAFT

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
110	Request to extend the period of project development expenditures for the locally administered Oakland to San Jose Double Track – Phase II STIP Rail Project (PPNO 2090), located in Alameda and Santa Clara counties, per STIP guidelines. Waiver 15-28	2.8d.(4)	Juan Guzman Bruce Roberts	A	D

Items 101-110 were taken together.

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second**: Ghielmetti **Recused:** None **Absent**: Alvarado, Burke, Frommer, Guardino, Madaffer

Vote result: **6-0**
Ayes: Assemi, Dunn, Earp, Ghielmetti, Inman, Tavaglione
Nays: None
Abstained: None

Proj #	PPNO	County	Agency	Extension Request	Recommendations Caltrans	CTC Staff	Notes
1	75-2090	ALA	Caltrans-Rail	20 months	20 months	20 months	Time to coordinate with NorCal Unified Service

	OTHER MATTERS / PUBLIC COMMENT	6.			
	Adjourn				

Highway Financial Matters

$ 154,571,000 Total SHOPP/Minor Requested for Allocation
$ 12,650,000 Total SHOPP Requested from the Presidio Parkway Project – Risk Reserve
$ 26,205,000 Total STIP Requested for Allocation
$ 2,258,000 Total Proposition 1B Bond Requested for Allocation
$ 10,372,000 Total Active Transportation Program Requested for Allocation
$ 1,220,000 Total Supplemental Funds Requested for Allocation
$ 207,276,000 Sub-Total Project Funds Requested for Allocation

$ 824,296,000 Total Requested in Federal Funds for Local Assistance Lump Sum Allocation
$ 1,031,572,000 Sub-Total Project Funds Requested for Allocation

$ 39,344,000 Delegated Allocations
$ 1,070,916,000 Sub-Total, Highway Project Allocations

$ 7,115,000 Contributions from Other Sources
$ 1,078,031,000 Total Value

Jobs Created in May 2015: 19,405
(Includes Direct, Indirect, and Induced)

Total Jobs Created To Date In FY 2014-15: 50,126

($ 7,975,611) Total Proposition 1B Bond De-Allocations Requested.

DRAFT

Tab # / Time	Item Description	Ref. #	Presenter	Status*

Mass Transportation Financial Matters

$ 3,211,000 Total Requested for Waterbourne Ferry
$ 3,211,000 Total State Allocations

Jobs Created in May 2015: 54
(Includes Direct, Indirect, and Induced)

Total Jobs Created To Date In FY 2014-15: 4,493

Aeronautic Financial Matters

$ 1,807,000 Total Requested for Aeronautic Program projects
$ 1,807,000 Total State Allocations

Will Kempton, Executive Director

Date

DRAFT

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

As Proposed on June 25, 2015

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, Cancelled

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 17 & 18 – Town Hall Meeting, Trinity County

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

October 21 – Commission Retreat, Bay Area

NOVEMBER 2015 – NO REGULARLY SCHEDULED COMMISSION MEETING

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

Tab 7

1.4

COMMISSION REPORTS

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

Memorandum

To: CHAIR AND COMMISSIONERS **Date**: June 25, 2015

From: Will Kempton
Executive Director

File: 1.5
Action

Subject: Meeting for Compensation for May 2015 (May 1- May 31)

Per Government Code Section 14509, each member of the California Transportation Commission (Commission) shall receive compensation of one hundred dollars ($100) per day, but not to exceed eight hundred dollars ($800) for any Commission business authorized by the Commission during any month, 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 for individual portions of the program.

The following list of meetings is submitted for Commission approval:

Regular Commission Meeting Activities:

- May 28 - CTC meeting in Fresno (Commissioners Alvarado, Burke, Frommer and Madaffer were absent. All other Commissioners attended all or part of the meeting)

***Additional Meetings*:**

Bob Alvarado

- May 21 - Attended the CTC Legislative Briefing Event. Sacramento.

Darius Assemi

- May 22 - Teleconference with CTC Staff Re: Agenda Briefing, Fresno.
- May 27 - Meeting with CalSTA Secretary Brian Kelly Re: Transportation Needs in the San Joaquin Valley. Fresno.
- May 27 - Attended the CTC Public Transportation Forum. Fresno.
- May 29 - Teleconference with Senator Tom Berryhill Re: Transportation Needs and Issues. Fresno.
- May 29 - Attended SR99 San Joaquin Six Lane Project Ribbon Cutting Event. Fresno.

Yvonne Burke

- May 18 - Teleconference with CTC Staff Re: Agenda Briefing. Los Angeles.
- May 18 - Teleconference with Caltrans' Carrie Bowen Re: Issues with Projects on I-5 an I-10. Los Angeles.
- May 22 - Teleconference with L.A. METRO's Patricia Chen and Bob Naylor Re: Legislation Issues, Impact of Gas Tax, and Interregional Transportation Plan Percentage out of Urban.

Lucetta Dunn

- May 1 - Attended CFEE Transportation Conference. Napa.
- May 4 - Teleconference with CTC Staff. Weekly Chair Update. Irvine.
- May 11 - Teleconference with CTC Staff. Weekly Chair Update. Irvine.
- May 12 - Attended OCBC Infrastructure Committee with IRWD. Irvine.
- May 15 - Teleconference with Mobility 21 Staff. Re: Board Meeting. Irvine.
- May 18 - Attended the CTC Tour of the Presidio Parkway P3 Project. San Francisco.
- May 18 - Teleconference with CTC Staff. Weekly Chair Update. Irvine.
- May 21 - Attended the CTC Legislative Briefing Event. Sacramento.
- May 22 - Teleconference with CTC Staff. Chair Briefing. Irvine.
- May 26 - Meeting with OCTA and Caltrans Re: Briefing for CTC Meeting. Irvine.
- May 27 - Attended the CTC Public Transportation Forum. Fresno.

Jim Earp

- May 13 - Attended the CTC Tour of the Golden Gate Bridge. San Francisco.
- May 14 - Meeting with CalSTA Staff Re: State Budget Briefing. Sacramento.
- May 21 - Attended the CTC Legislative Briefing Event. Sacramento.
- May 27 - Attended the CTC Public Transportation Forum. Fresno.

Dario Frommer

- No Additional Meetings to Report.

James Ghielmetti

- May 6 - Meeting with Will Kempton and BART's Grace Crunican Re: BART Expansion Projects. Oakland.
- May 7 - Meeting with Caltrans' Bijan Sartipi Re: Hayward Excess Properties. Pleasanton.
- May 18 - Attended the CTC Tour of the Presidio Parkway P3 Project. San Francisco.
- May 19 - Teleconference with CTC Staff Re: Project Delivery Committee. Pleasanton.
- May 21 - Attended the CTC Legislative Briefing Event. Sacramento.
- May 27 - Attended the CTC Public Transportation Forum. Fresno.

Carl Guardino

- May 14 - Meeting with Santa Clara Mayor Jamie Matthews Re: BART Extension to Santa Clara. Santa Clara.
- May 15 - Meeting with VTA and City of San Jose Re: Clean Fuel Buses. San Jose.
- May 18 - Teleconference with Santa Clara County Supervisor Joe Simitian Re: Regional Transportation Funding Needs.
- May 21 - Attended the CTC Legislative Briefing Event. Sacramento.
- May 22 - Teleconference with CTC Staff. Chair Briefing. Irvine.
- May 26 - Meeting with MTC, VTA and Santa Clara county and San Jose City Officials Re: Regional Transportation Priorities. San Jose.
- May 27 - Attended the CTC Public Transportation Forum. Fresno.
- May 30 - Meeting with Santa Clara County Supervisor Joe Simitian Re: Regional Transportation Funding Needs

Fran Inman

- May 11 - Meeting with John Doherty Re: Alameda Corridor Update. City of Industry.
- May 13 - Attended the CTC Tour of the Golden Gate Bridge. San Francisco.
- May 14 - Attended UCLA Transportation Event with USDOT Secretary Anthony Foxx Re: SCE Supply Chain Solutions. Oakland.
- May 18 - Attended the CTC Tour of the Presidio Parkway P3 Project. San Francisco.
- May 19 - Meeting with Caltrans' Carrie Bowen Re: I-10 Supplement. City of Industry.
- May 21 - Attended the CTC Legislative Briefing Event. Sacramento.
- May 22 - Teleconference with CTC Staff. Agenda Briefing. City of Industry.
- May 26 - Teleconference with Christina Casgar Re: Interregional Transportation Plans. City of Industry.
- May 27 - Attended the CTC Public Transportation Forum. Fresno.

Jim Madaffer

- May 1 - Attended Imperial Valley Economic Summit. El Centro.
- May 7 - Attended AGC Annual Retreat. Rancho Mirage.
- May 8 - Attended AGC Annual Retreat. Rancho Mirage.
- May 11 - Attended LCC Riverside County Division Meeting. Rancho Mirage.
- May 13 - Attended the CTC Tour of the Golden Gate Bridge. San Francisco.
- May 20 - Meeting with California Legislators and Officials Re: Road Charge Technical Advisory Committee. Sacramento.
- May 20 - Attended Road Charge TAC May Meeting Dry-Run. Sacramento.
- May 21 - Meeting with Michael Martinez and Wade Crawford of the Governor's Office Re: Update on the Road Charge TAC. Sacramento.
- May 21 - Attended the CTC Legislative Briefing Event. Sacramento.
- May 27 - Attended the CTC Public Transportation Forum. Fresno.
- May 28 - Attended the May Road Charge TAC Meeting. Fresno.

Joseph Tavaglione

- No Additional Meetings to Report.

Memorandum

To: CHAIR AND COMMISSIONERS **Date**: June 25, 2015

From: Will Kempton
Executive Director

File: 1.5
Action

Subject: Meeting for Compensation for April 2015 (March 31- April 30)

Per Government Code Section 14509, each member of the California Transportation Commission (Commission) shall receive compensation of one hundred dollars ($100) per day, but not to exceed eight hundred dollars ($800) for any Commission business authorized by the Commission during any month, 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 for individual portions of the program.

The following list of meetings is submitted for Commission approval:

Regular Commission Meeting Activities:

No Regular Commission Meeting Activities

***Additional Meetings*:**

Bob Alvarado

No Meetings to Report

Darius Assemi

- April 9 - Teleconference with Susan Bransen Re: Public Transportation Forum. Fresno.
- April 13 - Teleconference with CalSTA Secretary Brian Kelly Re: Transportation Needs in Fresno County. Fresno.

Yvonne Burke

No Meetings to Report

Lucetta Dunn

- April 6 - Attended Ontario Airport Board Meeting. Ontario.
- April 16 - Attended Caltrans Annual Workers Memorial Event. Sacramento.
- April 16 - Meeting with Will Kempton and Kip Lipper. Sacramento.
- April 17 - Attended Mobility 21 Board Meeting. Irvine.
- April 20 - Meeting with Greg Hulsizer of HNTB Re: Transportation Issues. Irvine.
- April 20 - Teleconference with Will Kempton and Susan Bransen. Re: Weekly Chair Briefing. Irvine.
- April 22 - Attended LAX and Ontario Airport Meeting. Los Angeles.
- April 27 - Meeting with Supervisor Lisa Bartlett Re: Road Charge TAC. Mission Viego.
- April 30 - Attended CFEE Conference. Napa.

Jim Earp

No Meetings to Report

Dario Frommer

No Meetings to Report

James Ghielmetti

- April 13 - Teleconference with Will Kempton and Susan Bransen Re: SR710 Property Sales Regulations. Pleasanton.
- April 14 - Meeting with Will Kempton and Tilly Chang of SFTA Re: San Francisco Transportation Projects. San Francisco.
- April 27 - Meeting with Assembly Member Jim Frazier Re: Various Transportation Issues. Sacramento.
- April 30 - Meeting with May Marchand Re: BART Extension. Livermore.

Carl Guardino

- April 3 -Meeting with VTA Re: 2nd Segment of the BART to Silicon Valley Extension. San Jose.

- April 15 - Meeting with Assembly Member Jim Frazier Re: CalTrain Commuter Rail Improvements. Sacramento.
- April 21 - Attended REAL Coalition Meeting. Sacramento.
- April 23 - Meeting with VTA Chairman Perry Woodward Re: Countywide Transportation Improvement. Sa Jose
- April 24 - Meeting with San Jose City Councilman Raul Peralez Re: Countywide and City of San Jose Transportation Priorities. San Jose.
- April 28 - Meeting with VTA, MTC, Santa Clara County and City of San Jose Officials Re: Regional Transportation Improvements. San Jose.

Fran Inman

- April 1 - Teleconference with Paul Hubler Re: Fairway Drive Event. City of Industry,
- April 2 - Speaker at ACE Ground Breaking Event for Fairway Drive Grade Separation. City of Industry.
- April 7 - Meeting with Jon Slangerup, Rick Cameron, Don Snyder and Eric Shen of the Port of Long Beach Re: Goods Movement, Energy Transformation and Desmond Bridge Update. Long Beach.
- April 14 - Attended Union Pacific Day LA Transportation Club Event. Seal Beach.
- April 14 - Teleconference with Tina Casgar Re: Sustainable Freight. City of Industry.
- April 16 - Attended Caltrans Annual Workers Memorial Event. Sacramento.
- April 17 - Attended Transportation CEO's Meeting. Los Angeles.
- April 18 - Teleconference with Susan Bransen Re: CARB Sustainable Freight. City of Industry.
- April 27 - Teleconference with Director Dougherty and Sarah West of CTF RE: Caltrans Fallen Workers Dependents Scholarships. City of Industry.
- April 29 - Speaker at Pulse of the Port Event for the Port of Long Beach. Long Beach.

Jim Madaffer

- April 3 – Teleconference with CTC Staff Re: Road Charge De-Brief. San Diego
- April 7 - Meeting with Laurie Berman and Norma Ortega Re: Imperial Valley Border Tour. El Centro.
- April 8 – Attended CALCOG Annual Regional Leadership Forum. Monterey.
- April 9 - Attended CALCOG Annual Regional Leadership Forum. Monterey.
- April 10 - Attended CALCOG Annual Regional Leadership Forum. Monterey.
- April 13 – Teleconference with IBTTA RE: Roundup of Road Charge Progress. San Diego.
- April 14 – Speaker at San Diego Chamber of Commerce Event. San Diego.
- April 15 – Teleconference with CTC Staff Re: Road Charge Dry-Run. San Diego.
- April 24 – Attended the Road Charge TAC Meeting. Monterey.
- April 26 – Attended the IBTTA Transportation Finance and Road Usage Charge Conference. Portland.
- April 27 - Attended the IBTTA Transportation Finance and Road Usage Charge Conference. Portland.
- April 29 - Teleconference with CTC Staff Re: Road Charge De-Brief. San Diego

- April 30 – Attended the Imperial Valley Economic Summit. El Centro.

Joseph Tavaglione

No Meetings to Report

Memorandum

Addendum

To: CHAIR AND COMMISSIONERS Date: June 25, 2015

From: Will Kempton File: 1.5
Executive Director Action

Subject: <u>$100 PER DAY ATTENDANCE ALLOWANCE MARCH MEETINGS FOR COMPENSATION</u>

In accordance with the in-house procedure adopted for identifying Commission activities eligible for compensation pursuant to SB 2168, the following list of meetings is submitted for Commission approval (Commissioners are allowed to be reimbursed for up to eight meetings per month):

<u>Additional Meetings:</u>

Carl Guardino

- March 3 - Teleconference with CTC Director Will Kempton Re: Weekly Briefing. San Jose.
- March 4 - Meeting with MTC. VTA, Santa Clara and City of San Jose Officials Re: Regional Transportation Priorities. San Jose.
- March 12 - Meeting with Cities Association of Santa Clara County Re: Local Transportation Priorities. Sunnyvale.
- March 13 - Meeting with San Jose City Councilman Johnny Khamis Re: Highway 85 Issues. San Jose.
- March 19 - Teleconference with CTC Director Will Kempton Re: Weekly Briefing. San Jose.
- March 20 - Teleconference with VTA Staff Scott Hayward Re: Saint John Multi-Modal Project. San Jose.
- March 23 - Teleconference with CTC Staff Re: Chair Briefing. San Jose.

- March 24 - Meeting with MTC Executive Director Steve Hemminger Re: Caltrain Commuter Rail. San Jose.

James Earp

- March 20 - Meeting with Rural Counties Task Force Chair Sharon Sherzinger and Vice Chair Maura Twomey Re: Transportation Funding. Sacramento.
- March 24 - Meeting with CalSTA Secretary Brian Kelly Re: Transportation Funding Issues. Sacramento

Fran Inman

- March 10 - Teleconference with CTC Staff Re: Aeronautics Committee. City of Industry.
- March 17 - Attended Event for California Transportation Officials. Washington D.C.
- March 18 - Teleconference with Pal Hubler of ACE Re: Fairway Ground Breaking Event. City of Industry.
- March 19 - Attended CTP Workshop. Los Angeles.
- March 23 - Teleconference with CTC Staff Re: Agenda Briefing. San Jose.

1.6

REPORT BY THE STATE TRANSPORTATION AGENCY SECRETARY AND/OR UNDERSECRETARY

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

1.7

REPORT BY CALTRANS' DIRECTOR AND/OR DEPUTY DIRECTOR

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

Tab 11

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 13

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 14

1.10

REPORT BY SELF-HELP COUNTIES COALITION MODERATOR

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

Tab 15

4.1

STATE AND LOCATION LEGISLATIVE MATTERS

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

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 25, 2015

Reference No.: 4.3
Information

From: WILL KEMPTON
Executive Director

Subject: **ROAD CHARGE TECHNICAL ADVISORY COMMITTEE & PILOT PROGRAM UPDATE**

ISSUE:

The Road Charge Technical Advisory Committee (TAC) met on May 29th in Fresno. At the May meeting the TAC considered road charge pilot program policy issues including: what types of participants should be included in the pilot, what types of vehicles should be considered in the pilot, whether certain types of road usage (i.e. driving on private roads and out of state) should be exempt from road charging in the pilot, and what specific personal privacy protections should be used for the pilot program. In addition to these policy considerations, the TAC also received an introduction to a business case analysis of road charging in California and had an informational discussion on potential road charge pilot program evaluation criteria.

Preliminary decisions regarding pilot program participants, vehicles, road usage exemptions, and privacy provisions were made at the May meeting. These decisions, outlined below, are subject to further refinement and adjustment throughout the TAC deliberative process:

- Recruitment of individuals, households, businesses, and at least one government agency to participate in the pilot.
- Adoption of an “8 x 2” vehicle classification system consisting of all eight vehicle weight classes as well as both private and commercially registered vehicles for potential inclusion in the pilot.
- Inclusion of a cross-section of vehicles reflective of all vehicles currently driving in California in the pilot.
- Testing of both automated and manual methods in the pilot to offer exemptions from paying road charges for mileage driven on private roads and outside California.
- Adopted a three pronged approach to provide for personal privacy protections in the pilot including development of 1.) privacy protection principles, 2.) privacy evaluation criteria and performance measures for an independent evaluation of the pilot program, and 3.) model legislative privacy provisions. Each approach, along with privacy specifications will be further developed after the TAC has discussed pilot program enforcement provisions in more detail.

Stakeholder engagement in the pilot program development process is critical. To facilitate stakeholder input, a Road Charge Workgroup consisting of approximately 20 members was formed to meet specific consultation requirements outlined in Senate Bill (SB) 1077 and to support the TAC as a resource to efficiently gather and provide expert input on the design and evaluation of a road charge pilot program. The workgroup is chaired by Anne Mayer, Executive Director of the Riverside County Transportation Commission. Workgroup participants include representatives from a wide variety of areas including:

vehicle users; vehicle manufacturers; fuel distributors; tribal governments; social equity and sustainability advocates; taxpayers; state, local, and regional transportation agencies; and building, construction, business and economy interests. As a resource for the TAC, the Workgroup is complementary to the larger public engagement process being undertaken by the TAC.

The Workgroup held a teleconference on May 20th to discuss the policy issues being considered by the TAC at the May 29th meeting. Four workgroup member organizations including: the California Tax Payers Association, the California Building Industry Association, the Self-Help Counties Coalition, and Transform submitted comment letters to the TAC for consideration. In addition to feedback received from the workgroup, the TAC also received comments and feedback through the recently established California Road Charge Pilot Program website: www.CaliforniaRoadChargePilot.com. All comments are posted online as received.

In addition to the ongoing stakeholder outreach and public engagement process, focus groups and statewide telephone surveys will be conducted over the next several months to establish baseline information for use in designing and implementing a road charge pilot program in California.

The next TAC meeting will be held June 26, 2015 in Sacramento and will focus on road charge pilot design considerations including the number and distribution of participants, potential socioeconomic accommodations that should be tested in the pilot, as well as recommended evaluation criteria that should be used for the pilot.

The TAC will continue to undertake an open and inclusive process to gather public input during its study of road usage charge alternatives to the gas tax and development of recommendations on pilot program design. TAC meetings are webcast and all meeting materials are available online at: http://www.dot.ca.gov/road_charge/tac/meetings.html

BACKGROUND:

On September 29, 2014 the Governor signed Senate Bill 1077 (DeSaulnier, Road Usage Charge Pilot Program) mandating the Commission Chair, in consultation with the California State Transportation Agency (CalSTA) Secretary, to create a 15-member Road Usage Charge Technical Advisory Committee (TAC) to study road usage charge alternatives to the gas tax, gather public input, and to make recommendations on the design of a pilot program. CalSTA must implement a road usage charge pilot program by January 1, 2017 based on the recommendations of the TAC and submit to the Legislature, the TAC, and the Commission, a report of its findings by June 30, 2018. The Commission is required to include its recommendations regarding the pilot program in its annual report to the Legislature.

BUDGET AND ALLOCATION CAPACITY UPDATE

A VERBAL PRESENTATION ON THIS ITEM
WILL BE MADE AT THE JUNE 25, 2015
CALIFORNIA TRANSPORTATION COMMISSION MEETING

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 18

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 25, 2015

Reference No.: 4.4
Informational Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of Budgets

Subject: **DRAFT 2016 STIP AND AERONAUTICS ACCOUNT FUND ESTIMATES**

RECOMMENDATION:

The California Department of Transportation (Department) requests for the California Transportation Commission (Commission) to review and comment on the results of the Draft 2016 State Transportation Improvement Program (STIP) Fund Estimate and the Draft 2016 Aeronautics Account Fund Estimate that will be provided at the June 25, 2015 Commission meeting. The Department will work with Commission Staff to implement necessary changes prior to the scheduled adoption of the Fund Estimates at the Commission's August 2015 meeting.

ISSUE:

The Draft 2016 Fund Estimate (Draft) program capacities are based on the assumptions approved by the Commission at the May 2015 meeting. After reviewing these Draft results, the Commission may choose to revisit the approved assumptions for possible adjustments or updates. The Department requests that the Commission direct comments to Commission Staff so the Department may incorporate feedback into the Fund Estimates.

The Department will continue to work with Commission Staff between now and the August 2015 Commission meeting to update information and make any necessary changes to the 2016 Fund Estimates. In the event that budgetary action requires amendment of the assumptions prior to the scheduled August adoption, the Department will immediately inform Commission Staff.

BACKGROUND:

Section 14524(a) of the Government Code (GC) requires the Department to submit the STIP Fund Estimate prior to July 15 of each odd-numbered year. The Department will meet this requirement and submit the Draft 2016 STIP Fund Estimate 20 days prior to the due date identified in statute. Section 14525(a) of the GC requires the Commission to adopt the STIP Fund Estimate by August 15 of each odd-numbered year. At the January 2015 meeting, the Commission approved a resolution postponing adoption of the Fund Estimate until the scheduled August 2015 Commission

meeting, pursuant to Section 14525(d) of the GC. Should the need arise, the Commission may further delay adoption of the Fund Estimate for up to 90 days after August 15 due to pending legislation that will significantly impact this forecast.

Tab 19

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 25, 2015

Reference No.: 4.7
Information

From: WILL KEMPTON
Executive Director

Subject: **DRAFT 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 the Department of Transportation (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.

The process to amend the STIP guidelines for 2016 was outlined at the May 2014 Commission meeting. Existing STIP guidelines require amendments to better communicate cost effectiveness, promote greater public participation, and evaluate and communicate the regional and statewide sustainability benefits of the STIP. The 2016 STIP guidelines will continue to emphasize coordination and consistency with adopted regional transportation plans including sustainable communities strategies, the interregional transportation strategic plan, investment strategies and decisions consistent with state and federal laws.

Pursuant to workshops held during the summer of 2014, the first draft of the guidelines was presented at the October 8, 2014 Commission meeting, and a second draft was presented at the March 25, 2015 Commission meeting. Performance measures have been streamlined and simplified to incorporate measures that incorporate existing, monitored data. An additional change was made to incorporate performance measures specific to rural counties in response to a study performed at the request of the Rural Counties Task Force and completed within the last month. It is important to note that use of many performance measures is constrained by availability and accessibility of data.

After holding a Fund Estimate and Guidelines workshop in July, 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, if necessary, 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

August 27, 2015

CALIFORNIA TRANSPORTATION COMMISSION
Amendment of STIP Guidelines

RESOLUTION G-15-0x
Amending Resolution G-13-17

1.1 WHEREAS Government Code Section 14530.1 requires the California Transportation Commission to adopt guidelines for the development of the state transportation improvement program (STIP) and permits the Commission to amend the guidelines after conducting a public hearing, and

1.2 WHEREAS the Commission last amended the STIP guidelines on August 6, 2013 (Resolution G-13-17), and

1.3 WHEREAS Section 14530.1 requires the Commission to make a reasonable effort to adopt the amended guidelines prior to its adoption of the fund estimate pursuant to Section 14525 and, in no event, to amend the guidelines during the period commencing 30 days after the fund estimate and before the adoption of the STIP, and

1.4 WHEREAS the Commission intends to adopt the 2016 STIP fund estimate on August 27, 2015, and

1.5 WHEREAS the draft STIP

1.6 Guidelines were presented at the June 25, 2015 Commission meeting and the Commission held hearings on the draft guidelines on July 23, 2015 and August 27, 2015,

2.1 NOW THEREFORE BE IT RESOLVED that the Commission adopts the amendments to the STIP guidelines, as presented by Commission staff on August 27, 2015, and

2.2 BE IT FURTHER RESOLVED that the Commission adopts the attached amendments to the policies and procedures specific to the 2016 STIP, and

2.3 BE IT FURTHER RESOLVED that the Commission requests that the Department, in cooperation with Commission staff, distribute copies of the STIP guidelines, as amended, together with the policies and procedures specific to the 2016 STIP, to regional agencies, county transportation commissions, and representatives of local agencies and transit agencies.

DRAFT

Attachment to Resolution G-15-0x

DRAFT STIP Guidelines
Policies and Procedures Specific to the 2016 STIP

The following specific policies and procedures address the particular circumstances of the 2016 STIP:

- Schedule. The following schedule lists the major milestones for the development and adoption of the 2016 STIP:

Caltrans presents draft Fund Estimate	June 25, 2015
STIP Guidelines & Fund Estimate Workshop	July 23, 2015
CTC adopts Fund Estimate & Guidelines	August 27, 2015
Caltrans identifies State highway needs	September 15, 2015
Caltrans submits draft ITIP	October 15, 2015
CTC ITIP hearing, North	October 28, 2015
CTC ITIP hearing, South	November 4, 2015
Regions submit RTIPs	December 15, 2015
Caltrans submits final ITIP	December 15, 2015
CTC STIP hearing, North	January x, 2016
CTC STIP hearing, South	February x, 2016
CTC publishes staff recommendations	February x, 2016
CTC adopts STIP	March x, 2016

- Statewide fund estimate. The statewide capacity for the 2016 STIP fund estimate identifies net new capacity only in the two years added to the STIP, 2019-20 and 2020-21, with decreases in capacity in earlier years. The decreases in capacity are due mainly to the decrease in the price based excise tax. The estimate incorporates the 2015-16 Budget Act and other 2015 legislation enacted prior to the fund estimate adoption. Programming in the 2016 STIP will be constrained by fiscal year, with most new programming in the two years added to the STIP, 2019-20 and 2020-21.

- County shares and targets. **The 2016 Fund Estimate indicates that the STIP is over-programmed (or more accurately under-funded) by approximately x% in the early years of the 2016 STIP due primarily to the decrease in the price based excise tax. Some of this over-programming will likely be resolved through the schedule updates which occur each STIP cycle. However, some projects currently programmed in the STIP may need to be delayed (reprogrammed into a later year).**

  The Fund Estimate tables of county shares and targets take into account all county and interregional share balances on June 30, 2015. For each county and the interregional share, the table identifies the following amounts:

  - Base (minimum). This is the share for each county and the interregional program through 2019-20, the end of the county share period that falls within the 2016 STIP period. If is calculated as the sum of the share balance through the June 2015 Commission meeting and the STIP formula share of the statewide new capacity available through 2019-20. In accordance with statute and the STIP guidelines, the

Commission will program all RTIP proposals that fall within this amount unless it rejects the RTIP in its entirety.

- Total Target. This target is determined by calculating the STIP formula share of all new capacity through 2020-21. The Total Target is not a minimum, guarantee, or limit on project nominations or on project selection in any county or region for the 2016 STIP.
- Maximum. This target is determined by estimating the STIP formula share of all available new capacity through the end of the county share period in 2023-24. This represents the maximum amount that the Commission may program in a county, other than advancing future shares, pursuant to Streets and Highways Code Section 188.8(j), to a county with a population of under 1 million.

- Submittal of RTIPS. The Regional Transportation Planning Agency (RTPA) Group has developed a template for submittal of the RTIP, and encourages its use by regions for the 2016 STIP. The purpose of the template is to make RTIP submittals more consistent statewide and to present a visualization tool which provides information in an organized and transparent manner. The RTIP template includes, but is not limited to, the following: contact information, a summary of previously completed projects, information on how regions are delivering projects and meeting state and federal goals, a public participation summary, a description of the relationship with the adopted RTP/SCS, and a description of the performance and effectiveness of the RTIP. The template will be available for download prior to August 27, 2015 at http://calrtpa.wordpress.com.

- Transit and Rail Projects. While PTA program capacity has been eliminated, a region may still nominate transit and rail projects in its RTIP within State Highway Account and Federal funding constraints.

- Bicycle and Pedestrian projects. Existing bicycle and pedestrian projects may remain in the STIP so long as they are eligible for State Highway Account or Federal funds.

- Limitations on planning, programming, and monitoring (PPM). The fund estimate includes a table of PPM limitations that identifies the 5% limit for county shares for 2016-17 through 2020-21, based upon the 2012, 2014, and 2016 Fund Estimates. These are the amounts against which the 5% is applied. The PPM Limitation is a limit to the amount that can be programmed in any region and is not in addition to amounts already programmed.

- Advance Project Development Element (APDE). There is no APDE identified for the 2016 STIP.

- GARVEE bonding and AB 3090 commitments. The Commission will not consider proposals for either GARVEE bonding or new AB 3090 commitments as part of the 2016 STIP. The Commission will consider AB 3090 or GARVEE bonding proposals as amendments to the STIP after the initial adoption. Commission staff will maintain an "AB 3090 Plan" which will include projects for which regions intend to request an AB 3090 reimbursement in order to advance the project into 2016-17, 2017-18, or 2018-19. The inclusion of a project on the list is not a commitment by the regional agency to request an AB 3090 reimbursement, an endorsement or recommendation by Commission staff, or an approval by the Commission.

- Caltrans Benefit/Cost Model. The 2016 STIP guidelines continue the requirement for project-level evaluations including use of Caltrans' Benefit/Cost Model. Caltrans has developed a model for bicycle and pedestrian projects in order to improve information available to decision makers at the regional and state level.

- Commission expectations and priorities. The 2016 Fund Estimate indicates that the 2014 STIP is over-programmed in the early years. Some of this over-programming will likely be resolved through the schedule updates which occur each STIP cycle. However, some projects currently programmed in the STIP may need to be delayed (reprogrammed into a later year).

  For the 2016 STIP, the Commission expects to give first priority to the reprogramming of projects from the 2014 STIP, as amended.

  The selection of projects for additional programming will be consistent with the standards and criteria in section 61 of the STIP guidelines. In particular, the Commission intends to focus on RTIP proposals that meet State highway improvement and intercity rail needs as described in section 20 of the guidelines. The Department should provide a list of the identified state highway and intercity rail needs to regional agencies and to the Commission by September 15, 2015. Should the Department fail to provide a region and the Commission with this information, the Commission intends to assume there are no unmet state highway or intercity rail needs in that region.

- **California's Drought. California has been in a historic drought and Governor Brown proclaimed a state of emergency on January 17, 2014. In addition, the Governor issued statewide mandatory water reductions on April 1, 2015. Therefore, it is the intent of the Commission that any landscape projects currently programmed but not yet allocated and awarded, or any new landscape projects, will include drought tolerant plants and irrigation consistent with the Governor's actions.**

CALIFORNIA TRANSPORTATION COMMISSION

DRAFT STIP GUIDELINES
August x, 2015

CALIFORNIA TRANSPORTATION COMMISSION
DRAFT STIP GUIDELINES

TABLE OF CONTENTS

I. Introduction
Section 1. Purpose and Authority 1
Section 2. Biennial Fund Estimate 1
Section 3. STIP Adoption 1
Section 4. Amendments to STIP Guidelines 2
Section 5. Federal TIPs and Federal STIP 2

II. STIP Contents
Section 6. General 2
Section 7. County and Interregional Shares 2
Section 8. Joint Funding 2
Section 9. Prior Year Projects 3
Section 10. 1996 STIP Projects 3
Section 11. Multi-Modal Corridors 3
Section **12**. Transportation Management System Improvements 3
Section **13A**. Capacity Increasing Highway Operational Improvements 4
Section **13B**. Non-Capacity Increasing Highway Operational Improvements 4

III. STIP Requirements for All Projects
Section 14. Project Study Reports (PSRs) 5
Section 15. Programming Project Components Sequentially 5
Section 16. Completion of Environmental Process 6
Section 17. Caltrans/Regional Consultations 6
Section 18. Minor Projects 7
Section 19. Criteria for Measuring Performance and Cost-Effectiveness 7

IV. Regional Improvement Program
Section 20. Submittal of RTIPs 13
Section 21. Project Planning, Programming, and Monitoring 14
Section 22. ~~Transportation Enhancement (TE)~~ **Bicycle and Pedestrian** Projects in the RTIP 14
Section 23. County Shares, Advances and Reserves 14
Section 24. Federal Match 15
~~Section 24A. Transportation Enhancement (TE) Reserve ..... 12~~
Section 25. Regional Improvement Program Project Eligibility 15
Section 26. Federalizing Transit Projects 17
Section 27. Increased STIP Funding Participation 17
Section 28. Pooling of County Shares 17
Section 29. Consistency with Land Use Plans and CMP 18

V. Interregional Improvement Program
Section 30. General 18
Section 31. Submittal of Caltrans ITIP 19
Section 32. Regional Recommendations for the Interregional Program 20
Section 33. Regional Transportation Plan 20
Section 34. Interregional Program Objectives 21
Section 35. ~~Transportation Enhancement (TE)~~ **Bicycle and Pedestrian** Projects in the ITIP 23
Section 36. Projects and Reserves 24

VI. Advance Project Development Element
Section 37. Fund Estimate for Advance Project Development Element 24
Section 38. Programming of APDE County and Interregional Shares 24
Section 39. Program Year 24
Section 40. Program Amendments 24
Section 41. Effect on Regular County and Interregional Shares 24
Section 42. APDE Shares May Not Be Exceeded 25

VII. Display of Project Descriptions and Costs
Section 43. Project Description 25
Section 44. State-only Funding 25
Section 45. Project Fact Sheets 26
Section 46. STIP Database 26
Section 47. Cost Estimates for Project Components 26
Section 48. Authority and Responsibility 27
Section 49. Basis for Cost Sharing 27
Section 50. Program Year for Cost Components 27
Section 51. Escalation Adjustments 28
Section 52. Prior Costs for 1996 STIP Projects 28

VIII. Share Balances and Adjustments
Section 53. Long-term Balances 28
Section 54. Local Grant Projects 28
Section 55. Construction 29
Section ~~55A~~**56**. Construction Support 29
Section ~~56~~**57**. Right-of-Way 29
Section ~~57~~**58**. Project Development 30
~~Section 58. Corridor Projects ....26~~
Section 59. Federal Demonstration Projects 30

IX. Commission Action and Adoption
Section 60. Commission Action on RTIP Proposals 31
Section 61. Commission Action on Advances and Reserves 32
Section 62. Commission Action on Interregional Program 33
Section 63. STIP Respreading of Projects 33

DRAFT

X. STIP Management
Section 64. Allocation of Funds 33
Section 64A. Reimbursement Allocations 35
Section 65. Timely Use of Funds 36
Section 66. Delivery Deadline Extensions 38
Section 67. STIP Amendments 38
Section 67A. Approval of AB 3090 Arrangements 39
Section 67B. Selection of Projects for GARVEE Bonding 41
Section 68. Project Delivery 42

XI. STIP Development Schedule and Procedures
Section 69. STIP Development Schedule 43
Section 70. ITIP Hearings 43
Section 71. STIP Hearings 43
Section ~~71~~**72. Transmittal of RTIPs** 43
Section ~~72~~**73. Commission Staff recommendations** 44

XII. Appendices
Appendix A. Project Fact Sheet 45
Appendix B Performance Indicators, Measures and Definitions 46
Appendix C. Addendum for Local Alternative Transportation Improvement Programs .54

DRAFT

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.

DRAFT

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.

    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.

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 consistent with federal and state planning requirements. 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 **regional** ~~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. A performance evaluation at the regional level and how each RTIP furthers the goals of the region's RTP, and if applicable, its Sustainable Communities Strategies (SCS), 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 at the regional level or ITIP at the statewide level.

C. For projects with total cost of $50 million or greater, or STIP programming for right-of-way and/or construction of $15 million or more, a project specific evaluation will be performed to estimate its benefit to the regional system from changes to the built environment.

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.

The Commission expects that these evaluations will be on a life-cycle basis.

A. Regional level performance evaluation.

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) performance using, as a baseline, the regions' or state's existing monitored data. To the extent relevant data and tools are available, the below listed performance measures may be reported:

- **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 any of 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.

As an alternative, a region outside a MPO may use the Performance Monitoring Indicators identified in the Rural Counties Task Force's Rural and Small Urban Transportation Planning study dated June 3, 2015. These include: Total Accident Cost, Total Transit Operating Cost per Revenue Mile, Total Distressed Lane Miles, and Land Use Efficiency (total developed land in acres per population).

The evaluation of overall 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 correspond to the relevant horizon years within the region's RTP or Caltrans ITSP that covers 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>

Regions shall, if appropriate and to the extent necessary data and tools are available, use the performance measures outlined above to evaluate cost-effectiveness of projects proposed in the STIP on a regional level. Caltrans shall do so at the statewide level.

C. <u>Project-level evaluations.</u>

For each new project proposed, the region or Caltrans shall provide data on the proposed changes to the built environment, including but not limited to the items listed below. Such data shall be included in the PPR.

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 **right-of-way and/or construction of** 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.**

DRAFT

- **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 for projects proposed in the ITIP. For the RTIP, the regions may choose between the Caltrans estimate and their own estimate (explain why the Caltrans estimate was not used).** ~~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~~.

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).

After approval by the regional agency Board, each RTIP will be made available electronically by the regional agency on its 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 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."

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, **adopted within the prior 5 years**. 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.

DRAFT

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.

DRAFT

~~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.

DRAFT

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 should be identified at the time of programming ~~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 an identified multi-modal corridor, as defined in Section 11, where the projects are being delivered using the Construction Management/General Contractor delivery method.** ~~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.

DRAFT

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 reimbursement 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 in the current fiscal year 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.

DRAFT

67B. Selection of Projects for GARVEE Bonding. 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 will provide the Commission with status reports on project delivery 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 **(in right-of-way and/or construction)** 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 **(in right-of-way and/or construction)** 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. 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

73~~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.

DRAFT

XII. APPENDICES

Appendix A:

STIP PROJECT FACT SHEET
PROJECT PROGRAMMING REQUEST

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.

DRAFT

Appendix B (Tables B1, B2, B3):

Performance Indicators~~,~~ and Measures ~~and Definitions~~

~~**Part A:**~~

~~Complete Part A.~~

Use the following **table B1** to indicate quantitatively **the overall regional level 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, the second table B1(a) may be used in addition or as a replacement to B1.** ~~if any of the performance measures in Part A in table B1 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).~~

If ~~Part A~~ **tables B1 and/or B1(a)** are ~~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 not available. Where data are unavailable, please describe data deficiencies in as much detail as possible.~~

B1 Evaluation – Regional Level Performance Indicators and Measures			
Goal	**Indicator/Measure**	**Current System Performance (Baseline)**	**Projected System Performance (indicate timeframe)**
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 per 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		

DRAFT

B1(a) Evaluation **Rural Specific Regional Level Performance Indicators and Measures**			
Goal	**Indicator/Measure**	**Current System Performance (Baseline)**	**Projected System Performance (indicate timeframe)**
Congestion Reduction	Vehicle Miles Traveled per capita, area, by facility ownership, and/or local vs tourist		
	Peak Volume/Capacity Ratio or Thresholds (threshold volumes based on HCM 2010)		
	Commute mode share (travel to work or school)		
Transit	Total operating cost per revenue mile		
Infrastructure Condition	Distressed lane-miles, total and percent, by jurisdiction.		
	Pavement Condition Index (local streets and roads).		
Safety	Total accident cost per capita and VMT.		
Environmental Sustainability	Land Use Efficiency (total developed land in acres per population)		

DRAFT

~~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).~~

DRAFT

Agencies may use the following table B2 to evaluate the cost-effectiveness of the RTIP or ITIP.

B2 Evaluation - Cost-Effectiveness Indicators and Measures			
Goal	**Indicator/Measure (per thousand dollar invested)**	**Current Level of Performance (Baseline)**	**Projected Performance Improvement (indicate time frame)**
Congestion Reduction	**Reduce Vehicle Miles Traveled**		
	Reduce percent of congested VMT (at or below 35 mph).		
	Change in commute mode share (travel to work or school).		
Infrastructure Condition	**Reduce percent of distressed state highway lane-miles.**		
	Improve Pavement Condition Index (local streets and roads).		
	Reduce percent of highway bridge lane-miles in need of replacement or rehabilitation (Sufficiency Rating of 80 or below).		
	Reduce percent of transit assets that have surpassed the FTA useful life period.		
System Reliability	**Reduce Highway Buffer Index (the time cushion added to average commute travel times to ensure on-time arrival).**		
Safety	**Reduce fatalities and serious injuries per capita.**		
	Reduce fatalities and serious injuries per Vehicle Miles Traveled		
Economic Vitality	**Increase percent of housing and jobs within 0.5 miles of transit stops with frequent transit service**		
	Reduce mean commute travel time (to work or school).		
Environmental Sustainability	**Change in acres of agricultural land.**		
	CO_2 emissions reduction per capita		

DRAFT

Agencies may use the following table B3 to identify by proposed project, or in summary for all proposed projects, changes to the built environment.

B3 Evaluation - Project Changes or Increased Capacity Benefits			
Project Type Or Mode	**Change to Built Environment**	**Indicator/ Measure**	**Benefits or Performance Improvement at Project Completion**
State Highway	**New general purpose lane-miles.**		
	New HOV/HOT lane-miles.		
	Lane-miles rehabilitated.		
	New bicycle lane/sidewalk miles.		
	Operational improvements.		
	New or reconstructed interchanges.		
	New or reconstructed bridges.		
Transit or Intercity Rail	**Additional transit service miles.**		
	Additional transit vehicles.		
	New rail track miles.		
	Rail crossing improvements.		
	Station improvements.		
Local streets and roads	**New lane-miles.**		
	Lane-miles rehabilitated.		
	New bicycle lane/sidewalk miles.		
	Operational improvements.		
	New or reconstructed bridges.		

DRAFT

~~**Part B:**~~

~~**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.~~

DRAFT

~~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.~~

DRAFT

~~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.~~

~~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.~~

DRAFT

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.

DRAFT

Tab 20

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 25, 2015

Reference No.: 4.11
Information

From: WILL KEMPTON
Executive Director

Subject: **GARVEE BONDING CAPACITY UPDATE**

SUMMARY

Government Code Section 14553(b) requires the Commission to prepare, in conjunction with the State Treasurer's Office (STO), an annual analysis of California's bonding capacity for issuing Federal Grant Anticipation Revenue (GARVEE) bonds.

This analysis and update is provided to discuss the relationship between GARVEE bonding capacity and the adopted 2014 Fund Estimate which established the funding level for the five-year period of the 2014 State Transportation Improvement Program (STIP) and updated the funding level for the four-year period of the 2014 State Highway Operation and Protection Program (SHOPP).

DISCUSSION

The 2015 STO analyses demonstrate that based on the 12-month period with the highest deposits ($3.796 billion), the 15% limitation on GARVEE debt is $569.4 million. After taking into account the current maximum annual debt service of the Series 2008A Bonds ($11.4 million in FY 2015-16), the remaining annual debt service capacity is $558 million. The Base Case scenario, using a 12-year final maturity and 2.36% interest rate for the issuance, provides the highest bonding capacity of approximately $5.771 billion.

The STO analysis of GARVEE bonding capacity is calculated as prescribed in Statute. However, a review of the federal deposits into the SHA ignores the fact that not all federal funds are available to fund Department-administered projects.

During FY 2009-10 and FY 2010-11, construction was accelerated for many federally eligible projects, which resulted in a significant increase of federal receipts beginning in calendar year 2011. Given that this increase in federal deposits is expected to last only through 2015, secondary analyses of bonding capacity should be conducted based on the assumption that federal receipts will return to the historical level of deposits prior to 2011 and the approximate level that is expected after 2015, around $2.70 billion. The analyses under these assumptions, of course, would show much lower ranges of bonding capacity than is shown when using the actual 2014 federal aid receipts.

Staff therefore recommends that the Commission take a more programmatic and forward-looking view, and develop a GARVEE capacity based on 15% of the federal funds estimated to be available annually for SHOPP projects in the 2014 Fund Estimate ($2.3 billion). This level of federal funding, assuming a 12 year maturity and 2.36% interest rate, yields a $3.497 billion SHOPP GARVEE bond capacity.

GARVEE Capacity ($ in millions)	Federal Deposits	SB 1507 Limit	Annual Debt Service (2.36% Interest) Payment	12-Year Bond Proceeds
Total GARVEE Capacity	$3,796	15%	$569.4	**---**
Existing Debt Service	---	---	($11.4)	**---**
Available Debt Service Capacity	---	---	**$558**	**$5,771**
Proposed SHOPP Debt Service Level				
Federal Funding for the SHOPP **(per 2014 Fund Estimate)**	$2,300	15%	**$338**	**$3,497**

BACKGROUND

Government Code Section 14553.4 states that the Treasurer may not authorize the issuance of additional bonds if annual debt service on all outstanding GARVEE obligations would exceed 15 percent of the total amount of federal transportation funds deposited into the State Highway Account for any consecutive 12-month period within the preceding 24 months.

The Commission has approved the issuance of GARVEE notes twice, once for STIP projects and once for SHOPP projects. On March 10, 2004, the State issued $614,850,000 of GARVEE Bonds (Series 2004A Bonds) for STIP projects. The Series 2004A Bonds were structured with serial maturities from 2005 through 2015. On October 16, 2008, the State issued a second set of GARVEE Bonds (Series 2008A Bonds) $97,635,000 for SHOPP projects. The Series 2008A Bonds are structured with serial maturities from 2009 through 2020.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 25, 2015

Reference No.: 4.11
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of Budgets

Subject: **ANNUAL GARVEE BONDING CAPACITY ANALYSIS BY STATE TREASURER**

SUMMARY:

These analyses are provided to the California Transportation Commission (Commission) to assist in its compliance with the provisions of Senate Bill (SB) 928 (Burton) (Chapter 862, Statutes of 1999) requiring the Commission to prepare, in conjunction with the State Treasurer's Office, an annual analysis of California's bonding capacity for issuing Grant Anticipation Revenue Vehicles (GARVEE) bonds and notes. GARVEE bonds are capital market borrowings repaid by federal transportation funds deposited in the State Highway Account.

These analyses demonstrate that a wide range of circumstances, including policy, revenues, and market factors, can affect the existing capacity for future State GARVEE financings. Therefore, the analyses should be used as a tool for understanding the implications of alternative project applications and the related potential GARVEE bond structures that the Commission may be asked to consider over the coming year.

BACKGROUND:

The State's authority for issuance of GARVEE obligations derives both from federal legislation and from the passage of SB 928 in 1999, which established Government Code Sections 14550 through 14555.9. The bill was sponsored by the State Treasurer's Office to ensure California had the necessary state legislative authority to make use of this new financing tool for accelerating high priority transportation projects. SB 928 became effective January 1, 2000, and was further amended by Assembly Bill (AB) 438 (Chapter 113, Statutes of 2001), AB 3026 (Chapter 438, Statutes of 2002), SB 1098 (Chapter 212, Statutes of 2004), and SB 1507 (Chapter 793, Statutes of 2004.

The California Department of Transportation issued the Series 2004A GARVEE bonds in the amount of $614,850,000 and the Series 2008A GARVEE bonds in the amount of $97,635,000. As of December 31, 2014, approximately $127 million of the total $712.485 million bond principal was outstanding.

Attachments

Analyses of GARVEE Bonding Capacity 2015

Analyses for the
California Transportation Commission
April 2015

State Treasurer John Chiang

Table of Contents

Executive Summary		i
I.	Purpose of Analyses	1
II.	The Series 2008A GARVEE Financing	1
III.	Need for Sensitivity Analyses	2
IV.	Information Sources	2
V.	Summary of Alternative Assumptions	3
VI.	Summary of Results	4
VII.	California Transportation Commission Policy	5
VIII.	Recent Events	6
IX.	Conclusion	6

Attachment A:
Federal Deposits into the State Highway Account

Attachment B:
Detailed Assumptions for Sensitivity Analyses

Attachment C:
Detailed Worksheet for Sensitivity Analyses

Attachment D:
Detailed Summary Tables for Sensitivity Analyses

Executive Summary

These analyses are provided to the California Transportation Commission ("Commission") to assist in its compliance with the provisions of Government Code Sections 14550 through 14555.9 requiring the Commission to prepare, in conjunction with the State Treasurer's Office ("STO"), an annual analysis of California's bonding capacity for issuing Grant Anticipation Revenue Vehicles ("GARVEE") bonds and notes. GARVEE bonds are capital market borrowings which are repaid from federal transportation funds that are deposited into the State Highway Account. The bonding capacity takes into account the current maximum annual debt service of the State of California (California Department of Transportation) Federal Highway Grant Anticipation Bonds ("GARVEE Bonds") Series 2008A ("Series 2008A Bonds").

Legislation was enacted to ensure California had the necessary state legislative authority to make use of this financing tool for accelerating high priority transportation projects. The legislation became effective January 1, 2000, and was further amended by AB 438 (Chapter 113, Statutes of 2001), AB 3026 (Chapter 438, Statutes of 2002), SB 1098 (Chapter 212, Statutes of 2004), and SB 1507 (Chapter 793, Statutes of 2004).

The issuance of additional GARVEE bonds is subject to Government Code Section 14553.4, which states that the State Treasurer may not authorize the issuance of additional bonds if the annual debt service on all outstanding GARVEE obligations would exceed 15 percent of the total amount of federal transportation funds deposited into the State Highway Account in the State Transportation Fund for any consecutive 12-month period within the preceding 24 months. Thus, current and future bonding capacity analyses must take place in the context of this "statutory cap."

There are other factors which also affect bonding capacity, such as maturity structures, interest rates, and policy decisions. Accordingly, these analyses continue the approach of prior analyses by providing "sensitivity analyses" under different scenarios, with varying assumptions for maturity dates and interest rates. This method should continue to assist the Commission in examining and responding to future applications under the context of alternative scenarios.

On March 10, 2004, the State of California ("the State") issued $614,850,000 of GARVEE Bonds Series 2004A ("Series 2004A Bonds") in order to pay a portion of the costs of acquisition of right-of-way and/or construction costs for eight federal-aid State Transportation Improvement Program ("STIP") projects approved by the Commission. The Series 2004A Bonds fully matured on February 1, 2015 and all eight projects were completed. On October 16, 2008, the State issued a second series of GARVEE Bonds, the Series 2008A Bonds, in the amount of $97,635,000. As of April 1, 2015, the Series 2008A Bonds have an outstanding principal balance of $49,315,000. The maximum annual debt service of the outstanding Series 2008A Bonds is $11,393,231.25 in Fiscal Year 2015-16. The Series 2008A Bonds carry underlying ratings of 'A2' from Moody's Investors Service, 'AA' from Standard & Poor's, and 'A+' from Fitch Ratings.

The analyses for 2015 show a bonding capacity ranging from a low of approximately $3.06 billion to a high of approximately $5.77 billion under varying market conditions and amortization periods. The $3.06 billion bonding capacity level results from a 6-year amortization with an assumed interest rate of 2.63 percent under a Market Sensitivity Case scenario, and the $5.77 billion bonding capacity level

results from a 12-year amortization with an assumed interest rate of 2.36 percent under a Base Case scenario.

The 2015 analyses show that the bonding capacity has increased by approximately 10.3 percent for a 6-year final maturity amortization period when compared to the same analyses of 2014, and has increased by approximately 12.7 percent for a 12-year final maturity amortization period when compared to the same analyses of 2014. Primary factors contributing to the increase in bonding capacity from 2014 are: 1) a significant decrease in the total outstanding principal balance and the corresponding maximum annual debt service and 2) a decrease to the assumed weighted average interest rates at the long end of the curve for this year's 12-year amortization analyses. The weighted average interest rates used in the 12-year amortization analyses are 30 basis points lower than the rates used previously. These differences also reflect a flattening of the yield curve in the 6- to 12-year range when compared to last year's analyses.

These analyses demonstrate that a wide range of circumstances, including policy, revenues, and market factors, can affect the existing capacity for future State GARVEE financings. Therefore, the analyses should be used as a tool for understanding the implications of alternative project applications and the related potential GARVEE bond structures that the Commission may be asked to consider over the coming year.

I. Purpose of Analyses

The following analyses are provided to assist the Commission in meeting the requirements of SB 928 (Chapter 862), sponsored by the STO to ensure that the State has the necessary legislative authority to make use of this financing tool for accelerating high priority transportation projects. The analyses relate specifically to the requirements in Section 14553(b) of the Government Code, pursuant to which the Commission and the STO shall annually prepare an analysis of the bonding capacity of federal transportation funds deposited in the State Highway Account in the State Transportation Fund. The analyses have been performed consistent with the GARVEE bonds bonding capacity guidelines provided in Government Code Section 14553.4, whereby the STO may not authorize the issuance of additional GARVEE bonds if the annual debt service on all outstanding GARVEE obligations in any fiscal year would exceed 15 percent of the total amount of federal transportation funds deposited into the State Highway Account in the State Transportation Fund for any consecutive 12-month period within the preceding 24 months.

The following analyses are intended to measure the capacity of the State Highway Account to support future issuance of GARVEE bonds, given:

1. the historical record of federal deposits to the State Highway Account;
2. requirements preceding any issuance of additional bonds under the Master Trust Indenture; and
3. the "statutory cap" on total outstanding GARVEE bonds.

II. The Series 2008A GARVEE Financing

The Series 2008A Bonds are secured by the Master Trust Indenture dated February 1, 2004, as amended and supplemented by a Second Supplemental Indenture dated October 1, 2008, by and among the State Treasurer, the Commission and the Department. The Series 2008A Bonds and all future bonds and obligations issued under the Master Trust Indenture are secured solely by the Trust Estate, as defined in the Master Trust Indenture, which consists solely of federal transportation funds. The primary source of federal transportation funds is the amount appropriated to the State by the federal government pursuant to Federal Aid Authorization, pursuant to Title 23 of the U.S. Code authorizing federal funding of state transportation projects.

The Department entered into a Memorandum of Agreement with the Federal Highway Administration ("FHWA") in anticipation of reimbursement by FHWA for debt service and other bond-related costs associated with the federal-aid projects approved by the FHWA.

The Master Trust Indenture provides for the issuance of additional bonds on parity with each outstanding series of GARVEE Bonds. Any additional parity bonds or other bonds issued on a basis subordinate to the outstanding GARVEE Bonds must comply with the "statutory cap."

The Series 2008A Bonds provided $98,000,000 for the construction of two federal-aid State Highway Operation and Protection Program ("SHOPP") projects approved by the Commission: Placer County – Interstate 80 Pavement Rehabilitation and Nevada and Sierra Counties – Interstate 80 Pavement Rehabilitation. Both projects have been completed.

III. Need for Sensitivity Analyses

There are multiple factors that will influence the State's future capacity to issue GARVEE bonds. These factors include the final maturity, interest rates and the available revenues for the additional bonds test. For this reason, no single bonding capacity analysis is sufficient for purposes of guiding the Commission's evaluation of the potential for future use of GARVEE bonds. In order to facilitate an informed consideration of future applications with structures and terms not yet known to the Commission, we have performed a series of "sensitivity analyses" under alternative scenarios. The final maturity of the bonds and the assumed interest rates are the primary variable factors that are incorporated into our sensitivity analyses.

IV. Information Sources

Pledged Revenues:

In performing these bonding capacity analyses, the STO is using data obtained from the Department regarding deposits into the State Highway Account in the State Transportation Fund from federal transportation funds. The amounts provided by the Department represent federal funds that can be legally pledged under the Master Trust Indenture for payment of the Bonds. The federal transportation funds that are legally available for payment of debt service include those derived from Federal Aid Authorization under Title 23, including apportioned funds (i.e., National Highway System, bridges and the federal surface transportation programs, and amounts available under minimum guarantees) with corresponding Obligation Authority.

Starting with the 2009 bonding capacity report, to be consistent with Section 14553.4 of the Government Code, the total annual federal aid receipts, without exceptions, have been used to calculate the annual GARVEE bonding capacity. This information was provided on a monthly basis over the period of January 2013 through December 2014. See **Attachments A-1 and A-2** for the monthly deposits data and related calculations. The additional bonds test is based on the highest consecutive 12 months of pledged revenue deposits during the prior 24-month period. These historic annual deposits are a known quantity at any given point in time, but are clearly subject to change over time, and must be re-examined at the time of each potential GARVEE bond issuance.

Final Maturities:

The analyses in the report assume that any additional GARVEE bonds issued in 2015 will have final maturities in 2021 and 2027.

Interest Rate Assumptions:

Estimates of potential interest costs under various scenarios were developed by the STO based on the 'A' high-grade municipal bond index published by Municipal Market Data ("MMD"), a widely used industry benchmark. The interest rate assumptions used for the analyses are based on the weighted

average coupon, using a level debt solution for each final maturity (or amortization period), which reflects the structure of the Series 2008A Bonds.

V. Summary of Alternative Assumptions

For the 2015 bonding capacity analyses, we used the MMD 'A' municipal bond index. Since the Series 2008A Bonds carry underlying ratings of 'A2' from Moody's Investors Service, 'AA' from Standard & Poor's, and 'A+' from Fitch Ratings, we have assumed that a new issuance of GARVEE Bonds in the current environment would also carry underlying ratings that are split among the 'A' and 'AA' grades.

The two alternative scenarios for market conditions used in these analyses are as follows:

1. **Base Case:** Interest rates are based on the February 27, 2015 MMD 'A' municipal bond index.
2. **Market Sensitivity Case:** Base Case plus 100 basis points.

Many observers believe that over time interest rates could increase from the current levels. For this reason, and based on the expected short-term maturity structure of the State's current and future GARVEE obligations, a 100 basis point increase in interest rates is used for the market sensitivity analyses.

Two alternatives for the final maturity of the bonds were analyzed for each case. The table below summarizes the range of assumptions for the sensitivity analyses. The different scenarios for each factor combine for a total of four different analyses.

Factors	Range of Assumptions
Final Maturity	Two scenarios: at 6 and 12 years from date of issuance
Assumed Interest Rates	Two scenarios: one at 'A' MMD market rates on February 27, 2015 and one at 100 basis points above the February 27, 2015 'A' MMD market rates

See **Attachment B** for the detailed assumptions used in each sensitivity analysis.

It should also be noted that the current analyses, by necessity, require significant simplification as compared to the myriad of structuring nuances that would be involved in actual bond sales. As a result, certain ambiguities or alternative interpretations could lead to somewhat differing results in practice. One example of a simplification, common to all scenarios, is the assumption that all GARVEE bonds within the capacity of a given scenario would be issued in a single year and not staggered over multiple years, as typically would be expected in a bonding program of significant magnitude.

If, instead, such bonds were staggered and this financing structure was assumed to have a fixed "end date" represented by the assumed final maturity used in each scenario, each resulting measure of maximum bonding capacity would have to be adjusted downward. This would be necessary because the GARVEE bonds issued in subsequent years would have a shorter period during which to amortize

principal before the fixed end date. This would increase the annual debt service necessary for a given par amount of bonds, causing a reduction in total bonding capacity, assuming a fixed amount of annual revenues for each scenario.

Alternatively, this simplification would not have this constraint on capacity if future financings were assumed to be structured on a "rolling maturity" basis; that is, with each GARVEE bond issued in subsequent years within each scenario having exactly the same underlying terms, such as total years to maturity and interest rate, regardless of the timing of any future bond issuance. This latter simplification would also assume a fixed amount of annual revenues for each scenario.

This discussion is offered as an example, which is by no means exhaustive, of the implications of the necessary simplifications involved in any analysis of bonding capacity given current uncertainty about the actual conditions that will exist at the time of any future issuance of GARVEE bonds or obligations. Therefore, care should be exercised in using these analyses to avoid erroneous interpretations or conclusions.

VI. Summary of Results

A flatter yield curve compared to last year in which the weighted average interest rates at the long end of the curve are lower than a year ago, coupled with significant decreases in the total outstanding principal balance and maximum annual debt service since last year, resulted in a higher bonding capacity in 2015 than last year. As of February 27, 2015, the weighted average interest rate for 'A' rated bonds with a 6-year final maturity was 1.63 percent (an increase of 0.12 percent compared to last year's level) and for 'A' rated bonds with a 12-year final maturity was 2.36 percent (a decrease of 0.30 percent compared to last year's level). The variation between maturities is attributable to a flatter MMD yield curve in the 6- to 12-year range compared to last year's MMD yield curve. Also, due to the significant increase of federal receipts beginning in calendar year 2011, these analyses continue to indicate a much higher bonding capacity than in the years prior to the federal receipts increases. The Department projects that the annual federal receipts will remain at the elevated $3.4 billion level in calendar years 2015 and 2016.

The analyses show that a bond issuance with a 6-year maturity corresponds to a bonding capacity ranging from approximately $3.06 billion (Market Sensitivity Case) to approximately $3.16 billion (Base Case). These levels represent an increase of approximately $285.42 million and $294.98 million, respectively, compared to 2014, or an increase of approximately 10.3 percent for a 6-year maturity compared to last year's levels.

The Commission policy established 12 years as the maximum maturity for GARVEE bonds. If future bond issues are structured with a 12-year amortization period consistent with the current Commission policy and at current interest rate levels, the remaining capacity for issuance of GARVEE bonds would be from approximately $5.44 billion (Market Sensitivity Case) to approximately $5.77 billion (Base Case). These levels represent an increase of approximately $613.99 million and $654.54 million, respectively, compared to 2014, or an increase of approximately 12.7 percent for a 12-year maturity compared to last year's levels.

Under the current analyses, a longer amortization period would increase the additional bonding capacity. If the Commission policy changes to allow a longer maximum maturity, the bonding capacity would change accordingly.

The following table summarizes key results of our analyses based on the actual federal aid receipts deposited into the State Highway Account in 2014. Detailed worksheets supporting the results can be found in **Attachments C, D-1, and D-2**.

Summary of Results for GARVEE Bonding Capacity Sensitivity Analyses		
Final Maturity Amortization Period	**Base Case February 27, 2015 'A' MMD Scale**	**Market Sensitivity Case Base Case plus 100 Basis Points**
6 years	$3.17 billion	$3.06 billion
12 years	$5.77 billion	$5.44 billion

VII. California Transportation Commission Policy

The Commission adopted a GARVEE policy in December 2003. This policy extends through the next Federal Transportation Reauthorization Act. The current transportation reauthorization act has been extended through May 31, 2015.

The policy, contained in Commission Resolution No. G-03-21, is as follows:

- Debt Limit. The Commission limits annual GARVEE debt service to 15 percent of qualifying federal revenues. This limit will be calculated on the basis described in Section 14553.4 of the Government Code (i.e., 15 percent of the total amount of federal transportation funds deposited in the State Highway Account for any consecutive 12-month period within the preceding 24 months). In 2004, SB 1507 amended the statutory cap from a 30 percent limit to a 15 percent limit, which aligned it with the Commission's policy.

- Term. Each bond is structured for debt service payments over a term of no more than 12 years.

- Project Selection. The Commission selects projects for accelerated construction through the use of GARVEE bonding. The selection will be made through the programming process for the STIP and the SHOPP. The Commission will select projects that are major improvements to corridors and gateways for interregional travel and goods movement. Major improvements include projects that increase capacity, reduce travel time, or provide long-life rehabilitation of key bridges or roadways.

VIII. Recent Events

The Department does not anticipate any new GARVEE bond issuance in the near future.

IX. Conclusion

As the above analyses show, the ultimate capacity existing for the State's future GARVEE financings will depend on a wide range of circumstances over time, including market conditions, maturity structures, revenues, and other factors that may be considered by the Commission.

We are hopeful that these analyses will be useful in considering the structuring options that are available for GARVEE financings, in addition to meeting the immediate goal of assisting the Commission in preparing its annual report.

ATTACHMENT A-1

FEDERAL DEPOSITS INTO THE STATE HIGHWAY ACCOUNT

Cumulative 12-Month Federal Deposits into the State Highway Account Over 24-Month Period, ending December 31, 2014

Period Covered	12-Month Total Revenues Deposited	
Jan 13 - Dec 13	**$3,687,684,103.76**	
Feb 13 - Jan 14	**$3,738,829,061.11**	
Mar 13 - Feb 14	**$3,795,961,650.23**	**Highest 12-Month Total**
Apr 13 - Mar 14	**$3,762,163,201.85**	
May 13 - Apr 14	**$3,758,236,404.79**	
Jun 13 - May 14	**$3,781,030,401.48**	
Jul 13 - Jun 14	**$3,716,125,793.45**	
Aug 13 - Jul 14	**$3,709,642,384.79**	
Sep 13 - Aug 14	**$3,721,902,147.35**	
Oct 13 - Sep 14	**$3,669,954,838.84**	
Nov 13 - Oct 14	**$3,569,659,641.55**	
Dec 13 - Nov 14	**$3,556,749,575.78**	
Jan 14 - Dec 14	**$3,468,062,693.10**	**Lowest 12-Month Total**
	$3,687,384,761.39	**Average 12-Month Total**

Source: California Department of Transportation

ATTACHMENT A - 2

FEDERAL DEPOSITS INTO THE STATE HIGHWAY ACCOUNT

	Monthly Deposits of Legally Pledged Federal Transportation Fund				
	2010	2011	2012	2013	2014
Month	**Deposit Amount**	**Deposit Amount**	**Deposit Amount**	**Deposit Amount**	**Deposit Amount**
January	$234,302,379.53	$389,063,404.04	$289,148,449.88	$266,012,158.70	$317,157,116.05
February	$130,134,373.39	$155,558,369.65	$213,989,165.30	$200,005,121.39	$257,137,710.51
March	$213,127,122.15	$236,920,034.82	$438,321,351.25	$278,582,563.78	$244,784,115.40
April	$172,566,406.90	$185,631,604.91	$231,244,325.22	$340,139,440.60	$336,212,643.54
May	$130,817,619.08	$399,251,077.85	$312,928,985.45	$270,273,817.64	$293,067,814.33
June	$300,743,391.19	$303,302,807.89	$269,369,114.62	$285,289,981.72	$220,385,373.69
July	$273,125,617.57	$183,338,941.67	$450,815,965.63	$362,969,334.38	$356,485,925.72
August	$263,609,660.26	$582,687,851.42	$403,368,240.18	$296,088,386.72	$308,348,149.28
September	$314,225,529.17	$315,712,808.68	$406,397,077.43	$368,002,029.29	$316,054,720.78
October	$195,447,409.45	$414,379,161.36	$398,397,382.31	$480,449,043.79	$380,153,846.50
November	$242,323,185.78	$456,066,414.04	$284,658,403.31	$256,150,740.49	$243,240,674.72
December	$323,798,884.94	$251,221,938.27	$222,659,793.42	$283,721,485.26	$195,034,602.58
TOTAL	$2,794,221,579.41	$3,873,134,414.60	$3,921,298,254.00	$3,687,684,103.76	$3,468,062,693.10
Monthly Average	$232,851,798.28	$322,761,201.22	$326,774,854.50	$307,307,008.65	$289,005,224.43

Source: California Department of Transportation.

ATTACHMENT B

DETAILED ASSUMPTIONS
FOR SENSITIVITY ANALYSES

Summary of Assumptions for GARVEE Bonding Capacity Sensitivity Analyses			
Base Case – Current Market Conditions			
	Factors	Assumptions	**Comments**
	Final Maturity	6 and 12 years	Analyses run at each final maturity listed at left.
	Interest Rates	1.63% and 2.36%	Rates indicated relate to each respective final maturity above; listed rates represent the weighted average coupon for a bond issue sizing with level annual debt service.
	Annual Revenues	$3,795,961,650.23	The Treasurer may not authorize the issuance of the bonds if the annual debt service on all outstanding GARVEE obligations would exceed 15 percent of the State's historical annual deposits in the State Highway Account from federal funding.

Market Sensitivity Case – Alternative Market Conditions			
	Factors	Assumptions	**Comments**
	Final Maturity	6 and 12 years	Analyses run at each final maturity listed at left.
	Interest Rates	2.63% and 3.36%	Rates indicated relate to each respective final maturity above; listed rates represent the weighted average coupon for a bond issue sizing with level annual debt service.
	Annual Revenues	$3,795,961,650.23	The Treasurer may not authorize the issuance of the bonds if the annual debt service on all outstanding GARVEE obligations would exceed 15 percent of the State's historical annual deposits in the State Highway Account from federal funding.

ATTACHMENT C

DETAILED WORKSHEET
FOR SENSITIVITY ANALYSES

OVERVIEW OF GARVEE BONDING CAPACITY ANALYSES

The bond test requires that the annual payment obligations of all outstanding notes in any fiscal year do not exceed 15 percent of the total amount of Federal Transportation Funds deposited into the State Highway Account for the highest consecutive 12-month period within the preceding 24 months. The maximum Annual Debt Service on the outstanding Bonds has been subtracted from the highest 12 consecutive months of deposits during the preceding 24 months in order to calculate the remaining Additional Debt Capacity.

	(Dollars in Thousands)
Base Case	
Maximum Par Amount of Bonding Capacity	$3,164,682
Interest rate	1.63%
Maximum Assumed Annual Debt Service *	$558,001
Term of Bond Issue	**6**
Market Sensitivity	
Maximum Par Amount of Bonding Capacity	$3,059,910
Interest rate	2.63%
Maximum Assumed Annual Debt Service *	$558,001
Term of Bond Issue	**6**
Base Case	
Maximum Par Amount of Bonding Capacity	$5,771,028
Interest rate	2.36%
Maximum Assumed Annual Debt Service *	$558,001
Term of Bond Issue	**12**
Market Sensitivity	
Maximum Par Amount of Bonding Capacity	$5,435,351
Interest rate	3.36%
Maximum Assumed Annual Debt Service *	$558,001
Term of Bond Issue	**12**

*15% of legally-pledged Federal Transportation Funds deposited into the State Highway Account less maximum annual debt service for the Series 2008A Bonds.

(white / non-shaded)	= Base Case Scenarios based on February 27, 2015 'A' MMD Scale
(yellow / shaded)	= Market Sensitivity Case Scenarios based on February 27, 2015 'A' MMD Scale Plus 100 Basis Points

ATTACHMENT D-1

DETAILED SUMMARY TABLES
FOR SENSITIVITY ANALYSES

GARVEE BONDING CAPACITY

Base Case

Highest 12-Month Revenue ($ in 000's)	**$3,795,962**
Debt Service Test (15% of Revenue)	**$569,394**
Less: Existing Maximum Annual Series 2008A D/S	**-$11,393**
Remaining Maximum Annual Debt Service Capacity	**$558,001**

(Dollars in Thousands)

	6 Years	12 Years
Assumed Date of Issuance	2015	2015
Assumed Final Maturity	2021	2027
Assumed Interest Rate[1]	1.63%	2.36%
Par Capacity	**$3,164,682**	**$5,771,028**
Annual Debt Service Required	$558,001	$558,001

[1] The assumed interest rates are based on the February 27, 2015 'A' MMD bond scale. The rates used are the weighted average coupon for a level debt service bond sizing based upon the final maturity in each scenario.

ATTACHMENT D-2

DETAILED SUMMARY TABLES
FOR SENSITIVITY ANALYSES

GARVEE BONDING CAPACITY

Market Sensitivity Case

Highest 12-Month Revenue ($ in 000's)	**$3,795,962**
Debt Service Test (15% of Revenue)	**$569,394**
Less: Existing Maximum Annual Series 2008A D/S	**-$11,393**
Remaining Maximum Annual Debt Service Capacity	**$558,001**

(Dollars in Thousands)

	6 Years	12 Years
Assumed Year of Issuance	2015	2015
Assumed Final Maturity	2021	2027
Assumed Interest Rate[1]	2.63%	3.36%
Par Capacity	**$3,059,910**	**$5,435,351**
Annual Debt Service Required	$558,001	$558,001

[1] The assumed interest rates are based on the February 27, 2015 'A' MMD bond scale (increased by 100 basis points (1%) for market fluctuations). The rates used are the weighted average coupon for a level debt service bond sizing based upon the final maturity in each scenario.

Tab 21

4.15

UPDATE – DOYLE DRIVE (PRESIDIO PARKWAY)

A VERBAL PRESENTATION ON THIS ITEM
WILL BE MADE AT THE JUNE 25, 2015
CALIFORNIA TRANSPORTATION COMMISSION MEETING

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 22

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 25, 2015

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:

- $4,450,000 for five emergency construction projects, pursuant to the authority granted under Resolution G-11 *(2.5f.(1))*.
- $21,743,000 for five safety projects, pursuant to the authority granted under Resolution G-03-10 *(2.5f.(3))*.
- $400,000 for one State Highway Operation and Protection Program (SHOPP) Minor A project, pursuant to the authority granted under Resolution G-05-05 *(2.5f.(4))*.

As of May 11, 2015, the Department has allocated or sub-allocated the following for Fiscal Year 2014-15:

- $81,735,000 for 75 emergency construction projects.
- $57,378,000 for 33 safety delegated projects.
- $30,251,000 for 45 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 $500,000 Contra Costa 04-CC-80 8.7	In Pinole, at 0.2 mile east of Pinole Valley Road on the eastbound on-ramp. During heavy rains in December 2014, a washout occurred at this location that has begun to undermine the roadway. The original project repair identified in January 2015 had to be modified with the discovery of conflicting drainage systems and utilities. The new repair strategy calls for reconstruction of the embankment slope with lightweight cellular concrete, limited rock slope protection, and a new drainage system. This project is needed to prevent and mitigate the loss of roadway and risk to the traveling public. Initial G-11 Allocation 04/29/15: $500,000	04-1489H SHOPP/14-15 0415000273 4 4J1604 Emergency	2013-14 302-0042 SHA 20.20.201.130	$500,000
2 $1,800,000 San Mateo 04-SM-101 9.3/9.9	In Belmont, from Sem Lane to 0.4 mile north of Ralston Avenue. During the rains of February 8, 2015, two flap gates failed and allowed the incoming tide to wash debris into drainage pipe outlets, causing them to clog. The blockage contributed to storm water backing onto the freeway and flooding a nearby trailer park. Repairs are needed to prevent further damage to private property and roadway flooding during future storms and tidal events. This project removes debris, lines one drainage pipe, installs two utility openings for access, and replaces tide gates. Initial G-11 Allocation 04/21/15: $1,800,000 (Additional $10,000 was allocated for right of way purposes).	04-1489D SHOPP/14-15 0415000249 4 4J0504 Emergency	2013-14 302-0042 SHA 20.20.201.130	$1,800,000
3 $1,100,000 Sonoma 04-Son-101 R42.3	Near Geyserville, at 1.1 miles south of Canyon Road. During the heavy rains in December 2014, the median shoulder became saturated from runoff and began to show signs of a slip-out. Further storms of February 8 and 9 2015 enlarged the damage. Immediate repairs are necessary to prevent complete slope failure undermining the southbound roadway as well as sliding onto northbound traffic lanes. This project installs a rock slope protection buttress, with soil cover to resolve the slip-out. Initial G-11 Allocation 04/21/15: $1,100,000	04-1489E SHOPP/14-15 0415000243 4 4J0104 Emergency	2013-14 302-0042 SHA 20.20.201.130	$1,100,000
4 $750,000 Los Angeles 07-LA-710 21.3	In Bell, south of S. Atlantic Boulevard. On April 26, 2015 an incident involving a tanker truck resulted in a large spill and fire that damaged multiple roadway lanes. It was determined that the roadway pavement requires repair or replacement prior to opening to traffic. The blaze also damaged an adjacent sign structure, barrier wall, fencing, and landscaping. Abatement is being sought. Repair work is needed to prevent additional closure or disruption. The project will replace compromised pavement and repair roadside facilitates. Initial G-11 Allocation 05/01/15: $750,000	07-4764 SHOPP/14-15 0715000294 4 4X4404 Emergency	2013-14 302-0042 SHA 20.20.201.130	$750,000
5 $300,000 Ventura 07-Ven-118 R1.1	In the city of Ventura, south of W. Telephone Road. Maintenance staff discovered a sinkhole in the travel way requiring closure of the inside lane to ensure traveler safety. An assessment of the site found a large void under the roadway caused by a failed culvert pipe. The project will repair the damaged culvert and replace the pavement to reopen all lanes to traffic. Initial G-11 Allocation 04/20/15: $300,000	07-4763 SHOPP/14-15 0715000279 4 4X4304 Emergency	2013-14 302-0042 SHA 20.20.201.130	$300,000

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
2.5f.(3) Informational Report – SHOPP Safety-Resolution G-03-10 Delegated Allocations *(2.5f.(3))*				
1 $10,112,000 Placer 03-Pla-193 4.4/5.5	Near Lincoln, from 0.1 mile west to 1.0 mile east of Clark Tunnel Road. Outcome/Output: Improve curve and widen shoulders to make standard, improve safety and reduce the number of collisions. Preliminary Engineering / Programmed / Expended PA&ED $1,400,000 $1,676,709 PS&E $1,641,000 $2,584,736 R/W Supp $743,000 $680,161 (Construction Support: $2,315,000) Allocation date: 04/21/15	03-5580 SHOPP/14-15 $8,500,000 0300000725 4 4E8604	2013-14 302-0042 SHA 302-0890 FTF 20.20.201.010	$202,000 $9,910,000
2 $5,830,000 Santa Cruz 05-SCr-129 9.5/10.0	Near Chittenden, from 0.4 mile west to 0.1 mile east of Chittenden Underpass. Outcome/Output. Realign roadway to increase curve radius and sight distance, improve safety and reduce the number of collisions. Preliminary Engineering / Programmed / Expended PA&ED $924,000 $777,012 PS&E $1,808,000 $1,392,004 R/W Supp $175,000 $89,227 (Construction Support: $2,045,000) Allocation date: 04/23/15	05-2285 SHOPP/14-15 $11,790,000 0500000857 4 0T5404	2013-14 302-0042 SHA 302-0890 FTF 20.20.201.010	$117,000 $5,713,000
3 $2,722,000 Fresno 06-Fre-168 T29.0/T29.4	Near Prather, from 1.2 miles west of Auberry Road to 0.8 mile west of Auberry Road. Outcome/Output: Realign roadway to increase curve radius and improve sight distance, and to improve safety and reduce the number of collisions. Preliminary Engineering / Programmed / Expended PA&ED $456,000 $563,925 PS&E $888,000 $979,429 R/W Supp $182,000 $283,860 (Construction Support: $594,000) Allocation date: 05/11/15	06-6502 SHOPP/14-15 $2,510,000 0600000353 4 0M0504	2013-14 302-0042 SHA 302-0890 FTF 20.20.201.010	$54,000 $2,668,000
4 $2,069,000 Kings 06-Kin-198 8.8/R10.6	In and near Lemoore, from Route 41 to 18th Avenue. Outcome/Output: Install concrete median barrier to improve safety and reduce the number of collisions. Preliminary Engineering / Programmed / Expended PA&ED $224,000 $488,725 PS&E $433,000 $367,587 R/W Supp $13,000 $3,424 (Construction Support: $335,000) Allocation date: 05/04/15	06-6622 SHOPP/14-15 $3,289,000 0600020552 4 0N1804	2013-14 302-0042 SHA 302-0890 FTF 20.20.201.010	$41,000 $2,028,000

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
2.5f.(3) Informational Report – SHOPP Safety-Resolution G-03-10 Delegated Allocations *(2.5f.(3))*				
5 $1,010,000 Orange 12-Ora-57 20.7/21.2	In Brea, from Lambert Road southbound on-ramp to 0.2 mile north of Lambert Road. Outcome/Output: Widen on-ramp shoulder and overlay off-ramp with high friction surface treatment to improve safety and reduce the number of collisions. Preliminary Engineering / Programmed / Expended PA&ED $185,000 $205,453 PS&E $550,000 $495,653 R/W Supp $15,000 $3,277 (Construction Support: $415,000) Allocation date: 05/07/15	12-3848A SHOPP/14-15 $1,010,000 1213000125 4 0N1404	2013-14 302-0042 SHA 302-0890 FTF 20.20.201.010	$18,000 $992,000

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	10	Cal	12	9.8/10.1	Widen and restripe roadway and bike lanes and construct left-turn pocket on Routes 12 and 26. Financial Contribution Only (FCO)	0Y5204	201.310	$400,000	$400,000

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

Tab 23

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 25, 2015

Reference No.: 3.3
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce Roberts, Chief
Division of Rail and
Mass Transportation

Subject: **FISCAL YEAR 2014-15 THIRD QUARTER PROPOSITION 1A HIGH SPEED PASSENGER TRAIN BOND PROGRAM REPORT**

Attached is the California Department of Transportation's Fiscal Year 2014-15 Second Quarter Proposition 1A High Speed Passenger Train Bond Program Report.

Attachment

CALIFORNIA DEPARTMENT OF TRANSPORTATION

Fiscal Year 2014–15 3rd Quarter Report

High-Speed Passenger Train Bond Program

Quarterly Report to the

California Transportation Commission

High-Speed Passenger Train Bond Program
Progress Report

SUMMARY:

In 2008, voters approved Proposition 1A Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century. Under appropriation by the California State Legislature (Legislature), the California Transportation Commission (Commission) is required to allocate funds for capital improvements to the intercity rail lines, commuter rail lines, and urban rail systems that provide direct connectivity to the high-speed train system and its facilities. As set forth in the Streets and Highways Code Section 2704.095, the Commission was required to program and allocate the net proceeds received from the sale of $950 million in bonds authorized under Proposition 1A for the High-Speed Passenger Train Bond Program (Proposition 1A).

The Proposition 1A program is identified under two sub-programs: the Intercity Rail Program and the Urban and Commuter Rail Program.

This report covers the third quarter of the State Fiscal Year 2014–15 for Proposition 1A. There are 15 projects with a total value of $795.850 million in Proposition 1A funds that have been approved for funding by the Commission for this program. This report contains a summary of 15 projects (see Tables 1-3). Currently, there are 13 projects in Construction, 1 project in both Design and Construction phase, and 1 project in Project Approval and Environmental Documentation phase.

INTERCITY RAIL FORMULA PROGRAM:

Under the Intercity Rail Formula Program, the Commission was required to program in each of the intercity rail corridors a minimum of $47.5 million in eligible projects. The California Department of Transportation (Caltrans), in coordination with the public agencies and the passenger rail operators on the intercity rail lines, shall present to the Commission the list of projects for the formula portion up to the minimum allowed per corridor. The Commission reviewed the list of projects that were eligible under the formula program and adopted those projects that met the requirements.

The following is the status of the formula program projects. See Table 1 (attached) for specific project information.

Project No. 1

Positive Train Control, Moorpark to San Onofre (Pacific Surfliner): The implementing agency is the Southern California Regional Rail Authority who has received $46.550 million for Construction phase. Project consists of implementing all aspects of positive train control technology along the Pacific Surfliner Corridor between Moorpark and San Onofre. The Project is on budget; but there have been several delays. However, the project is on schedule to meet the federal mandate to have Positive Train Control fully implemented by December 31, 2015.

INTERCITY RAIL COMPETITIVE PROGRAM:

Under the Intercity Rail Competitive Program, the Commission was required to program up to an additional $47.5 million in projects to any of the three intercity rail corridors. Caltrans, in coordination with the public agencies and the passenger rail operators on the intercity rail lines, were required to select projects within each of the three corridors for the remaining twenty-five percent and present them to the Commission for approval. The Commission gave priority to those projects selected in the following order:

- Projects that provided direct connectivity to the high-speed train system.
- Projects that were eligible for or had committed federal funds.
- Projects that promoted increased ridership, increased on-time-performance and decreased running times.

The following is the status of the competitive program projects. See Table 2 (attached) for specific project information.

Project No. 2

Positive Train Control, San Onofre to San Diego: The implementing agency is the North San Diego County Transit District which has received $24.010 million for Construction phase. The Project consists of implementing all aspects of positive train control technology along the Pacific Surfliner Corridor between San Onofre and San Diego. All Proposition 1A Intercity Rail appropriated funding has been allocated. The Project is behind schedule 18 months. The local agency is working diligently to reduce the amount of months they are behind schedule and will have a better projection of the completion date by the end of June 2015.

Project No. 3

Positive Train Control, Los Angeles to Fullerton Triple Track: The Implementing agency is Caltrans which has received $2.940 million for the Construction phase. Project includes the installation of positive train control components, the scope of which includes, but is not limited to, the installation of links between key transmission stations and control points along the BNSF Railway Company right-of-way; the installation of signal bungalows; and the installation of critical locomotive and cab car on-board equipment. Work remaining includes installation of fiber optics for the positive train control, which will coincide with construction of Segment 8 of the Triple Track project. The project completion date has been delayed due to skilled labor work force required to install the fiber optic line was diverted for emergency work on the BNSF Needles Subdivision due to a casualty flash flood wash-out of both main tracks at various bridge and locations in Southern California. On March 26, 2015, the Commission approved the request to extend the LA to Fullerton Triple Track PTC project completion period. The revised completion date is now December 2015.

Project No. 4

San Joaquin Corridor, Merced to Le Grand Segment 1: The implementing agency is Caltrans which has received $40.750 million for the Construction phase. The project consists of capital improvements to the Merced to LeGrand Double Track, Segment 1, between Milepost 1041.99 and Milepost 1050.4. Capital improvements include construction of 8.41 miles of track; modification and upgrade to signal and track components (including at 5 public at-grade road crossings); and engineering/civil work. Work to date consists primarily of the purchase and associated costs of track and signal material acquisition and signal engineering, as well as civil construction that began in May 2015. The Project is on schedule with no anticipated delays.

URBAN AND COMMUTER RAIL PROGRAM:

Under this program, $760 million was divided among ten eligible recipients using a formula distribution that incorporated track miles, vehicle miles and passenger trips. The funding share totals identified for each eligible agency shall be determined using the distribution factors gathered from the most current available data in the National Transit Database, Federal Transit Administration. The Commission accepted from each eligible agency their priority list of projects up to their targeted amounts. Each project had to meet the criteria set forth in Section 2704.095 (c) through (j) of the Streets and Highway Code. The Commission took the following factors under consideration:

- Gave priority to those projects that provide direct connectivity to the high-speed train system.
- Required that the matching funds used by the eligible agencies were non-state funds. Non-state funds were defined as local, private and federal funds, as well as those State funds not under the Commission's purview.

The following is a brief status of projects for the urban and commuter rail program. See Table 3 (attached) for specific project information.

Project No. 5

Sacramento Intermodal Facility High-Speed: The implementing agency is the Sacramento Regional Transit District (SacRT) which has received $1.752 million for Project Approval and Environmental Documentation phase. The Project consists of improvements to the existing regional transit facility and surrounding components to provide connectivity to high-speed rail. An additional $23.471 million remains programmed for future use on this project. The expected completion date for environmental clearance is no later than December 2015. There is a slight delay in completing of the environmental document. The agency anticipates completing CEQA clearance by March 2016.

Project No. 6

Caltrain Advanced Signal System (CBOSS/PTC): The implementing agency is the Peninsula Corridor Joint Powers Board which has received $105.445 million for both the Design and the Construction phase. The Project consists of installing positive train control technology along the Caltrain corridor. All Proposition 1A appropriated funding has been allocated and expended and project completion is on schedule with no anticipated delays.

Project No. 7

Central Subway: Implementing agency is the San Francisco Municipal Transportation Agency which has received $61.308 million for the Construction phase. The Project consists of construction of 5.2 mile extension of T-Third light rail from the Caltrain terminus area to south of Union Square and Chinatown. All Proposition 1A appropriated funding has been allocated expended. Project completion is on schedule with no anticipated delays to report at this time.

Project No. 8

Milbrae Station Track Improvement and Car Purchase: The implementing agency is the San Francisco Bay Area Rapid Transit District (BART) which has received $140 million for Construction phase. The Project consists of purchasing 46 new rail cars and lengthens all three of BART's rail storage tracks immediately south of the Mibrae station. All Proposition 1A appropriated funding has been allocated and the overall project is on schedule; however, there is a three month delay on the purchase and delivery of the pilot cars.

Project No. 9

Metrolink Positive Train Control: The implementing agency is the Southern California Regional Rail Authority who has received $35 million for the Construction phase. The Project consists of installing predictive collision avoidance technology throughout the Metrolink system. All Proposition 1A appropriated funding has been allocated. The Project is currently in the testing phase of all installed technology and equipment. Contractor testing and FRA certification anticipated by mid-2016. Uncertainty concerning Federal Communications Commission approval of dedicated radio bandwidth for PTC communications continues.

Project No. 10

Regional Connector Transit Corridor: The implementing agency is the Los Angeles County Metropolitan Transportation Authority which has received $114.874 million for the Construction phase. The Project consists of construction of a two-mile extension that will connect the Metro light rail system to high speed rail through downtown including construction of three new underground light rail stations. The Project is on schedule and within budget. No anticipated delays to report at this time.

Project No. 11

Metrolink High-Speed Rail Readiness Program: The implementing agency is the Southern California Regional Rail Authority which has received $68.5 million for the Construction phase. The project consists of acquisition of 20 high powered Tier 4 locomotives. An additional $20.207 million remains programmed and will be used for the Locomotive Rehabilitation project. Fabrication of the first locomotive carbody has been completed and has been shipped from Valencia, Spain to the Electro-Motive Diesel assembly facility in Muncie, Indiana. The Project is on schedule with no anticipated delays.

Project No. 12

Stockton Passenger Track Extension: The implementing agency is the San Joaquin Regional Rail Commission which had previously received $10.974 million for Construction phase. The Project consists of construction of 2.57 mile extension, dedicated passenger rail track north of downtown Stockton interlocking between the Union Pacific and the Burlington Northern/Santa Fe Railroad. The agency has reported that they will not be able to meet the contract award deadline and has since requested that the remaining non-awarded balance be de-allocated. The Commission approved the de-allocation of $10.579 million at the October 2014 agenda meeting. The agency has yet to submit a request for re-allocation of funds.

Project No. 13

Blue Line Light Rail Improvements: The implementing agency is the San Diego Association of Governments which has received $57.855 million for Construction phase. The project consists of improvements to existing infrastructure on the Blue Line Trolley including replacing worn out rails and tracks; replace/rehabilitate switches and signaling and reconstruction of existing platforms to accommodate low-floor vehicles. All Proposition 1A appropriated funding has been allocated and the project is within budget and on schedule with no anticipated delays. A total of 9 of 12 LRT stations have been completed and approximately 70 percent of the rail has been replaced. Construction is expected to be complete by mid-August 2015. No anticipated delays to report at this time.

Project No. 14

North San Diego County Transit District, Positive Train Control: The implementing agency is the North County Transit District which has received $17.833 million for the Construction phase. The Project consists of implementing all aspects of positive train control technology along the LOSSAN rail corridor. All Proposition 1A appropriated funding has been allocated. The Project has experienced several delays. The Project is behind schedule 18 months. The local agency is working diligently to reduce the amount of months they are behind schedule and will have a better projection of the completion date by the end of June 2015.

Project No. 15

Maintenance Shop and Yard Improvements: The implementing agency is BART, which has received $78.639 million for the Construction phase. The Project consists of expanding the existing Main Shop to support back shop double-ended operation, constructing a new Component Repair Shop, retrofitting the Maintenance and Engineering storage yard, constructing new trackwork, retaining walls, and soundwalls that will serve to connect the Hayward Maintenance Complex to the existing mainline BART tracks. All Proposition 1A appropriated funds have been allocated. However, BART was unable to award a 3rd party contract within the 6 month deadline and recently requested a four month time extension at the March Commission meeting. Contract award is expected by August 2015.

LETTERS OF NO PREJUDICE:

The Letters of No Prejudice (LONP) Guidelines were approved in September 2010 under Resolution LONP1A-G-1011-01. There were 3 projects that were approved for a LONP; all 3 of these projects have since been funded.

BACKGROUND:

On November 4, 2008, the voters approved the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, authorized by the Commission upon appropriation by the Legislature to allocate funds for the capital improvements to intercity, commuter, and urban rail lines that provide direct connectivity to the high-speed train system and its facilities, or that are part of the construction of the high-speed train system.

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 15 projects shown in the tables in this report.

Table 1

Intercity Rail Formula Program

Project No.	CO	Agency	Project Name	END PA&ED	END PS&E	END R/W	END CON	Funding Phase	% of Phase Completed	Programmed Amount *(millions)*	Funding Allocated *(millions)*	Prop 1A Expenditures *(millions)*	Allocation Date	Contract Award Date	Scope	Budget	Schedule
1	Various	SCRRA	Positive Train Control, Moorpark to San Onofre				Dec-15	CON	83%	$46,550	$46,550	$27,011	Jan-11	Oct-10	▲	▲	♦
									TOTAL OPEN PROJECTS:	**$46,550**	**$46,550**	**$27,011**					

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**

Table 2

Intercity Rail Competitive Program

Project No.	CO	Agency	Project Name	END PA&ED	END PS&E	END R/W	END CON	Funding Phase	% of Phase Completed	Programmed Amount *(millions)*	Funding Allocated *(millions)*	Prop 1A Expenditures *(millions)*	Allocation Date	Contract Award Date	Scope	Budget	Schedule
2	SD	NCTD	Positive Train Control, San Onofre to San Diego				Dec-15	CON	70%	$24,010	$24,010	$17,295	Jan-11	Aug-11	▲	♦	♦
3	LA	DRMT	Positive Train Control, LA to Fullerton Triple Track				June-15	CON	68%	$2,940	$2,940	$2,100	Nov-11	Dec-11	▲	▲	♦
4	SJ	DRMT	San Joaquin Corridor, Merced to Le Grand Seg 1				Oct-16	CON	1%	$40,750	$40,750	$4,713	May-13	Nov-13	▲	▲	▲
									TOTAL OPEN PROJECTS:	$67,700	$67,700	$24,108					

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**

Table 3

Urban and Commuter Rail Program

Project No.	CO	Agency	Project Name	END PA&ED	END PS&E	END R/W	END CON	Funding Phase	% of Phase Completed	Programmed Amount *(millions)*	Funding Allocated *(millions)*	Prop 1A Expenditures *(millions)*	Allocation Date	Contract Award Date	Scope	Budget	Schedule
5	SAC	SacRT	Sacramento Intermodal Facility High-Speed	June -16				PA&ED	7.64%	$25,223	$1,752	$182	Oct-13	N/A	▲	▲	♦
6	Various	PCJPB	Caltrain Advanced Signal System (CBOSS/PTC)		June -15		Aug-16	PS&E/CON	65.2%	$105,445	$105,445	$31,839	May-13	Aug-13	▲	▲	▲
7	SF	MUNI	Central Subway				Oct-15	CON	100%	$61,308	$61,308	$61,308	Sept-12	Oct-12	▲	▲	▲
8	SF	BART	Milbrae Station Track Improvements and Car Purchase				Jan-17	CON	45.8%	$140,000	$140,000	$64,873	Oct-13	Jan-14	▲	▲	♦
9	Various	SCRRA	Metrolink Positive Train Control				June-15	CON	81.0%	$35,000	$35,000	$22,700	Aug-11	Oct-10	▲	▲	▲
10	LA	LACMTA	Regional Connector Transit Corridor				May-17	CON	9.40%	$114,874	$114,874	$103,386	May-13	May-14	▲	▲	▲
11	Various	SCRRA	Metrolink High-Speed Rail Readiness Program				May-17	CON	35.0%	$68,500	$68,500	$8,288	Aug-12	May-13	▲	▲	▲
12	SJ	SJRRC	Stockton Passenger Track Extension				Pending	CON	3.0%	$10,974	$394	$117	Oct-12	Pending	▲	▲	♦
13	SD	SANDAG	Blue Line Light Rail Improvements				May-16	CON	60%	$57,855	$57,855	$55,632	Aug-12	May-13	▲	▲	▲
14	SD	NCTD	Positive Train Control				Dec-15	CON	70%	$17,833	$17,833	$9,684	Jan-11	Aug-11	▲	♦	♦
15	ALA	BART	Maintenance Shop & Yard Improvements				Apr-18	CON	0%	$78,639	$78,639	$0	Oct-14	Pending	▲	●	♦
									TOTAL OPEN PROJECTS:	**$715,651**	**$681,600**	**$358,009**					

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**

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 24

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 25, 2015

Reference No.: 3.2a.
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce De Terra, Acting 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) 2013-14, and FY 2014-15.

In FY 2013-14, the California Transportation Commission (Commission) voted 310 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 May 28, 2015, 305 projects totaling $1.66 billion have been awarded. Funds for two projects have lapsed.

In FY 2014-15, the Commission has voted 308 state-administered STIP, SHOPP, and Proposition 1B projects on the State Highway System. As of May 28, 2015, 186 projects totaling $682.2 million have been awarded. Funds for two projects have either been lapsed or rescinded.

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 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	56	2	$302,326	0	35	47
October 2013	34	$149,696	34	0	$146,694	0	24	30
December 2013	27	$105,410	27	0	$85,943	0	18	25
January 2014	22	$93,599	22	0	$94,943	0	15	17
March 2014	37	$256,087	37	0	$256,944	0	24	35
May 2014	81	$456,494	80	0	$426,261	1	62	69
June 2014	51	$352,364	49	0	$346,267	2	36	48
TOTAL	310	$1,735,340	305	2	$1,659,378	3	214	271

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 2014-15 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	86	$562,436	81	1	$500,586	4	43	72
October 2014	15	$71,486	14	0	$15,166	1	9	12
December 2014	31	$123,108	28	1	$39,480	2	20	27
January 2015	29	$150,078	22	0	$77,869	7	18	22
March 2015	83	$216,906	27	0	$35,052	56	27	27
May 2015	64	$184,758	14	0	$14,065	50	14	14
TOTAL	308	$1,308,772	186	2	$682,218	120	131	174

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 2013-14 Project Allocation Status

Dist-PPNO	EA	Co-Rte	Work Description	Allocation Date	Award Deadline	Allocation Amount	Project Status
04-0133A	2G860	ALA-580	In San Leandro, at Benedict Drive off-ramp. Construct retaining wall.	21-May-14	31-Aug-15	$2,252	Bids opened 10/16/14. Pending award. A time extension for this project was approved on 12/10/14.
02-3359	0E360	TEH-5	Near Corning, at Corning Safety Roadside Rest Area. Rehabilitate and reconstruct Safety Roadside Rest Area.	25-Jun-14	30-Jun-15	$6,000	The Department rejected all bids. A time extension for this project was approved on 12/10/14.
05-2266	0T070	SB-101	In and near Buellton, Los Alamos, Orcutt and Santa Maria. From 0.3 mile south of Nojoqui Creek Bridge to the Route 101/166 north junction. Install native trees and shrubs.	25-Jun-14	30-Jun-15	$1,250	Delay to award due to interagency agreement. A time extension for this project was approved on 01/22/15.

FY 2014-15 Project Allocation Status

Dist-PPNO	EA	Co-Rte	Work Description	Allocation Date	Award Deadline	Allocation Amount	Project Status
03-3453C	1A843	ED-89	Near South Lake Tahoe, from Cascade Road to north of Eagle falls Sidehill viaduct. Storm water quality improvements.	20-Aug-14	31-Aug-15	$7,843	Advertise date 5/11/15. Bid opening date 6/30/15. A time extension for this project was approved on 3/25/15.
04-0142F	0G221	ALA-VAR	In Alameda and Contra Costa Counties at various locations. Construct curb ramps and passageways.	20-Aug-14	30-Sep-15	$600	Delay to award due to low bidder's qualifications. A time extension for this project was approved on 3/25/15.
04-0143A	1SS02	ALA-13	In Oakland, at 0.1 north of Morgan Avenue. Install retaining wall.	20-Aug-14	31-Aug-16	$4,179	Bids opened 10/21/14. Pending award. A time extension for this project was approved on 3/25/15.
04-0098L	4A480	ALA-260	Near Alameda, at Posey-Webster Tubes Bridge #33-0106L/R. Rehabilitate bridge.	20-Aug-14	31-Aug-15	$7,596	Project will be re-advertised. A time extension for this project was approved on 3/25/15.
04-0360G	26409	MRN-101	At Marin/Sonoma County line, north of Novato at San Antonio Curve. Curve correction (TCRP 18.2)	8-Oct-14	30-Apr-16	$55,005	Delay to award due to utility relocation. A 12-month time extension request was approved on 5/28/15.
04-0686A	1G540	SM-82	Construct signalized intersection.	8-Dec-14	30-Jun-15	$307	Project advertised on 4/20/15. Bid opening date 5/14/15.

FY 2014-15 Project Allocation Status

Dist-PPNO	EA	Co-Rte	Work Description	Allocation Date	Award Deadline	Allocation Amount	Project Status
08-0174L	35556(1)	SBD-15	Reconstruct three interchanges, widen one bridge and upgrade 4 miles of mainline to current roadway standards.	10-Dec-14	30-Jun-15	$69,607	Delay to award due to Federal Transportation Improvement Program (FTIP) Amendment. Concurrent time extension is being requested.
08-0175N	35558(1)	SBD-15	Construct context sensitive elements like rock blanket and aesthetic treatment on bridge structures and retaining walls.	10-Dec-14	30-Jun-15	$1,446	
01-2278	49370	Hum-96	Shoulder widening, HMA overlay, radar sign and LED crossing systems	22-Jan-15	31-Jul-15	$2,700	Bids opened 4/7/15. Pending award.
02-3584	3E771	Tri-299	HMA Paving, ADA Ramps, Polyester Concrete and Guardrail	22-Jan-15	31-Jul-15	$12,000	Bids opened 04/08/15. Pending award.
03-7284	3F340	Sac-160	Remove existing paint and repaint bridge using a containment system	22-Jan-15	31-Jul-15	$10,241	Bids opened 03/17/15. Pending award.
04-0348J	2A11A	Nap-121	Highway planting re-vegetation.	22-Jan-15	31-Jul-15	$270	Project is administered by DPAC. Will be awarded prior to deadline.
04-1480X	3E790	SM-101	Spot blast clean and paint the entire steel girders and bent caps.	22-Jan-15	31-Jul-15	$6,340	Bids opened 04/14/15. Pending award.
07-4580	1W240	LA-5	Blast and paint the existing bridge.	22-Jan-15	31-Jul-15	$19,382	Bids opened 04/01/15. Pending award.
11-101	28881	SD-905	Construct freeway to freeway connectors.	22-Jan-15	31-Jul-15	$22,657	Project advertised on 3/30/15. Bid opening date 6/11/15.

(1) The two projects will be combined for construction purposes under EA 08-3555V.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 25

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 25, 2015

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-06-08**

SUMMARY:

The California Department of Transportation (Department) is presenting this item for information purposes only. The item provides the status of locally-administered State Transportation Improvement Program (STIP) projects that received a construction allocation in Fiscal Year (FY) 2012-13, FY 2013-14 and FY 2014-15.

In FY 2012-13, the Commission allocated $62,832,000 to construct 65 locally-administered STIP projects. As of May 11, 2015, 65 projects totaling $62,832,000 have been awarded.

In FY 2013-14, the Commission allocated $70,281,000 to construct 55 locally-administered STIP projects. As of May 11, 2015, 53 projects totaling $67,448,000 have been awarded. One project has been approved for a time extension. One project (PPNO 07-4542) has lapsed.

In FY 2014-15, the Commission allocated $20,530,000 to construct 18 locally-administrated STIP projects. As of May 11, 2015, three projects totaling $7,818,000 have been awarded. One project has been approved for a time extension. One project submitted a time extension request for May 2015 meeting.

BACKGROUND:

Resolution G-06-08, adopted June 8, 2006, requires projects to be ready to proceed to construction within six months of allocation. The policy also requires the Department to report to the Commission on those projects that have not been awarded within four months of allocation.

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	6
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	2
January 2013	0	$0	0	0	0	0	0
March 2013	6	$4,654	6	0	0	2	5
May 2013	11	$9,789	11	0	0	2	9
June 2013	29	$33,651	29	0	0	8	22
Total	65	$62,832	65	0	0	18	49

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
August 2013	8	$14,111	7	1	0	3	7
October 2013	7	$14,871	7	0	0	0	6
December 2013	4	$3,905	3	0	1	1	3
January 2014	5	$10,669	5	0	0	2	4
March 2014	10	$6,633	10	0	0	3	8
May 2014	4	$4,251	4	0	0	1	3
June 2014	17	$15,841	17	0	0	1	12
Total	55	$70,281	53	1	1	11	43

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	$6,968	2	0	0	1	2
October 2014	3	$1,861	1	0	2	1	1
November 2014	0	$0	0	0	0	0	0
December 2014	3	$2,762	0	0	3	0	0
January 2015	1	$465	0	0	1	0	0
March 2015	9	$8,474	0	0	9	0	0
TOTAL	18	$20,530	3	0	15	2	3

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
City of Long Beach	City of Long Beach Phase II Bike Share Program	07-4541	11-Dec-13	30-Jun-15	(1)	$2,262,000	The project will be awarded by the extended deadline.
Trinity County	Hayfork Creek Bridge 5C-086 on Wildwood Road	02-2464	8-Oct-14	30-Apr-15		$417,000	Concurrent three-month time extension has been submitted.
City of Taft	Rails to trails Phase IV in Taft, Construct bike/pedestrian path	06-6615	8-Oct-14	31-Jul-15	(2)	$594,000	The project will be awarded by the extended deadline.
City of Lemoore	Bicycle/Pedestrian Facilities on Cinnamon Drive	06-6706	10-Dec-14	30-Jun-15		$419,000	The project will be awarded by deadline.
Inyo County	South Bishop Resurfacing	09-2034	10-Dec-14	30-Jun-15		$1,673,000	The project will be awarded by deadline.
Inyo County	Sunland Drive Bicycle Lanes	09-2586	10-Dec-14	30-Jun-15		$670,000	The project will be awarded by deadline.
City of Tehachapi	Tehachapi Boulevard Phase III	09-6612	22-Jan-15	31-Jul-15		$465,000	The project will be awarded by deadline.
Grand Total						**$6,500,000**	

(1) This extended deadline was approved in October 2014 (Waiver-14-44)
(2) This extension deadline was approved in March 2015 (Waiver-15-09)

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

Tab 26

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 25, 2015

Reference No.: 3.2c.
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rihui Zhang, Chief
Division of Local Assistance

Subject: **MONTHLY STATUS OF CONSTRUCTION CONTRACT AWARD FOR LOCAL ASSISTANCE ACTIVE TRANSPORTATION PROGRAM PROJECTS, PER RESOLUTION G-14-05**

SUMMARY:

The California Department of Transportation (Department) is presenting this item for information purposes only. The item provides the status of Active Transportation Program (ATP) projects that received a construction allocation in Fiscal Year (FY) 2014-15.

In FY 2014-15, the Commission allocated $35,101,000 to construct 37 ATP projects. As of May 11, 2015, two projects totaling $507,000 have been awarded, and four projects have concurrent time extension requests for June 2015.

BACKGROUND:

Resolution G-14-05, adopted March 20, 2014, 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 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	0	$0	0	0	0	0	0
October 2014	0	$0	0	0	0	0	0
December 2014	1	$400	0	0	1	0	0
January 2015	18	$11,340	2	0	16	2	2
March 2015	18	$23,361	0	0	18	0	0
Total	37	$35,101	2	0	35	2	2

Note: Includes all ATP Infrastructure and Non-Infrastructure projects

Local ATP Projects, Beyond Four Months of Construction Allocation, Not Yet Awarded

Agency Name	Project Title	PPNO	Allocation Date	Award Deadline	Allocation Amount	Project Status
San Bernardino Association of Government	San Bernardino Association of Government Points of Interest Pedestrian Plan	08-1145	12-Dec-14	30-Jun-15	$400,000	Concurrent six-month time extension has been submitted.
Humboldt County Public Works	Redwood Mobility Education Program	01-2401	22-Jan-15	31-Jul-15	$600,000	The project will be awarded by the deadline.
El Dorado Transportation Commission	El Dorado County Western Slope Bicycle Travel Opportunities Map	03-1219	22-Jan-15	31-Jul-15	$50,000	The project will be awarded by the deadline.
Napa County Transportation Planning Agency	Napa Vine Trail Phase 2 – Gap Closure	04-2300A	22-Jan-15	31-Jul-15	$3,600,000	Concurrent three-month time extension has been submitted.
Fresno Council of Governments	Fresno Council of Governments – Regional Active Transportation Plan	06-6745	22-Jan-15	31-Jul-15	$150,000	The project will be awarded by the deadline.
City of Coalinga	City of Coalinga Active Transportation Plan	06-6755	22-Jan-15	31-Jul-15	$240,000	The project will be awarded by the deadline.
City of Fresno	Fresno Pedestrian Bike Safety Education Program	06-6761	22-Jan-15	31-Jul-15	$250,000	The project will be awarded by the deadline.
City of Fowler	Merced Street Pedestrian Facilities from 3rd Street to 5th Street	06-6756	22-Jan-15	31-Jul-15	$267,000	The project will be awarded by the deadline.
City of Palmdale	City of Palmdale – Active Transportation Program Plan	07-4879	22-Jan-15	31-Jul-15	$595,000	The project will be awarded by the deadline.
Southern California Association of Governments	Southern California Association of Governments Regional Active Transportation Safety & Encouragement Campaign	07-4875	22-Jan-15	31-Jul-15	$2,333,000	The project will be awarded by the deadline.
City of Lancaster	City of Lancaster – Safe Routes to School Master Plan	07-4880	22-Jan-15	31-Jul-15	$322,000	The project will be awarded by the deadline.
San Bernardino Association of Governments	San Bernardino Association of Governments Points of Interest Pedestrian Plan	08-1147	22-Jan-15	31-Jul-15	$400,000	The project will be awarded by the deadline.
City of Stockton	Safe Routes to School Plan	10-3097	22-Jan-15	31-Jul-15	$350,000	Concurrent six-month time extension has been submitted.
City of Stockton	Bicycle Master Plan Update	10-3098	22-Jan-15	31-Jul-15	$550,000	Concurrent six-month time extension has been submitted.
Chula Vista Elementary School District	It's Cool to Walk to School Project	11-1151	22-Jan-15	31-Jul-15	$590,000	The project will be awarded by the deadline.
City of Coronado	City of Coronado – Safe Routes to School Education	11-1152	22-Jan-15	31-Jul-15	$36,000	The project will be awarded by the deadline.
City of El Cajon	Cajon Valley Union District (City of El Cajon)	11-1153	22-Jan-15	31-Jul-15	$500,000	The project will be awarded by the deadline.
Grand Total					**$11,233,000**	

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: June 25, 2015

Reference No.: 3.3
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce Roberts, Chief
Division of Rail and
Mass Transportation

Subject: **FISCAL YEAR 2014-15 THIRD QUARTER PROPOSITION 1A HIGH SPEED PASSENGER TRAIN BOND PROGRAM REPORT**

Attached is the California Department of Transportation's Fiscal Year 2014-15 Second Quarter Proposition 1A High Speed Passenger Train Bond Program Report.

Attachment

CALIFORNIA DEPARTMENT OF TRANSPORTATION

Fiscal Year 2014–15 3rd Quarter Report

High-Speed Passenger Train Bond Program

Quarterly Report to the

California Transportation Commission

High-Speed Passenger Train Bond Program
Progress Report

SUMMARY:

In 2008, voters approved Proposition 1A Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century. Under appropriation by the California State Legislature (Legislature), the California Transportation Commission (Commission) is required to allocate funds for capital improvements to the intercity rail lines, commuter rail lines, and urban rail systems that provide direct connectivity to the high-speed train system and its facilities. As set forth in the Streets and Highways Code Section 2704.095, the Commission was required to program and allocate the net proceeds received from the sale of $950 million in bonds authorized under Proposition 1A for the High-Speed Passenger Train Bond Program (Proposition 1A).

The Proposition 1A program is identified under two sub-programs: the Intercity Rail Program and the Urban and Commuter Rail Program.

This report covers the third quarter of the State Fiscal Year 2014–15 for Proposition 1A. There are 15 projects with a total value of $795.850 million in Proposition 1A funds that have been approved for funding by the Commission for this program. This report contains a summary of 15 projects (see Tables 1-3). Currently, there are 13 projects in Construction, 1 project in both Design and Construction phase, and 1 project in Project Approval and Environmental Documentation phase.

INTERCITY RAIL FORMULA PROGRAM:

Under the Intercity Rail Formula Program, the Commission was required to program in each of the intercity rail corridors a minimum of $47.5 million in eligible projects. The California Department of Transportation (Caltrans), in coordination with the public agencies and the passenger rail operators on the intercity rail lines, shall present to the Commission the list of projects for the formula portion up to the minimum allowed per corridor. The Commission reviewed the list of projects that were eligible under the formula program and adopted those projects that met the requirements.

The following is the status of the formula program projects. See Table 1 (attached) for specific project information.

Project No. 1

Positive Train Control, Moorpark to San Onofre (Pacific Surfliner): The implementing agency is the Southern California Regional Rail Authority who has received $46.550 million for Construction phase. Project consists of implementing all aspects of positive train control technology along the Pacific Surfliner Corridor between Moorpark and San Onofre. The Project is on budget; but there have been several delays. However, the project is on schedule to meet the federal mandate to have Positive Train Control fully implemented by December 31, 2015.

INTERCITY RAIL COMPETITIVE PROGRAM:

Under the Intercity Rail Competitive Program, the Commission was required to program up to an additional $47.5 million in projects to any of the three intercity rail corridors. Caltrans, in coordination with the public agencies and the passenger rail operators on the intercity rail lines, were required to select projects within each of the three corridors for the remaining twenty-five percent and present them to the Commission for approval. The Commission gave priority to those projects selected in the following order:

- Projects that provided direct connectivity to the high-speed train system.
- Projects that were eligible for or had committed federal funds.
- Projects that promoted increased ridership, increased on-time-performance and decreased running times.

The following is the status of the competitive program projects. See Table 2 (attached) for specific project information.

Project No. 2

Positive Train Control, San Onofre to San Diego: The implementing agency is the North San Diego County Transit District which has received $24.010 million for Construction phase. The Project consists of implementing all aspects of positive train control technology along the Pacific Surfliner Corridor between San Onofre and San Diego. All Proposition 1A Intercity Rail appropriated funding has been allocated. The Project is behind schedule 18 months. The local agency is working diligently to reduce the amount of months they are behind schedule and will have a better projection of the completion date by the end of June 2015.

Project No. 3

Positive Train Control, Los Angeles to Fullerton Triple Track: The Implementing agency is Caltrans which has received $2.940 million for the Construction phase. Project includes the installation of positive train control components, the scope of which includes, but is not limited to, the installation of links between key transmission stations and control points along the BNSF Railway Company right-of-way; the installation of signal bungalows; and the installation of critical locomotive and cab car on-board equipment. Work remaining includes installation of fiber optics for the positive train control, which will coincide with construction of Segment 8 of the Triple Track project. The project completion date has been delayed due to skilled labor work force required to install the fiber optic line was diverted for emergency work on the BNSF Needles Subdivision due to a casualty flash flood wash-out of both main tracks at various bridge and locations in Southern California. On March 26, 2015, the Commission approved the request to extend the LA to Fullerton Triple Track PTC project completion period. The revised completion date is now December 2015.

Project No. 4

San Joaquin Corridor, Merced to Le Grand Segment 1: The implementing agency is Caltrans which has received $40.750 million for the Construction phase. The project consists of capital improvements to the Merced to LeGrand Double Track, Segment 1, between Milepost 1041.99 and Milepost 1050.4. Capital improvements include construction of 8.41 miles of track; modification and upgrade to signal and track components (including at 5 public at-grade road crossings); and engineering/civil work. Work to date consists primarily of the purchase and associated costs of track and signal material acquisition and signal engineering, as well as civil construction that began in May 2015. The Project is on schedule with no anticipated delays.

URBAN AND COMMUTER RAIL PROGRAM:

Under this program, $760 million was divided among ten eligible recipients using a formula distribution that incorporated track miles, vehicle miles and passenger trips. The funding share totals identified for each eligible agency shall be determined using the distribution factors gathered from the most current available data in the National Transit Database, Federal Transit Administration. The Commission accepted from each eligible agency their priority list of projects up to their targeted amounts. Each project had to meet the criteria set forth in Section 2704.095 (c) through (j) of the Streets and Highway Code. The Commission took the following factors under consideration:

- Gave priority to those projects that provide direct connectivity to the high-speed train system.
- Required that the matching funds used by the eligible agencies were non-state funds. Non-state funds were defined as local, private and federal funds, as well as those State funds not under the Commission's purview.

The following is a brief status of projects for the urban and commuter rail program. See Table 3 (attached) for specific project information.

Project No. 5

Sacramento Intermodal Facility High-Speed: The implementing agency is the Sacramento Regional Transit District (SacRT) which has received $1.752 million for Project Approval and Environmental Documentation phase. The Project consists of improvements to the existing regional transit facility and surrounding components to provide connectivity to high-speed rail. An additional $23.471 million remains programmed for future use on this project. The expected completion date for environmental clearance is no later than December 2015. There is a slight delay in completing of the environmental document. The agency anticipates completing CEQA clearance by March 2016.

Project No. 6

Caltrain Advanced Signal System (CBOSS/PTC): The implementing agency is the Peninsula Corridor Joint Powers Board which has received $105.445 million for both the Design and the Construction phase. The Project consists of installing positive train control technology along the Caltrain corridor. All Proposition 1A appropriated funding has been allocated and expended and project completion is on schedule with no anticipated delays.

Project No. 7

Central Subway: Implementing agency is the San Francisco Municipal Transportation Agency which has received $61.308 million for the Construction phase. The Project consists of construction of 5.2 mile extension of T-Third light rail from the Caltrain terminus area to south of Union Square and Chinatown. All Proposition 1A appropriated funding has been allocated expended. Project completion is on schedule with no anticipated delays to report at this time.

Project No. 8

Milbrae Station Track Improvement and Car Purchase: The implementing agency is the San Francisco Bay Area Rapid Transit District (BART) which has received $140 million for Construction phase. The Project consists of purchasing 46 new rail cars and lengthens all three of BART's rail storage tracks immediately south of the Mibrae station. All Proposition 1A appropriated funding has been allocated and the overall project is on schedule; however, there is a three month delay on the purchase and delivery of the pilot cars.

Project No. 9

Metrolink Positive Train Control: The implementing agency is the Southern California Regional Rail Authority who has received $35 million for the Construction phase. The Project consists of installing predictive collision avoidance technology throughout the Metrolink system. All Proposition 1A appropriated funding has been allocated. The Project is currently in the testing phase of all installed technology and equipment. Contractor testing and FRA certification anticipated by mid-2016. Uncertainty concerning Federal Communications Commission approval of dedicated radio bandwidth for PTC communications continues.

Project No. 10

Regional Connector Transit Corridor: The implementing agency is the Los Angeles County Metropolitan Transportation Authority which has received $114.874 million for the Construction phase. The Project consists of construction of a two-mile extension that will connect the Metro light rail system to high speed rail through downtown including construction of three new underground light rail stations. The Project is on schedule and within budget. No anticipated delays to report at this time.

Project No. 11

Metrolink High-Speed Rail Readiness Program: The implementing agency is the Southern California Regional Rail Authority which has received $68.5 million for the Construction phase. The project consists of acquisition of 20 high powered Tier 4 locomotives. An additional $20.207 million remains programmed and will be used for the Locomotive Rehabilitation project. Fabrication of the first locomotive carbody has been completed and has been shipped from Valencia, Spain to the Electro-Motive Diesel assembly facility in Muncie, Indiana. The Project is on schedule with no anticipated delays.

Project No. 12

Stockton Passenger Track Extension: The implementing agency is the San Joaquin Regional Rail Commission which had previously received $10.974 million for Construction phase. The Project consists of construction of 2.57 mile extension, dedicated passenger rail track north of downtown Stockton interlocking between the Union Pacific and the Burlington Northern/Santa Fe Railroad. The agency has reported that they will not be able to meet the contract award deadline and has since requested that the remaining non-awarded balance be de-allocated. The Commission approved the de-allocation of $10.579 million at the October 2014 agenda meeting. The agency has yet to submit a request for re-allocation of funds.

Project No. 13

Blue Line Light Rail Improvements: The implementing agency is the San Diego Association of Governments which has received $57.855 million for Construction phase. The project consists of improvements to existing infrastructure on the Blue Line Trolley including replacing worn out rails and tracks; replace/rehabilitate switches and signaling and reconstruction of existing platforms to accommodate low-floor vehicles. All Proposition 1A appropriated funding has been allocated and the project is within budget and on schedule with no anticipated delays. A total of 9 of 12 LRT stations have been completed and approximately 70 percent of the rail has been replaced. Construction is expected to be complete by mid-August 2015. No anticipated delays to report at this time.

Project No. 14

North San Diego County Transit District, Positive Train Control: The implementing agency is the North County Transit District which has received $17.833 million for the Construction phase. The Project consists of implementing all aspects of positive train control technology along the LOSSAN rail corridor. All Proposition 1A appropriated funding has been allocated. The Project has experienced several delays. The Project is behind schedule 18 months. The local agency is working diligently to reduce the amount of months they are behind schedule and will have a better projection of the completion date by the end of June 2015.

Project No. 15

Maintenance Shop and Yard Improvements: The implementing agency is BART, which has received $78.639 million for the Construction phase. The Project consists of expanding the existing Main Shop to support back shop double-ended operation, constructing a new Component Repair Shop, retrofitting the Maintenance and Engineering storage yard, constructing new trackwork, retaining walls, and soundwalls that will serve to connect the Hayward Maintenance Complex to the existing mainline BART tracks. All Proposition 1A appropriated funds have been allocated. However, BART was unable to award a 3rd party contract within the 6 month deadline and recently requested a four month time extension at the March Commission meeting. Contract award is expected by August 2015.

LETTERS OF NO PREJUDICE:

The Letters of No Prejudice (LONP) Guidelines were approved in September 2010 under Resolution LONP1A-G-1011-01. There were 3 projects that were approved for a LONP; all 3 of these projects have since been funded.

BACKGROUND:

On November 4, 2008, the voters approved the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, authorized by the Commission upon appropriation by the Legislature to allocate funds for the capital improvements to intercity, commuter, and urban rail lines that provide direct connectivity to the high-speed train system and its facilities, or that are part of the construction of the high-speed train system.

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 15 projects shown in the tables in this report.

Table 1

Intercity Rail Formula Program

Project No.	CO	Agency	Project Name	END PA&ED	END PS&E	END R/W	END CON	Funding Phase	% of Phase Completed	Programmed Amount *(millions)*	Funding Allocated *(millions)*	Prop 1A Expenditures *(millions)*	Allocation Date	Contract Award Date	Scope	Budget	Schedule
1	Various	SCRRA	Positive Train Control, Moorpark to San Onofre				Dec-15	CON	83%	$46,550	$46,550	$27,011	Jan-11	Oct-10	▲	▲	♦
									TOTAL OPEN PROJECTS:	**$46,550**	**$46,550**	**$27,011**					

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**

Table 2

Intercity Rail Competitive Program

Project No.	CO	Agency	Project Name	END PA&ED	END PS&E	END R/W	END CON	Funding Phase	% of Phase Completed	Programmed Amount *(millions)*	Funding Allocated *(millions)*	Prop 1A Expenditures *(millions)*	Allocation Date	Contract Award Date	Scope	Budget	Schedule
2	SD	NCTD	Positive Train Control, San Onofre to San Diego				Dec-15	CON	70%	$24,010	$24,010	$17,295	Jan-11	Aug-11	▲	♦	♦
3	LA	DRMT	Positive Train Control, LA to Fullerton Triple Track				June-15	CON	68%	$2,940	$2,940	$2,100	Nov-11	Dec-11	▲	▲	♦
4	SJ	DRMT	San Joaquin Corridor, Merced to Le Grand Seg 1				Oct-16	CON	1%	$40,750	$40,750	$4,713	May-13	Nov-13	▲	▲	▲
									TOTAL OPEN PROJECTS:	$67,700	$67,700	$24,108					

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**

Table 3

Urban and Commuter Rail Program

Project No.	CO	Agency	Project Name	END PA&ED	END PS&E	END R/W	END CON	Funding Phase	% of Phase Completed	Programmed Amount *(millions)*	Funding Allocated *(millions)*	Prop 1A Expenditures *(millions)*	Allocation Date	Contract Award Date	Scope	Budget	Schedule
5	SAC	SacRT	Sacramento Intermodal Facility High-Speed	June -16				PA&ED	7.64%	$25,223	$1,752	$182	Oct-13	N/A	▲	▲	♦
6	Various	PCJPB	Caltrain Advanced Signal System (CBOSS/PTC)		June -15		Aug-16	PS&E/CON	65.2%	$105,445	$105,445	$31,839	May-13	Aug-13	▲	▲	▲
7	SF	MUNI	Central Subway				Oct-15	CON	100%	$61,308	$61,308	$61,308	Sept-12	Oct-12	▲	▲	▲
8	SF	BART	Milbrae Station Track Improvements and Car Purchase				Jan-17	CON	45.8%	$140,000	$140,000	$64,873	Oct-13	Jan-14	▲	▲	♦
9	Various	SCRRA	Metrolink Positive Train Control				June-15	CON	81.0%	$35,000	$35,000	$22,700	Aug-11	Oct-10	▲	▲	▲
10	LA	LACMTA	Regional Connector Transit Corridor				May-17	CON	9.40%	$114,874	$114,874	$103,386	May-13	May-14	▲	▲	▲
11	Various	SCRRA	Metrolink High-Speed Rail Readiness Program				May-17	CON	35.0%	$68,500	$68,500	$8,288	Aug-12	May-13	▲	▲	▲
12	SJ	SJRRC	Stockton Passenger Track Extension				Pending	CON	3.0%	$10,974	$394	$117	Oct-12	Pending	▲	▲	♦
13	SD	SANDAG	Blue Line Light Rail Improvements				May-16	CON	60%	$57,855	$57,855	$55,632	Aug-12	May-13	▲	▲	▲
14	SD	NCTD	Positive Train Control				Dec-15	CON	70%	$17,833	$17,833	$9,684	Jan-11	Aug-11	▲	♦	♦
15	ALA	BART	Maintenance Shop & Yard Improvements				Apr-18	CON	0%	$78,639	$78,639	$0	Oct-14	Pending	▲	●	♦
									TOTAL OPEN PROJECTS:	**$715,651**	**$681,600**	**$358,009**					

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**

Tab 28

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 25, 2015

Reference No.: 3.4
Information

From: WILL KEMPTON
Executive Director

Subject: **REPORT ON LOCAL AGENCY NOTICES OF INTENT TO EXPEND FUNDS ON STIP PROJECTS PRIOR TO COMMISSION ALLOCATION, PER SB 184**

SUMMARY:

Senate Bill (SB) 184 (Chapter 462, Statutes of 2007) authorizes a regional or local agency, upon notifying the California Transportation Commission (Commission), to expend its own funds for a project programmed in the State Transportation Improvement Program (STIP) to which the Commission has not yet made an allocation. This report includes lists for the local STIP projects programmed in 2014-15 or 2015-16 for which an SB 184 letter and allocation request was received.

SB 184 notification letters were received for 33 local STIP projects programmed in 2014-15, as reported at the December 2014 meeting. Since then, additional notifications were received for two projects in Santa Cruz County, the Redwood Lodge Rd PM 1.65 storm damage repair (PPNO 2368) and the Bay Av/Capitola Av Roundabout Modification (PPNO 2554). The projects are highlighted on Attachment 1, indicating the effective date of the SB 184 notification.

SB 184 notification letters were also received for five projects programmed in FY 2015-16 and identified on Attachment 2. All five notifications are for planning, programming and monitoring (PPM) purposes. The effective date that funds can be expended for these projects in advance of Commission allocation is July 1, 2015.

BACKGROUND:

Government Code Section 14529.17, as amended by SB 184, permits an agency to expend its own funds for a STIP project, in advance of the Commission's approval of a project allocation, and to be reimbursed for the expenditures subsequent to the Commission's approval of the allocation.

Section 14529.17 is limited to advanced expenditures for projects programmed in the current fiscal year of the State Transportation Improvement Program. FY 2015-16 Notifications received prior to the beginning of the fiscal year are effective on July 1, 2015. Notifications received after July 1, 2015, are effective the date the Commission receives the notification letter.

Section 64A of the STIP guidelines directs the agency to submit a copy of the allocation request and SB 184 notification letter to the Commission's Executive Director. The original allocation request should be submitted to Caltrans at the same time.

Invoking SB 184 does not establish a priority for allocations made by the Commission nor does it establish a timeframe for when the allocations will be approved by the Commission. The statute does not require that the Commission approve an allocation it would not otherwise approve. SB 184 advance expenditures must be eligible for reimbursement in accordance with state laws and procedures. In the event the advance expenditures are determined to be ineligible, the state has no obligation to reimburse those expenditures.

Attachments

SB 184 Notifications for FY 2014-15 Local STIP Projects

Includes SB 184 Letters Received Through June 5, 2015

						Date Letter	Meeting		FY	Project Totals by Component			
	County	**Agency**	**Rte**	**PPNO**	**Project**	**is Effective**	**Reported**	**Allocated**	**14-15**	**R/W**	**Const**	**E & P**	**PS&E**
1	Alameda	MTC		2100	Planning, programming, and monitoring	01-Jul-14	Jun-14	Aug-14	$ 122	0	122	0	0
2	Contra Costa	MTC		2118	Planning, programming, and monitoring	01-Jul-14	Jun-14	Aug-14	$ 79	0	79	0	0
3	Contra Costa	CCTA		2011O	Planning, programming, and monitoring	01-Jul-14	Jun-14	Aug-14	$ 431	0	431	0	0
4	Del Norte	Del Norte LTC		1032	Planning, programming, and monitoring	01-Jul-14	Aug-14	Aug-14	$ 34	0	34	0	0
5	Humboldt	Humboldt CAOG		2002P	Planning, programming, and monitoring	01-Jul-14	Dec-14	Oct-14	$ 118	0	118	0	0
6	Lake	Lake CCAPC		3002P	Planning, programming, and monitoring	01-Jul-14	Jun-14	Aug-14	$ 64	0	64	0	0
7	Marin	MTC		2127	Planning, programming, and monitoring	01-Jul-14	Jun-14	Aug-14	$ 23	0	23	0	0
8	Mendocino	MCOG		4002P	Planning, programming, and monitoring	01-Jul-14	Jun-14	Aug-14	$ 91	0	91	0	0
9	Modoc	Alturas	loc	2508	Alturas, various locations, rehab	01-Jul-14	Aug-14	Aug-14	$ 1	0	0	1	0
10	Napa	MTC		2130	Planning, programming, and monitoring	01-Jul-14	Jun-14	Aug-14	$ 14	0	14	0	0
11	Napa	NCTPA		1003E	Planning, programming, and monitoring	01-Jul-14	Jun-14	Aug-14	$ 69	0	69	0	0
12	Nevada	Nevada CTC		0L83	Planning, programming, and monitoring	01-Jul-14	Jun-14	Aug-14	$ 81	0	81	0	0
13	Sacramento	SACOG		0L30	Planning, programming, and monitoring	01-Jul-14	Jun-14	Jun-14	$ 609	0	609	0	0
14	San Diego	SANDAG		7402	Planning, programming, and monitoring	01-Jul-14	Jun-14	Aug-14	$ 854	0	854	0	0
15	San Francisco	MTC		2131	Planning, programming, and monitoring	01-Jul-14	Jun-14	Aug-14	$ 62	0	62	0	0
16	San Francisco	SFCTA		2007	Planning, programming, and monitoring	01-Jul-14	Jun-14	Aug-14	$ 161	0	161	0	0
17	San Francisco	SFMTA	rail	2014V	Central Subway - ATCS	01-Jul-14	Jun-14	Jun-14	$ 12,498	0	12,498	0	0
18	San Luis Obispo	SLOCOG		942	Planning, programming, and monitoring	01-Jul-14	Jun-14	Jun-14	$ 225	0	225	0	0
19	San Mateo	MTC		2140	Planning, programming, and monitoring	01-Jul-14	Jun-14	Aug-14	$ 64	0	64	0	0
20	San Mateo	SM C/CAG		2140A	Planning, programming, and monitoring	01-Jul-14	Jun-14	Aug-14	$ 355	0	355	0	0
21	Santa Clara	MTC		2144	Planning, programming, and monitoring	01-Jul-14	Jun-14	Aug-14	$ 143	0	143	0	0
22	Santa Clara	SCVTA		2255	Planning, programming, and monitoring	01-Jul-14	Jun-14	Aug-14	$ 696	0	696	0	0
23	**Santa Cruz**	**Santa Cruz Co.**	**loc**	**2368**	**Redwood Lodge Rd PM 1.65 storm damage repair**	**11-May-15**	**Jun-15**	**Jun-15**	**$ 850**	**0**	**850**	**0**	**0**
24	**Santa Cruz**	**Capitola**	**loc**	**2554**	**Bay Av/Capitola Av Roundabout Modification**	**08-May-15**	**Jun-15**	**Jun-15**	**$ 59**	**0**	**0**	**0**	**59**
25	Siskiyou	Dorris	loc	2485	N. Oregon St, 1st St-Sly St, rehab	01-Jul-14	Jun-14	Aug-14	$ 3	0	0	3	0
26	Siskiyou	Etna	loc	2486	Scott Street, Rt 3-Collier Way, rehab	01-Jul-14	Jun-14	Aug-14	$ 3	0	0	3	0
27	Siskiyou	Montague	loc	2523	7th and 8th Streets, Prather St-Web St, rehab	01-Jul-14	Jun-14	Aug-14	$ 2	0	0	2	0
28	Solano	MTC		2152	Planning, programming, and monitoring	01-Jul-14	Jun-14	Aug-14	$ 37	0	37	0	0
29	Solano	STA		2263	Planning, programming, and monitoring	01-Jul-14	Jun-14	Aug-14	$ 191	0	191	0	0
30	Sonoma	MTC		2156	Planning, programming, and monitoring	01-Jul-14	Jun-14	Aug-14	$ 45	0	45	0	0
31	Sutter	SACOG		1L53	Planning, programming, and monitoring	01-Jul-14	Jun-14	Jun-14	$ 56	0	56	0	0
32	Tehama	Tehama County	loc	2378	Jelly's Ferry Bridge at Sacramento River	01-Jul-14	Aug-14	Aug-14	$ 358	49	0	0	309
33	Tuolumne	Tuolumne CTC		452	Planning, programming, and monitoring	22-Jul-14	Aug-14	Oct-14	$ 60	0	60	0	0
34	Yolo	SACOG		0L37	Planning, programming, and monitoring	01-Jul-14	Jun-14	Jun-14	$ 119	0	119	0	0
35	Yuba	SACOG		0L41	Planning, programming, and monitoring	01-Jul-14	Jun-14	Jun-14	$ 43	0	43	0	0
					Total (eligible on July 1, 2014, or from Effective Date of Letter, if received later)				**$18,620**	49	18,194	9	368

SB 184 Notifications for FY 2015-16 Local STIP Projects

Includes SB 184 Letters Received Through June 5, 2015

	County	Agency	Rte	PPNO	Project	Date Letter is Effective	Meeting Reported	Planned Allocation	FY 15-16	Project Totals by Component R/W	Const	E & P	PS&E
1	Del Norte	Del Norte LTC		1032	Planning, programming, and monitoring	01-Jul-15	Jun-15	Aug-15	$ 34	0	34	0	0
2	Humboldt	Humboldt CAOG		2002P	Planning, programming, and monitoring	01-Jul-15	Jun-15	Aug-15	$ 100	0	100	0	0
3	Nevada	Nevada CTC		0L83	Planning, programming, and monitoring	01-Jul-15	Jun-15	Aug-15	$ 47	0	47	0	0
4	San Bernardino	SANBAG		9811	Planning, programming, and monitoring	01-Jul-15	Jun-15	Aug-15	$ 1,200	0	1,200	0	0
5	San Diego	SANDAG		7402	Planning, programming, and monitoring	01-Jul-15	Jun-15	Aug-15	$ 854	0	854	0	0
					Total (eligible on July 1, 2015, or from Effective Date of Letter, if received later)				$2,235	0	2,235	0	0

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 25, 2015

Reference No.: 3.5
Information

From: Will Kempton
Executive Director

Subject: **Toll Bridge Seismic Retrofit Program - 2015 First Quarter Progress and Financial Update**

Summary: All state-owned toll bridges have achieved seismic safety, via either retrofit or replacement of structure. Although bridge seismic safety has been achieved, project closeouts and follow up projects like the demolition of the old Bay Bridge are ongoing. The following summarizes key issues on some of the remaining contracts:

Self Anchored Suspension (SAS) span –

- Contract completion is pending resolution of the discovery of water at the base of the tower.
- Two tower anchor rods have been extracted from the foundation for testing. Some micro cracking was observed during inspection of the second rod by electron microscope. Testing has not yet been completed to determine the significance of these microscopic results. All remaining tower anchor rods have been measured using non-destructive ultrasonic testing to determine their status. Out of 422 remaining rods, one rod measured six inches shorter than expected. The short rod was load tested and did not hold load. It was extracted and will be subjected to further testing.
- Initial tests in 2014 on water taken from around the anchor rods did not show any significant levels of chloride indicating the presence of fresh water. More recent water tests have shown elevated levels of chloride suggesting the possibility of salt-water intrusion at some rod locations.
- The Toll Bridge Program Oversight Committee directed Caltrans to develop a comprehensive testing plan and protocol for the tower foundation rods, in cooperation with the independent bolt review team, the Seismic Safety Peer Review Panel and marine foundation experts with assistance from the Federal Highway Administration.

Dismantling of the old span -

- Caltrans is proceeding on a number of contracts to remove the old bridge. The main cantilever truss and Yerba Buena detour structure have been removed and construction of the new eastbound on-ramp and bicycle/pedestrian path to the island is ongoing.
- Caltrans awarded a $69.5 million contract to dismantle the 504’ and 288’ trusses back to the Oakland shoreline. The awarded contract was $23.5 million under the engineer’s estimate.

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

Tab 30

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 25, 2015

Reference No.: 3.7
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of
Budgets

Subject: **FISCAL YEAR 2014-15 THIRD QUARTER FINANCE REPORT**

Attached is the California Department of Transportation's Fiscal Year 2014-15 Third Quarter Finance Report.

Attachment

Department of Transportation Quarterly Finance Report

Third Quarter 2014-15

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

Third Quarter 2014-15

EXECUTIVE SUMMARY

2014-15 Capital Allocations vs. Capacity Summary through March 31, 2015 ($ in millions)							
	SHOPP[1]	**STIP[1]**	**TCRP**	**AERO**	**ATP**	**BONDS**	**TOTAL**
Total Allocation Capacity	$1,969	$745	$76	$6	$248	$611	$3,655
Total Votes	512	600	79	3	56	244	$1,494
Authorized Changes[2]	-71	-4	0	0	0	0	-$75
Total Remaining Capacity	**$1,528**	**$149**	**$0**	**$3**	**$192**	**$368**	**$2,237**

Note: Totals may not add due to rounding
[1]Proposition 1B Bond included in totals: $179 million total capacity ($77 million SHOPP; $102 million STIP).
[2]Authorized changes include project increases and decreases pursuant to the Commission's G-12 process and project rescissions.

The California Transportation Commission (Commission) has allocated $1.5 billion toward 471 projects through the third quarter of fiscal year 2014-15. Adjustments totaled negative $75 million, leaving approximately $2.2 billion (61 percent) in remaining allocation capacity.

The State Highway Account (SHA) ended the third quarter with a lower than projected cash balance. The variance is primarily due to lower expenditures and higher adjustments than anticipated. The Traffic Congestion Relief Fund (TCRF) ended the third quarter with a higher than projected cash balance due to lower than anticipated expenditures. The Public Transportation Account (PTA), the Transportation Investment Fund (TIF), and the Transportation Deferred Investment Fund (TDIF) each ended the third quarter within acceptable range of forecast.

During the third quarter, the State Treasurer's Office (STO) conducted a general obligation bond sale that yielded upfront proceeds of $409 million for Proposition 1B projects and $36 million for Proposition 1A, High-Speed Rail connectivity projects. Additional information can be located in the Proposition 1A and 1B Bonds section of this report.

On February 24, 2015 the California Board of Equalization (BOE) voted to adopt a new price-based excise tax rate of 12 cents per gallon for 2015-16. The amount is a 6 cent reduction from the 2014-15 rate of 18 cents per gallon. The decrease is anticipated to result in the loss of about $845 million in state and local revenue. The anticipated changes due to the drop in the excise tax rate for this could result in lower allocation capacity in the State Highway Operation and Protection Program (SHOPP), State Transportation Improvement Program (STIP), and local streets and roads.

The BOE also voted to increase the diesel fuel excise tax rate by two cents to 13 cents per gallon in 2015-16. These modifications will be taken into account when the Department completes the 2016 STIP Fund Estimate (FE), as well as the SHA and PTA Cash Forecasts.

As of April 2015, the Federal Highway Trust Fund (FHTF) is projected to reach insolvency in July or August 2015, about two months later than originally anticipated. A bipartisan effort is currently under way to create sustainable funding solutions for the FHTF. The Department will continue to monitor the progress of the FHTF and any potential long-term funding solution proposals.

The current federal transportation act includes funding authority through May 31, 2015. The Department received a letter from the Federal Highway Administration (FHWA) on May 11, 2015. The letter states that unless a new transportation act is approved or an extension passed, all federal obligations and reimbursements will be halted when the transportation act expires. Congress is currently reviewing a surface transportation reauthorization proposal. The Department will continue to obligate federal funds on eligible projects until the current transportation act expires. If federal reimbursements cease, the Department may be able to continue paying expenditures for a limited time before experiencing cash flow problems.

State Budget Outlook

The Legislature is working on addressing the estimated $59 billion roadway maintenance funding shortfall. Various proposals that may increase revenues for short and long-term use are being discussed. Additional information regarding these proposals will be provided as it becomes available.

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	$410	$190	-$8	$182	$228
FTF	1,482	322	-64	259	1,223
Proposition 1B	77	0	0	0	77
Total	**$1,969**	**$512**	**-$71**	**$441**	**$1,528**

Note: Totals may not add due to rounding

Capital Allocations vs. Capacity

The Commission allocated $441 million, including adjustments, toward 202 SHOPP projects through the third quarter of 2014-15, leaving approximately $1.5 billion (nearly 78 percent) in remaining allocation capacity.

Outlook for Funding & Allocations

SHA. Approximately $10 million in SHA SHOPP authority will be requested to be made available for SHA STIP allocation in the fourth quarter. Effective July 1, 2015 the BOE has approved a decrease in the price-based excise tax from 18 cents to 12 cents per gallon. The Department anticipates a decrease of more than $100 million in revenue for the SHOPP in 2015-16, which could result in a significant reduction to the allocation capacity for the SHOPP. This reduction will be taken into account when the Department completes both the 2016 STIP FE and the SHA Cash Forecast.

Federal Trust Fund (FTF). Net allocations totaling $259 million were committed toward federally eligible SHOPP projects through the third quarter, leaving roughly $1.2 million (83 percent) in remaining allocation capacity. Although the current federal transportation act is set to expire on May 31, 2015, the Department will continue to obligate funds on federally eligible projects while long-term funding solutions are determined. The majority of remaining SHOPP capacity is federal, which is anticipated to be allocated during the fourth quarter.

Proposition 1B. No SHOPP Proposition 1B projects were authorized during the third quarter.

Recommendations

The Department will continue to monitor for potential impacts, and if necessary, recommend changes.

STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

State Transportation Improvement Program ($ in millions)					
Fund	**Allocation Capacity**	**Allocations to Date**	**Adjustments**	**Net Allocations**	**Remaining Capacity**
SHA	$200	$145	-$1	$144	$56
FTF	370	440	-3	437	-67
PTA	73	15	0	15	58
Prop 1B STIP*	102	0	0	0	102
Total	**$745**	**$600**	**-$4**	**$596**	**$149**

Note: Totals may not add due to rounding.
*Contingent upon Corridor Mitigation Improvement Act (CMIA) project closeout savings

Capital Allocations vs. Capacity

The Commission allocated $596 million, including adjustments, toward 119 STIP projects through the third quarter of 2014-15, leaving $149 million (approximately 20 percent) in remaining allocation capacity.

Outlook for Funding & Allocations

SHA. A $10 million BR will be processed in the fourth quarter to transfer allocation authority from SHA SHOPP to STIP. In addition, $102 million in Proposition 1B allocation capacity will be requested for use toward the STIP. These resources will be used to cover SHA STIP project needs as well as any FTF overruns. Effective July 1, 2015 the BOE has approved a decrease in the price-based excise tax from 18 cents to 12 cents per gallon. As a result, the Department anticipates a decrease of more than $380 million in revenue for the STIP in 2015-16, which could result in a significant reduction to the allocation capacity for the STIP. This reduction will be taken into account when the Department completes both the 2016 STIP FE and the SHA Cash Forecast.

FTF. Net allocations totaling $437 million were committed toward federally eligible STIP projects through the third quarter, leaving a negative balance of 67 million. The overage will be partially offset by SHA savings in the fourth quarter. Although the current federal transportation act is set to expire on May 31, 2015, the Department will continue to obligate funds on federally eligible projects while long-term funding solutions are determined.

PTA. The BOE voted to increase the diesel fuel excise tax rate to 13 cents per gallon in 2015-16 from 11 cents per gallon in 2014-15. This may result in an increase to allocation capacity for the PTA in 2015-16. This increase will be taken into account when the Department completes both the 2016 STIP FE and the PTA Base Forecast. Any projected impacts will be conveyed to the Commission. As of March 2015, approximately $24 million has been loaned to the High-Speed Passenger Train Bond Fund for the 2014-15 year. Repayments will occur when the PTA is determined to be in need or when the High-Speed Passenger Train Bond Fund no longer requires the resources. The PTA has loaned $14.2 million to local mass transit providers, as required by Assembly Bill (AB) 1222 (2013). AB 1222 authorizes up to $26 million to be loaned. Due to a recent Federal District Court decision, the Department is working with the Department of Finance (DOF) to coordinate repayment. Additional information can be found in Appendix E.

Proposition 1B. No STIP Proposition 1B projects were allocated during the third quarter. A request to transfer $102 million in allocation capacity to SHA STIP will be made in the fourth quarter. This will free up additional capacity for use in the STIP.

Recommendations

The Department will continue to monitor for potential impacts, and if necessary, recommend changes.

TRAFFIC CONGESTION RELIEF PROGRAM (TCRP)

Traffic Congestion Relief Program ($ in millions)					
Fund	**Allocation Capacity**	**Allocations to Date**	**Adjustments**	**Net Allocations**	**Remaining Capacity**
TCRF	$76	$79	$0	$79	$0
Total	**$76**	**$79**	**$0**	**$79**	**$0**

Note: Totals may not add due to rounding

Capital Allocations vs. Capacity

The Commission has allocated $79 million toward eight TCRP projects through the third quarter of 2014-15. The TCRF is currently over-allocated by almost $3 million. No remaining project allocations are expected during 2014-15. The Department will reduce the 2015-16 allocation capacity to offset the overage.

Outlook for Funding & Allocations

The remaining balance of Proposition 42 loans totals approximately $84 million. Final repayment is expected to be made to the TCRF in 2015-16. Refer to Appendix E for additional details.

The TCRF is also owed $482 million in Pre-Proposition 42 (Tribal Gaming) loan repayments, which are scheduled to begin in 2016-17. The DOF recently announced reduced revenue projections with a repayment schedule that is approximately $22 million lower than originally anticipated and would extend repayments by three years. Loan repayments are needed to cover existing obligations of the TCRF and the reduced repayments may result in cash flow problems, should expenditures come in earlier than Department projections. Refer to Appendix E for additional details.

Recommendations

The Department is updating the TCRF cash forecast for 2015-16 and will report on any anticipated changes in the fourth quarter.

AERONAUTICS PROGRAM (AERO)

Aeronautics Program ($ in millions)					
Fund	**Allocation Capacity**	**Allocations to Date**	**Adjustments**	**Net Allocations**	**Remaining Capacity**
AERO	$5.6	$2.7	$0	$2.7	$2.9
Total	**$5.6**	**$2.7**	**$0**	**$2.7**	**$2.9**

Note: Totals may not add due to rounding

Capital Allocations vs. Capacity

The Commission allocated about $2.7 million toward 13 AERO projects through the third quarter of 2014-15, leaving $2.9 million (approximately 50 percent) in remaining allocation capacity.

Outlook for Funding & Allocations

Each year the Commission approves a "set-aside" to match federal Airport Improvement Program (AIP) grants. This allocation provides the authority for the Department to subvent matching funds to individual projects as requested by airport sponsors. Through the third quarter, the Commission approved a total of $2.7 million, of which $1.3 million was allocated to match federal AIP grants. The remaining $1.4 million was allocated toward seven Aeronautics Acquisition and Development Program projects. The majority of the remaining capacity is anticipated to be allocated during the fourth quarter.

Recommendations

The Department will continue to monitor for potential impacts, and if necessary, recommend changes.

ACTIVE TRANSPORTATION PROGRAM (ATP)

Active Transportation Program ($ in millions)					
Fund	**Allocation Capacity**	**Allocations to Date**	**Adjustments**	**Net Allocations**	**Remaining Capacity**
SHA	$77	$20	$0	$20	$57
FTF	171	37	0	37	134
Total	**$248**	**$56**	**$0**	**$56**	**$192**

Note: Totals may not add due to rounding

Capital Allocations vs. Capacity

The Commission allocated $56 million toward 115 projects through the third quarter of 2014-15, leaving $192 million (approximately 77 percent) in remaining allocation capacity.

Outlook for Funding & Allocations

Through the third quarter of 2014-15, all projects have been fully programmed and adopted by the Commission. At the January Commission meeting, 50 ATP project allocations were made, totaling $18.9 million. At the March Commission meeting, 51 ATP project allocations were made, totaling $27 million.

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	$210	$68	$142
CMIA*	102	0	102
TCIF	57	47	10
Intercity Rail	192	108	83
Local Bridge Seismic	13	7	6
Grade Separations	1	0	1
Traffic Light Synch.	21	14	7
Route 99	16	0	16
Total	**$611**	**$244**	**$368**

Note: Totals may not add due to rounding.
*Contingent upon project close-out and administrative savings.

Capital Allocations vs. Capacity

The Commission allocated $244 million toward 14 Bond projects through the third quarter of 2014-15, leaving $368 million (approximately 60 percent) in remaining allocation capacity.

Outlook for Funding & Allocations

Bond Funding. During the third quarter, BR-09 and 10 were processed to increase TCIF allocation capacity from $44 million to $57 million.

In March 2015, the STO conducted a general obligation bond sale that yielded upfront proceeds of $409 million for Proposition 1B projects and $36 million for Proposition 1A, High-Speed Rail connectivity projects. To date, the Department has received upfront proceeds of $9 billion for Proposition 1B projects, $3 billion for Public Transportation Modernization Improvement Service Enhancement Act Local Transit projects, and $582 million for Proposition 1A projects. Remaining bond authority is approximately $3 billion, $164 million, and $368 million, respectively.

In March 2015, the STO conducted a general obligation refunding bond sale and attributed the $395 million in proceeds toward CP debt owed by the Department. To date, the Department has been issued approximately $1.4 billion in CP authority. Remaining authority totals about $829 million.

Recommendations

The Department will continue to monitor for potential impacts, and if necessary, recommend changes.

APPENDICES

Appendix A ..... **Allocation Capacity and Assumptions**

Appendix B ..... **Authorized Changes**

Appendix C ..... **Cash Forecasts**

Forecast Methodology
State Highway Account
Public Transportation Account
Traffic Congestion Relief Fund
Transportation Investment Fund
Transportation Deferred Investment Fund

Appendix D ..... **Federal Emergency Projects**

Appendix E ..... **Transportation Loans**

Status of Outstanding Transportation Loans, as of March 31, 2015
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	401	**581**
Total Capacity	**$1,969**	**$745**	**$76**	**$6**	**$248**	**$611**	**$3,655**

Note: Totals may not add due to rounding

* Subject to Bond Sales

The 2014-15 allocation capacity of $3.7 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 FE federal receipts. The total allocation capacity includes $32 million in 2013-14 carryover capacity and approximately $600 million in project allocations that were voted during the August 2014 Commission meeting.

- The ATP allocation capacity is based on the 2014 FE, includes 2013-14 carry-over capacity, and $9 million in loan repayments from the GF. The 2014-15 ATP also incorporates the following assumptions:
  - Federal Highway Safety Improvement Program funds are not incorporated into the ATP.
  - State and federal resources are forecasted to remain stable throughout the FE period.

- The STIP PTA allocation capacity of $73 million includes approximately $8 million in 2013-14 carryover capacity and is based on a prudent cash balance of $100 million.

- 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 FE, revised on July 21 2014, 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 remaining authority of approximately $134 million. The bond capacities are also dependent on the sale of sufficient bonds for funding.
  - Transportation Financing Subaccount (TFA) and CMIA allocation capacities are contingent upon project close-out and administrative savings.
  - Includes increased capacity for TCIF of $13.5 million during the third quarter of 2014-15.

APPENDIX B – AUTHORIZED CHANGES

2014-15 Authorized Changes Summary through February 28, 2015 ($ in millions)				
Program	**# of Adjustments**			**Net Change[3]**
	Increases	**Decreases**	**Total[3]**	
SHOPP[1]	105	108	214	-$71
STIP[2]	7	6	15	-4
TOTAL	**112**	**114**	**229**	**-$75**

Note: Totals may not add due to rounding
[1]Includes SHOPP and Proposition 1B Bond G-12 (SHOPP Augmentation) adjustments
[2]Includes STIP and Proposition 1B Bond G-12 (TFA) adjustments
[3]Includes net zero adjustments

Summary of Authorized Changes

The Department has processed a total of 229 allocation adjustments through the third quarter of 2014-15, resulting in savings totaling $75 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 FE.

SHA

- Beginning cash balance includes two payments to the Project Information System and Analysis (PISA).
- Repayments totaling $100 million from the GF in 2014-15 (two $50 million repayments), coinciding with $100 million in loan repayments to the TCRF in 2014-15 (two $50 million repayments).
- 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 HUTA 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 in 2014-15.
- 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.

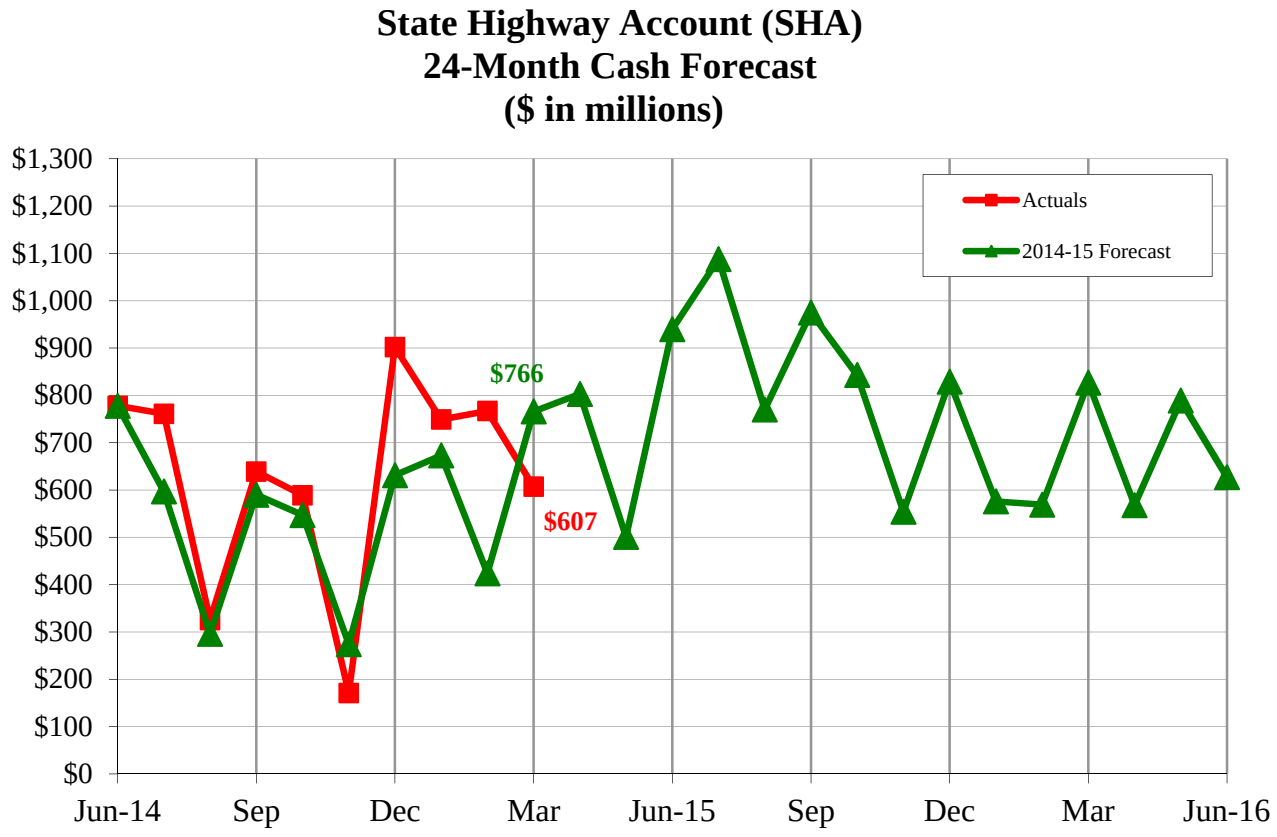
TIF

- The fund will not receive any new revenue.

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 third quarter was $607 million, $160 million (21 percent) below the forecasted amount of $766 million. The variance is primarily due to lower than anticipated expenditures and a large adjustment from the previous quarter as a result of delayed financial reports. Revenues totaled $3.3 billion, $130 million (4 percent) below forecast and transfers totaled $749 million, $139 million (16 percent) below forecast. Expenditures totaled $2.2 billion, $328 million (13 percent) below forecast. Adjustments, which represent timing differences between the Department's accounting system and the SCO's accounting system, totaled a negative $537 million. Second quarter figures were estimates due to delayed financial reports. Once the reports were received an adjustment was made, resulting in the large variance in the third quarter.

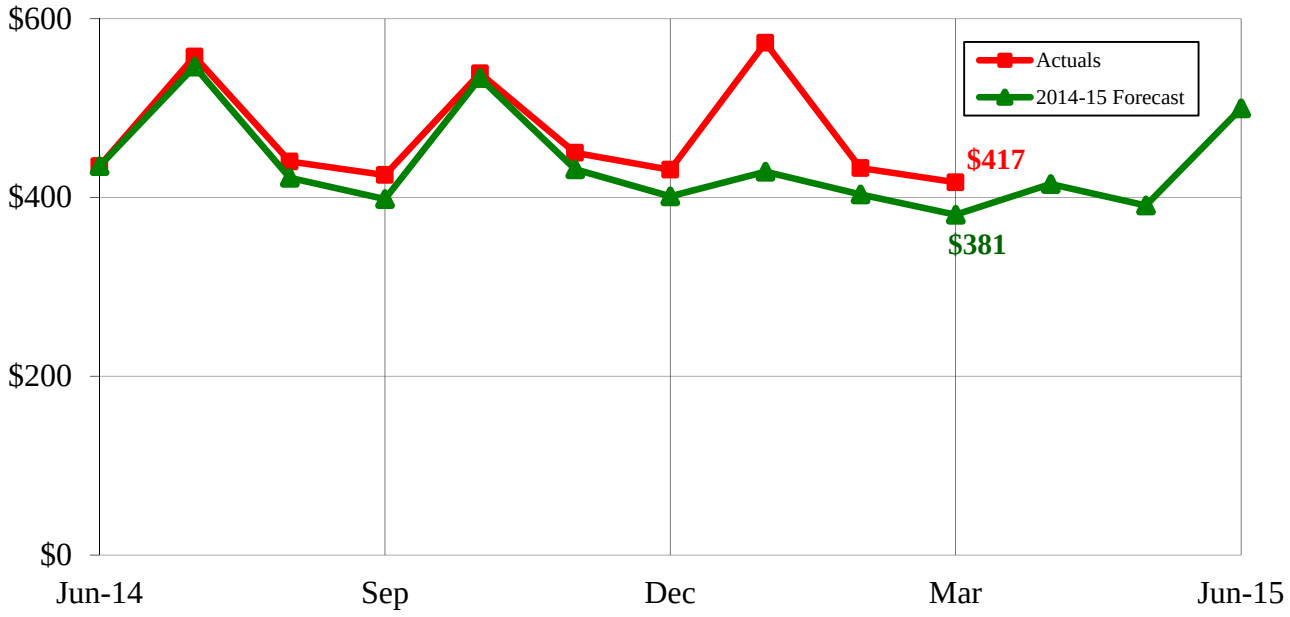
Year-to-Date Reconciliation

($ in millions)	Forecast	Actual	Difference	%
Beginning Cash Balance	**$778**	**$778**	**N/A**	
Revenues	3,437	3,307	-130	
Transfers	-887	-749	139	
Expenditures	-2,521	-2,193	328	
Adjustments	-40	-537	-497	
Ending Cash Balance	**$766**	**$607**	**-$160**	**-21%**

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 third quarter was $417 million, which was within acceptable range of forecast. Revenues totaled $290 million, $11 million (4 percent) below forecast. Transfers totaled $123 million, $2 million (2 percent) below forecast. Expenditures totaled $301 million, $15 million (5 percent) above forecast. Adjustments, which represent timing differences between the Department's accounting system and the SCO's accounting system, totaled a negative $131 million which contributed to the slightly higher than anticipated cash balance.

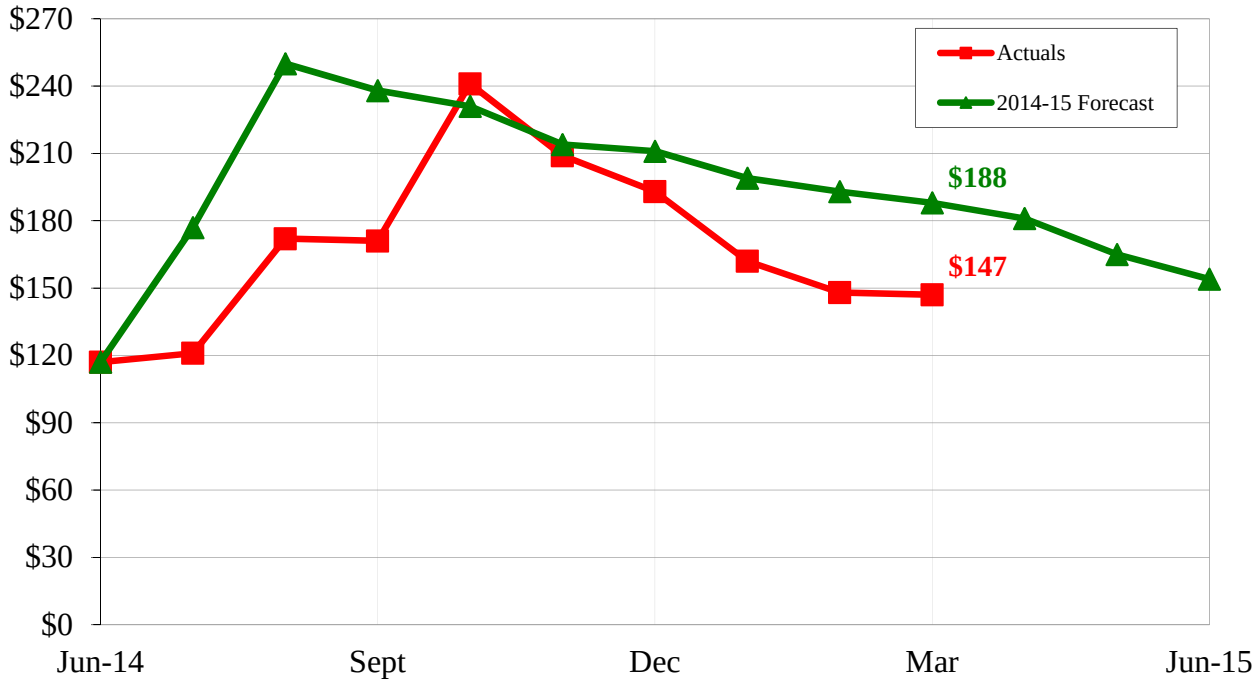
Year-to-Date Reconciliation

($ in millions)	Forecast	Actual	Difference	%
Beginning Cash Balance	**$435**	**$435**	**N/A**	
Revenues	302	290	-11	
Transfers	126	123	-2	
Expenditures	-286	-301	-15	
Adjustments	-195	-131	65	
Ending Cash Balance	**$381**	**$417**	**$36**	**10%**

Note: Ending cash balance may differ due to rounding.

APPENDIX C – CASH FORECASTS – TRAFFIC CONGESTION RELIEF FUND

Traffic Congestion Relief Fund (TCRF)
12-Month Cash Forecast
($ in millions)



Year-to-Date TCRF Summary

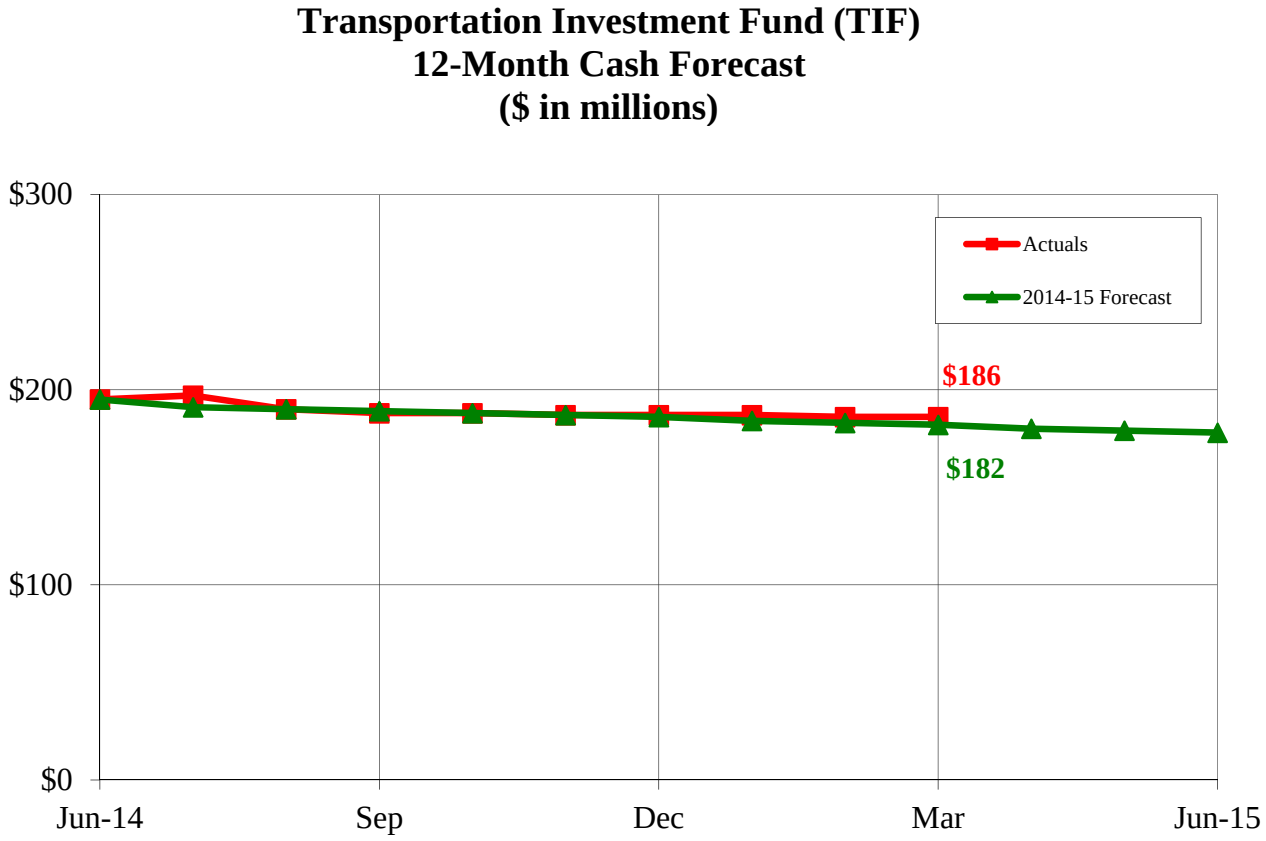
The TCRF ending cash balance through the third quarter was $147 million, $41 million (22 percent) below the forecasted amount of $188 million. The variance is due to higher than forecasted expenditures. Transfers totaled $133 million. Expenditures totaled $105 million, $43 million (70 percent) higher than forecast. Adjustments, which represent timing differences between the Department's accounting system and the SCO's accounting system, totaled $1 million.

Year-to-Date Reconciliation

($ in millions)	Forecast	Actual	Difference	%
Beginning Cash Balance	**$117**	**$117**	**N/A**	
Revenues	0	0	0	
Transfers	133	133	0	
Expenditures	-61	-105	-43	
Adjustments	0	1	1	
Ending Cash Balance	**$188**	**$147**	**-$41**	**-22%**

Note: Ending cash balance may differ due to rounding.

APPENDIX C – CASH FORECASTS – TRANSPORTATION INVESTMENT FUND



Year-to-Date TIF Summary

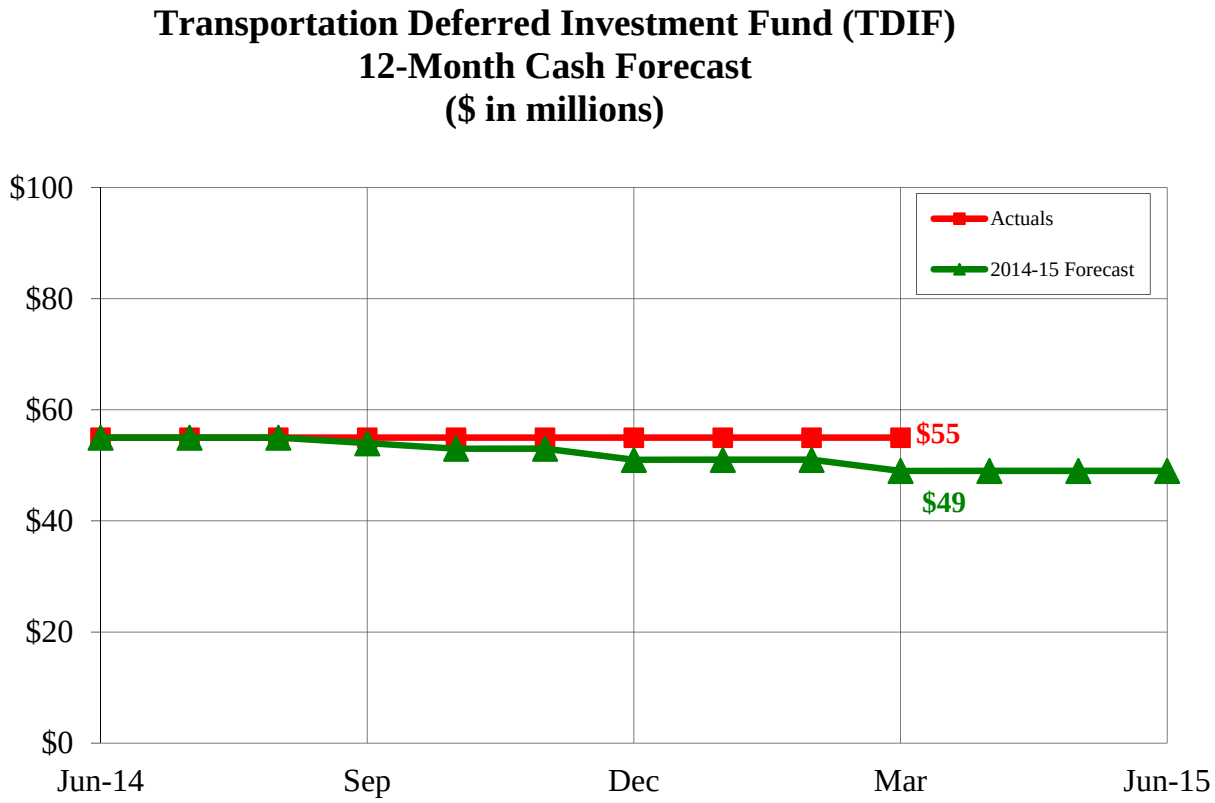
The TIF ending cash balance through the third quarter was $186 million, which was within acceptable range of forecast. No revenues or transfers occurred during the third quarter. Expenditures totaled $13 million, approximately $155,000 (1 percent) lower than forecast due to prior year expenditures being processed in the current fiscal year. Adjustments, which represent timing differences between the Department's accounting system and the SCO's accounting system, totaled $4 million. The Department submitted a proposal to close the TIF and transfer all remaining assets and liabilities of the fund to the SHA. Pending approval, the TIF would be closed by the end of 2015-16.

Year-to-Date Reconciliation

($ in millions)	Forecast	Actual	Difference	%
Beginning Cash Balance	**$195**	**$195**	**N/A**	
Revenues	0	0	0	
Transfers	0	0	0	
Expenditures	-13	-13	0	
Adjustments	0	4	4	
Ending Cash Balance	**$182**	**$186**	**$4**	**2%**

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 third quarter was $55 million, which was within acceptable range of forecast. Revenues totaled $83 million. Transfers totaled $83 million. Expenditures totaled $160,000, approximately $6 million (97 percent) lower than forecast due to a refunding credit in November. Adjustments, which represent timing differences between the Department's accounting system and the SCO's accounting system, totaled approximately $339,000.

Year-to-Date Reconciliation

($ in millions)	Forecast	Actual	Difference	%
Beginning Cash Balance	**$55**	**$55**	**N/A**	
Revenues	83	83	0	
Transfers	-83	-83	0	
Expenditures	-6	0	6	
Adjustments	0	0	0	
Ending Cash Balance	**$49**	**$55**	**$6**	**13%**

Note: Ending cash balance may differ due to rounding.

APPENDIX D – FEDERAL EMERGENCY PROJECTS

For the quarter ending on March 31, 2015, the Federal Highway Administration (FHWA) acknowledged as a declared disaster the December 2014 winter storm event. Furthermore, the Department received an Emergency Relief allocation in the amount of $7.6 million on February 19, 2015. 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	$622	$0	$622
Dec. 2004 Storm CA05-1	210	105	315
Dec. 2005 Storm CA06-1	380	48	428
Jan. 2010 Storm CA10-1	87	24	111
Dec. 2010 Storm CA11-1	68	18	86
Mar. 2011 Storm CA11-3	166	22	188
So. California Windstorm CA12-2	1	4	5
Mar. 2012 Storm CA12-3	8	0	8
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 2013 LA Tanker Fire CA13-4	20	0	20
Aug. 2013 Rim Fire CA13-5	2	0	2
July 2013 Inyo Co. Flood CA13-6	0	3	3
Feb. 2014 Storm CA14-1	3	3	6
Aug. 2014 Napa Earthquake CA14-2	6	1	7
Dec. 2014 Storm CA 15-2	69	7	76
Total Damage Estimate	**$1,645**	**$241**	**$1,886**
Amount Obligated To Date			**$1,607**
Allocation Available for Future Project Costs			**$92**
Remaining Need			**$187**

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 March 31, 2015 ($ 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:			
Transportation Congestion Relief Fund (TCRF)[2]	$1,066	$981	$84
Subtotal Proposition 42 Loans:	**$1,066**	**$981**	**$84**
General Fund:			
State Highway Account - Weight Fee Revenues[3]	$227	$0	$227
State Highway Account - Weight Fee Revenues[3a]	1,086	0	1,086
State Highway Account (SHA)[4]	335	290	50
Highway User Tax Account (HUTA)[5]	328	334	0
Public Transportation Account (PTA)[6]	29	0	29
State Highway Account (SHA)[7]	6	7	0
Local Airport Loan Account (LALA)[8]	8	0	8
Motor Vehicle Fuel Account (MVFA)[9]	8	0	8
Historic Property Maintenance Fund (HPMF)[10]	3	3	0
Pedestrian Safety Account (PSA)[11]	2	2	0
Subtotal General Fund Loans:	**$2,031**	**$636**	**$1,407**
High-Speed Passenger Train:			
Fiscal Year 2013-14 Public Transportation Account (PTA)[12]	$23	$0	$23
Fiscal Year 2014-15 Public Transportation Account (PTA)[13]	24	0	24
Subtotal High-Speed Passenger Train Loans:	**$47**	**$0**	**$47**
Local Mass Transit Providers (PEPRA):			
Public Transportation Account (PTA)[14]	$14	$0	$14
Subtotal Local Mass Transit Providers PEPRA Loans:	**$14**	**$0**	**$14**
Totals:	**$4,388**	**$1,968**	**$2,431**

Note: Numbers may not add due to rounding.

[1]The remaining balance of $132 million will be directed to the GF for debt service, per Assembly Bill (AB) 115 of 2011. Approximately $30 million of the remaining balance is estimated interest.

[2]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.

[3]The $80 and $147 million (total $227 million) was authorized by the 2010-11 Budget Act and subsequently characterized as weight fees via AB 115.

[3a]Post AB 115 weight fee transfers - 2011-12 Budget Act: $43.7 million loan, $139 million-excess weight fee loan to GF (2011-12), $24.7 million-excess weight fee loan to GF (2011-12), Vehicle Code 9400.4(b)(2) - $42 million loan, $203.7 million-excess weight fee loan to GF (2010-11), $200 million-excess weight fee loan to GF (2010-11), $30.3 million-excess weight fee loan to GF (2011-12), $310 million-excess weight fee loan to GF (2012-13), $92 million-excess weight fee loan to GF (2013-14).

[4]The SHA is expected to be repaid $50 million in principal in 2014-15. The $290 million in repayments is made up of $285 million in principal and approximately $4.5 million in interest.

[5]The HUTA was repaid $328 million, plus interest, in August 2014.

[6]The PTA is expected to be repaid $29 million in 2020-21.

[7]Pursuant to Senate Bill (SB) 99 of 2013, the Bicycle Transportation (BTA) has been eliminated and is now an element of the ATP within the SHA. The $6 million in principal owed to the BTA was repaid, along with $1 million in interest, to the SHA in August 2014.

[8]The LALA is expected to be repaid $7.5 million in 2016-17.

[9]The MVFA is expected to be repaid $8 million in 2016-17.

[10]The HPMF was repaid with three $1 million payments in June 2012, June 2013, and June 2014.

[11]The PSA was repaid $1.715 million in August 2014.

[12]Appropriation of up to $26 million authorized for 2013-14. 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.

[13]Appropriation of up to $31.6 million authorized for 2014-15, including an initial authorization of approximately $29.3 million and an additional authorization of approximately $2.3 million. As of March 2015, approximately $24 million was loaned for 2014-15. 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.

[14]Appropriation of up to $26 million authorized per AB 1222 of 2013. As of March 2015, approximately $14.3 million was loaned. Repayments must occur no later than January 1, 2019.

Pre-Proposition 42 Loans (Tribal Gaming)

The Pre-Proposition 42 (Tribal Gaming) loans occurred in 2001-02, when the State was faced with a growing budget deficit and looked to transportation funds to help fill the budget shortfall. The Transportation Refinancing Plan, Assembly Bill (AB) 438 (2001), authorized a series of loans that included delaying the transfers of gasoline sales tax to transportation for two years (until 2003-04), a loan from the TCRF to the GF, and loans from the SHA and the PTA to the TCRF.

In 2004-05, the Governor negotiated compacts that authorized the use of Tribal Gaming bond revenue to repay these loans in 2005-06, but legal challenges prevented the bonds from being issued. Due to the lack of Tribal Gaming bond proceeds, the GF was tasked with repayment of the loans. Between 2005-06 and 2007-08, the GF made partial loan repayments to the SHA and the PTA, totaling $351 million. However, since statute did not specify repayment dates and the State was facing continuing budget shortfalls, repayments were suspended. The 2011-12 Governor's Budget indicated that the remaining Tribal Gaming loan repayments would start no earlier than 2016-17, with the SHA as the first fund to be repaid.

AB 115 (2011) declared that the SHA loan repayments are revenues derived from weight fees. As such, loan repayments made 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 2027-28. The DOF recently announced reduced revenue projections with a repayment schedule that is approximately $22 million lower than originally anticipated. The Department will monitor progress of repayments and will address potential cash flow issues as they arise.

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 the 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. A repayment of $83.4 million to the TCRF was issued in October 2014. As of March 2015, the TCRF is owed approximately $84 million. The final installment to fully repay the Proposition 42 loans is expected in 2015-16.

Weight Fees Loans

In 2010, California voters passed Proposition 22, which amended the California Constitution by significantly restricting the State from using fuel excise tax revenues for GF relief, which was previously allowed. Pursuant to AB 105 (2011), a "Weight Fee Swap" was created, which allowed the State to use weight fee revenues for GF relief rather than fuel excise tax revenues. Furthermore, the bill authorized

transfers of weight fee revenues from the SHA to the TDSF for transportation debt service and loans. To offset this diversion, an equivalent amount from the new price-based excise tax is transferred to the SHA.

The 2010-11 Budget Act authorized a total of $227 million in loans from the SHA to the GF ($80 million and $147 million). Pursuant to AB 115, these loans were "grandfathered" into statute and characterized as being derived from weight fees; consequently, the repayment of these loans to the SHA will be transferred to the TDSF for transportation bond debt service.

An additional loan of $44 million to the GF was authorized by the 2011-12 Budget Act. At the end of 2011-12 and 2012-13, excess weight fees available in the SHA were transferred as loans to the GF in the amount of $139 million, $25 million, and $310 million. Pursuant to Section 9400.4(b)(2) of the 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 July 2012, $204 million was transferred to the GF from excess weight fees in 2010-11. In April 2013, $200 million was transferred to the GF from excess weight fees in 2010-11. In May 2013, $30 million was transferred to the GF from remaining weight fees in 2011-12. In July 2014, excess weight fees available in the SHA were transferred as loans to the GF in the amount of $92 million for 2013-14. In total, there are $1.313 billion in outstanding loans to the GF derived from weight fee revenues. As a result, the June 30, 2021 scheduled repayment of the loans to the SHA will be subsequently transferred to the TDSF.

General Fund Loans

The 2008-09 Budget Act authorized $227 million in loans to the GF from the SHA, the Bicycle Transportation Account (BTA), the Local Airport Loan Account (LALA), the Motor Vehicle Fuel Account (MVFA), the Historic Property Maintenance Fund (HPMF), and the Pedestrian Safety Account (PSA). The SHA loaned a total of $200 million to the GF and has received $150 million in partial principal repayments along with $1.8 million in interest: $50 million in July 2012, $50 million in December 2013, and $50 million in July 2014. The remaining $50 million is scheduled to be repaid by the end of 2014-15. As of March 2015, the $3 million HPMF loan and the $1.715 million PSA loan have 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 was repaid in full, along with $1 million in interest, to the SHA in August 2014. 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 2009-10 Budget Act. The authorized $135 million loan was originally scheduled to be repaid by June 30, 2012, but the 2012-13 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". On June 10, 2014, the loan was repaid in full along with $2.7 million in interest.

The 2010-11 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 2010-11 Budget Act authorized loans to the GF totaling $328 million from the HUTA. The 2014-15 Budget Act authorized up to $337 million in loan repayments, including interest. During August 2014, the HUTA repayments were received and $237 million was subsequently transferred from the HUTA to the SHA for the SHOPP and Maintenance projects.

High-Speed Passenger Train Loans

The 2013-14 Budget Act authorized up to $26 million in loans from the PTA to the High-Speed Passenger Train Bond Fund to cover support costs incurred by the High-Speed Rail Authority. During 2013-14, a total of about $23 million was loaned: $5.4 million on August 16, 2013; $8.9 million on October 8, 2013; and $5.6 million on March 13, 2014; and $3 million on June 9, 2014. The 2014-15 Budget Act authorized an additional amount of up to $31.6 million for support costs, including an initial authorization of approximately $29.3 million and an additional authorization of $2.3 million. As of March 2015, loans

totaling about $24 million have been made in 2014-15: $7.3 million on September 17, 2014; $7.3 million on December 18, 2014; $7.3 million on February 17, 2015; and $2.3 million on March 25, 2015. Repayments will occur when the PTA is determined to be in need of the funds.

Local Mass Transit Providers Loans (PEPRA)

Section 13(c) of the Urban Mass Transportation Act of 1964 mandates that employee protections for specified transit workers must be certified by the United States Department of Labor (DOL) before federal transit grants can be released to local mass transit employers. The California Public Employees' Pension Reform Act of 2013 (PEPRA) established new retirement formulas for employees first employed by a public entity on or after January 1, 2013. PEPRA requires such employees to contribute a specified percentage of the normal cost of their defined benefit pension plans, and prohibits public employers from paying an employee's share of retirement contributions. The DOL determined that PEPRA interferes with collective bargaining rights of transit workers protected under Section 13(c). Subsequently, the DOL refused to certify millions of dollars in federal transit grants to California transit agencies.

As a result, the California Legislature enacted AB 1222, which authorized the DOF to loan up to $26 million from the PTA to local mass transit providers in amounts equal to federal transportation grants not received due to noncertification from the DOL. Concurrently, the State of California pursued litigation against the DOL, challenging its determination that PEPRA is incompatible with federal labor laws. On December 30, 2014, the court ruled that the DOL's determination that PEPRA precluded certification of federal transit grants under Section 13(c) was "arbitrary and capricious," and that the DOL "misinterpreted the law". The matter was remanded to the DOL "for further proceedings consistent with the court's order". As of May 2015, the DOL has neither filed an appeal of the district court's ruling nor announced a final determination on the PEPRA, Section 13(c) issue, pursuant to the court's order. However, certain California transit agencies (i.e. Monterey-Salinas Transit) have received notice that the DOL has resumed certification of federal transit grants.

AB 1222, Section 2(b)(1) states that a local mass transit provider must repay the amount loaned on or before 60 days after a Federal District Court rules that the DOL erred in their determination, or the repayment may be made at a later date if authorized by the DOF. As of March 2015, a total of $14.2 million has been loaned from the PTA to the local mass transit providers (Sacramento Regional Transit and Monterey-Salinas Transit). Ongoing issues related to the DOL litigation caused a delay in repayment of these loans. Barring an appeal, the Department will work with the DOF to ensure the PTA receives full repayment.

APPENDIX E – INTERFUND TRANSPORTATION LOANS

Interfund Transportation Loans ($ in millions)						
Fiscal Year Borrowed	**From Account**	**To Account**	**Description**	**Amount**	**Repaid**	**Remaining Balance**
2008-09	TCRF	SHA	Backfill SHA transfer to the GF	$200	$150	$50
2009-10	PTA	SHA	Backfill SHA transfer to the GF	135	135	0
			Totals	**$335**	**$285**	**$50**

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, a second partial repayment of $50 million was made in February 2014, and a third partial repayment of $50 million was made in August 2014, leaving a balance of $50 million. Once the SHA receives the remaining $50 million loan repayment from the GF, a subsequent transfer to the TCRF is expected to occur by the end of 2014-15.

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. A full repayment of $135 million was applied to the PTA in July 2014.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 31

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

Date: June 25, 2015

Reference No.: 3.8
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce Roberts, Chief
Division of Rail and Mass Transportation

Subject: **FY 2014-15 THIRD QUARTER INTERCITY PASSENGER RAIL OPERATIONS REPORT**

SUMMARY:

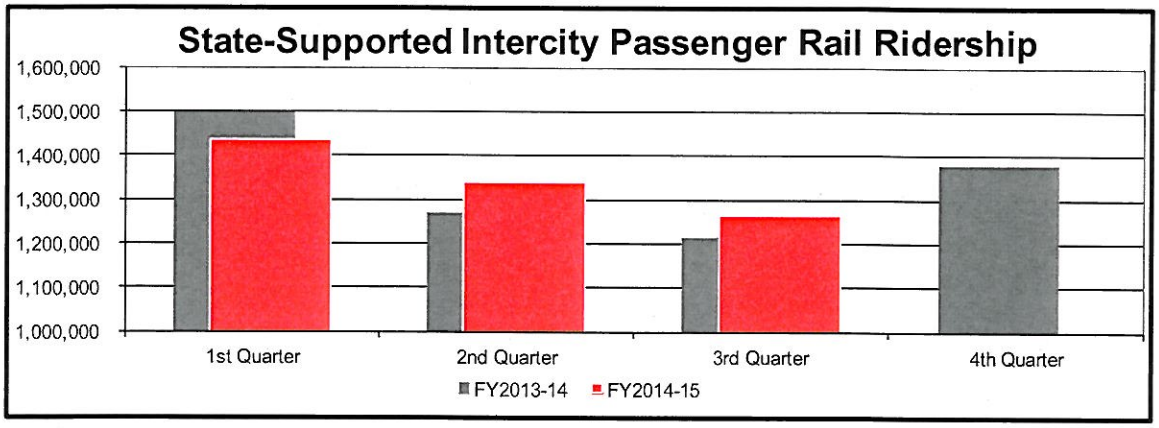
This is the Intercity Passenger Rail Operations Report for the second and third quarters of State Fiscal Year (FY) 2014-15, as requested by the California Transportation Commission (Commission). The report contains information for each of the three state supported intercity passenger rail routes on ridership, on-time performance and financial results. The report includes current quarter results and a comparison of the current quarter to the same period of the prior year.

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 Sacramento-Auburn; 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 the Capitol Corridor Joint Powers Authority (CCJPA), using funding provided by the State of California. The CCJPA and the Department contract with Amtrak to operate the three routes.

COMBINED STATEWIDE RESULTS

RIDERSHIP

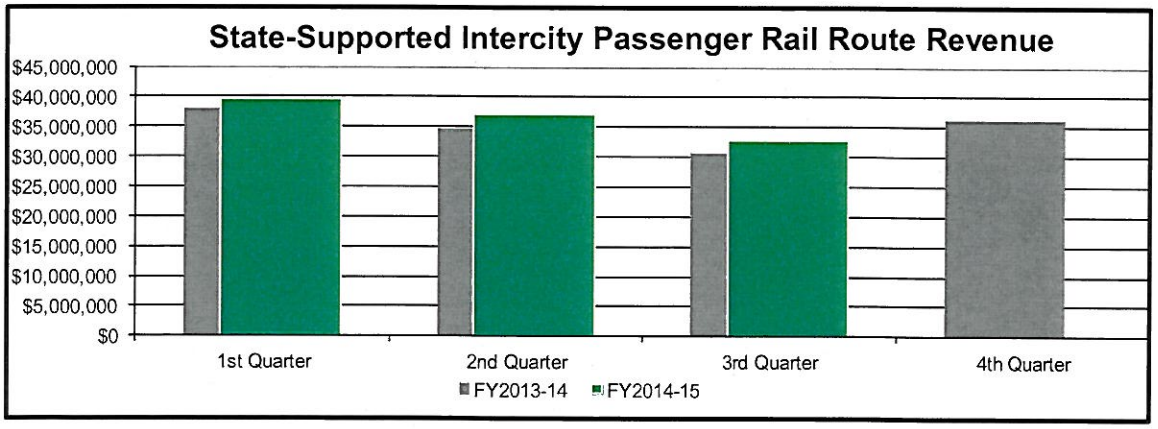
Total combined ridership during the second quarter (October-December 2014) on the three routes was 80.2 percent, up 5.3 percent from the comparable quarter in FY 2013-14. The third quarter (January-March 2015) also reported a combined ridership of 83.7 percent, an increase of 3.9 percent over the prior year quarter.



REVENUE

In the second quarter, revenue improved from the prior year by 7.3 percent and expenses were 12.3 percent above last year's second quarter. As a result, the farebox ratio of 58.0 percent was down slightly from the prior year.

The third quarter revenue improved from the prior year by 7.3 percent and expenses were 0.3 percent below last year's third quarter. The farebox ratio of 58.1 percent was a 4.0 percentage point improvement.



The following tables provide further detail on the combined ridership, revenue, expense, farebox ratio and on-time performance for the three State-supported routes for the second and third quarters of FY 2014-15.

State-Supported Intercity Passenger Rail - 2nd Quarter 2014-15 All Routes				
	ACTUAL RESULTS			
	2nd Qtr 14-15	2nd Qtr 13-14	Difference	Percent Change
Ridership	1,338,374	1,271,127	67,247	5.3%
Revenue	$ 37,091,908	$ 34,580,187	$ 2,511,721	7.3%
Expense	$ 63,974,609	$ 56,965,867	$ 7,008,742	12.3%
Farebox Ratio	58.0%	60.7%	-2.7 PP	
On-Time Performance	80.2%	84.7%	-4.5 PP	

PP - Percentage Points

State-Supported Intercity Passenger Rail - 3rd Quarter 2014-15 All Routes				
	ACTUAL RESULTS			
	3rd Qtr 14-15	3rd Qtr 13-14	Difference	Percent Change
Ridership	1,263,031	1,215,912	47,119	3.9%
Revenue	$ 32,917,957	$ 30,689,570	$ 2,228,387	7.3%
Expense	$ 56,618,541	$ 56,770,928	$ (152,387)	-0.3%
Farebox Ratio	58.1%	54.1%	4.0 PP	
On-Time Performance	84.9%	86.0%	-1.1 PP	

PP - Percentage Points

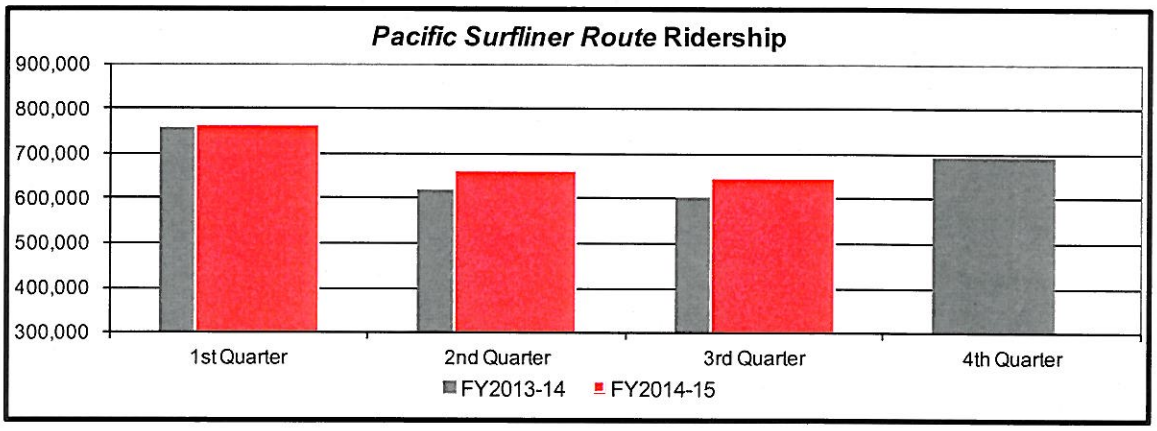
INDIVIDUAL ROUTES

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 Passenger Rail Investment and Improvement Act (PRIIA) Section 209, the *Pacific Surfliner Route* was partially funded by Amtrak. Since October 2013, the *Pacific Surfliner Route* is entirely State funded.

RIDERSHIP

Pacific Surfliner Route ridership increased 6.8 percent in the second quarter and 7.4 percent in the third quarter compared to the same quarter results of the prior year.

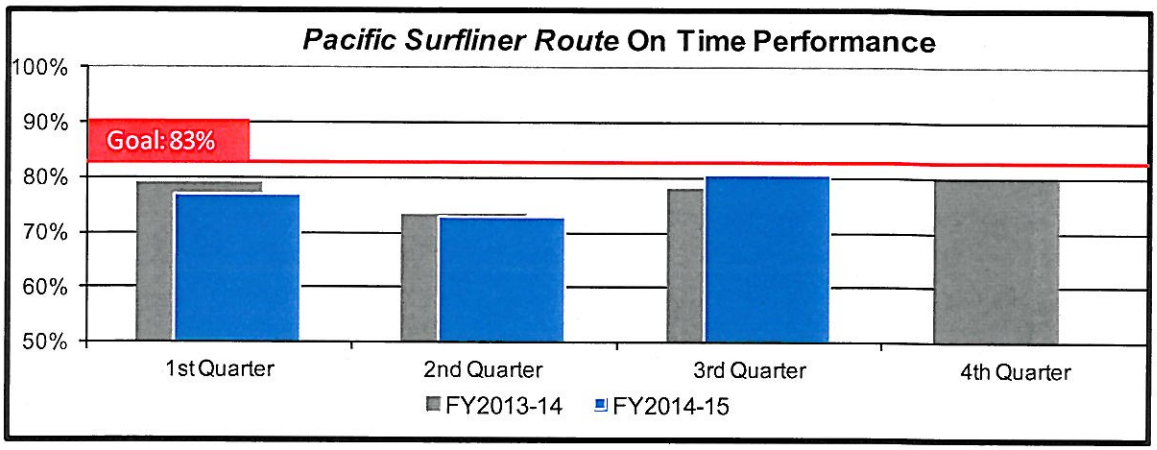


ON-TIME PERFORMANCE (OTP)

The annual on-time performance goal for the Pacific Surfliner is 83%.

The second quarter OTP was 72.9 percent, 0.4 percentage points below the previous year's second quarter and 10.1 percentage points below the performance goal.

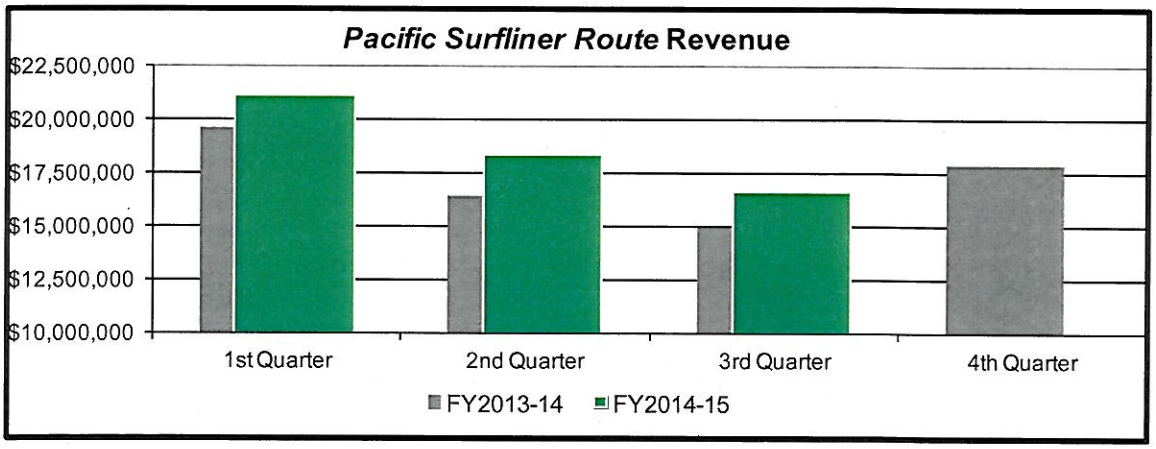
In the third quarter, the overall OTP for the route was 80.5 percent, 2.3 percentage points over the same quarter in FY 2012-13, but 2.5 percentage points below the goal.



REVENUE and FAREBOX RATIO

The second quarter farebox ratio was 66.5 percent, 4.0 percentage points below the same period last year. Revenue in the second quarter increased 12.0 percent compared to the same quarter in the previous year, and expenses increased 18.9 percent.

In the third quarter, the farebox ratio was 71.8 percent, a 10.2 percentage point improvement over the same period last year. Revenue in the third quarter was 11.4 percent above last year, and expenses decreased 4.3 percent.



State-Supported Intercity Passenger Rail - 2nd Quarter 2014-15 Pacific Surfliner Route				
	ACTUAL RESULTS			
	2nd Qtr 14-15	2nd Qtr 13-14	Difference	Percent Change
Ridership	660,980	618,650	42,330	6.8%
Revenue	$ 18,381,465	$ 16,406,673	$ 1,974,792	12.0%
Expense	$ 27,659,972	$ 23,272,872	$ 4,387,100	18.9%
Farebox Ratio	66.5%	70.5%	-4.0 PP	
OTP-Route	72.9%	73.3%	-0.4 PP	
OTP-North	73.3%	81.4%	-8.1 PP	
OTP-South	72.2%	70.1%	2.1 PP	

PP - Percentage Points

State-Supported Intercity Passenger Rail - 3rd Quarter 2014-15 Pacific Surfliner Route				
	ACTUAL RESULTS			
	3rd Qtr 14-15	3rd Qtr 13-14	Difference	Percent Change
Ridership	648,809	604,339	44,470	7.4%
Revenue	$ 16,673,596	$ 14,962,591	$ 1,711,005	11.4%
Expense	$ 23,234,867	$ 24,277,577	$ (1,042,710)	-4.3%
Farebox Ratio	71.8%	61.6%	10.2 PP	
OTP-Route	80.5%	78.2%	2.3 PP	
OTP-North	70.1%	72.2%	-2.1 PP	
OTP-South	79.7%	75.3%	4.4 PP	

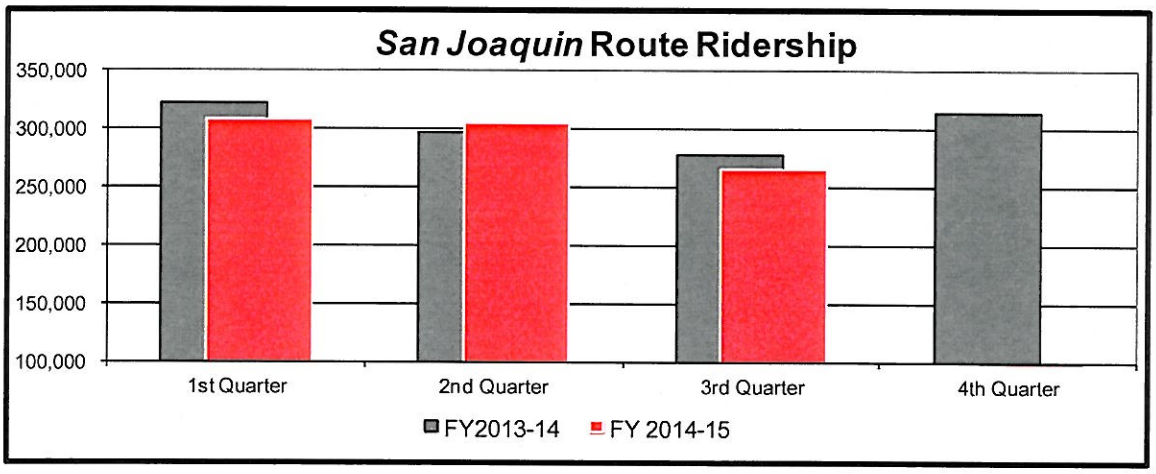
PP - Percentage Points

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

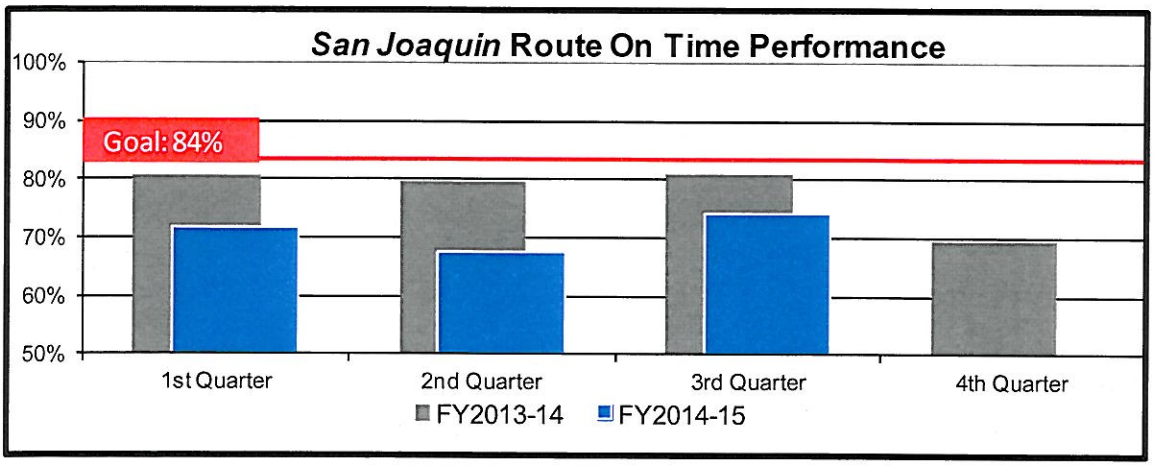
San Joaquin Route ridership increased by 2.6 percent for the second quarter and declined 4.4 percent for the third quarter compared to the same periods in the prior fiscal year.



ON-TIME PERFORMANCE (OTP)

The annual on-time performance goal for the San Joaquin is 84 percent.

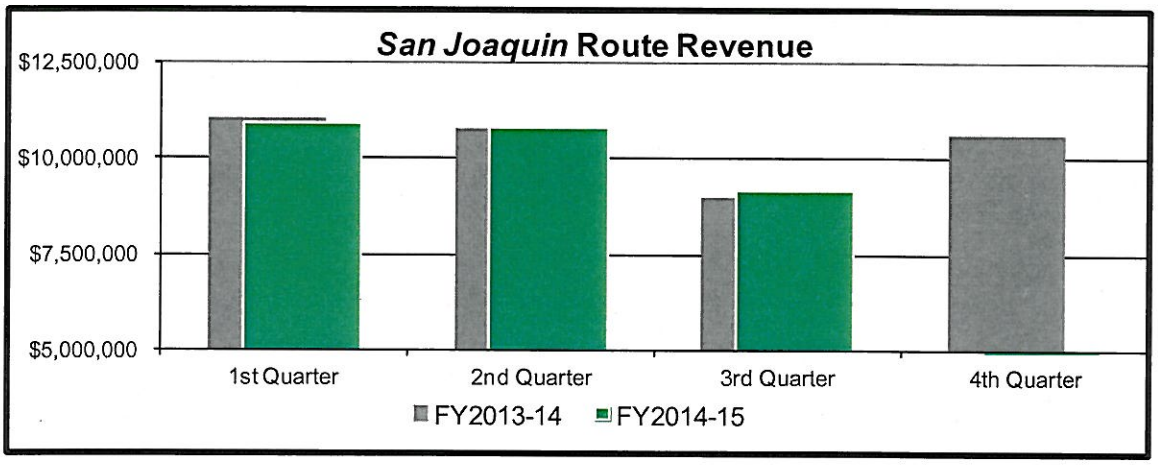
The second quarter OTP was 67.7 percent, a decrease of 12.0 percentage points from the prior fiscal year. In the third quarter, OTP was 74.2 percent, a decrease of 6.7 percentage points the prior year.



REVENUE and FAREBOX RATIO

The second quarter farebox ratio for FY 2014-15 was 49.4 percent, down 7.7 percentage points from the same quarter last year. In the third quarter, the farbox ratio was 50.1 percent, an improvement of 4.8 percentage points over last year.

Revenues for the second quarter increased 0.3 percent, and increased 2.0 percent in the third quarter from the prior year. Expenses in the second quarter were 15.9 percent above the prior year second quarter and 7.7 percent less than the prior year and third quarter.



State-Supported Intercity Passenger Rail - 2nd Quarter 2014-15
San Joaquin Route

	ACTUAL RESULTS			
	2nd Qtr 14-15	2nd Qtr 13-14	Difference	Percent Change
Ridership	304,834	297,007	7,827	2.6%
Revenue	$ 10,822,587	$ 10,785,693	$ 36,894	0.3%
Expense	$ 21,902,411	$ 18,892,810	$ 3,009,601	15.9%
Farebox Ratio	49.4%	57.1%	-7.7 PP	
On-Time Performance	67.7%	79.7%	-12.0 PP	

PP - Percentage Points

State-Supported Intercity Passenger Rail - 3rd Quarter 2014-15
San Joaquin Route

	ACTUAL RESULTS			
	3rd Qtr 14-15	3rd Qtr 13-14	Difference	Percent Change
Ridership	266,373	278,599	(12,226)	-4.4%
Revenue	$ 9,165,335	$ 8,982,641	$ 182,694	2.0%
Expense	$ 18,300,727	$ 19,827,400	$ (1,526,673)	-7.7%
Farebox Ratio	50.1%	45.3%	4.8 PP	
On-Time Performance	74.2%	80.9%	-6.7 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.

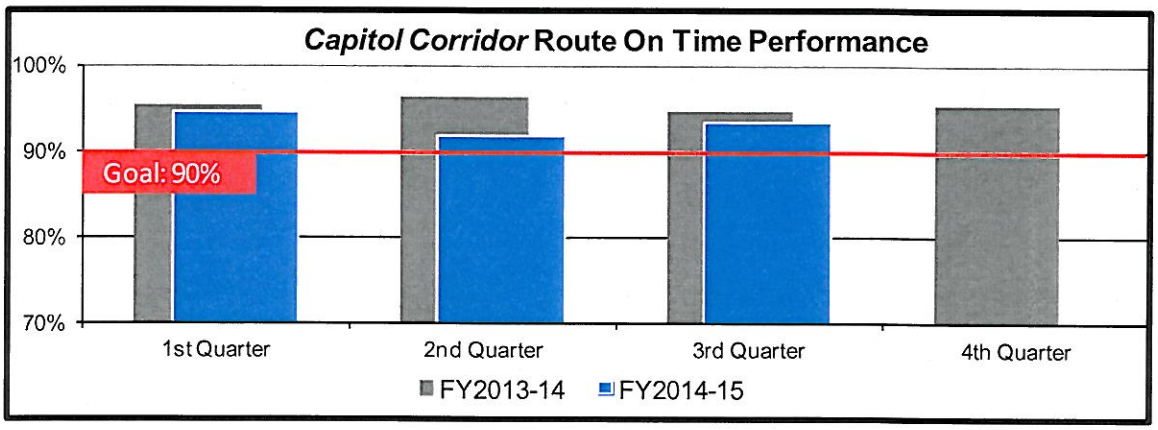
RIDERSHIP

Capitol Corridor ridership increased 4.8 percent for the second quarter and 4.5 percent for the third quarter over the prior year.

ON-TIME PERFORMANCE (OTP)

The annual on-time performance goal for the Capitol Corridor is 90 percent

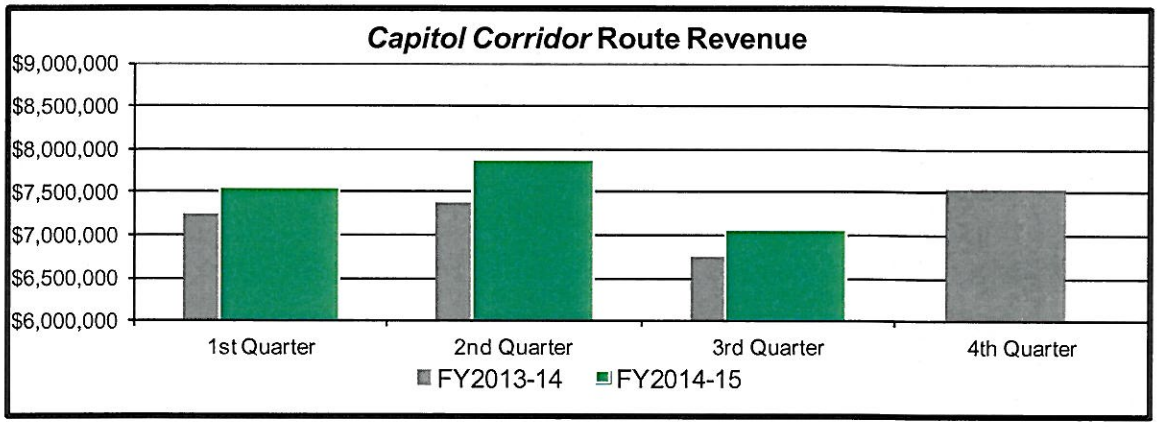
OTP for the second quarter was 91.7 percent, and was 4.6 percentage points below the comparable quarter the previous year. In the third quarter, OTP was 93.5 percent, down 1.3 percentage points. OTP has exceeded the *Capitol Corridor* performance goal of 90 percent in 26 of the last 28 quarters.



REVENUE and FARE BOX RATIO

The second quarter fare box ratio was 54.7 percent, 4.8 percentage points above the same quarter the previous year. Following in the third quarter, the fare box ratio was 49.6 percent, 6.3 percentage points below the same quarter in the prior year.

Revenue for the second quarter increased 6.8 percent compared to the same quarter in the previous year and expenses decreased 2.6 percent. Third quarter revenue increased 5.0 percent and expenses increased 19.6 percent over the prior year third quarter.



State-Supported Intercity Passenger Rail - 2nd Quarter 2014-15
Capitol Corridor

	ACTUAL RESULTS			
	2nd Qtr 14-15	2nd Qtr 13-14	Difference	Percent Change
Ridership	372,560	355,470	17,090	4.8%
Revenue	$ 7,887,856	$ 7,387,821	$ 500,035	6.8%
Expense	$ 14,412,226	$ 14,800,185	$ (387,959)	-2.6%
Farebox Ratio	54.7%	49.9%	4.8 PP	
On-Time Performance	91.7%	96.3%	-4.6 PP	

PP - Percentage Points

State-Supported Intercity Passenger Rail - 3rd Quarter 2014-15
Capitol Corridor

	ACTUAL RESULTS			
	3rd Qtr 14-15	3rd Qtr 13-14	Difference	Percent Change
Ridership	347,849	332,974	14,875	4.5%
Revenue	$ 7,079,026	$ 6,744,338	$ 334,688	5.0%
Expense	$ 15,082,947	$ 12,665,951	$ 2,416,996	19.1%
Farebox Ratio	46.9%	53.2%	-6.3 PP	
On-Time Performance	93.5%	94.8%	-1.3 PP	

PP - Percentage Points

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: June 25, 2015

Reference No.: 3.11
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 2013 UNOBLIGATED RSTP AND CMAQ FUNDS**

SUMMARY:

As of March 31, 2014, the Regional Surface Transportation Program (RSTP) and the Congestion Mitigation and Air Quality Improvement Program (CMAQ) have approximately $7.7 million and $4.4 million, respectively, subject to reprogramming.

BACKGROUND:

The Intermodal Surface Transportation Efficiency Act was enacted in 1991 and was in effect for six years. During that time, the Regions only obligated 87 percent of their federal funding. The next Federal Highway Act, known as the Transportation Equity Act for the 21st Century (TEA-21), was signed into law in 1998. During the first two years of TEA-21, the Regions' obligation of federal funds 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 RSTP and CMAQ funds not obligated within the first three years of federal eligibility are subject to reprogramming by the California Transportation Commission (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) 2013 (October 1, 2012 through September 30, 2013), was released on November 18, 2014. The total FFY 2013 funds identified as subject to reprogramming under the provisions of AB 1012 were approximately $12.5 million. This included approximately $7.9 million of RSTP funds and approximately $4.6 million of CMAQ funds. As of March 31, 2015, the RSTP amount has decreased to $7,723,889 and the CMAQ amount has decreased to $4,399,912.

The California Department of Transportation (Department) is responsible for monitoring and reporting unobligated balances. Each month, the Department provides notification to the Regions of the unobligated RSTP and CMAQ balances that have one year remaining under the AB 1012 guidelines. Beginning in FFY 2000, and continuing through FFY 2014, 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 March 31, 2015

Reference No.: 3.11
June 25, 2015
Attachment 1

AB 1012
Balances entering the 3rd Year
(from FFY 2013*)
Regional Report Summary

*Previously referred to as Cycle 16

Region	CMAQ Unobligated 03/31/2015 Delivery Balance [1]	CMAQ Amount Subject to AB 1012 Reprogramming 11/01/2015 [2]	RSTP Unobligated 03/31/2015 Delivery Balance [1]	RSTP Amount Subject to AB 1012 Reprogramming 11/01/2015 [2]
Butte	2,549,898	-	2,664,869	-
Fresno	17,352,871	-	24,097,292	1,695,346
Kern	19,876,735	74,295	19,351,857	-
Kings	2,359,250	-	1,860,924	-
Los Angeles	205,228,087	-	158,130,525	-
Madera	2,985,132	-	1,827,675	-
Merced	2,667,230	-	3,108,254	-
Monterey	-	- [3]	6,186,008	-
Orange	23,104,936	-	26,240,277	-
Riverside	42,640,442	-	40,441,956	-
S. F. Bay Area (MTC)	46,192,277	-	47,671,464	-
Sacramento (SACOG)	23,945,240	-	37,286,912	-
San Benito	-	- [3]	698,435	-
San Bernardino	50,192,359	-	45,272,394	-
San Diego	3,572,321	-	19,765,850	-
San Joaquin	14,748,241	-	11,083,031	-
San Luis Obispo	3,883,040	-	3,738,997	-
Santa Barbara	-	- [3]	6,231,742	-
Santa Cruz	11	11 [3]	3,507,488	-
Stanislaus	9,775,271	-	9,088,331	-
Tahoe	418,623	-	506,489	-
Tulare	3,589,130	-	6,249,015	-
Ventura	20,377,397	3,733,653	25,032,728	5,260,756
Rural Counties & SCAG	7,371,891	591,953	21,952,906	767,787
TOTAL	502,830,382	4,399,912	521,995,420	7,723,889

Footnotes:

Balances in the 3rd year (October 1, 2014) are subject to reprogramming on November 1, 2015. These balances include the federal fiscal year 2015 "Advance" apportionments (dated November 4, 2013) and federal fiscal year 2014 "Actual" apportionments (dated July 7, 2014).

[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 March 31, 2015

Reference No.: 3.11
June 25, 2015
Attachment 2

AB 1012
Balances entering the 3rd Year
(from FFY 2013*)
Rural Report Summary

*Previously referred to as Cycle 16

Region	CMAQ Unobligated 03/31/2015 Delivery Balance [1]	CMAQ Amount Subject to AB 1012 Reprogramming 11/01/2015 [2]	RSTP Unobligated 03/31/2015 Delivery Balance [1]	RSTP Amount Subject to AB 1012 Reprogramming 11/01/2015 [2]
Rural County Information:				
Alpine	-	-	153,877	-
Amador	455,686	-	486,670	-
Calaveras	957,569	- [3]	581,719	-
Colusa	-	-	285,518	-
Del Norte	-	-	364,690	-
El Dorado	-	-	1,014,262	-
Glenn	-	-	363,987	-
Humboldt	-	-	1,691,268	-
Imperial (SCAG)	1,715,658	-	5,297,861	767,787
Inyo	-	-	885,362	-
Lake	-	-	805,301	-
Lassen	-	-	502,311	-
Mariposa	463,796	156,336	248,474	-
Mendocino	-	-	1,146,293	-
Modoc	-	-	348,736	-
Mono	-	-	387,234	-
Nevada	1,458,039	-	1,208,827	-
Placer	-	-	944,915	-
Plumas	-	-	294,999	-
Shasta	-	-	2,190,080	-
Sierra	-	-	158,975	-
Siskiyou	-	-	770,100	-
Tehama	1,504,727	435,617	809,972	-
Trinity	-	-	312,442	-
Tuolumne	816,415	- [3]	699,032	-
Rural Combined Totals:	7,371,891	591,953	21,952,906	767,787

Footnotes:

Balances in the 3rd year (October 1, 2014) are subject to reprogramming on November 1, 2015. These balances include the federal fiscal year 2015 "Advance" apportionments (dated November 4, 2013) and federal fiscal year 2014 "Actual" apportionments (dated July 7, 2014).

[1] Indicates all apportionments not yet obligated.

[2] Totals reflect balances in the third year.

[3] These Regions are in air quality attainment and beginning with federal fiscal year 2016 will no longer receive new CMAQ funding. These Regions can use these unobligated CMAQ apportionments prior to their AB 1012 reprogramming date or any loss of funds, such as a federal rescission.

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 COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 25, 2015

Reference No.: 2.1a.(1)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce De Terra, Acting Chief
Division of Transportation
Programming

Subject: **STIP AMENDMENT 14S-12**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve the requested State Transportation Improvement Program (STIP) Amendment 14S-12. This item was noticed at the Commission's May 2015 meeting.

ISSUE:

The City of Goleta (City) proposes to amend the 2014 STIP to delay $11,372,000 in Regional Improvement Program (RIP) construction funds from Fiscal Year (FY) 2015-16 to FY 2016-17 for the Fowler and Ekwill Street Extension project (PPNO 4611), in Santa Barbara County.

BACKGROUND:

The Ekwill Street/Fowler Road Extension project was programmed in the 2014 STIP, with the City as the implementing agency. Originally the Ekwill Street/Fowler Road Extension was two separate projects and the implementing agency was the County of Santa Barbara. There was opposition to elements of the projects in regard to the relinquishment of Route 217. Route 217 leads directly into the University of California Santa Barbara (UCSB) campus, and the relinquishment became controversial. The two projects were combined and the City assumed responsibility of the rescoped project which addressed the concerns of UCSB and the community.

Adjacent to the Ekwill Street/Fowler Road Extension is the Hollister Avenue Bridge. The Hollister Avenue Bridge project requires a bridge replacement due to structural and hydraulic deficiencies. The bridge project is in the environmental phase with construction planned for FY 2016-17. To minimize traffic impacts to the public it is in the best interest to deliver both projects at the same time. Therefore the City requests that construction funding for the Ekwill Street/Fowler Road Extension project be delay from FY 2015-16 to FY 2016-17. The proposed amendment will delay construction one year to correspond with the Hollister Avenue Bridge replacement project.

The changes described above are shown on the following table.

REVISES: Fowler Road & Ekwill Street Extension project (PPNO 4611)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor
Santa Barbara	5	4611	4611U	CO	2015-16	1.1	2.2	217

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

RTPA/CTC:	Santa Barbara County Assoc. of Governments
Project Title:	Fowler Road & Ekwill Street Extension
Location	In Goleta, from 0.1 mile north of San Jose Creek Bridge to Hollister Avenue.
Description:	Construct roundabouts at Hollister Avenue ramps. Extend Fowler Road from Fairview Avenue to Kellogg Avenue. Extend Ekwill Street to Kellogg Avenue.

(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	17,955	6,583		11,372	0			3,581	11,372	2,022	980		
Change	0	0		(11,372)	11,372			0	0	0	0		
Proposed	17,955	6,583		**0**	**11,372**			3,581	11,372	2,022	980		
Local Funds													
Existing	3,311	1,006		2,305	0			906	2,305		100		
Change	0	0		(2,305)	2,305			0	0		0		
Proposed	3,311	1,006		**0**	**2,305**			906	2,305		100		
Total													
Existing	21,266	7,589		13,677	0			4,487	13,677	2,022	1,080		
Change	0	0		(13,677)	13,677			0	0	0	0		
Proposed	21,266	7,589		**0**	**13,677**			4,487	13,677	2,022	1,080		

RESOLUTION:

Be it Resolved, that the California Transportation Commission does hereby amend the 2014 STIP to delay $11,372,000 in Regional Improvement Program (RIP) construction funds from Fiscal Year (FY) 2015-16 to FY 2016-17 for the Fowler and Ekwill Street Extension project (PPNO 4611), in Santa Barbara County.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 34

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 25, 2015

Reference No. 2.1a.(2)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce De Terra, Acting Chief
Division of Transportation
Programming

Subject: **STIP AMENDMENT 14S-13**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve the requested State Transportation Improvement Program (STIP) Amendment 14S-13. This item was noticed at the Commission's May 2015 meeting.

ISSUE:

The Transportation Agency for Monterey County (TAMC) proposes to amend the 2014 STIP to delay two projects; totaling $4,700,000 in Regional Improvement Program (RIP) construction funds, from Fiscal Year (FY) 2015-16 to FY 2016-17; both projects are in Monterey County. The Route 68 Safety and Operational Improvements at Corral De Tierra (PPNO 1813A), located near the city of Monterey at the Corral de Tierra intersection, will construction turn lanes, widen shoulders and realign driveways. The State Route 1 Operational Improvements project (PPNO 1814), will construct an additional climbing lane, modify the intersection and enhance turn movements, near Carmel-by-the-Sea, on Route 1 from Rio Road to Carmel Valley Road. Monterey County (County) is the implementing agency for both projects. The project sponsor has requested this amendment and the regional planning agency concurs.

BACKGROUND:

The County is requesting to amend the 2014 STIP to move $1,700,000 in RIP construction funds for the Route 68 Safety and Operational Improvements at Corral De Tierra project from FY 2015-16 to FY 2016-17. The reason for the delay is the additional responses to property owners for the environmental document. There were access issues and design configurations that had to be adjusted for the environmental document. The project sponsor is finalizing the environmental document and will be proceeding with Plans, Specifications, and Estimates (PS&E) to ready the project for construction in FY 2016-17.

In addition, the County is requesting to amend the 2014 STIP to move $3,000,000 in RIP construction funds for the State Route 1 Operational Improvements project from FY 2015-16 to FY 2016-17. The reason for the delay is that the environmental document required extensive revisions due to unforeseen new changes in document format, design speeds and standards. All issues have been resolved, and the County is proceeding to Design, and is finalizing the environmental revalidation to ready the project for construction in FY 2016-17.

The proposed funding plan changes are shown in the following tables:

REVISES: Route 68 Safety & Operational Improvements at Corral de Tierra project (PPNO 1813A)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor
Monterey	5	1813A	0H823	CO	2015-16	12.8	13.2	68

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

RTPA/CTC:	Transportation Agency For Monterey Co
Project Title:	Route 68 Safety & Operational Improvements at Corral de Tierra
Location	Near the city of Monterey, at the Corral de Tierra intersection.
Description:	Construct turn lanes, shoulder widening and driveway realignment.

(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	1,800	100		1,700	0				1,700	100			
Change	0	0		(1,700)	1,700				0	0			
Proposed	1,800	100		**0**	**1,700**				1,700	100			
Local Funds													
Existing	450	450						120		180	150		
Change	0	0						0		0	0		
Proposed	450	450						120		180	150		
Total													
Existing	2,250	550		1,700	0			120	1,700	280	150		
Change	0	0		(1,700)	1,700			0	0	0	0		
Proposed	2,250	550		**0**	**1,700**			120	1,700	280	150		

REVISES: SR-1 Operational Improvements project (PPNO 1814)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor
Monterey	5	1814	0L570	CO	2015-16	72.3	75.2	1

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

RTPA/CTC:	Transportation Agency For Monterey Co
Project Title:	SR-1 Operational Improvements
Location	Near Carmel-by-the-Sea, on Route 1 from Rio Road to Carmel Valley Road.
Description:	Construct additional climbing lane, modify intersection, and enhance turn movements.

(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	3,250	250		3,000	0				3,000	250			
Change	0	0		(3,000)	3,000				0	0			
Proposed	3,250	250		**0**	**3,000**				3,000	250			
Local Funds													
Existing	350	350						50			300		
Change	0	0						0			0		
Proposed	350	350						50			300		
Total													
Existing	3,600	600		3,000	0			50	3,000	250	300		
Change	0	0		(3,000)	3,000			0	0	0	0		
Proposed	3,600	600		**0**	**3,000**			50	3,000	250	300		

RESOLUTION:

Be it Resolved, that the California Transportation Commission does hereby amend the 2014 STIP to delay two projects; the Route 68 Safety and Operational Improvements at Corral De Tierra (PPNO 1813A), located near the city of Monterey at the Corral de Tierra intersection, and the State Route 1 Operational Improvements project (PPNO 1814), near Carmel-by-the-Sea, on Route 1 from Rio Road to Carmel Valley Road, totaling $4,700,000 in Regional Improvement Program (RIP) construction funds, from Fiscal Year (FY) 2015-16 to FY 2016-17.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 35

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 25, 2015

Reference No.: 2.1a.(3)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce De Terra, Acting Chief
Division of Transportation
Programming

Subject: **STIP AMENDMENT 14S-14**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve the requested State Transportation Improvement Program (STIP) Amendment 14S-14. This item was noticed at the Commission's May 2015 meeting.

ISSUE:

Mendocino County (County) proposes to amend the 2014 STIP to reprogram $3,150,000 for the East Side Potter Valley Road Reconstruction Phase 1 project (PPNO 4073P) and $385,000 for the Branscomb Road Bridge project (PPNO 4517), in Regional Improvement Program (RIP) funds from construction in Fiscal Year (FY) 2015-16 to FY 2016-17; both projects are in Mendocino County.

BACKGROUND:

The East Side Potter Valley Road project is located in Potter Valley on Potter Valley Road from Post Mile 2.61 to 6.42. It includes roadway widening, drainage installation and utility relocation. Originally the project was programmed with State-Only funding due to funding constraints at the time. During the project development process, it was determined that the project may be federalized and would need to address federal requirements. This resulted in additional work and a delay to completing the Design and Right-of-Way phases. Additionally, at least one parcel will need to go through the condemnation process, which has further delayed the project being ready for construction in FY 2015-16.

The Branscomb Road Bridge project located near Laytonville, will construct a 150 foot long, prefabricated pedestrian/multi-use bridge across Ten Mile Creek. Mendocino County has experienced delays in completing the environmental studies due to requirements from the Federal Emergency Management Agency. The Commission approved a nine-month time extension for the Design component in June 2014. However, the delay in starting the Design phase has resulted in a delay of finalizing Right-of-Way. It is anticipated that all Right-of-Way constraints will be cleared on both projects in time for construction for both to be delivered in FY 2016-17.

The proposed funding is shown in the following tables:

REVISE: East Side Potter Valley Road Reconstruction Phase 1 project (PPNO 4073P)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor
Mendocino	1	4073P	280524	LA	~~2015-16~~ **2016-17**			

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

RTPA/CTC:	Mendocino County Association of Governments
Project Title:	East Side Potter Valley Road Recon Phase I
Location	In Potter Valley, East Side Potter Valley Road.
Description:	From Post Mile 2.61 to 6.42. Widening roadway, install drainage, and relocate utilities.

(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	7,300	4,150		3,150	0			3,700	3,150	450			
Change	0	0		(3,150)	3,150			0	0	0			
Proposed	7,300	4,150		**0**	**3,150**			3,700	3,150	450			
Local Funds													
Existing	990	646		344					344	220	426		
Change	0	0		(344)	344					0	0		
Proposed	990	646		**0**	**344**				344	220	426		
Total													
Existing	8,290	4,796		3,494	0			3,700	3,494	670	426		
Change	0	0		(3,494)	3,494			0	0	0	0		
Proposed	8,290	4,796		**0**	**3,494**			3,700	3,494	670	426		

REVISE: Branscomb Road Bridge project (PPNO 4517)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor
Mendocino	1	4517		LA	~~2015-16~~ **2016-17**			

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

RTPA/CTC:	Mendocino County Association of Governments
Project Title:	Branscomb Road Bridge
Location	Near Laytonville, along Branscomb Road, at Post Mile 25.41.
Description:	Install 150' long, prefabricated pedestrian/multi-use bridge across Ten Mile Creek.

(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	600	190	25	385	0			25	385	160	30		
Change	0	0	0	(385)	385			0	0	0	0		
Proposed	600	190	25	**0**	**385**			25	385	160	30		
Total													
Existing	600	190	25	385	0			25	385	160	30		
Change	0	0	0	(385)	385			0	0	0	0		
Proposed	600	190	25	**0**	**385**			25	385	160	30		

RESOLUTION:

Be it Resolved, that the California Transportation Commission does hereby amend the 2014 STIP to reprogram $3,150,000 for the East Side Potter Valley Road Reconstruction Phase 1 project (PPNO 4073P) and $385,000 for the Branscomb Road Bridge project (PPNO 4517), in Regional Improvement Program (RIP) funds from construction in Fiscal Year (FY) 2015-16 to FY 2016-17.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 36

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 25, 2015

Reference No.: 2.1a.(4)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce De Terra, Acting Chief
Division of Transportation
Programming

Subject: **STIP AMENDMENT 14S-15**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve the requested State Transportation Improvement Program (STIP) Amendment 14S-15. This item was noticed at the Commission's May 2015 meeting.

ISSUE:

The Department and the Mendocino County Association of Governments (MCAOG) propose to amend the 2014 STIP to reprogram $2,926,000 in Interregional Improvement Program (IIP) construction, $850,000 in construction support and $516,000 in Regional Improvement Program (RIP), construction from Fiscal Year (FY) 2015-16 to FY 2016-17 for the Willits Bypass Relinquishment project (PPNO 0125W). Additionally, the Department and MACOG propose to reprogram $2,975,000 in IIP construction, $750,000 in construction support and $525,000 in RIP construction from FY 2015-16 to FY 2016-17 for the Willits Bypass - Sherwood Road Geometric Upgrades project (PPNO 0125Z) in Mendocino County.

BACKGROUND:

The Willits Bypass Relinquishment project and the Willits Bypass - Sherwood Road Geometric Upgrades project were split from the Willits Bypass project (Bypass) PPNO 0125F when it was allocated in March 2012. Both projects are programmed for delivery in FY 2015-16 and are to coincide with the completion of the Bypass. The Bypass however, has encountered delays during the first two construction seasons, which have delayed project completion by one year. As a result, the Willits Bypass Relinquishment and the Sherwood Road Geometric upgrade projects also need to be delayed by one year to coincide with the delivery of the Bypass in FY 2016-17.

The proposed funding is shown in the following tables:

REVISE: Willits Bypass – Relinquishment of Bypassed Route 101 (Existing Route 101 through Willits) project (PPNO 0125W)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor
Mendocino	1	0125W	26203	CO	~~2015-16~~ **2016-17**	45.3	47.9	101

Implementing Agency: (by component)	**PA&ED**		**PS&E**	Caltrans
	R/W	Caltrans	**CON**	Caltrans
RTPA/CTC:	Mendocino County Association of Governments			
Project Title:	Willits Bypass - Relinquishment of Bypassed Route 101 (Exisitng Route 101 Through Willits)			
Location	In the City of Willits from PM 46.63 to PM 47.52.			
Description:	Rehabilitate and relinquishment of facilities.			

(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
GF IIP													
Existing	2,170	1,320		850	0						1,000	320	850
Change	0	0		(850)	850						0	0	0
Proposed	2,170	1,320		**0**	**850**						1,000	320	850
RIP													
Existing	546	30		516	0			30	516				
Change	0	0		(516)	516			0	0				
Proposed	546	30		**0**	**516**			30	516				
IIP													
Existing	3,096	170		2,926	0			170	2,926				
Change	0	0		(2,926)	2,926			0	0				
Proposed	3,096	170		**0**	**2,926**			170	2,926				
Total													
Existing	5,812	1,520		4,292	0			200	3,442		1,000	320	850
Change	0	0		(4,292)	4,292			0	0		0	0	0

REVISE: Willits Bypass – Sherwood Road Geometric Upgrades project (PPNO 0125Z)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor
Mendocino	1	0125Z	26204	CO	~~2015-16~~ **2016-17**	47.2	47.3	101

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

RTPA/CTC:	Mendocino County Association of Governments
Project Title:	Willits Bypass - Sherwood Road Geometric Upgrades.
Location	In the City of Willits from PM 47.2 to PM 47.3, at Sherwood Road.
Description:	Construct geometric Upgrades.

(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
GF IIP													
Existing	2,550	1,800		750	0					800	800	200	750
Change	0	0		(750)	750					0	0	0	0
Proposed	2,550	1,800		**0**	**750**					800	800	200	750
RIP													
Existing	555	30		525	0			30	525				
Change	0	0		(525)	525			0	0				
Proposed	555	30		**0**	**525**			30	525				
IIP													
Existing	3,145	170		2,975				170	2,975				
Change	0	0		(2,975)	2,975			0	0				
Proposed	3,145	170		**0**	**2,975**			170	2,975				
Total													
Existing	6,250	2,000		4,250	0			200	3,500	800	800	200	750
Change	0	0		(4,250)	4,250			0	0	0	0	0	0
Proposed	6,250	2,000		**0**	**4,250**			200	3,500	800	800	200	750

RESOLUTION:

Be it Resolved, that the California Transportation Commission does hereby amend the 2014 STIP to reprogram $2,926,000 in Interregional Improvement Program (IIP) construction, $850,000 in construction support and $516,000 in Regional Improvement Program (RIP), construction from Fiscal Year (FY) 2015-16 to FY 2016-17 for the Willits Bypass Relinquishment project (PPNO 0125W). Additionally, the Department and MCAOG propose to reprogram $2,975,000 in IIP construction, $750,000 in construction support and $525,000 in RIP construction from FY 2015-16 to FY 2016-17 for the Willits Bypass - Sherwood Road Geometric Upgrades project (PPNO 0125Z) in Mendocino County.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 37

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 25, 2015

Reference No.: 2.1a.(5)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce De Terra, Acting Chief
Division of Transportation
Programming

Subject: **STIP AMENDMENT 14S-16**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve the requested State Transportation Improvement Program (STIP) Amendment 14S-16. This item was noticed at the Commission's May 2015 meeting.

ISSUE:

The County of Lassen (County) proposes to amend the 2014 STIP for the Skyline Road Extension (Phase 2) project (PPNO 2121A) in Lassen County to reprogram the construction funding from Fiscal Year (FY) 2015-16 to FY 2016-17.

BACKGROUND:

The Skyline Road Extension (Phase 2) project is currently programmed for construction with $3,900,000 in Regional Improvement Program (RIP) in FY 2015-16. The project scope includes improvements along the Skyline Road corridor, which will construct a two lane highway with a Class I bike way. The project has experienced delays in obtaining the required Right-of-Way. Specifically, one of the easements has not been acquired even after several negotiations over the last three years. In order to deliver the project, the County may need to acquire the property through eminent domain action. Given this delay, it is anticipated that all Right-of-Way activities will be completed in time for construction in FY 2016-17.

The proposed funding plan changes are shown in the following table:

REVISES: Skyline Road Extension (Phase 2) project (PPNO 2121A)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor
Lassen	2	2121A	1A0100	LA	~~2015-16~~ **2016-17**			

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

RTPA/CTC:	Lassen County Transportation Commission
Project Title:	Skyline Road Extension (Phase 2)
Location	In Susanville, from Route 139 to Route 36 east (Skyline East and Extension).
Description:	Skyline Road corridor improvements. Construct two lane highway with a class one bike way.

(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	4,275	375		3,900	0			275	3,900		100		
Change	0	0		(3,900)	3,900			0	0		0		
Proposed	4,275	375		**0**	**3,900**			275	3,900		100		
Total													
Existing	4,275	375		3,900	0			275	3,900		100		
Change	0	0		(3,900)	3,900			0	0		0		
Proposed	4,275	375		**0**	**3,900**			275	3,900		100		

RESOLUTION:

Be it Resolved, that the California Transportation Commission does hereby amend the 2014 STIP for the Skyline Road Extension (Phase 2) project (PPNO 2121A) in Lassen County to reprogram the construction funding from Fiscal Year (FY) 2015-16 to FY 2016-17.

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: June 25, 2015

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

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce De Terra, Acting Chief
Division of Transportation
Programming

Subject: **STIP AMENDMENT 14S-17**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve the requested State Transportation Improvement Program (STIP) Amendment 14S-17. This item was noticed at the Commission's May 2015 meeting.

ISSUE:

The Department and the Plumas County Transportation Commission propose to amend the 2014 STIP to reduce construction by $2,000,000 and construction support by $100,000 in Regional Improvement Program (RIP) funds for the Greenville State Route 89 Rehabilitation project (PPNO 3355) in Plumas County.

BACKGROUND:

The Greenville State Route 89 Rehabilitation project is currently programmed for construction with $5,135,000 in RIP funds in FY 2015-16. The project scope includes upgrades to sidewalks and curb ramps that will meet the Americans with Disabilities Act requirements, as well as an overlay. During the Design process, it was discovered that an overlay would not be sufficient to meet pavement needs. It has been determined that a new structural roadway section with roadway drainage is now required. As a result, this scope will be taken out of the project and funded by the State Highway Operation and Protection Program.

Right of Way support is funded from both Plumas and Modoc county regional shares as shown in the funding table below. This amendment was noticed with the Right of Way support shown as a combined total only; however, the table on the following page provides a breakout of the Plumas and Modoc amounts for clarification.

The proposed funding plan changes are shown in the following table:

REVISES: Greenville State Route 89 Rehabilitation (PPNO 3355)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor
Plumas	2	3355	0E240	CO	2015-16	19.8	20.8	89

Implementing Agency: (by component)	**PA&ED**	Caltrans	**PS&E**	Caltrans	
	R/W	Caltrans	**CON**	Caltrans	
RTPA/CTC:	Plumas County Transportation Commission				
Project Title:	Greenville SR89 Rehabilitation				
Location	In Greenville, on Route 89 between Hideaway Road and Mill Street.				
Description:	Upgrade sidewalks and curb ramps to meet ADA requirements.				

(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 (Plumas)													
Existing	7,467	1,632		5,835				289	5,135	350	618	375	700
Change	(2,100)	0		(2,100)				0	(2,000)	0	0	0	(100)
Proposed	**5,367**	1,632		**3,735**				289	**3,135**	350	618	375	**600**
RIP (Modoc)													
Existing	30	30										30	
Change	0	0										0	
Proposed	30	30										30	
Total													
Existing	7,497	1,662		5,835				289	5,135	350	618	405	700
Change	(2,100)	0		(2,100)				0	(2,000)	0	0	0	(100)
Proposed	**5,397**	1,662		**3,735**				289	**3,135**	350	618	405	**600**

RESOLUTION:

Be it Resolved, that the California Transportation Commission does hereby amend the 2014 STIP to reduce construction by $2,000,000 and construction support by $100,000 in Regional Improvement Program (RIP) funds for the Greenville State Route 89 Rehabilitation project (PPNO 3355) in Plumas County.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 39

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 25, 2015

Reference No.: 2.1a.(7)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce De Terra, Acting Chief
Division of Transportation
Programming

Subject: **STIP AMENDMENT 14S-18**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve the requested State Transportation Improvement Program (STIP) Amendment 14S-18. This item was noticed at the Commission's May 2015 meeting.

ISSUE:

The Department and the Butte County Association of Governments (BCAG), propose to amend the 2014 STIP to revise the implementing agency from BCAG to the Department for the PS&E (Design) and Right-of-Way phases for the State Route 70 Passing Lanes (Segment 1) project (PPNO 9801) in Butte County.

BACKGROUND:

The State Route 70 Passing Lanes (Segment 1) project extends from 0.1 mile south of Palermo Road, to just north of the Ophir Road/Pacific Heights intersection and will widen the roadway from two to four lanes. The Design and Right-of-Way components are programmed in Fiscal Year 2016-17 with BCAG as the lead agency. The Department is currently the lead for the construction phase. It is one of several related projects along the Route 70 corridor that have been constructed in partnership between BCAG and the Department. Based on those recently completed projects, BCAG and the Department have determined that it would be most efficient for the Department to be the lead agency for both the Design and Right-of-Way, along with construction. Cost increases in both Design and Right-of-Way are not anticipated at this time.

Proposed changes are shown on the following table:

REVISES: State Route 70 Passing Lanes (Segment 1) (PPNO 9801)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor
Butte	3	9801	3F280	CO	2017-18	8.8	11.8	70

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

RTPA/CTC:	Butte County Association of Governments
Project Title:	SR70 Passing Lanes (Segment 1)
Location	On State Route 70, from 0.1 mile south of Palermo Road, to just north of Ophir Road/Pacific Heights intersection.
Description:	Roadway widening.

(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	13,100			1,900		11,200		900	10,000		1,000		1,200
Change	0			0		0		0	0		0		0
Proposed	13,100			1,900		11,200		900	10,000		1,000		1,200
IIP													
Existing	13,100			1,900		11,200		900	10,000		1,000		1,200
Change	0			0		0		0	0		0		0
Proposed	13,100			1,900		11,200		900	10,000		1,000		1,200
Demo													
Existing	1,500	1,500								1,500			
Change	0	0								0			
Proposed	1,500	1,500								1,500			
Total													
Existing	27,700	1,500		3,800		22,400		1,800	20,000	1,500	2,000		2,400
Change	0	0		0		0		0	0	0	0		0
Proposed	27,700	1,500		3,800		22,400		1,800	20,000	1,500	2,000		2,400

RESOLUTION:

Be it Resolved, that the California Transportation Commission does hereby amend the 2014 STIP to revise the implementing agency from BCAG to the Department for the PS&E (Design) and Right-of-Way phases for the State Route 70 Passing Lanes (Segment 1) project (PPNO 9801) in Butte County.

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: June 25, 2015

Reference No.: 2.1a.(8)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce De Terra, Acting Chief
Division of Transportation
Programming

Subject: **STIP AMENDMENT 14S-19**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve the requested State Transportation Improvement Program (STIP) Amendment 14S-19. This item was noticed at the Commission's May 2015 meeting.

ISSUE:

The Bay Area Rapid Transit (BART) proposes to reprogram $3,726,000 in Regional Improvement Program (RIP) construction funds from the Downtown Berkeley BART Plaza and Transit Area Improvements project (PPNO 2103B) in Alameda County and to the BART Station Modernization Program project (PPNO 2010C) in Contra Costa County.

BACKGROUND:

The Downtown Berkeley BART Plaza and Transit project (PPNO 2103B) is currently programmed for $3,726,000 in RIP construction in Fiscal Year (FY) 2016-17. However, the project is ready for delivery now.

In order to deliver this project early, BART is proposing to remove $3,726,000 in RIP construction funds and backfill with an equal amount of Proposition 1B Public Transportation Modernization, Improvement, Service Enhancement (PTMISEA) funds from the BART Station Modernization Program project (PPNO 2010C). In addition to PTMISEA funds, the BART Station Modernization Program project is also programmed for $13,000,000 in RIP construction in FY 2018-19.

The Metropolitan Transportation Commission (MTC) concurs with the changes described above and tabulated on the following pages.

DELETE: Downtown Berkeley BART Plaza and Transit Area Improvements project (PPNO 2103B)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor
Alameda	4	2103B		MT	~~2016-17~~ **2015-16**			

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

RTPA/CTC:	Metropolitan Transportation Commission
Project Title:	Downtown Berkeley BART Plaza/Transit Area Improvements
Location	In Berkeley, around the downtown Berkeley BART Station.
Description:	Construct various multi-modal (transit, bike and pedestrian) access and safety improvements.

(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 Improvement Program (RIP)													
Existing	3,726				3,726				3,726				
Change	(3,726)				(3,726)				(3,726)				
Proposed	**0**				**0**				**0**				
Public Transportation Modernization, Improvement, Service Enhancement (PTMISEA)													
Existing	0			0					0				
Change	3,726			3,726					3,726				
Proposed	**3,726**			**3,726**					**3,726**				
Local Funds													
Existing	1,334	402		0	932				932	225	177		
Change	0	0		932	(932)				0	0	0		
Proposed	1,334	402		**932**	**0**				932	225	177		
Congestion Mitigation and Air Quality (CMAQ)													
Existing	2,220	781		0	1,439				1,439	75	706		
Change	0	0		1,439	(1,439)				0	0	0		
Proposed	2,220	781		**1,439**	**0**				1,439	75	706		
Local Funds													
Existing	3,718			0	3,718				3,718				
Change	0			3,718	(3,718)				0				
Proposed	3,718			**3,718**	**0**				3,718				
Total													
Existing	10,998	1,183		0	9,815				9,815	300	883		
Change	0	0		9,815	(9,815)				0	0	0		
Proposed	10,998	1,183		**9,815**	**0**				9,815	300	883		

REVISE: BART Station Modernization Program project (PPNO 2010C)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor
Contra Costa	4	2010C		MT	2018-19			

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

RTPA/CTC:	Metropolitan Transportation Commission
Project Title:	BART Station Modernization Program
Location	BART station system includes 43 stations on a 103 mile long system.
Description:	Scope of work includes station site, building envelope, vertical transportation, circulation and wayfinding, HVAC and other station equipment replacement/upgrades, lighting and ambient environment upgrades. Typical improvements include escalators, elevators, pedestrian and bicycle access improvements, lighting, platform edge tiles.

(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 Improvement Program (RIP) - Contra Costa County													
Existing	13,000						13,000		13,000				
Change	0						0		0				
Proposed	13,000						13,000		13,000				
Regional Improvement Program (RIP) - Alameda County													
Existing	0						0		0				
Change	3,726						3,726		3,726				
Proposed	**3,726**						**3,726**		**3,726**				
Public Transportation Modernization, Improvement, Service Enhancement (PTMISEA)													
Existing	7,226	600	2,900				3,726		3,726		3,500		
Change	(3,726)	0	0				(3,726)		(3,726)		0		
Proposed	**3,500**	600	2,900				**0**		**0**		3,500		
Total													
Existing	20,226	600	2,900				16,726		16,726		3,500		
Change	0	0	0				0		0		0		
Proposed	20,226	600	2,900				16,726		16,726		3,500		

RESOLUTION:

Be it Resolved, that the California Transportation Commission does hereby amend the 2014 STIP to reprogram $3,726,000 in Regional Improvement Program (RIP) construction funds from the Downtown Berkeley BART Plaza and Transit Area Improvements project (PPNO 2103B) in Alameda County and to the BART Station Modernization Program project (PPNO 2010C) in Contra Costa County.

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: June 25, 2015

Reference No.: 2.1a.(9)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce De Terra, Acting Chief
Division of Transportation
Programming

Subject: **STIP AMENDMENT 14S-20**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve the requested State Transportation Improvement Program (STIP) Amendment 14S-20. This item was noticed at the Commission's May 2015 meeting.

ACTION UPDATE: The implementing agency was incorrect on the item for Notice at the May 2015 Commission meeting and has been corrected from San Mateo City/County Association of Governments (C/CAG) to San Mateo County Transportation Authority.

ISSUE:

The San Mateo County Transportation Authority proposes to reprogram $6,900,000 in Regional Improvement Program (RIP) Right of Way funds from Fiscal Year (FY) 2015-16 to FY 2016-17 for the Route 1/Calera Parkway (Phase 1) Improvements project (PPNO 0632C) in San Mateo County.

BACKGROUND:

The Route 1/Calera Parkway (Phase 1) Improvements project is currently programmed with $6,900,000 in RIP funds for Right of Way in FY 2015-16. The environmental document was completed in August 2013. At its March 2014 meeting, the Commission approved the project for Future Consideration of Funding under Resolution E-14-09.

On September 6, 2013, the Pacificans for a Scenic Coast group filed a lawsuit in the Superior Court of California challenging the environmental review process. Final hearings were held in August 2014 and the judge has yet to issue a final ruling. As a result of this lawsuit, project delivery has been delayed. The San Mateo County Transportation Authority requests to reprogram $6,900,000 RIP funds for Right of Way from FY 2015-16 to FY 2016-17.

The Metropolitan Transportation Commission concurs with the changes described above and tabulated below.

REVISES: Route 101/Calera Parkway (Phase 1) Improvements project (PPNO 0632C)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor
San Mateo	4	0632C	25460	CO		42.0	43.2	1

Implementing Agency: (by component)	**PA&ED**	San Mateo County Transportation Authority	**PS&E**	San Mateo County Transportation Authority
	R/W	San Mateo County Transportation Authority	**CON**	Department

RTPA/CTC:	Metropolitan Transportation Commission
Project Title:	Calera Parkway (Phase 1)
Location	In Pacifica, on Route 1 from Fassler Avenue to Westport Drive.
Description:	Widen from four lanes to six lanes and construct a barrier-protected landscaped median between San Marlo Way and Reina Del Mar Avenue.

(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 Improvement Program (RIP)													
Existing	6,900			6,900	0			6,900					
Change	0			(6,900)	6,900			0					
Proposed	6,900			**0**	**6,900**			6,900					
Local Funds													
Existing	9,573	9,573								4,000	5,573		
Change	0	0								0	0		
Proposed	9,573	9,573								4,000	5,573		
Local Funds													
Existing	700			700	0			700					
Change	0			(700)	700			0					
Proposed	700			**0**	**700**			700					
Total													
Existing	17,173	9,573		7,600	0			7,600		4,000	5,573		
Change	0	0		(7,600)	7,600			0		0	0		
Proposed	17,173	9,573		**0**	**7,600**			7,600		4,000	5,573		

RESOLUTION:

Be it Resolved, that the California Transportation Commission does hereby amend the 2014 STIP to reprogram $6,900,000 in Regional Improvement Program (RIP) Right of Way funds from Fiscal Year (FY) 2015-16 to FY 2016-17 for the Route 1/Calera Parkway (Phase 1) Improvements project (PPNO 0632C) in San Mateo County.

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: June 25, 2015

Reference No.: 2.1a.(10)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce De Terra, Acting Chief
Division of Transportation
Programming

Subject: **STIP AMENDMENT 14S-21**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve the requested State Transportation Improvement Program (STIP) Amendment 14S-21. This item was noticed at the Commission's May 2015 meeting.

ACTION UPDATE: The revised project post miles along Route 101 and the information about spot locations for placing advanced overhead signs outside the project limits were incorrect on the item for Notice at the May 2015 Commission meeting and have been corrected.

ISSUE:

The Department and the San Mateo City/County Association of Governments propose to reprogram $855,000 in Regional Improvement Program (RIP) in Right of Way (R/W) support and $2,217,000 in RIP R/W capital from Fiscal Year (FY) 2016-17 to FY 2015-16 for the Route 101/Willow Road Interchange Reconstruction project (PPNO 0690A) in San Mateo County.

BACKGROUND:

Advancement of R/W funds

The Route 101/Willow Road Interchange Reconstruction project is currently programmed with $855,000 in RIP funds for R/W support and $2,217,000 in RIP funds for R/W capital in FY 2016-17. In addition $3,680,000 in RIP funds for construction support and $13,719,000 in RIP funds construction capital are programmed in FY 2017-18.

The current delivery schedule does not allow for sufficient time to complete the necessary right of way activities in a timely manner. In order to maintain the present delivery schedule, the right of way activities need to begin earlier than originally planned. Therefore, the Department and the San

Mateo City/County Association of Governments request that the R/W funds be reprogrammed from FY 2016-17 to FY 2015-16.

Adjustment to project limits
Based upon the current design, the post mile limits need to be revised from 2.1/1.7 to 1.6/2.2 along Route 101. In addition, the revised interchange configuration requires that four advanced overhead signs along southbound Route 101 be located at post miles 1.0, 1.4, 2.4, and 3.2 which lie outside the project limits. A revalidation of the environmental document is planned to include these locations. Furthermore, since Willow Road is also a State Route within the project limits, the project plans are required to show post miles 4.8/5.3 along Willow Road (SR 114) .

The Metropolitan Transportation Commission concurs with the changes described above and tabulated below.

REVISES: Route 101/Willow Road Interchange Reconstruction project (PPNO 0690A)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor
San Mateo	4	0690A	235650	CO	2017-18	~~2.1~~ **1.6**	~~1.7~~ **2.2**	101

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

RTPA/CTC:	Metropolitan Transportation Commission
Project Title:	SR 101/Willow Road I/C Reconstruction
Location	In Menlo Park, at State Route 101 and Willow Road interchange.
Description:	Reconstruct and reconfigure interchange.

(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 Improvement Program (RIP)													
Existing	28,951	8,480		0	3,072	17,399		2,217	13,719	3,534	4,946	855	3,680
Change	0	0		3,072	(3,072)	0		0	0	0	0	0	0
Proposed	28,951	8,480		**3,072**	**0**	17,399		2,217	13,719	3,534	4,946	855	3,680
Local Funds													
Existing	30,723			0	100	30,623			30,623			100	
Change	0			100	(100)	0			0			0	
Proposed	30,723			**100**	**0**	30,623			30,623			100	
Total													
Existing	59,674	8,480		0	3,172	48,022		2,217	44,342	3,534	4,946	955	3,680
Change	0	0		3,172	(3,172)	0		0	0	0	0	0	0
Proposed	59,674	8,480		**3,172**	**0**	48,022		2,217	44,342	3,534	4,946	955	3,680

RESOLUTION:

Be it Resolved, that the California Transportation Commission does hereby amend the 2014 STIP to reprogram $855,000 in Regional Improvement Program (RIP) in Right of Way (R/W) support and $2,217,000 in RIP R/W capital from Fiscal Year (FY) 2016-17 to FY 2015-16 for the Route 101/Willow Road Interchange Reconstruction project (PPNO 0690A) in San Mateo County.

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: June 25, 2015

Reference No.: 2.1a.(11)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce De Terra, Acting Chief
Division of Transportation
Programming

Subject: **STIP AMENDMENT 14S-22**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve the requested State Transportation Improvement Program (STIP) Amendment 14S-22. This item was noticed at the Commission's May 2015 meeting.

ISSUE:

The Transportation Agency for Monterey County (TAMC) proposes to amend the 2014 STIP to delay $300,000 in Regional Improvement Program (RIP) construction from Fiscal Year (FY) 2015-16 to FY 2017-18 for the Coastal Daylight/Rail Extensions to Monterey County Track Improvement project (PPNO 1971) in Monterey County.

BACKGROUND:

In March 2015, the Commission approved an extension for project development expenditures for this locally administered STIP transit project for the project approval and environmental document phase (PA&ED). However, completion of the document has been delayed due to unforeseen circumstances.

Initially, TAMC was working toward completing the environmental review for both the Salinas-San Luis Obispo Corridor and the Salinas-San Jose corridor segments simultaneously. However, under the direction of the Federal Railroad Administration (FRA), the environmental review for the Salinas-San Jose segment cannot commence until the first environmental document for the Salinas-San Luis Obispo is complete. It is anticipated that the FRA will grant permission to proceed with the second environmental document by the Summer of 2015, at which time TAMC can secure a consultant and begin work immediately. In coordination with FRA and the Department, drafting, circulating and finalizing the Salinas-San Jose environmental document is expected to take at least 20 months. As a result of the environmental delay, TAMC is requesting to push the construction programming out from FY 2015-16 to FY 2017-18.

REVISES: Coastal Daylight/Rail Extensions to Monterey Track Improvement project (PPNO 1971)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor
Monterey	5	1971	R328TA	RAIL	2015-16			

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

RTPA/CTC:	Transportation Agency For Monterey County
Project Title:	Coast Daylight/Caltrain Track Improvements
Location	Near Salinas, on the Pacific Coast Rail Line.
Description:	Track improvements.

(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	500	200		300		0			300	200			
Change	0	0		(300)		300			0	0			
Proposed	500	200		**0**		**300**			300	200			
Total													
Existing	500	200		300		0			300	200			
Change	0	0		(300)		300			0	0			
Proposed	500	200		**0**		**300**			300	200			

RESOLUTION:

Be it Resolved, that the California Transportation Commission does hereby amend the 2014 STIP to delay $300,000 in Regional Improvement Program (RIP) construction from Fiscal Year (FY) 2015-16 to FY 2017-18 for the Coastal Daylight/Rail Extensions to Monterey County Track Improvement project (PPNO 1971) in Monterey County.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 44

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 25, 2015

Reference No. 2.1a.(12)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce De Terra, Acting Chief
Division of Transportation
Programming

Subject: **STIP AMENDMENT 14S-23**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve the requested State Transportation Improvement Program (STIP) Amendment 14S-23. This item was noticed at the Commission's May 2015 meeting.

ISSUE:

The City of Santa Cruz (City) and Santa Cruz County Regional Transportation Commission (SCCRTC) propose to amend the 2014 STIP to delay two projects, totaling $5,329,000 in the Regional Improvement Program (RIP) funds, from Fiscal Year (FY) 2015-16 to FY 2016-17; both projects are located in Santa Cruz County. The Route 1/9 Intersection Improvement project (PPNO 4658), with the City as the implementing agency, is located at the junction of Route 1 and Route 9, and will construct turn lanes and bike lanes. The 41st Avenue to Soquel Avenue Auxiliary Lanes project (PPNO 0073A), with SCCRTC as the implementing agency, will construct a bicycle/pedestrian overcrossing near Chanticleer Avenue. Both project sponsors have requested this amendment and the regional planning agency concurs.

BACKGROUND:

The City is requesting to amend the 2014 STIP to move $1,329,000 in RIP construction funds for the Route 1/9 Intersection Improvement project from FY 2015-16 to FY 2016-17. The reason for the delay is due to the release of the draft environmental document. The comments received required various approvals and additional work for addressing these comments, including additional Right of Way work. As a result of the unforeseen delay in the environmental document, construction will be delayed a year. The City has initiated the Design work and the Right of Way acquisition for the project with local funds and anticipates construction beginning in FY 2016-17.

SCCRTC is requesting to amend the 2014 STIP to move $1,430,000 in RIP Plan, Specifications and Estimates (PS&E) funds and $2,570,000 in RIP Right of Way funds for the 41st Avenue to Soquel Avenue Auxiliary Lanes project, from FY 2015-16 to FY 2016-17. The reason for the delay is that the environmental document review required revisions to the technical reports, which included Traffic, Air Quality, Community Impact Assessment, Noise and Visual Impact report for the project. As a result of unforeseen updates to the regulations and guidelines, revisions had to be made to update the environmental document accordingly. At this time, the updated environmental document is under review by the Department and then will be forwarded to the Federal Highway Administration before the public comment period. SCCRTC is therefore, requesting that PS&E and Right of Way be delayed one year to allow for delivery of the environmental document.

The proposed funding plan changes are shown in the following tables:

REVISES: Route 1/9 Intersection Improvements project (PPNO 4658)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor
Santa Cruz	5	4658	46580	CO	2015-16	17.5	17.7	1

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

RTPA/CTC:	Santa Cruz County Regional Transportation Commission
Project Title:	Route 1/9 Intersection Improvements
Location	In the city of Santa Cruz, at the junction of Route 1 and Route 9.
Description:	Construct turn lanes and bike lanes.

(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	1,329			1,329	0				1,329				
Change	0			(1,329)	1,329				0				
Proposed	1,329			**0**	**1,329**				1,329				
Local Funds													
Existing	5,350	600	1,300	3,450	0			700	3,450	600	600		
Change	0	0	0	(3,450)	3,450			0	0	0	0		
Proposed	5,350	600	1,300	**0**	**3,450**			700	3,450	600	600		
Total													
Existing	6,679	600	1,300	4,779	0			700	4,779	600	600		
Change	0	0	0	(4,779)	4,779			0	0	0	0		
Proposed	6,679	600	1,300	**0**	**4,779**			700	4,779	600	600		

REVISES: 41st Avenue to Soquel Avenue Auxiliary Lanes project (PPNO 0073A)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor
Santa Cruz	5	0073A	0C732	CO	2019-20	13.6	14.9	1

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

RTPA/CTC:	Santa Cruz County Regional Transportation Commission
Project Title:	41st Avenue to Soquel Avenue Auxiliary Lanes
Location	Near the city of Santa Cruz and Capitola, from 41st Avenue to Soquel Avenue.
Description:	Construct auxiliary lanes and construct bicycle/pedestrian overcrossing near Chanticleer Avenue.

(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	4,000			4,000	0			1,430			2,570		
Change	0			(4,000)	4,000			0			0		
Proposed	4,000			**0**	**4,000**			1,430			2,570		
Future Need													
Existing	23,000						23,000		23,000				
Change	0						0		0				
Proposed	23,000						23,000		23,000				
Total													
Existing	27,000			4,000	0		23,000	1,430	23,000		2,570		
Change	0			(4,000)	4,000		0	0	0		0		
Proposed	27,000			**0**	**4,000**		23,000	1,430	23,000		2,570		

RESOLUTION:

Be it Resolved, that the California Transportation Commission does hereby amend the 2014 STIP to delay two projects, totaling $5,329,000 in the Regional Improvement Program (RIP) funds, from Fiscal Year (FY) 2015-16 to FY 2016-17, for the Route 1/9 Intersection Improvement project (PPNO 4658), and the 41st Avenue to Soquel Avenue Auxiliary Lanes project (PPNO 0073A), both located in Santa Cruz County.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 45

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 25, 2015

Reference No.: 2.1a.(13)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce De Terra, Acting Chief
Division of Transportation
Programming

Subject: **STIP AMENDMENT 14S-24**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve the requested State Transportation Improvement Program (STIP) Amendment 14S-24. This item was noticed at the Commission's May 2015 meeting.

ISSUE:

The City of Watsonville (City) and the Santa Cruz County Regional Transportation Commission (SCCRTC) propose to amend the 2014 STIP to delay $950,000 in Regional Improvement Program (RIP) construction funds from Fiscal Year (FY) 2015-16 to FY 2016-17 for the Monterey Bay Sanctuary Scenic Trail Lee Road-Slough Trail Connection project, (PPNO 2552), in Santa Cruz County.

BACKGROUND:

The Monterey Bay Scenic Trail Lee Road-Slough Trail Connection project, programmed in the 2014 STIP, is part of a larger Monterey Bay Scenic network of trails. It was anticipated that the program level Environment Impact Report (EIR), completed for the Monterey Bay Sanctuary Scenic Trail Network Master Plan, would significantly minimize the level of environmental review required for this segment. However, additional coordination with several entities and additional analysis was needed before the environmental review could begin. Staff has begun work on the environmental document and it is anticipated the community support and enthusiasm for the project will result in significant input. The final environment document is anticipated to be completed in Fall 2016.

Due to the above described delays in completing the environmental document, the Design has been delayed. A 20-month allocation extension for $90,000 in RIP funds, was approved in May 2015.

The changes described above are shown on the following table:

REVISES: Monterey Bay Sanctuary Scenic Trail – Lee Road, Phase I project (PPNO 2552)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor
Santa Cruz	5	2552		LA	2015-16			

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

RTPA/CTC:	Santa Cruz County Regional Transportation Commission
Project Title:	Monterey Bay Sanctuary Scenic Trail Network Segment 18
Location	In Watsonville, along the Santa Cruz Branch Rail Line from Lee Road to Watsonville Slough Trail Connection.
Description:	Construct bicycle/pedestrian trail adjacent to the rail line.

(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	1,040		90	950	0				950		90		
Change	0		0	(950)	950				0		0		
Proposed	1,040		90	**0**	**950**				950		90		
Local Funds													
Existing	260	50	10	200	0			10	200	50			
Change	0	0	0	(200)	200			0	0	0			
Proposed	260	50	10	**0**	**200**			10	200	50			
Total													
Existing	1,300	50	100	1,150	0			10	1,150	50	90		
Change	0	0	0	(1,150)	1,150			0	0	0	0		
Proposed	1,300	50	100	**0**	**1,150**			10	1,150	50	90		

RESOLUTION:

Be it Resolved, that the California Transportation Commission does hereby amend the 2014 STIP to delay $950,000 in Regional Improvement Program (RIP) construction funds from Fiscal Year (FY) 2015-16 to FY 2016-17 for the Monterey Bay Sanctuary Scenic Trail Lee Road-Slough Trail Connection project, (PPNO 2552), in Santa Cruz County.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 46

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 25, 2015

Reference No.: 2.1a.(14)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce De Terra, Acting Chief
Division of Transportation
Programming

Subject: **STIP AMENDMENT 14S-25**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve the requested State Transportation Improvement Program (STIP) Amendment 14S-25. This item was noticed at the Commission's May 2015 meeting.

ISSUE:

The Department, in conjunction with Kern County, proposes to amend the 2014 STIP to delay $3,500,000 in Regional Improvement Program (RIP) construction funds and $600,000 in construction support from Fiscal Year (FY) 2015-16 to FY 2016-17 for the Route 46 Widening – Segment 4A Project (PPNO 3386C) in Kern County.

BACKGROUND:

This project converts the existing two-lane conventional highway on State Route 46 to a four-lane expressway between post miles 6.8 and 19.8. This project will also correct any deficiencies in the existing roadway in order to meet current design standards. The purpose of the project is to improve traffic operations and traffic safety. This project is a vital segment in making the Route 46 corridor to Highway 101 four lanes.

Through the Design process the impact to Right of Way increased, resulting in increased workload and increased Right of Way costs. There was insufficient Right of Way staff to handle the added demand, resulting in a delay. The revised Right of Way costs identified during Design will be funded by federal Demo funds. The Department requests the RIP construction funding be delayed to FY 2016-17.

The changes described above are shown on the following table:

REVISES: Route 46 Widening – Segment 4A project (PPNO 3386C)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor
Kern	6	3386C	44254	CO	2015-16	30.5	33.5	46

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

RTPA/CTC:	Kern Council of Governments
Project Title:	Route 46 Widening - Segment 4A
Location	In and near Lost Hills, from Lost Hills Road to 0.9 mile east of I-5.
Description:	Widen from 2 to 4 lanes.

(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	6,280	2,180		4,100	0			900	3,500		980	300	600
Change	0	0		(4,100)	4,100			0	0		0	0	0
Proposed	6,280	2,180		**0**	**4,100**			900	3,500		980	300	600
IIP													
Existing	400			400	0						400		
Change	0			(400)	400						0		
Proposed	400			**0**	**400**						400		
Demo													
Existing	24,600	7,850		16,750	0			3,600	14,000		3,050	1,200	2,750
Change	10,104	0		(12,258)	22,362			4,492	5,202		0	0	410
Proposed	**34,704**	7,850		**4,492**	**22,362**			**8,092**	**19,202**		3,050	1,200	**3,160**
Total													
Existing	31,280	10,030		21,250	0			4,500	17,500		4,430	1,500	3,350
Change	10,104	0		(16,758)	26,862			4,492	5,202		0	0	410
Proposed	**41,384**	10,030		**4,492**	**26,862**			**8,992**	**22,702**		4,430	1,500	**3,760**

RESOLUTION:

Be it Resolved, that the California Transportation Commission does hereby amend the 2014 STIP to delay $3,500,000 in Regional Improvement Program (RIP) construction funds and $600,000 in construction support from Fiscal Year (FY) 2015-16 to FY 2016-17 for the Route 46 Widening – Segment 4A Project (PPNO 3386C) in Kern County.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 47

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 25, 2015

Reference No.: 2.1a.(15)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce De Terra, Acting Chief
Division of Transportation
Programming

Subject: **STIP AMENDMENT 14S-26**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve the requested State Transportation Improvement Program (STIP) Amendment 14S-26. This item was noticed at the Commission's May 2015 meeting.

ISSUE:

The Department and the City of Temecula (City) propose to reprogram $5,000,000 in Regional Improvement Program (RIP) Right-of-Way (R/W) funds in Fiscal Year (FY) 2015-16 to construction in FY 2017-18 for the I-15/French Valley Parkway Interchange – Collector/Distributor project (PPNO 0021K) in Riverside County.

BACKGROUND:

The I-15/French Valley Parkway Interchange – Collector/Distributor project is currently programmed with $5,000,000 in RIP funds for R/W in FY 2015-16.

Although the City is fully committed to deliver the entire project scope, there is a possibility that all of the local funding may not be available in time to deliver the full scope at this time. With this risk of a funding shortfall, the Federal Highway Administration (FHWA), the Department and City have begun discussions to revise the scope of work in a way so as to achieve maximum benefit for the available funding. As a result of this change in strategy, project delivery will be delayed.

The Department and the City propose to reprogram $5,000,000 in RIP R/W funds in FY 2015-16 to construction in FY 2017-18. The R/W activities, to be funded solely with local funds, are expected to begin in FY 2016-17.

Correct the implementing agency for R/W

During the 2014 STIP adoption, the Department was inadvertently listed as the implementing agency for R/W. As per the approved cooperative agreement between the City and the Department, the City will be the implementing agency for the R/W activities.

The Riverside County Transportation Commission concurs with the changes described and summarized in the following table.

REVISES: I-15/French Valley Parkway Interchange – Collector/Distributor project (PPNO 0021K)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor
Riverside	8	0021K	43272	CO	2017-18	6.6	7.6	15

Implementing Agency: (by component)	**PA&ED**	City of Temecula	**PS&E**	City of Temecula	
	R/W	~~Department~~ **City of Temucula**	**CON**	Department	
RTPA/CTC:	Riverside County Trans Commission (RCTC)				
Project Title:	French Valley Parkway IC - Collector/Distributor				
Location	In the city of Temcula.				
Description:	Construct a new French Valley Parkway/Rte 15 Overcrossing & Interchnage from just south of the Winchester Rd IC to just north of the Rte 15/215 Jct.				

(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 Improvement Program (RIP)													
Existing	41,545			5,000		36,545		5,000	19,245				17,300
Change	0			(5,000)		5,000		(5,000)	5,000				0
Proposed	41,545			**0**		**41,545**		**0**	**24,245**				17,300
Federal Demonstration (Demo) funds													
Existing	1,440					1,440			1,440				
Change	0					0			0				
Proposed	1,440					1,440			1,440				
Local Funds													
Existing	69,241	10,252				58,989		6,105	58,989	1,518	2,629		
Change	0	0				0		0	0	0	0		
Proposed	69,241	10,252				58,989		6,105	58,989	1,518	2,629		
Local Funds													
Existing	75,465	26,371			0	49,094		13,363	49,094	719	12,289		
Change	0	0			5,000	(5,000)		5,000	(5,000)	0	0		
Proposed	75,465	26,371			**5,000**	**44,094**		**18,363**	**44,094**	719	12,289		
Total													
Existing	187,691	36,623		5,000	0	146,068		24,468	128,768	2,237	14,918		17,300
Change	0	0		(5,000)	5,000	0		0	0	0	0		0
Proposed	187,691	36,623		**0**	**5,000**	146,068		24,468	128,768	2,237	14,918		17,300

RESOLUTION:

Be it Resolved, that the California Transportation Commission does hereby amend the 2014 STIP to reprogram $5,000,000 in Regional Improvement Program (RIP) Right-of-Way (R/W) funds in Fiscal Year (FY) 2015-16 to construction in FY 2017-18 for the I-15/French Valley Parkway Interchange – Collector/Distributor project (PPNO 0021K) in Riverside County.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 48

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 25, 2015

Reference No.: 2.1a.(16)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce De Terra, Acting Chief
Division of Transportation
Programming

Subject: **STIP AMENDMENT 14S-27**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve the requested State Transportation Improvement Program (STIP) Amendment 14S-27. This item was noticed at the Commission's May 2015 meeting.

ACTION UPDATE: The local funds for Right of Way support and capital are being combined to reflect the fact that the implementing agency is being changed from the Department to the Riverside County Transportation Commission.

ISSUE:

The Department and the Riverside County Transportation Commission (RCTC) propose to reprogram $5,800,000 in RIP construction support and $25,755,000 in Regional Improvement Program (RIP) construction capital from Fiscal Year (FY) 2015-16 to FY 2016-17 for the State Route 60 Truck Climbing/Descending Lanes project (PPNO 0046J) in Riverside County.

In addition, the implementing agency for the Right of Way (R/W) is proposed to be changed from the Department to the RCTC.

BACKGROUND:

The State Route 60 Truck Climbing/Descending Lanes project (PPNO 0046J) is currently programmed with $5,800,000 in RIP construction support and $25,755,000 in RIP construction capital in FY 2015-16. In addition, the project is also programmed with State Highway Operation and Protection Program (SHOPP) funds. The SHOPP funded scope of work includes rehabilitation of the existing pavement and construction of inside and outside shoulder improvements as part of the SHOPP safety program.

During the "public comment" period for the environmental document, comments about air quality and traffic concerns were received. Addressing these concerns has resulted in delays in completing the environmental document as per the original schedule. Therefore, it is requested to reprogram $5,800,000 in RIP construction support and $25,755,000 in RIP construction capital from Fiscal Year (FY) 2015-16 to FY 2016-17. The Department will also adjust the SHOPP funding accordingly.

Change in implementing agency

To better align the available resources with the revised delivery schedule, it is proposed to change the implementing agency for R/W from the Department to the RCTC. The R/W funds are currently programmed in FY 2014-15. Because of the described project delivery delays, the RCTC will be submitting a request for extension for allocation of R/W funds at the June 2015 Commission meeting.

The changes described above are summarized on the following page.

REVISES: State Route 60 Truck Climbing/Descending Lanes project (PPNO 0046J)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor
Riverside	8	0046J	0N69U	CO	2015-16	22.1	26.5	60

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

RTPA/CTC:	Riverside County Transportation Commission (RCTC)
Project Title:	SR60 Truck Climbing/ Descending Lanes
Location	Near Beaumont, from Gilman Springs Road to 1.47 miles west of Jack Rabbit Trail.
Description:	Construct new eastbound and westbuond truck lanes from Gilman Springs Road to 1.47 miles west of Jack Rabbit Trail and upgrade existing inside and outside shoulders to standard width and rehabilitate existing pavement.

(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 Improvement Program (RIP)													
Existing	32,105		550	31,555	0			200	25,755			350	5,800
Change	0		0	(31,555)	31,555			350	0			(350)	0
Proposed	32,105		550	**0**	**31,555**			**550**	25,755			**0**	5,800
Local Funds													
Existing	9,689			9,689	0			0	9,689				
Change	1,497			(9,689)	11,186			1,497	0				
Proposed	**11,186**			**0**	**11,186**			**1,497**	9,689				
Federal Demonstration (Demo) funds													
Existing	2,546	2,546								2,546			
Change	0	0								0			
Proposed	2,546	2,546								2,546			
Other State (SHOPP) - Shoulder improvements (See note below)													
Existing	32,650	2,000	1,950	28,700				250	25,000	2,000	1,500	200	3,700
Change	0	0	0	0				0	0	0	0	0	0
Proposed	32,650	2,000	1,950	28,700				250	25,000	2,000	1,500	200	3,700
Other State (SHOPP) - Pavement Rehabilitation (See note below)													
Existing	0			0					0				
Change	15,000			15,000					15,000				
Proposed	**15,000**			**15,000**					**15,000**				
Federal Demonstration (Demo) funds													
Existing	492	492								492			
Change	0	0								0			
Proposed	492	492								492			
Congestion Mitigation and Air Quality (CMAQ)													
Existing	33,800	7,000		26,800	0				26,800		7,000		
Change	10,596	0		(26,800)	37,396				10,596		0		
Proposed	**44,396**	7,000		**0**	**37,396**				**37,396**		7,000		
Total													
Existing	111,282	12,038	2,500	96,744	0			450	87,244	5,038	8,500	550	9,500
Change	27,093	0	0	(53,044)	80,137			1,847	25,596	0	0	(350)	0
Proposed	**138,375**	12,038	2,500	**43,700**	**80,137**			**2,297**	**112,840**	5,038	8,500	**200**	9,500

NOTE: The SHOPP funding plan will be revised according to the approved Project Change Request to align STIP and SHOPP funds.

RESOLUTION:

Be it Resolved, that the California Transportation Commission does hereby amend the 2014 STIP to reprogram $5,800,000 in RIP construction support and $25,755,000 in Regional Improvement Program (RIP) construction capital from Fiscal Year (FY) 2015-16 to FY 2016-17 for the State Route 60 Truck Climbing/Descending Lanes project (PPNO 0046J) in Riverside County.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 49

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 25, 2015

Reference No.: 2.1a.(17)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce De Terra, Acting Chief
Division of Transportation
Programming

Subject: **STIP AMENDMENT 14S-28**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve the requested State Transportation Improvement Program (STIP) Amendment 14S-28. This item was noticed at the Commission's May 2015 meeting.

ACTION UPDATE: The Other State funds, were reported incorrect on this item for Notice at the May 2015 Commission meeting and has been deleted as it has no other state funds programmed on the Hot Springs Creek Bridge Replacement project (PPNO 6626) in Alpine County.

ISSUE:

The County of Alpine (County) proposes to amend the 2014 STIP by deleting the Diamond Valley Road Overlay Phase 1 (PPNO 3043) and Phase 2 (PPNO 3044) projects, adding the Hot Springs Road Reconstruction project (PPNO 3115) and delaying the Hot Springs Creek Bridge Replacement project (PPNO 6626) from Fiscal Year (FY) 2015-16 to FY 2016-17 to align with the Hot Springs Road Reconstruction project. Alpine County is requesting this change in order to address their most crucial needs.

BACKGROUND:

The proposed amendment allows the County to address the most urgent needs in the region. Hot Springs Road is one of Alpine County's most important roads providing access to Grover Hot Springs State Park, the Humboldt-Toiyabe National Forest trailheads, and other camping areas.

Hot Springs Road is currently experiencing severe deterioration. The County proposes to reconstruct Hot Springs Road in two phases, and is applying for Federal Land Access Program funds to help fund the project. This amendment adds the Hot Springs Road Reconstruction project (PPNO 3115) to address the deterioration. In addition, the Hot Springs Bridge Replacement project (PPNO 6626) will be delayed from FY 2015-16 to FY 2016-17 to allow coordination with the roadway

reconstruction. The County will pursue funding of the Diamond Valley Road Overlay project (PPNO 3043) in a future STIP cycle.

The changes described above are shown on the following tables.

DELETE: Diamond Valley Road Overlay – Phase 1 project (PPNO 3043)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor
Alpine	10	3043		LA	2017-18			

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

RTPA/CTC:	Alpine County Local Transportation Commission
Project Title:	Diamond Valley Road Overlay - Phase 1
Location	Near Markleeville, on portions of Diamond Valley Road from SR 88 to SR 89.
Description:	Construct thick overlay.

(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	1,340			150	65	1,125			1,125	150	65		
Change	(1,340)			(150)	(65)	(1,125)			(1,125)	(150)	(65)		
Proposed	**0**			**0**	**0**	**0**			**0**	**0**	**0**		
Total													
Existing	1,340			150	65	1,125			1,125	150	65		
Change	(1,340)			(150)	(65)	(1,125)			(1,125)	(150)	(65)		
Proposed	**0**			**0**	**0**	**0**			**0**	**0**	**0**		

DELETE: Diamond Valley Road Overlay – Phase 2 project (PPNO 3044)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor
Alpine	10	3044		LA				

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

RTPA/CTC:	Alpine County Local Transportation Commission
Project Title:	Diamond Valley Road Overlay - Phase 2
Location	Near Markleeville, on portions of Diamond Valley Road from SR 88 to SR 89.
Description:	Construct thick overlay.

(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	80						80				80		
Change	(80)						(80)				(80)		
Proposed	**0**						**0**				**0**		
Total													
Existing	80						80				80		
Change	(80)						(80)				(80)		
Proposed	**0**						**0**				**0**		

ADD: Hot Springs Road Reconstruction project (PPNO 3115)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor
Alpine	10	3115		LA				

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

RTPA/CTC:	Alpine County Local Transportation Commission
Project Title:	Hot Springs Road Reconstruction
Location	In Alpine County, near Markleeville.
Description:	Hot Springs Road from Laramie Street to end at Grover Hot Springs State Park.

(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	0			0		0				0	0		
Change	670			330		340				330	340		
Proposed	**670**			**330**		**340**				**330**	**340**		
Total													
Existing	0			0		0				0	0		
Change	670			330		340				330	340		
Proposed	**670**			**330**		**340**				**330**	**340**		

DELAY: Hot Springs Creek Bridge Replacement project (PPNO 6626)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor
Alpine	10	6626		LA	2015-16			

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

RTPA/CTC:	Alpine County Local Transportation Commission
Project Title:	Hot Springs Creek Bridge
Location	On Hot Springs Road approximately 3 miles west of Main Street (Route 89).
Description:	Replace bridge.

(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	265			265	0				265				
Change	0			(265)	265				0				
Proposed	265			**0**	**265**				265				
~~**Other State**~~													
Existing	~~110~~	~~110~~							~~110~~				
Change	0	0							0				
Proposed	~~110~~	~~110~~							~~110~~				
Total													
Existing	~~375~~ **265**	~~110~~		265	0				~~375~~ **265**				
Change	0	0		(265)	265				0				
Proposed	~~375~~ **265**	~~110~~		**0**	**265**				~~375~~ **265**				

RESOLUTION:

Be it Resolved, that the California Transportation Commission does hereby amend the 2014 STIP by deleting the Diamond Valley Road Overlay Phase 1 (PPNO 3043) and Phase 2 (PPNO 3044) projects, adding the Hot Springs Road Reconstruction project (PPNO 3115) and delaying the Hot Springs Creek Bridge Replacement project (PPNO 6626) from Fiscal Year (FY) 2015-16 to FY 2016-17 to align with the Hot Springs Road Reconstruction project in Alpine County.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 50

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 25, 2015

Reference No.: 2.1a.(18)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce De Terra, Acting Chief
Division of Transportation
Programming

Subject: **STIP AMENDMENT 14S-29**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve the requested State Transportation Improvement Program (STIP) Amendment 14S-29. This item was noticed at the Commission's May 2015 meeting.

ISSUE:

The City of Ripon and the San Joaquin Council of Governments (SJCOG) propose to amend the 2014 STIP to delay $1,000,000 in Regional Improvement Program (RIP) construction funds from Fiscal Year (FY) 2015-16 to FY 2016-17 on the Stockton Avenue Widening project, (PPNO 6627) in San Joaquin County.

BACKGROUND:

Programmed in the 2014 STIP, the Stockton Avenue widening project will widen Stockton Avenue from Second Street to Doak Boulevard, from a two lane to a four lane roadway. This section of Stockton Avenue serves as the primary route for industrial traffic between State Route 99 and the industrial business corridor in Ripon.

The City of Ripon (City) is under staffed due to the long term economic challenges in the region. The City, in prioritizing workload, has diverted its staffing efforts towards projects that address the severe drought issues and safety projects. These significant competing demands on the limited city staff, have prevented the City from being able to begin work on the Stockton Avenue Widening project.

The changes described above are shown on the following table:

REVISES: Stockton Avenue Widening project (PPNO 6627)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor
San Joaquin	10	6627		LA	2015-16			

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

RTPA/CTC:	San Joaquin Council of Governments
Project Title:	Stockton Avenue Widening
Location	In Ripon, on Stockton Avenue, from Second Street to Doak Boulevard.
Description:	Widen from two to four lanes.

(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	1,000			1,000	0				1,000				
Change	0			(1,000)	1,000				0				
Proposed	1,000			**0**	**1,000**				1,000				
Local Funds													
Existing	2,250	400		1,850	0				1,850	100	300		
Change	0	0		(1,850)	1,850				0	0	0		
Proposed	2,250	400		**0**	**1,850**				1,850	100	300		
RSTP													
Existing	1,050			1,050	0				1,050				
Change	0			(1,050)	1,050				0				
Proposed	1,050			**0**	**1,050**				1,050				
Other State													
Existing	40	40							40				
Change	0	0							0				
Proposed	40	40							40				
Total													
Existing	4,340	440		3,900	0				3,940	100	300		
Change	0	0		(3,900)	3,900				0	0	0		
Proposed	4,340	440		**0**	**3,900**				3,940	100	300		

RESOLUTION:

Be it Resolved, that the California Transportation Commission does hereby amend the 2014 STIP to delay $1,000,000 in Regional Improvement Program (RIP) construction funds from Fiscal Year (FY) 2015-16 to FY 2016-17 on the Stockton Avenue Widening project, (PPNO 6627) in San Joaquin County.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 51

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 25, 2015

Reference No.: 2.1a.(19)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce De Terra, Acting Chief
Division of Transportation
Programming

Subject: **STIP AMENDMENT 14S-30**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve the requested program Amendment 14S-30. This item was noticed at the Commission's May 2015 meeting.

ISSUE:

The Department proposes to program $14,095,000 of Federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Border Infrastructure Program (BIP) funds and revise the funding plan and schedule for the Route 11 and Otay Mesa Port of Entry (POE) projects, Segments 2 and 3 (PPNO 0999B and 0999C) in San Diego County. The San Diego Association of Governments (SANDAG) concurs with this request.

BACKGROUND:

The Route 11 and Otay Mesa East POE project will construct a new 4-lane highway to the Mexico border, freeway-to-freeway connectors and a POE. The project will increase capacity to the regional border-crossing infrastructure and create a link between the United States regional highway system and the Mexico free-and-toll road system. This link will maintain the economic viability of goods movement through the California/Baja California region.

In 2008, the Commission approved $75 million of Proposition 1B Trade Corridor Investment Funds (TCIF) for construction of the Route 11 and Otay Mesa East POE project.

In January 2012, the Commission approved segmenting the project into three distinct project segments to facilitate delivery:

- Segment 1 (PPNO 0999A) - Construct the SR 905/SR 11 freeway-to-freeway connectors up to Enrico Fermi Drive
- Segment 2 (PPNO 0999B) - Construct SR 11 from Enrico Fermi to the POE and the Commercial Vehicle Enforcement Facility
- Segment 3 (PPNO 0999C) - Construct the POE

The $75 million of Proposition 1B TCIF funds were programmed on the construction phase of Segment 1, and then reduced upon award of the construction contract to $71.625 million.

The overall project includes $70.6 million in SAFETEA-LU BIP funding. The SAFETEA-LU, enacted in August 2005, authorizes funding through the BIP to improve transportation at international borders and ports of entry, and within trade corridors. This program replaced the TEA-21 Coordinated Border Infrastructure discretionary program that ended after 2005. Since enactment of SAFETEA-LU, California received a total apportionment of $188 million. To date, approximately **$**162.8 million has been obligated to eligible border region projects.

Pursuant to Section 164.1 of the California Streets and Highways Code, BIP funds shall be programmed, allocated, and expended in the same manner as other federal funds made available for capital improvement projects in the State Transportation Improvement Program (STIP). These BIP funds are eligible in a border region, defined as any portion of a border state within 100 miles of an international land border with Canada or Mexico, for the following types of improvements to facilitate/expedite cross-border motor vehicle and cargo movements:

- Improvements to existing transportation and supporting infrastructure.
- Construction of highways and related safety and safety enforcement facilities related to international trade.
- Operation improvements, including those related to electronic data interchange and use of telecommunications.
- Modifications to regulatory procedures.
- International coordination of transportation planning, programming, and border operation with Canada and Mexico.

Senate Bill 1486 established SANDAG as the Toll Authority for Route 11, authorizing SANDAG to, among other things, solicit and accept grants of funds and to enter into contracts and agreements for the purpose of establishing highway toll projects to facilitate the movement of goods and people along the State Route 11 corridor in the County of San Diego or at the Otay Mesa East Port of Entry. The bill also authorized SANDAG to issue bonds for the acquisition, construction, and completion of transportation facilities and to impose tolls and user fees for the use of the corridor.

Proposal

Currently, local funds programmed on Segments 2 and 3 include funds from innovative financing methods, such as the sale of bonds backed by future toll revenues, loans, grants, and private sector sources. The Right of Way (R/W) components for Segments 2 and 3 are currently programmed with these future local sources. However, the local funding has been unavailable due to significant delays in completing an Investment Grade Traffic and Revenue (T&R) Study. This study is necessary to determine the financial leveraging power of the border projects for the sale of bonds. The T&R study is currently being finalized and a major agreement has been reached between Mexico and the United States facilitating the movement forward of this project.

The Department now has the opportunity to begin early acquisition of a significant portion of the right of way needed for Segments 2 and 3. This opportunity will add value to the project for the development of a more realistic and sustainable financing strategy to successfully bring the financing needed for this Public-Public-Partnership project.

Segment 2 (PPNO 0999B)

In order to move forward with early R/W acquisition on Segment 2, it is proposed to replace locally generated toll revenues (backed by bonds) with BIP funds as follows:

- Reduce local funds programmed for R/W by $9,200,000, from $49,900,000 to $40,700,000.
- Program $9,200,000 in BIP funds to R/W in Fiscal Year (FY) 2015-16.

Segment 3 (PPNO 0999C)

The Department, with SANDAG's concurrence, requests that the implementing agency for R/W be changed from SANDAG to the Department. The Department has developed the preliminary engineering for the project through the environmental phase and they are the subject matter experts on the right of way needs for this segment.

In order to move forward with early R/W acquisition on Segment 3, it is proposed to replace locally generated toll revenues (backed by bonds) currently programmed on Segment 3 R/W with BIP funds as follows:

- Reduce local funds programmed for R/W by $21,383,000, from $41,900,000 to $20,517,000.
- Reprogram $10,000,000 of BIP funds from PS&E in Fiscal Year (FY) 2014-15 to R/W ($627,000 for R/W Support; $9,373,000 for R/W Capital) in FY 2015-16. The $10,000,000 of BIP funds moved from PS&E will be backfilled with locally generated toll revenue funds in FY 2016-17.
- Program an additional $4,895,000 in BIP funds for R/W Capital in FY2015-16.
- Program an additional $6,488,000 in local TransNet funding for R/W in FY 2015-16.

Schedule

The schedules for Segment 2 and 3 are being updated due to the following factors:

Financing is the backbone for this Public-Public-Partnership and it controls the project schedule. The Traffic and Revenue (T&R) study is essential for the financing and was delayed due to the prolonged review by the Mexican Ministry of Communication and Transportation (SCT). However, a Memorandum of Understanding between the United States and Mexico was signed on July 30, 2014, forming a bi-national oversight committee to expedite project delivery and in April 2015, the SCT finalized its review of the T&R study.

The Department has been working on elements of R/W support, analyzing the R/W footprint and preparing maps for appraisals. However, R/W acquisition and construction of Segments 2 and 3 are delayed by a year as the following next steps to pursue financing in the markets are completed:

- Agreements on the Port of Entry's design concepts, approach transportation facilities, and staffing with the U.S. and Mexican customs.
- Bi-National Revenue Sharing Agreement between the project proponents on both sides of the border (SANDAG and SCT).

These next step items are expected to be completed by January 2016.

Segment 3 is planned as a design-build project so the PS&E and construction phases will begin concurrently. This will move the schedule for Segment 3 PS&E phase out by two years.

The proposed funding plans and schedule changes are as follows:

REVISE: Route 11 and CVEF project (PPNO 0999B):

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor
San Diego	11	0999B	5633	CO	2016-17	0.0	2.8	11

Implementing Agency: (by component)	**PA&ED**	Caltrans	**PS&E**	Caltrans	
	R/W	Caltrans	**CON**	Caltrans	
RTPA/CTC:	San Diego Association of Governments				
Project Title:	Route 11 and CVEF				
Location	In San Diego County near San Diego on Route 11 from 0.1 mile east of Sanyo Avenue undercrossing to 1.9 miles east of Sanyo Avenue undercrossing.				
Description:	Segment 2 includes construction of a new 4 lane highway and CVEF.				

(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
Local Funds													
Existing	225,800		49,900	175,900	0			49,900	155,800				20,100
Change	(9,200)		(49,900)	(135,200)	175,900			(9,200)	0				0
Proposed	**216,600**		**0**	**40,700**	**175,900**			**40,700**	155,800				20,100
Federal Disc.													
Existing	19,600	17,500	2,100	0				0			17,500	2,100	
Change	9,200	0	0	9,200				9,200			0	0	
Proposed	**28,800**	17,500	2,100	**9,200**				**9,200**			17,500	2,100	
Total													
Existing	245,400	17,500	52,000	175,900	0			49,900	155,800		17,500	2,100	20,100
Change	0	0	(49,900)	(126,000)	175,900			0	0		0	0	0
Proposed	245,400	17,500	**2,100**	**49,900**	**175,900**			49,900	155,800		17,500	2,100	20,100

REVISE: Route 11East Otay Mesa Land Port of Entry (PPNO 0999C):

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor
San Diego	11	0999C	5634	CO	2015-16	2.4	2.8	11

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

RTPA/CTC:	San Diego Association of Governments
Project Title:	East Otay Mesa Land Port of Entry
Location	Near San Diego on Route 11 from 2.4 miles east of Sanyo Avenue undercrossing to the Mexico Border.
Description:	Segment 3 includes construction of a Port of Entry at the border with Mexico.

(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
Local Funds													
Existing	326,900		41,900	285,000	0			41,900	285,000		0		
Change	(11,383)		(41,900)	(264,483)	295,000			(21,383)	0		10,000		
Proposed	**315,517**		**0**	**20,517**	**295,000**			**20,517**	285,000		**10,000**		
Federal Discretionary (Coordinated Border Infrastructure) Program													
Existing	10,000		10,000	0				0			10,000	0	
Change	4,895		(10,000)	14,895				14,268			(10,000)	627	
Proposed	**14,895**		**0**	**14,895**				**14,268**			**0**	**627**	
Local Funds (Local TransNet Border funds)													
Existing	0			0				0				0	
Change	6,488			6,488				6,215				273	
Proposed	**6,488**			**6,488**				**6,215**				**273**	
Total													
Existing	336,900		51,900	285,000	0			41,900	285,000		10,000	0	
Change	0		(51,900)	(243,100)	295,000			(900)	0		0	900	
Proposed	336,900		**0**	**41,900**	**295,000**			**41,000**	285,000		10,000	**900**	

RESOLUTION:

Be it Resolved, that the California Transportation Commission does hereby amend the 2014 STIP to program $14,095,000 of Federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Border Infrastructure Program (BIP) funds and revise the funding plan and schedule for the Route 11 and Otay Mesa Port of Entry (POE) projects, Segments 2 and 3 (PPNO 0999B and 0999C) in San Diego County.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 74

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 25, 2015

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-15-27, E-15-28, E-15-29, E-15-30, E-15-31, E-15-32, E-15-33, and E-15-34.

ISSUE:

01-Hum-96, PM R6.20/6.60
RESOLUTION E-15-27

The attached resolution proposes to approve for future consideration of funding the following project for which a Mitigated Negative Declaration (MND) has been completed:

- State Route 96 (SR 96) in Humboldt County. Realign curves on a portion of SR 96 near the community of Willow Creek. (PPNO 2329)

This project in Humboldt County will realign curves, widen shoulders, replace existing culverts, install rumble strips, construct a retaining wall, install guardrail, and overlay bonded wearing course on SR 96 near the community of Willow Creek. The project is programmed in the 2014 State Highway Operation and Protection Program. The estimated cost is $6,049,000 for capital and support. Construction is estimated to begin in Fiscal Year 2016-17. 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, air quality, water quality, and aesthetics. Avoidance and minimization measures will reduce any potential effects on the environment. These measures include, but are not limited to, re-vegetation using native plant species, using Best Management Practices for erosion control, if natural occurring asbestos is found during

construction, the rules and regulations of the local air quality board will be adhered to, a biological monitor will be on site to monitor for the presence of fishers and bats during the removal of trees, and no human activities will occur within a visual line-of-sight of 131 feet or less from any known northern spotted owl nest locations within the project area. As a result, an MND was completed for this project.

Attachment 1

ISSUE:

04-Son-116, PM 15
RESOLUTION E-15-28

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 116 (SR 116) in Sonoma County. Construct retaining wall on a portion of SR 116 near the town of Guerneville. (PPNO 0816G)

This project in Sonoma County will construct a 163-foot retaining wall on SR116 near the town of Guerneville. The project is programmed in the 2014 State Highway Operation and Protection Program. The estimated cost is $6,616,000 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 less than significant impacts to the environment. As a result, an ND was completed for this project.

Attachment 2

ISSUE:

04-SCl-85, PM 0.0/R24.1, 04-SCl-101, PM 23.1/28.6, 04-SCl-101, 47.9/52.0
RESOLUTION E-15-29

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 85 (SR 85) in Santa Clara County. Convert existing HOV Lanes on SR 85 to express lanes and add an additional lane in each direction in and near the city of San Jose.

This project in Santa Clara County will convert High Occupancy Vehicle lanes on State Route 85 to express lanes and add an express lane in each direction. The project is not fully funded.

The project is programmed for the Project Approval and Environmental Document phase in the Santa Clara Valley Transportation Authority's Federal Transportation Improvement Program with local and federal funds. The estimated cost is $170,000,000 for capital and support. Construction is estimated to begin in Fiscal Year 2018-19.

A copy of the ND has been provided to Commission staff. The project will result in less than significant impacts to the environment. As a result, an ND was completed for this project.

Attachment 3

ISSUE:

06-Tul-201, PM 12.48 & 21.21, 06-Tul-216, PM 18.68
RESOLUTION E-15-30

The attached resolution proposes to approve for future consideration of funding the following project for which a Mitigated Negative Declaration (MND) has been completed:

- State Route 201 (SR 201) and State Route 216 (SR 216) in Tulare County. Widen existing bridges and replace railings at three locations on SR 201 and SR 216 near the communities of Cutler, Seville, and Lemon Grove. (PPNO 6521)

This project in Tulare County will widen the bridges and replace the railings at Sand Creek Bridge on State Route 201, the Friant-Kern Canal Bridge on State Route 201, and the Kaweah River Bridge on State Route 216. The project is programmed in the 2014 State Highway Operation and Protection Program. The estimated cost is $15,298,000 for capital and support. Construction is estimated to begin in Fiscal Year 2016-17. 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 area may be impacted by the project: biological and cultural resources. Avoidance and minimization measures will reduce any potential effects on the environment. These measures include, but are not limited to, in-lieu fee payments will be made for permanent impacts to Waters of the U.S., riparian trees removed will be replaced at a 3:1 ratio, measures will be implemented to reduce adverse impacts to the San Joaquin kit fox, and Native American monitors and archaeological monitors will be present during construction activities. As a result, an MND was completed for this project.

Attachment 4

ISSUE:

06-Fre, Kin, Mad- Various
RESOLUTION E-15-31

The attached resolution proposes to approve for future consideration of funding the following project for which a Mitigated Negative Declaration (MND) has been completed:

- State Route 33 (SR 33), State Route 41 (SR 41), State Route 43 (SR 43), and State Route 233 (SR 233) in Fresno, Kings, and Madera Counties. Seismic retrofit and rehabilitate five bridges on SR 33, SR 41, SR 43, and SR 233. (PPNO 6596)

This project in Fresno, Kings, and Madera Counties will seismically retrofit and rehabilitate five bridges on SR 33, SR 41, SR 43, and SR 233. The project is programmed in the 2014 State Highway Operation and Protection Program. The estimated cost is $14,534,000 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 area may be impacted by the project: biological resources. Avoidance and minimization measures will reduce any potential effects on the environment. These measures include, but are not limited to, pre-construction surveys will be conducted for the presence of giant garter snakes, work will be performed during the giant garter snake active season, a qualified biologist will monitor the initial project disturbance activity within giant garter snake habitat, and loss of riparian and wetland habitat will be restored via the replanting of removed vegetation. As a result, an MND was completed for this project.

Attachment 5

ISSUE:

08-SBd-62, PM 16.75/25.2
RESOLUTION E-15-32

The attached resolution proposes to approve for future consideration of funding the following project for which a Mitigated Negative Declaration (MND) has been completed:

- State Route 62 (SR 62) in San Bernardino County. Construct roadway improvements including two-way turn lanes at four locations on a portion of SR 62 in the community of Joshua Tree. (PPNO 0226G)

This project in San Bernardino County will construct roadway improvements, including two-way turn lanes, at four locations on SR 62 in the community of Joshua Tree. The project is

programmed in the 2014 State Highway Operation and Protection Program. The estimated cost is $6,623,000 for capital and support. Construction is estimated to begin in Fiscal Year 2016-17. 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: transportation/traffic, aesthetic/visual resources, and biological resources. Avoidance and minimization measures will reduce any potential effects on the environment. These measures include, but are not limited to, the replacement of Desert Willows at a 2:1 ratio, cactus species within the project area will be protected, a Burrowing Owl and Desert Tortoise survey prior to construction, and a qualified biologist monitoring the project for compliance with mitigation measures. As a result, an MND was completed for this project.

Attachment 6

ISSUE:

08-SBd-40, PM 0.0/R25.0
RESOLUTION E-15-33

The attached resolution proposes to approve for future consideration of funding the following project for which a Mitigated Negative Declaration (MND) has been completed:

- Interstate 40 (I-40) in San Bernardino County. Construct roadway improvements including re-grading median cross slopes on a portion of I-40 near the city of Barstow. (PPNO 0207J)

This project in San Bernardino County will re-grade median cross slopes, construct drainage improvements, and modify the median on Interstate 40 near the city of Barstow and the community of Newberry Springs. The project is programmed in the 2014 State Highway Operation and Protection Program. The estimated cost is $25,722,000 for capital and support. Construction is estimated to begin in Fiscal Year 2016-17. 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 area may be impacted by the project: biological resources. Avoidance and minimization measures will reduce any potential effects on the environment. These measures include, but are not limited to, the use of exclusion fencing to prevent desert tortoises entry into a work site. As a result, an MND was completed for this project.

Attachment 7

ISSUE:

12-Ora-5, PM 31.3/34.2
RESOLUTION E-15-34

The attached resolution proposes to approve for future consideration of funding the following project for which a Negative Declaration (ND) has been completed:

- Interstate 5 (I-5) in Orange County. Add one HOV Lane in each direction on a portion of I-5 in the city of Santa Ana. (PPNO 2883A)

This project in Orange County will add one HOV Lane in each direction on a 2.9-mile portion of I-5 within the city of Santa Ana. The project is programmed in the 2014 State Transportation Improvement Program. The estimated cost is $42,471,000 for capital and support. Construction is estimated to begin in Fiscal Year 2016-17. 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 less than significant impacts to the environment. As a result, an ND was completed for this project.

Attachment 8

ATTACHMENT 1

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
01-Hum-96, PM R6.20/6.60
Resolution E-15-27

1.1 **WHEREAS,** the California Department of Transportation (Department) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines for the following project:

- State Route 96 (SR 96) in Humboldt County. Realign curves on a portion of SR 96 near the community of Willow Creek. (PPNO 2329)

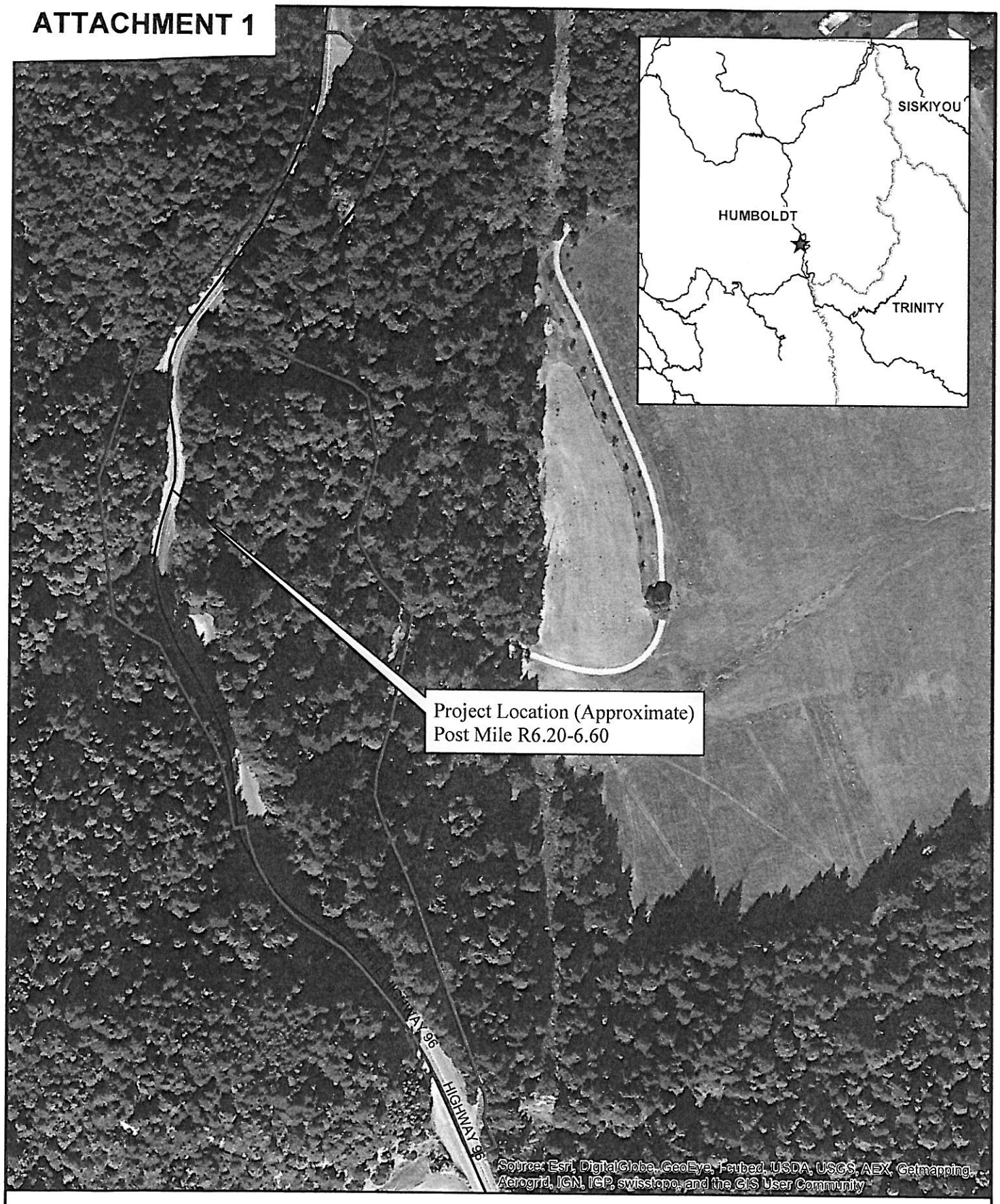
1.2 **WHEREAS**, the Department has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and

1.3 **WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Mitigated Negative Declaration; and

1.4 **WHEREAS,** the project will not have a significant effect on the environment.

2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby approve the above referenced project to allow for future consideration of funding.

ATTACHMENT 1



Legend

Environmental Study Limits

State Route 96

Project Location and Vicinity

0 200 400 Feet

N

Caltrans

ATTACHMENT 2

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
04-Son-116, PM 15
Resolution E-15-28

1.1 **WHEREAS,** the California Department of Transportation (Department) has completed a Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines for the following project:

- State Route 116 (SR 116) in Sonoma County. Construct retaining wall on a portion of SR 116 near the town of Guerneville. (PPNO 0816G)

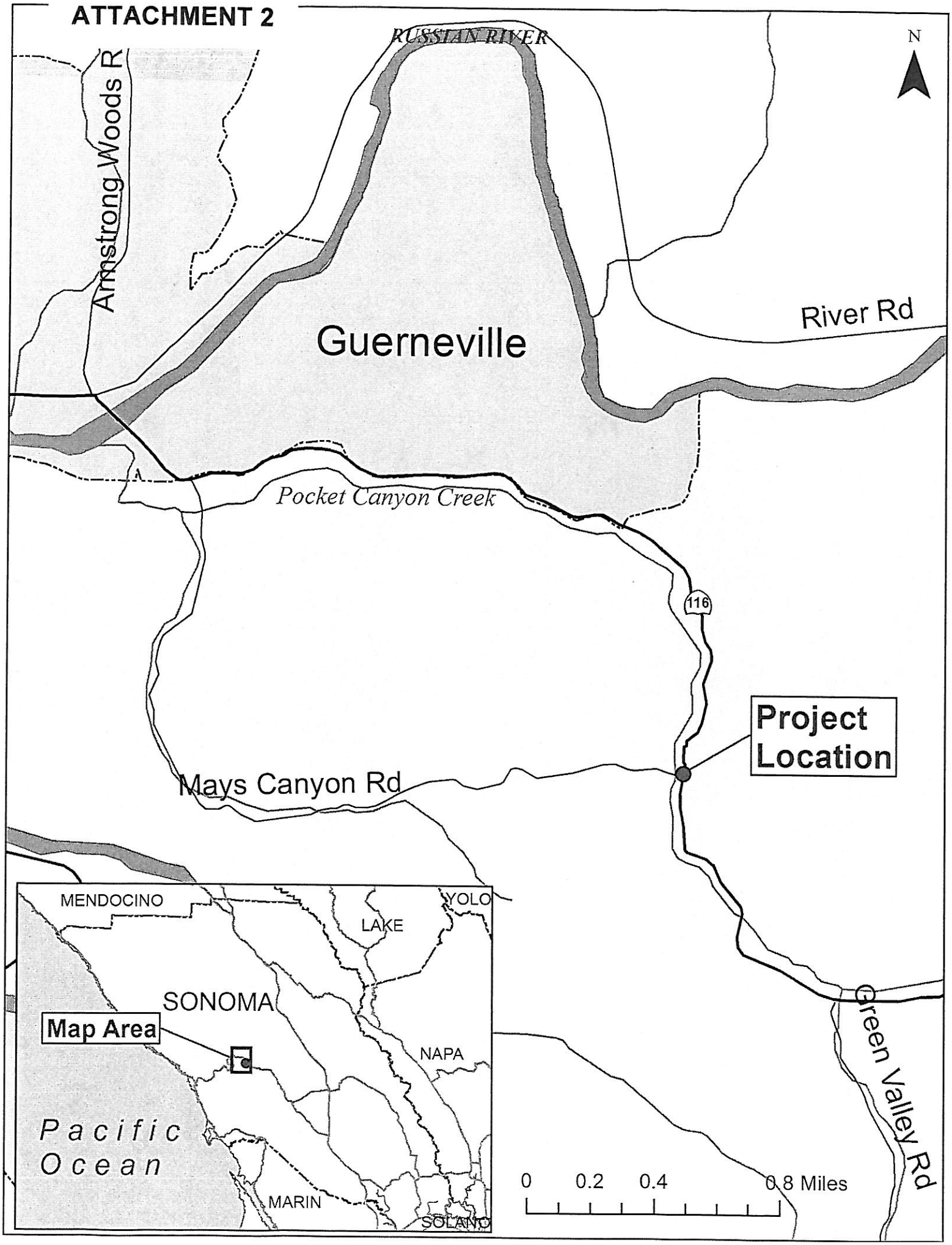
1.2 **WHEREAS**, the Department has certified that the Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and

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 2



ATTACHMENT 3

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
04-SCl-85, PM 0.0/R24.1, 04-SCl-101, PM 23.1/28.6, 04-SCl-101, PM 47.9/52.0
Resolution E-15-29

1.1 **WHEREAS,** the California Department of Transportation (Department) has completed a Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines for the following project:

- State Route 85 (SR 85) in Santa Clara County. Convert existing HOV Lanes on SR 85 to express lanes and add an additional lane in each direction in and near the city of San Jose.

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.

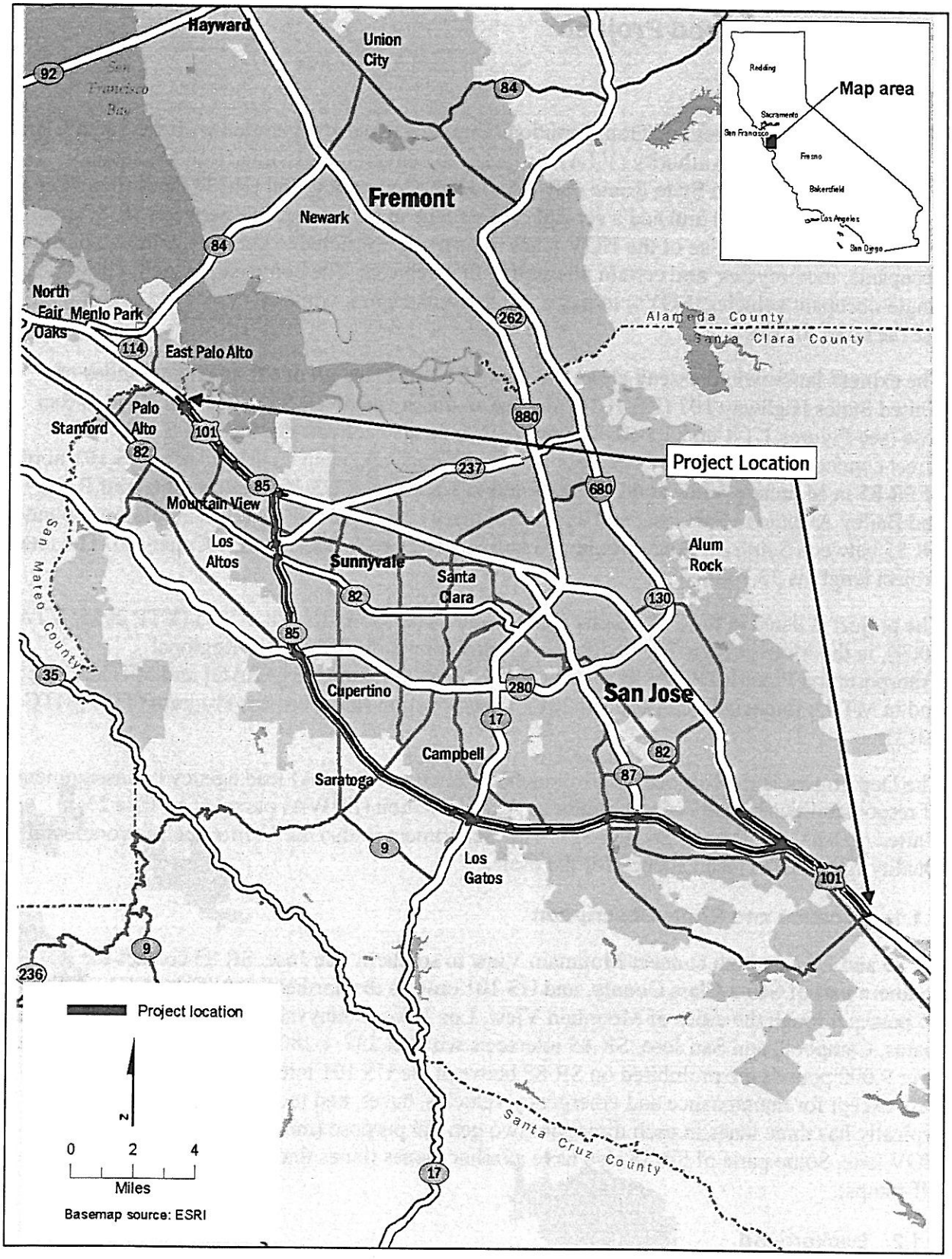


Figure 1.1-1: Project Location and Regional Setting

ATTACHMENT 4

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
06-Tul-201, PM 12.48 & 21.21, 06-Tul-216, PM 18.68
Resolution E-15-30

1.1 **WHEREAS,** the California Department of Transportation (Department) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines for the following project:

- State Route 201 (SR 201) and State Route 216 (SR 216) in Tulare County. Widen existing bridges and replace railings at three locations on SR 201 and SR 216 near the communities of Cutler, Seville, and Lemon Grove. (PPNO 6521)

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.

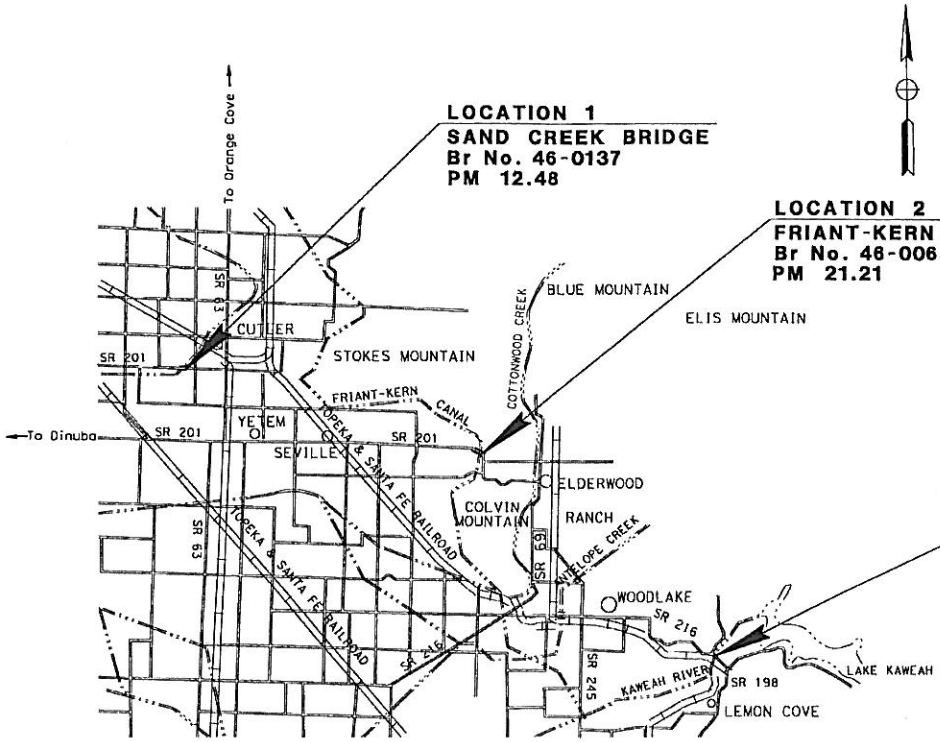
INDEX OF PLANS

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY

IN TULARE COUNTY ON ROUTE 201 NEAR CUTLER AND AT FRIANT-KERN CANAL AND ON ROUTE 216 NEAR WOODLAKE AND AT KAWEAH RIVER

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Tul	201 216	12.48, 21.21 18.58		



LOCATION 1
SAND CREEK BRIDGE
Br No. 46-0137
PM 12.48

LOCATION 2
FRIANT-KERN CANAL BRIDGE
Br No. 46-0065
PM 21.21

LOCATION 3
KAWEAH RIVER BRIDGE
Br No. 46-0091
PM 18.68

NO SCALE

THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES) OF LICENSE AS SPECIFIED IN THE "NOTICE TO BIDDERS."

PROJECT ENGINEER DATE
REGISTERED CIVIL ENGINEER

REGISTERED PROFESSIONAL ENGINEER No. EXP. 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.

CONTRACT No.	06-0H200
PROJECT ID	0612000157

DATE PLOTTED => 10-30-13
TIME PLOTTED => 0TIME

PROJECT MANAGER JUDY AGUILAR
DESIGN ENGINEER ALI ALQATAMI

BORDER LAST REVISED 7/2/2010 | CALTRANS WEB SITE IS: HTTP//WWW.DOT.CA.GOV/ | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | USERNAME => $USER DGN FILE => $REQUEST | UNIT 1458 | PROJECT NUMBER & PHASE 0612000157

ATTACHMENT 4

ATTACHMENT 5

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
06-Fre, Kin, Mad-Various
Resolution E-15-31

1.1 **WHEREAS,** the California Department of Transportation (Department) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines for the following project:

- State Route 33 (SR 33), State Route 41 (SR 41), State Route 43 (SR 43), and State Route 233 (SR 233) in Fresno, Kings, and Madera Counties. Seismic retrofit and rehabilitate five bridges on SR 33, SR 41, SR 43, and SR 233. (PPNO 6596)

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 5

INDEX OF PLANS

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY

IN FRESNO, KINGS, AND MADERA COUNTIES
AT VARIOUS LOCATIONS

TO BE SUPPLEMENTED BY STANDARD PLANS DATED MAY 2006

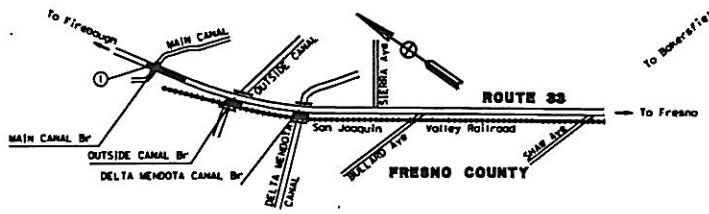
DIST	COUNTY	ROUTE	POST MILE TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
06	Fre, Kin, Mad	33, 41, 43, 233	VAR		

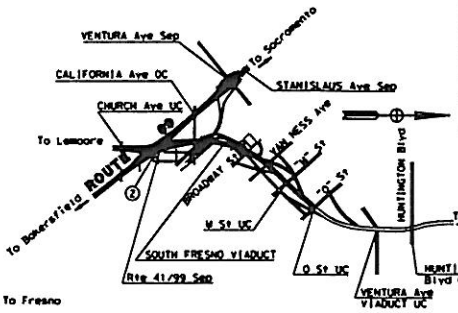
LOCATION MAP

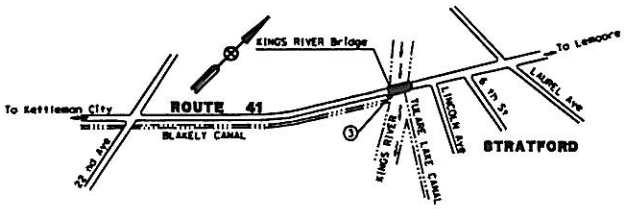
LOCATIONS OF CONSTRUCTION

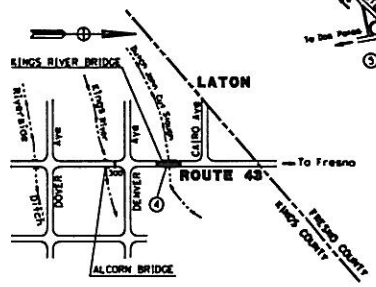
LOC	COUNTY	ROUTE	PM	NAME OF BRIDGE	BRIDGE NO.
1	Fre	33	69.1	CCID Main Canal	42-0134
2	Fre	41	R21.81	SR 41-99 Connector	42-0216F
3	Kin	41	32.26	Kings River	45-0007
4	Kin	43	26.76	Kings River	45-0064
5	Mad	233	0.01	SR 233-152 Connector	41-0059E

DRAFT









THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES) OF LICENSE AS SPECIFIED IN THE "NOTICE TO BIDDERS."

PROJECT ENGINEER / REGISTERED CIVIL ENGINEER — DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF TRACED COPIES OF THIS PLAN SHEET.

CONTRACT No.	06-0K8004
PROJECT ID	0000000000

PROJECT ENGINEER: SUZIE HOLDRIDGE
DESIGN ENGINEER: FRANK HOUTEN

DATE PLOTTED => DATE
TIME PLOTTED => TIME
09-15-11

BORDER LAST REVISED 7/2/2010 | CALTRANS WEB SITE IS: HTTP://WWW.DOT.CA.GOV/ | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 1459 | PROJECT NUMBER & PHASE 0600000000

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
08-SBd-62, PM 16.75/25.2
Resolution E-15-32

1.1 **WHEREAS,** the California Department of Transportation (Department) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines for the following project:

- State Route 62 (SR 62) in San Bernardino County. Construct roadway improvements including two-way turn lanes at four locations on a portion of SR 62 in the community of Joshua Tree. (PPNO 0226G)

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

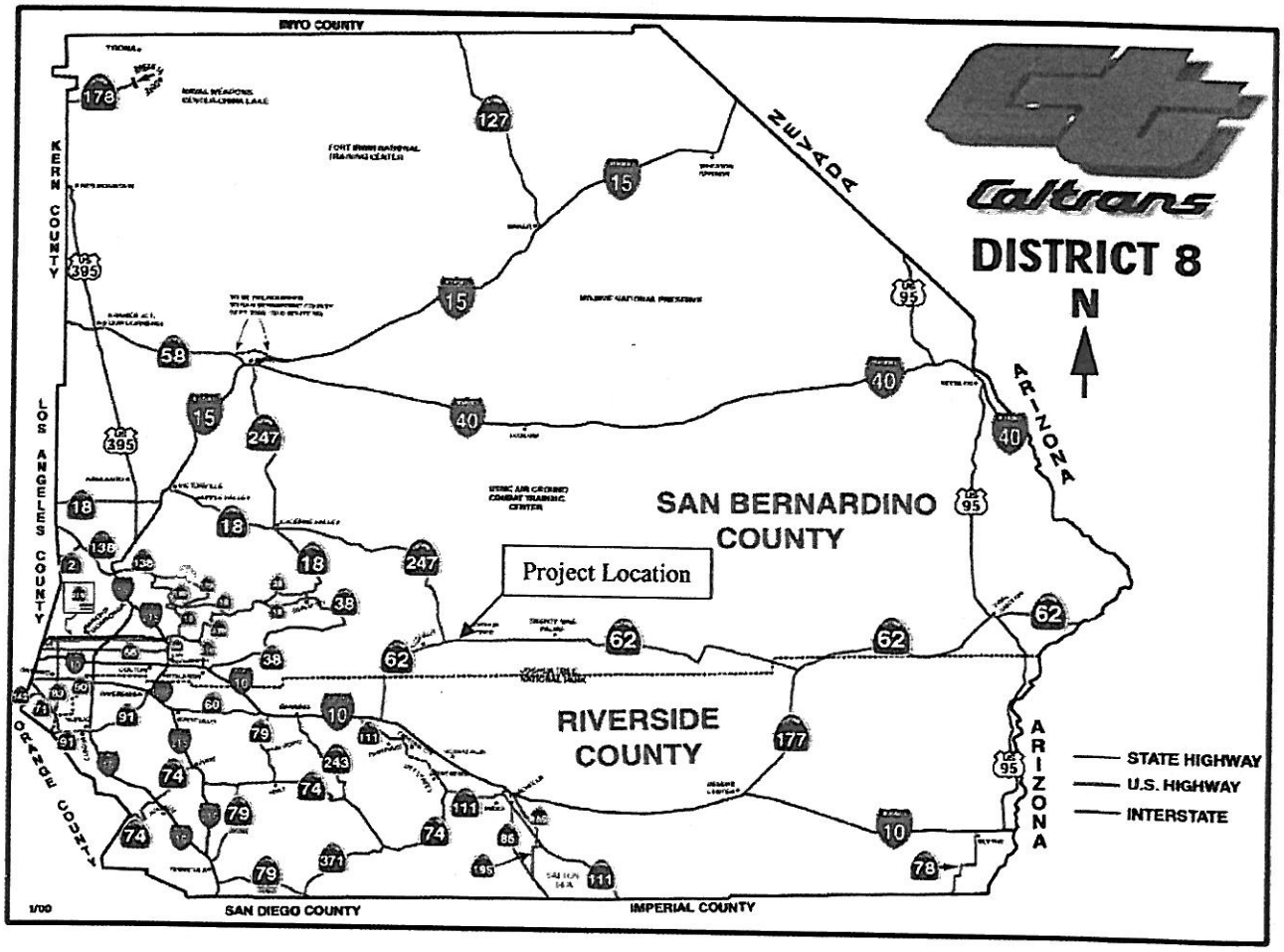
1.4 **WHEREAS,** the project will not have a significant effect on the environment.

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

1.4.2 Project Vicinity Map

Figure 2: Project Vicinity Map



ATTACHMENT 7

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
08-SBd-40, PM 0.0/R25.0
Resolution E-15-33

1.1 **WHEREAS,** the California Department of Transportation (Department) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines for the following project:

- Interstate 40 (I-40) in San Bernardino County. Construct roadway improvements including re-grading median cross slopes on a portion of I-40 near the city of Barstow. (PPNO 0207J)

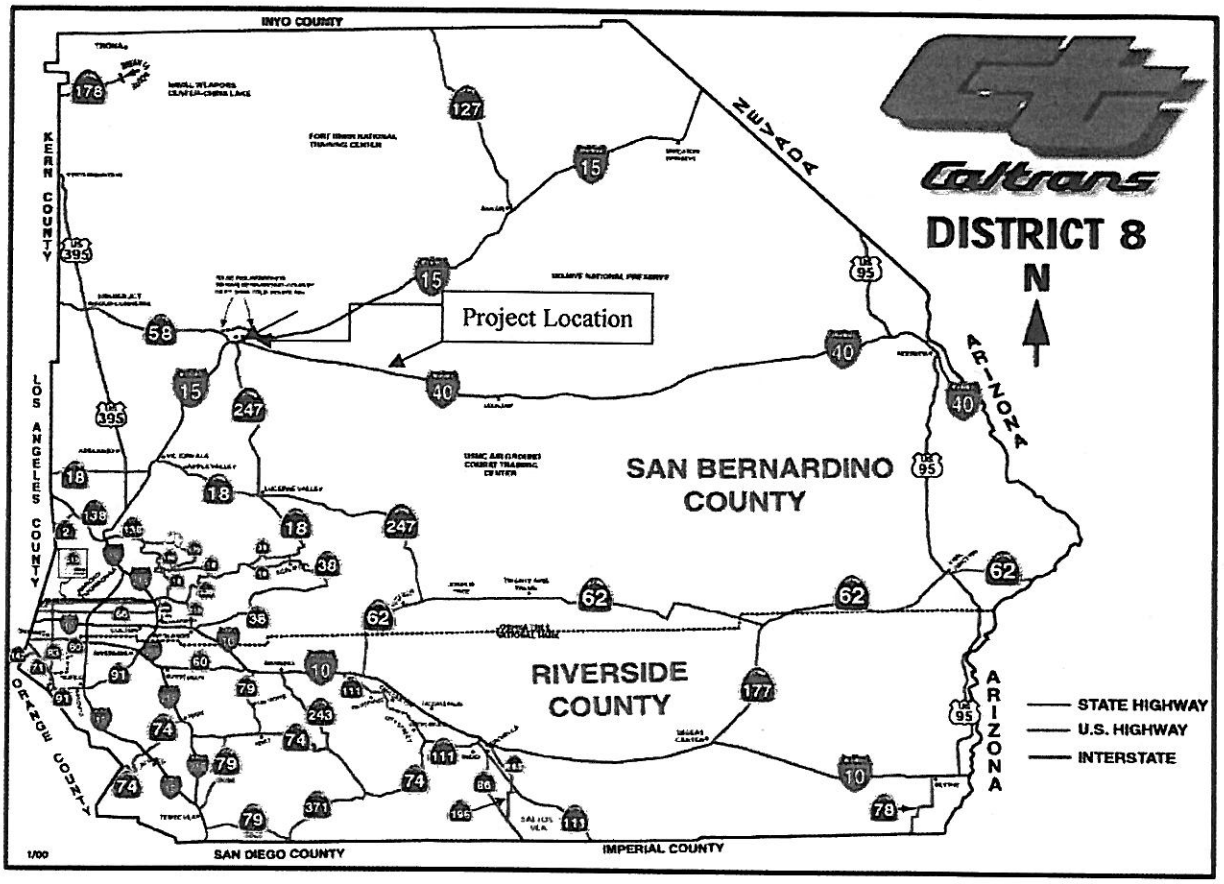
1.2 **WHEREAS**, the Department has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and

1.3 **WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Mitigated Negative Declaration; and

1.4 **WHEREAS,** the project will not have a significant effect on the environment.

2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby approve the above referenced project to allow for future consideration of funding.

ATTACHMENT 7



ATTACHMENT 8

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
12-Ora-5, PM 31.3/34.2
Resolution E-15-34

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:

- Interstate 5 (I-5) in Orange County. Add one HOV Lane in each direction on a portion of I-5 in the city of Santa Ana. (PPNO 2883A)

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 8

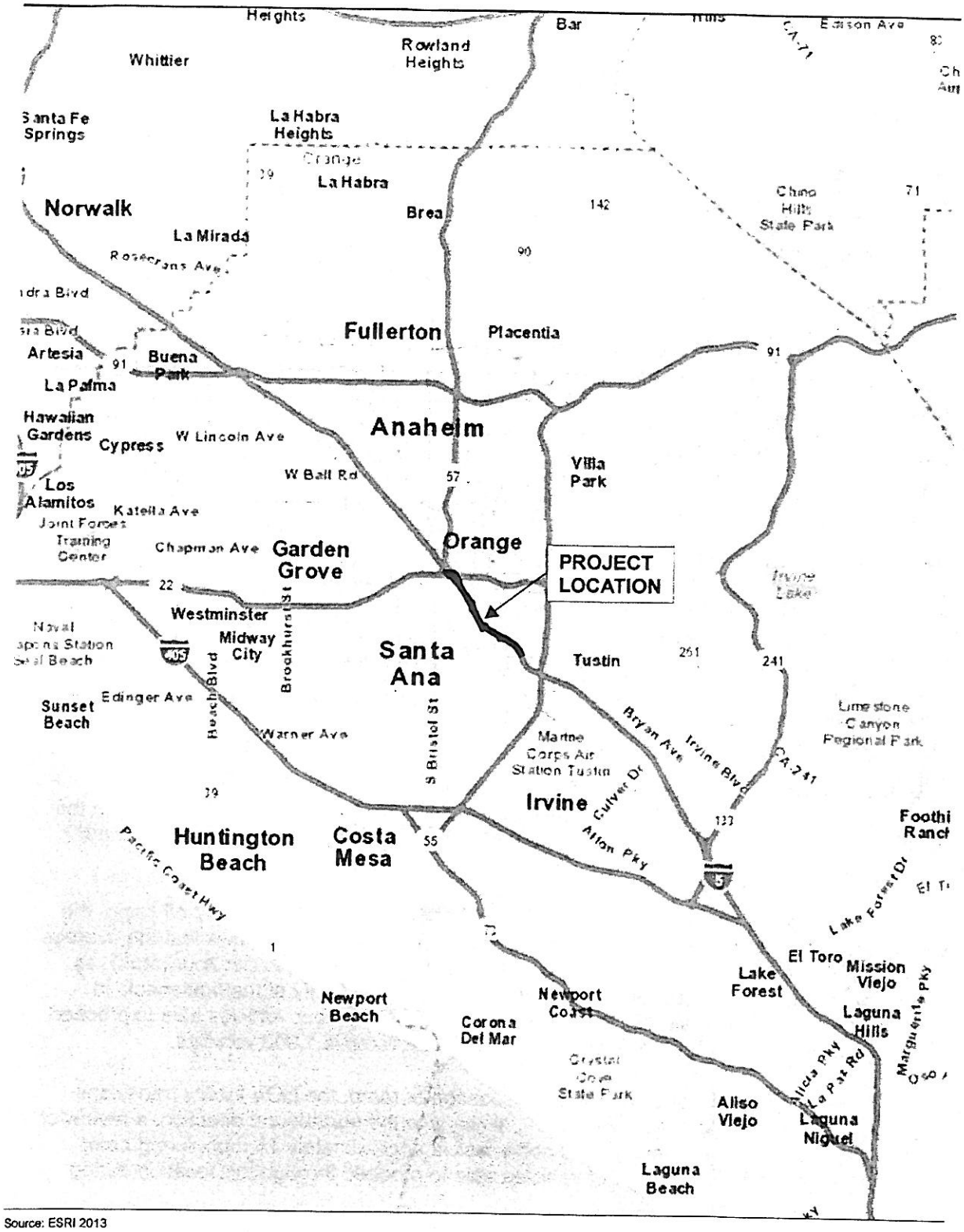


Figure 1-2
Project Vicinity Map

Path: P:\2011\60220190.06\GIS\6.3_Layout\ND_EA\Fig_1_2_ProjectVicinity.mxd, 3/31/2014, smensen

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 25, 2015

Reference No.: 2.2c (3)
Action

From: WILL KEMPTON
Executive Director

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING MITIGATED NEGATIVE DECLARATION FOR THE BERKELEY PEDESTRIAN MASTER PLAN INCLUDING THE SHATTUCK AVENUE PEDESTRIAN CROSSING IMPROVEMENT PROJECT (RESOLUTION E-15-36)**

ISSUE:

Should the Commission, as a Responsible Agency, accept the Mitigated Negative Declaration (MND) for the Berkeley Pedestrian Master Plan including the Shattuck Avenue Pedestrian Crossing Improvements Project (project) in Alameda County and approve the project for future consideration of funding?

RECOMMENDATION:

Staff recommends the Commission accept the MND and approve the project for future consideration of funding.

BACKGROUND:

The City of Berkeley (City) is the CEQA lead agency for the project. The project is part of the Berkeley Pedestrian Master Plan located in the City of Berkley, which evaluated more than 30 improvements projects throughout the City. The project will construct curb bulbouts, make pedestrian crossing improvements, minor drainage improvements, Americans with Disabilities Act compliant curb ramps, and stripe red curb parking restrictions at three intersections along Shattuck Avenue.

On June 22, 2010, the Berkeley City Council approved the final MND for the project and found that the project will not have a significant effect on the environment after mitigation.

Impacts that require mitigation measures to be reduced to a less than significant level relate to cultural resources, transportation and traffic. Mitigation measures include, but are not limited to: consult with qualified specialists in the event archaeological resources, paleontological resources, or human remains are encountered; maintain the historic integrity of historic pathways and stairways; and prepare a level of service and queuing analysis of vehicle traffic of affected intersections to determine impacts prior to implementation of certain pedestrian projects.

On May 29, 2015 the City confirmed that the 2010 MND remains valid and there are no new identified impacts requiring mitigation since adoption of the MND in 2010. The City also confirmed that the preferred alternative set forth in the final environmental document is consistent with the project scope of work programmed by the Commission.

The project is estimated to cost $758,000 and is fully funded through construction with Local Funds ($76,000) and Active Transportation Program Funds ($682,000). Construction is estimated to begin in fiscal year 2016/17.

Attachments
- Resolution E-15-36
- Project Location

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
04 – Alameda County
Resolution E-15-36

1.1 **WHEREAS,** the Berkeley City Council has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:

- Berkeley Pedestrian Master Plan including the Shattuck Avenue Pedestrian Crossing Improvement Project

1.2 **WHEREAS,** the Berkeley City Council has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines; and

1.3 **WHEREAS,** the Shattuck Avenue Pedestrian Crossing Improvement Project is part of the Berkeley Pedestrian Master Plan, which evaluated 30 improvements throughout the City of Berkeley; and

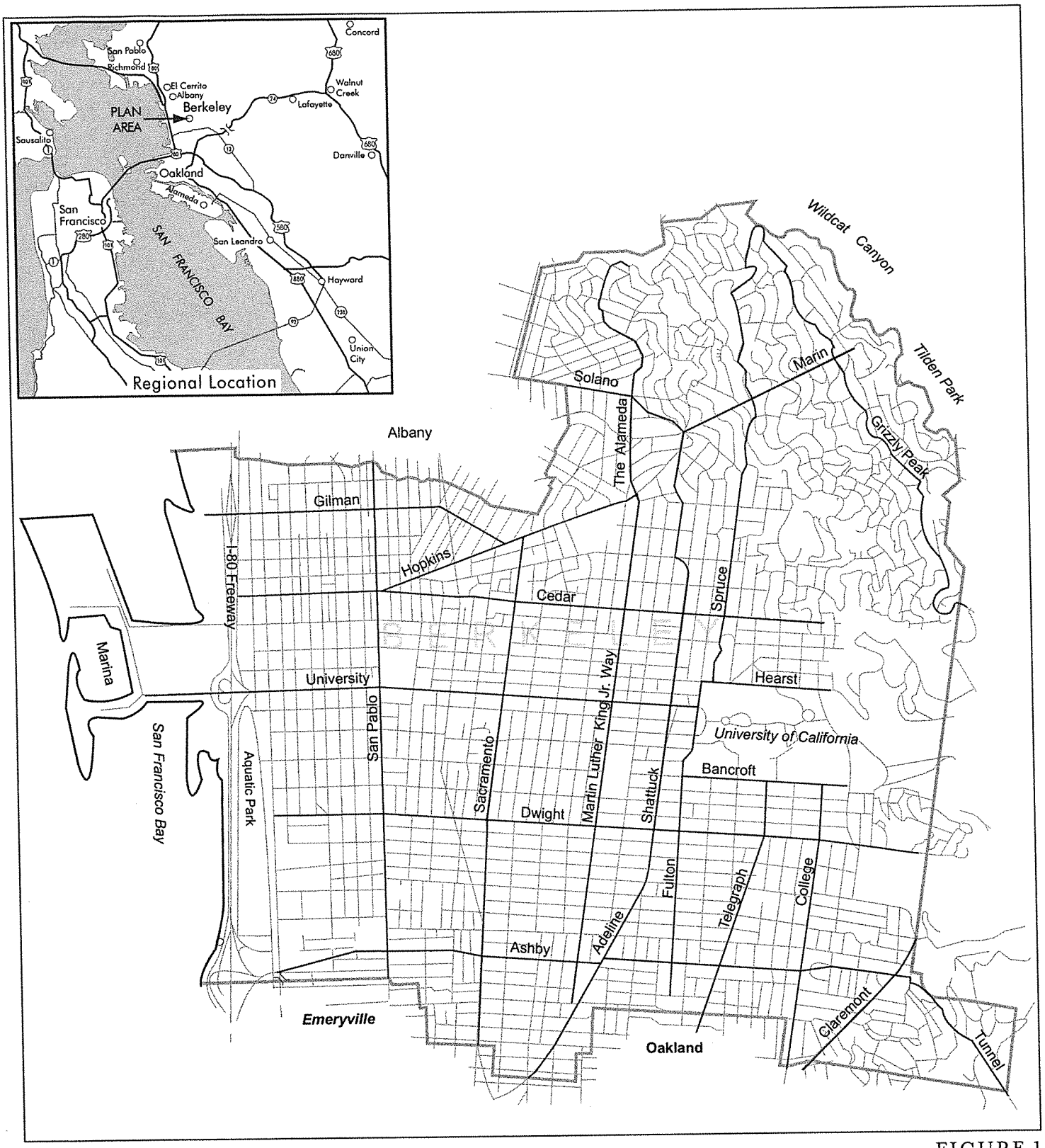
1.4 **WHEREAS,** the Shattuck Avenue Pedestrian Crossing Improvement Project will construct curb bulbouts, make pedestrian crossing improvements, minor drainage improvements, new Americans with Disabilities Act compliant curb ramps, and stripe red curb parking restrictions at three intersections along Shattuck Avenue; and

1.4 **WHEREAS,** the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Final Mitigated Negative Declaration; and

1.5 **WHEREAS,** the Berkeley City Council found that the proposed project would not have a significant effect on the environment; and

1.6 **WHEREAS,** the Berkeley City Council approved the Final Mitigated Negative Declaration.

2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby accept the Final Mitigated Negative Declaration and approves the above referenced project to allow for future consideration of funding.



LSA

FIGURE 1

Berkeley Pedestrian Master Plan Initial Study
Regional Location and
City Jurisdictional Boundary

0 1600 3200
FEET

SOURCE: CITY OF BERKELEY, 2004; LSA ASSOCIATES, INC., 2009.

I:/CBE0803 BerkPedestrian Plan/figures/Fig_1.ai (9/1/09)

SRTS - LeConte Elementary
Project Location

January 19, 2015

Legend

■ Project Location

Feet
0 1,000 2,000
1:24,000 1 in = 2,000 ft

Base Image: Provided by ESRI 2015

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 54

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 25, 2015

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 agency identified in the summary.

ISSUE:

It has been determined that each facility in the specific relinquishment resolutions summarized below is not essential to the proper functioning of the State Highway System and may be disposed of by relinquishment. Upon the recording of the approved relinquishment resolutions in the county where the facilities are located, all rights, title and interest of the State in and to the facilities to be relinquished will be transferred to the local agencies identified in the summary. The facilities are safe and drivable. The local authorities have been advised of the pending relinquishments a minimum of 90 days prior to the Commission meeting pursuant to Section 73 of the Streets and Highways Code. Any exceptions or unusual circumstances are described in the individual summaries.

RESOLUTIONS:

Resolution R-3930 – 04-SCl-87-PM 6.5/7.3
(Request No. 56115) – 2 Segments

Relinquishes right of way in the city of San Jose along Guadalupe Parkway from Coleman Avenue to West Hedding Street, consisting of reconstructed city streets. The City, by freeway agreement dated January 25, 1994 and by letter signed May 6, 2015, waived the 90-day notice requirement and agreed to accept title upon relinquishment by the State.

Resolution R-3931 – 04-SCl-87-PM 8.4
(Request No. 56122) – 1 Segment

Relinquishes right of way in the city of San Jose at Skyport Drive, consisting of a reconstructed city street. The City, by freeway agreement dated January 25, 1994 and by letter signed May 6, 2015, waived the 90-day notice requirement and agreed to accept title upon relinquishment by the State.

Resolution R-3932 – 04-SCl-87-PM T8.8
(Request No. 56125) – 2 Segments

Relinquishes right of way in the city of San Jose at Airport Parkway, consisting of reconstructed city streets. The City, by freeway agreement dated January 25, 1994 and by letter signed May 6, 2015, waived the 90-day notice requirement and agreed to accept title upon relinquishment by the State.

Resolution R-3933 – 08-Riv-10-PM 43.0
(Request No. 501-R) – 1 Segment

Relinquishes right of way in the city of Cathedral City on Bob Hope Drive, Varner Road, and Rio Del Sol Road, consisting of reconstructed city streets. The county of Riverside, by freeway agreement dated August 29, 2006, agreed to accept title to highway right of way that now lies within Cathedral City, upon relinquishment by the State. The 90-day notice period will expire May 24, 2015.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 55

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 25, 2015

Reference No: 2.4b.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Andrew P. Nierenberg,
Acting 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-21329 through C-21341, and C-21343 through C-21351 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-21329 - Gurdaver Dhaliwal, a married man as his sole and separate property
06-Fre-99-PM 26.50 - Parcel 86940-1, 2, 3 - EA 2HT109.
Right of Way Certification (RWC) Date: 08/07/15; Ready to List (RTL) Date: 08/08/15. Freeway - State Route (SR) 99 alignment for High Speed Rail (HSR). Authorizes condemnation of a permanent easement for right of way, an easement for utility purposes to be conveyed to A T & T, and a temporary easement for construction purposes and removing improvements which straddle the right of way line. Located in the city of Fresno at 4105 West Swift Avenue. Assessor Parcel Number (APN) 510-100-49.

C-21330 - CNL Funding 2000-A, L.P., a Delaware Limited Partnership, et al.
06-Fre-99-PM 26.50 - Parcel 86942-1, 01-01 - EA 2HT109.
RWC Date: 08/07/15; RTL Date: 08/08/15. Freeway - SR 99 alignment for HSR. Authorizes condemnation of land in fee for a State highway, and excess land in fee to which the owner has consented. Located in the city of Fresno at 4085 North Golden State Boulevard. APNs 424-045-01; 510-100-42.

C-21331 - Adam Doss and Sheldon Doss Partnership, a California General Partnership
06-Fre-99-PM 26.25 - Parcel 86948-1, 2 - EA 2HT109.
RWC Date: 08/07/15; RTL Date: 08/08/15. Freeway - SR 99 alignment for HSR. Authorizes condemnation of land in fee for a State highway, and a temporary construction easement. Located in the city of Fresno at 3705 North Golden State Boulevard. APN 433-040-05.

C-21332 - Pasquale DeSantis and Carmela DeSantis, Trustees of the DeSantis Family Trust dated August 13, 2003
06-Fre-99-PM 24.60 - Parcel 86970-1, 01-01 - EA 2HT109.
RWC Date: 08/07/15; RTL Date: 08/08/15. Freeway - SR 99 alignment for HSR. 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 have little market value. Located in the city of Fresno on the west side of Parkway Drive, between Clinton and Princeton Avenues. APN 442-081-04.

C-21333 - Fresno Rescue Mission, Inc.
06-Fre-99-PM 24.20 - Parcel 86975-1, 2, 3, 4, 5 - EA 2HT109.
RWC Date: 08/07/15; RTL Date: 08/08/15. Freeway - SR 99 alignment for HSR. Authorizes condemnation of land in fee for a State highway, extinguishment of abutter's rights of access, permanent easements for retaining wall footing, maintenance and roadway purposes, and a temporary easement for construction purposes and removal of all of those certain improvements which straddle the right of way line. Located in the city of Fresno at 2141 North Parkway Drive. APNs 442-090-06, -18, -56.

C-21334 - Ishaq Osman and Sina Osman, husband and wife, as joint tenants
06-Fre-99-PM 26.50 - Parcel 86995-1 - EA 2HT109.
RWC Date: 08/07/15; RTL Date: 08/08/15. Freeway - SR 99 alignment for HSR. Authorizes condemnation of land in fee for a State highway. Located near the city of Fresno at 3996 North Parkway Drive. APN 511-240-07.

C-21335 - Bank of the Sierra, a California Corp.
06-Fre-99-PM 24.90 - Parcel 86999-1, 2, 3 - EA 2HT109.
RWC Date: 08/07/15; RTL Date: 08/08/15. Freeway - SR 99 alignment for HSR. Authorizes condemnation of lands in fee for a State highway, and a temporary easement for highway construction. Located in the city of Fresno at 3121 West Shields Avenue. APNs 442-040-36, -37.

C-21336 - Edward Randolph Beckmann, et al.
06-Ker-14-PM 59.1 - Parcel 4021-1, 2, 3, 4, 5; 4023-1, 2 - EA 457112.
RWC Date: 12/01/15; RTL Date: 01/11/16. Expressway - convert existing two-lane to four-lane expressway. Authorizes condemnation of land in fee for a State highway, extinguishment of abutter's rights of access, and temporary easements for highway construction. Located in the unincorporated area of Kern County near Inyokern. APNs 341-020-07, -10, -30.

C-21337 - The Estate of Alcorn Beckmann
06-Ker-14-PM 59.1 - Parcel 4022-1, 2, 3 - EA 457112.
RWC Date: 12/01/15; RTL Date: 01/11/16. Expressway - convert existing two-lane to four-lane expressway. Authorizes condemnation of land in fee for a State highway, extinguishment of abutter's rights of access, and a temporary easement for highway construction. Located in the unincorporated area of Kern County near Inyokern. APN 341-020-28.

C-21338 - Constantino John Cagigas, Trustee
07-LA-138-PM 59.5 - Parcel 76134-1 - EA 293509.
RWC Date: 01/07/16; RTL Date: 01/29/16. Conventional highway - widen conventional highway. Authorizes condemnation of land in fee for a State highway. Located in the town of Pearblossom on the north side of SR 138, west of 126th Street East. APNs 3038-002-028, -029.

C-21339 - Washington International Educational Center, Inc.
07-LA-138-PM 58.9 - Parcel 80431-1 - EA 293509.
RWC Date: 01/07/16; RTL Date: 01/29/16. Conventional highway - widen conventional highway. Authorizes condemnation of land in fee for a State highway. Located in the town of Pearblossom on the north side of SR 138, west of 121st Street East. APN 3038-001-053.

C-21340 - Spirit of Joy Lutheran Church, a Nonprofit Corporation
11-SD-67-PM 21.4 - Parcel 35050-1 - EA 414909.
RWC Date: 06/22/15; RTL Date: 06/22/15. Conventional highway - widen existing highway. Authorizes condemnation of land in fee and condemnation of a leasehold interest of an outdoor advertising company for a State highway. Located in an unincorporated area of San Diego County near Ramona at SR 67 and Highland Valley Road. APN 283-054-03-00.

C-21341 - Merlin L. Eelkema and Anna J. Eelkema, Trustees of the Eelkema Family Trust dated October 11, 2005
11-SD-67-PM 21.4 - Parcel 35063-1 - EA 414909.
RWC Date: 06/22/15; RTL Date: 06/22/15. Conventional highway - widen existing highway. Authorizes condemnation of land in fee for a State highway. Located in an unincorporated area of San Diego County at 3376 Highway 67 in Ramona. APN 283-055-40.

C-21343 - CalMat Co., a Delaware Corporation, as successor in interest by merger of River Bend Corporation, a California Corporation
06-Fre-99-PM 26.40 - Parcel 86944-1, 2, 3, 4 - EA 2HT109.
RWC Date: 08/07/15; Freeway - SR 99 alignment for HSR. Authorizes condemnation of lands in fee for a State highway, and temporary easements for construction purposes. Located in the city of Fresno at 3570 West Ashlan Avenue. APN 424-042-05s.

C-21344 - Ray Roeder, Trustee of the Ray Roeder Living Trust UAD 09/15/1988
06-Fre-99-PM 25.30 - Parcel 86961-1, 2, 3, 4 - EA 2HT109.
RWC Date: 08/07/15; RTL Date: 08/08/15. Freeway - SR 99 alignment for HSR. Authorizes condemnation of land in fee for a State highway, and temporary easements for construction. Located in the city of Fresno at 3187 North Parkway Drive. APN 433-032-03.

C-21345 - WS Park, LLC, a California Limited Liability Company
06-Fre-99-PM 25.20 - Parcel 86962-1, 01-01 - EA 2HT109.
RWC Date: 08/07/15; RTL Date: 08/08/15. Freeway - SR 99 alignment for HSR. Authorizes condemnation of land in fee for a State highway, extinguishment of abutter's rights of access, and excess land in fee to which the owner has consented. Located in the city of Fresno at 3093 and 3095 North Parkway Drive. APN 433-032-04.

C-21346- Ray Roeder, Trustee of the Ray Roeder Living Trust UAD 09/15/1988, et al.
06-Fre-99-PM 25.30 - Parcel 86992-1, 2, 3, 4, 5 - EA 2HT109.
RWC Date: 08/07/15; RTL Date: 08/08/15. Freeway - SR 99 alignment for HSR. Authorizes condemnation of land in fee for a State highway, a temporary easement for construction purposes, a permanent driveway easement, and easements for utility purposes to be conveyed to Fresno Irrigation District and Fresno Metropolitan Flood Control District. Located in the city of Fresno near Valentine Avenue. APN 433-032-07.

C-21347 - Keith Metter, an unmarried man
07-LA-138-PM 59.5 - Parcel 76131-1 - EA 293509.
RWC Date: 01/07/16; RTL Date: 01/29/16. Conventional highway - widen conventional highway. Authorizes condemnation of land in fee for a State highway. Located in the town of Pearblossom on the north side of SR 138, east of 123rd Street East and west of 126th Street East. APNs 3038-002-020, -032.

C-21348 - Danny N. Hawara, a married man, as his sole and separate property
07-LA-138-PM 59.9 - Parcel 76153-1 - EA 293509.
RWC Date: 01/07/16; RTL Date: 01/29/16. Conventional highway - widen conventional highway. Authorizes condemnation of a temporary easement for construction and grading purposes. Located in the town of Pearblossom at 12602 Pearblossom Highway.
APNs 3038-014-001, -002.

C-21349 - Bahram Kamdjou, a married man, as his sole and separate property
07-LA-138-PM 59.9 - Parcel 79516-1 - EA 293509.
RWC Date: 01/07/16; RTL Date: 01/29/16. Conventional highway - widen conventional highway. Authorizes condemnation of land in fee for a State highway. Located in the town of Pearblossom on the north side of SR 138, east of 129th Street East and west of Longview Road. APN 3038-006-031.

C-21350 - Lawrence W. Chimbole, Trustee, etc., et al.
07-LA-138-PM 59.9 - Parcel 79517-1, 2 - EA 293509.
RWC Date: 01/07/16; RTL Date: 01/29/16. Conventional highway - widen conventional highway. Authorizes condemnation of land in fee for a State highway. Located in the town of Pearblossom at 13031 Pearblossom Highway. APN 3038-006-032.

C-21351 - Maria Dolores Torres, Trustee of the Torres Family Living Trust
11-Imp-98-PM 32.0 - Parcel 35021-1 - EA 080239.
RWC Date: 09/20/15; RTL Date: 09/20/15. Conventional highway - widen existing highway from two to four lanes. Authorizes condemnation of an easement for public road purposes for a State highway. Located in the City of Calexico at 1017 Ollie Avenue. APN 058-252-003.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21329

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 06-Fre-99-PM 26.50 PARCEL 86940-1, 2, 3
OWNER: Gurdaver Dhaliwal, a married man as his sole and separate property

Resolved by the California Transportation Commission after notice (and hearing) pursuant to Code of Civil Procedure Section 1245.235 that it finds and determines and hereby declares that:

The hereinafter described real property is necessary for State Highway purposes and is to be acquired by eminent domain pursuant to Streets and Highways Code Section 102; and Code of Civil Procedure Section 1240.320 in that a portion of the property is being acquired for conveyance to AT&T for utility purposes;

The public interest and necessity require the proposed public project, namely a State highway;

The proposed project is planned and located in the manner that will be most compatible with the greatest public good and the least private injury;

The property sought to be acquired and described by this resolution is necessary for the public project;

APPROVED AS TO FORM AND PROCEDURE

Attorney, Department of Transportation

APPROVAL RECOMMENDED

DIVISION OF RIGHT OF WAY

The offer required by Section 7267.2 of the Government Code has been made to the owner or owners of record; and be it further

RESOLVED by this Commission that the Department of Transportation be and said Department is hereby authorized and empowered;

To acquire, in the name of the People of the State of California, in fee simple absolute, unless a lesser estate is hereinafter expressly described, the said hereinafter described real property, or interests in real property, by condemnation proceeding or proceedings in accordance with the provisions of the Streets and Highways Code, Code of Civil Procedure and of the Constitution of California relating to eminent domain;

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of Fresno, State of California, Highway 06-Fre-99 and described as follows:

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

TITLE SHEET
(Resolution of Necessity Description)

District	County	Route	Post Mile
06	FRE	99	26.50

Project ID 0612000287

This document consists of this Title Sheet and the attached Legal Description of the parcel(s) listed below, consisting of 4 pages.

Parcels in Legal Description:					
86940-1	86940-2	86940-3			

The attached real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors Act.

PROFESSIONAL LAND SURVEYOR
MARK D. ELOWER
No. 8417
STATE OF CALIFORNIA

Signature
Professional Land Surveyor
Expires 12-31-2016

Date March 3, 2015

RW6-1(RONa)(New 07/2010)

Parcel 86940-1

An easement for State highway purposes in and to that portion of Parcel A of Lot Line Adjustment No. 2007-21, as shown on the map attached thereof, recorded May 29, 2008 as Document No. 2008-0077448, Official Records of Fresno County, lying easterly of the following described courses:

BEGINNING at a point on the South line of said Parcel A, said point being North 89°43'08" West, 10.75 feet along said South line from the Southeast corner of said Parcel A, said point also being the beginning of a non-tangent curve concave westerly, to which a radial bears North 85°21'37" East, having a radius of 631.50 feet and a central angle of 02°38'37"; THENCE (1) northerly along said curve, an arc distance of 29.14 feet; THENCE (2) North 38°00'31" East, 2.81 feet to the beginning of a non-tangent curve concave westerly, to which a radial line bears North 82°26'42" East, having a radius of 622.93 feet and a central angle of 11°11'04"; THENCE (3) northerly along last said curve, an arc distance of 121.60 feet; THENCE (4) North 07°36'12" West, 22.03 feet to the beginning of a non-tangent curve concave northerly, to which a radial line bears South 06°59'25" East, having a radius of 93.50 feet and a central angle of 04°03'03"; THENCE (5) easterly along last said curve, an arc distance of 6.61 feet to the beginning of a compound curve concave northwesterly, having a radius of 11.00 feet and a central angle of 34°05'23"; THENCE (6) northeasterly along last said curve, an arc distance of 6.54 feet to the beginning of a compound curve concave westerly, having a radius of 11.88 feet and a central angle of 62°33'32"; THENCE (7) northerly along last said curve, an arc distance of 12.97 feet to the beginning of a compound curve concave southwesterly, having a radius of 516.50 feet and a central angle of 20°26'17"; THENCE (8) northwesterly along last said curve, an arc distance of 184.24 feet; THENCE (9) North 86°17'44" West, 25.86 feet to a point on the northwesterly line of said

Parcel 86940-1 (continued)

Parcel A, last said point being North 48°55'39" East, 112.84 feet along said northwesterly line from the most westerly corner of said Parcel A.

The bearings and distances used in this description are on the California Coordinate System of 1983, epoch 2007, Zone 4. Divide distances by 0.99993543 to convert to ground distances.

TOGETHER WITH all of the existing improvements which are located partially within and partially outside the boundaries of the above-described parcel.

Parcel 86940-2

A temporary easement for the construction of State highway facilities in and to that portion of Parcel A of Lot Line Adjustment No. 2007-21, as shown on the map attached thereof, recorded May 29, 2008 as Document No. 2008-0077448, Official Records of Fresno County, more particularly described as follows:

BEGINNING at a point on the northwesterly line of said Parcel A, said point being North 48°55'39" East, 33.09 feet along said northwesterly line from the most westerly corner of said Parcel A; THENCE (1) South 43°37'21" East, 86.08 feet; THENCE (2) North 47°14'19" East, 36.87 feet; THENCE (3) North 49°35'30" East, 27.20 feet; THENCE (4) North 52°29'13" East, 26.83 feet to the beginning of a non-tangent curve concave southwesterly, to which a radial line bears North 55°37'06" East, having a radius of 516.50 feet and a central angle of 07°37'59"; THENCE (5) northwesterly along said curve, an arc distance of 68.81 feet; THENCE (6) North 86°17'44" West, 25.86 feet to said northwesterly line; THENCE (7) along said northwesterly line, South 48°55'39" West, 79.75 feet to the POINT OF BEGINNING.

Rights to the above-described temporary easement shall cease and terminate on May 31, 2018. Said rights may also be terminated prior to the above date by STATE upon notice to OWNER.

The bearings and distances used in this description are on the California Coordinate System of 1983, epoch 2007, Zone 4. Divide distances by 0.99993543 to convert to ground distances.

Parcel 86940-3

An easement for public utility purposes in and to that portion of said real property is in the County of Fresno, State of California, and is described as follows:

That portion of Parcel A of Lot Line Adjustment No. 2007-21, as shown on the map attached thereof, recorded May 29, 2008 as Document No. 2008-0077448, Official Records of Fresno County, more particularly described as follows:

COMMENCING at the most westerly corner of said Parcel A; THENCE (1) along the northwesterly line of said Parcel A, North 48°55'39" East, 112.84 feet; THENCE (2) South 86°17'44" East, 25.86 feet to the beginning of a non-tangent curve concave southwesterly, to which a radial line bears North 47°59'07" East, having a radius of 516.50 feet and a central angle of 00°54'17"; THENCE (3) southeasterly along said curve, an arc distance of 8.15 feet to the TRUE POINT OF BEGINNING; THENCE (4) continuing southeasterly along said curve, through a central angle of 02°13'09", an arc distance of 20.01 feet; THENCE (5) South 51°06'33" West, 10.00 feet to the beginning of a non-tangent curve concave southwesterly, to which a radial line bears North 51°06'33" East, having a radius of 506.50 feet and a central angle of 02°15'47"; THENCE (6) northwesterly along last said curve, an arc distance of 20.01 feet; THENCE (7) North 51°06'33" East, 10.01 feet to the TRUE POINT OF BEGINNING.

The bearings and distances used in this description are on the California Coordinate System of 1983, epoch 2007, Zone 4. Divide distances by 0.99993543 to convert to ground distances.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21330

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 06-Fre-99-PM 26.50 PARCEL 86942-1, 01-01
OWNER: CNL Funding 2000-A, L.P., a Delaware Limited Partnership
LESSEE: Jack in the Box, Inc.

Resolved by the California Transportation Commission after notice (and hearing) pursuant to Code of Civil Procedure Section 1245.235 that it finds and determines and hereby declares that:

The hereinafter described real property is necessary for State Highway purposes and is to be acquired by eminent domain pursuant to Streets and Highways Code Section 102, and Code of Civil Procedure Section 1240.150 in that the property being acquired includes a remnant that would be of little value to its owner, and Code of Civil Procedure Section 1240.410 in that the property being acquired includes a remnant that would be of little market value;

The public interest and necessity require the proposed public project, namely a State highway;

The proposed project is planned and located in the manner that will be most compatible with the greatest public good and the least private injury;

APPROVED AS TO FORM AND PROCEDURE

Attorney, Department of Transportation

APPROVAL RECOMMENDED

DIVISION OF RIGHT OF WAY

The property sought to be acquired and described by this resolution is necessary for the public project;

The offer required by Section 7267.2 of the Government Code has been made to the owner or owners of record; and be it further

RESOLVED by this Commission that the Department of Transportation be and said Department is hereby authorized and empowered;

To acquire, in the name of the People of the State of California, in fee simple absolute, unless a lesser estate is hereinafter expressly described, the said hereinafter described real property, or interests in real property, by condemnation proceeding or proceedings in accordance with the provisions of the Streets and Highways Code, Code of Civil Procedure and of the Constitution of California relating to eminent domain;

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of Fresno, State of California, Highway 06-Fre-99 and described as follows:

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

TITLE SHEET
(Resolution of Necessity Description)

District	County	Route	Post Mile
06	FRE	99	26.50

Project ID 0612000287

This document consists of this Title Sheet and the attached Legal Description of the parcel(s) listed below, consisting of 2 pages.

Parcels in Legal Description:					
86942-1	86942-01-01				

The attached real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors Act.

PROFESSIONAL LAND SURVEYOR ★ MARK D. ELOWER ★ No. 8417 STATE OF CALIFORNIA

Signature Mark D Elower
Professional Land Surveyor
Expires 12-31-2016

Date March 13, 2015

RW6-1(RONa)(New 07/2010)

Parcel 86942-1

For State highway purposes, that portion of Lot 18 of Tract No. 3453, according to the map thereof recorded in Book 39, Page 17 and 18 of Plats, Fresno County Records, that portion of Resolution No. 82-201 recorded May 10, 1982 in Book 7905, Page 314, Official Records of Fresno County, and that portion of the Southwest Quarter of the Southwest Quarter of the Southwest Quarter of the Southwest Quarter of Section 13, Township 13 South, Range 19 East, Mount Diablo Meridian and Base Line, described as Parcel 1 in a deed to CNL Funding 2000-A, L.P., a Delaware limited partnership, recorded July 26, 2000 as Document No. 2000-0087997, Official Records of Fresno County, lying northeasterly of the following described courses:

BEGINNING at a point on the South line of the Southwest Quarter of said Section 13, said point being South 89°44'25" East, 123.37 feet along said South line from the Southwest corner of said Section 13, said corner being found as a ¾ inch iron pipe flush with pavement, tagged "RCE 26626" per Corner Record No. 2733, filed in the Fresno County Surveyor's Office; THENCE (1) North 42°52'58" West, 121.61 feet to the beginning of a non-tangent curve concave northeasterly, to which a radial line bears South 48°04'42" West, having a radius of 330.50 feet and a central angle of 12°20'24"; THENCE (2) northwesterly along said curve, an arc distance of 71.18 feet to the beginning of a reverse curve concave southwesterly, to which a radial line bears North 60°25'06" East, having a radius of 269.50 feet and a central angle of 11°28'42"; THENCE (3) northwesterly along last said curve, an arc distance of 53.99 feet; THENCE (4) North 41°03'36" West, 15.17 feet to a point on the northwesterly line of said Parcel 1, last said point being South 23°07'43" West, 35.18 feet along said northwesterly line from the most northerly corner of said Parcel 1.

The bearings and distances used in this description are on the California Coordinate System of 1983, epoch 2007, Zone 4. Divide distances by 0.99993543 to convert to ground distances.

Parcel 86942-01-01

For State highway purposes, that portion of Lot 18 of Tract No. 3453, according to the map thereof recorded in Book 39, Page 17 and 18 of Plats, Fresno County Records, that portion of Resolution No. 82-201 recorded May 10, 1982 in Book 7905, Page 314, Official Records of Fresno County, and that portion of the Southwest Quarter of the Southwest Quarter of the Southwest Quarter of the Southwest Quarter of Section 13, Township 13 South, Range 19 East, Mount Diablo Meridian and Base Line, described as Parcel 1 in a deed to CNL Funding 2000-A, L.P., a Delaware limited partnership, recorded July 26, 2000 as Document No. 2000-0087997, Official Records of Fresno County, lying southwesterly of the following described courses:

BEGINNING at a point on the South line of the Southwest Quarter of said Section 13, said point being South 89°44'25" East, 123.37 feet along said South line from the Southwest corner of said Section 13, said corner being found as a ¾ inch iron pipe flush with pavement, tagged "RCE 26626" per Corner Record No. 2733, filed in the Fresno County Surveyor's Office; THENCE (1) North 42°52'58" West, 121.61 feet to the beginning of a non-tangent curve concave northeasterly, to which a radial line bears South 48°04'42" West, having a radius of 330.50 feet and a central angle of 12°20'24"; THENCE (2) northwesterly along said curve, an arc distance of 71.18 feet to the beginning of a reverse curve concave southwesterly, to which a radial line bears North 60°25'06" East, having a radius of 269.50 feet and a central angle of 11°28'42"; THENCE (3) northwesterly along last said curve, an arc distance of 53.99 feet; THENCE (4) North 41°03'36" West, 15.17 feet to a point on the northwesterly line of said Parcel 1, last said point being South 23°07'43" West, 35.18 feet along said northwesterly line from the most northerly corner of said Parcel 1.

The bearings and distances used in this description are on the California Coordinate System of 1983, epoch 2007, Zone 4. Divide distances by 0.99993543 to convert to ground distances.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21331

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 06-Fre-99-PM 26.25 PARCEL 86948-1, 2
OWNER: Adam Doss and Sheldon Doss Partnership, a California General Partnership

Resolved by the California Transportation Commission after notice (and hearing) pursuant to Code of Civil Procedure Section 1245.235 that it finds and determines and hereby declares that:

The hereinafter described real property is necessary for State Highway purposes and is to be acquired by eminent domain pursuant to Streets and Highways Code Section 102;

The public interest and necessity require the proposed public project, namely a State highway;

The proposed project is planned and located in the manner that will be most compatible with the greatest public good and the least private injury;

The property sought to be acquired and described by this resolution is necessary for the public project;

The offer required by Section 7267.2 of the Government Code has been made to the owner or owners of record; and be it further

APPROVED AS TO FORM AND PROCEDURE

Attorney, Department of Transportation

APPROVAL RECOMMENDED

DIVISION OF RIGHT OF WAY

RESOLVED by this Commission that the Department of Transportation be and said Department is hereby authorized and empowered;

To acquire, in the name of the People of the State of California, in fee simple absolute, unless a lesser estate is hereinafter expressly described, the said hereinafter described real property, or interests in real property, by condemnation proceeding or proceedings in accordance with the provisions of the Streets and Highways Code, Code of Civil Procedure and of the Constitution of California relating to eminent domain;

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of Fresno, State of California, Highway 06-Fre-99 and described as follows:

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

TITLE SHEET
(Resolution of Necessity Description)

District	County	Route	Post Mile
06	FRE	99	26.25

Project ID 0612000287

This document consists of this Title Sheet and the attached Legal Description of the parcel(s) listed below, consisting of 2 pages.

Parcels in Legal Description:					
86948-1	86948-2				

The attached real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors Act.

Signature _____
Professional Land Surveyor
Expires 12-31-2016

PROFESSIONAL LAND SURVEYOR
MARK D. ELOWER
No. 8417
STATE OF CALIFORNIA

Date March 11, 2015

RW6-1(RONa)(New 07/2010)

Parcel 86948-1

For State highway purposes, that portion of Lot 20 of Winterton Tract, according to the map thereof recorded in Book 3, Page 21 of Record of Surveys, in the Office of the Fresno County Recorder, described in a deed to Adam Doss and Sheldon Doss Partnership, a California general partnership, recorded June 27, 2008 as Document No. 2008-0092773, Official Records of Fresno County, more particularly described as follows:

COMMENCING at the Northwest corner of Section 24, Township 13 South, Range 19 East, Mount Diablo Meridian and Base Line, said corner being found as a ¾ inch iron pipe flush with pavement, tagged "RCE 26626" per Corner Record No. 2733, filed in the Fresno County Surveyor's Office; THENCE (1) along the North line of the Northwest quarter of said Section 24, South 89°44'25" East, 577.96 feet; THENCE (2) South 00°15'35" West, 520.74 feet to a point on the northerly boundary of the land described in said deed, said point being the TRUE POINT OF BEGINNING; THENCE (3) South 41°03'36" East, 414.77 feet to the southeasterly line of said land; THENCE (4) along said southeasterly line, North 48°57'44" East, 41.65 feet to the northeasterly line of said land; THENCE (5) along said northeasterly line, North 41°02'16" West, 357.59 feet to said northerly boundary and the beginning of a tangent curve concave southerly, having a radius of 60.00 feet and a central angle of 72°21'13"; THENCE (6) westerly along said northerly boundary and curve, an arc distance of 75.77 feet to the TRUE POINT OF BEGINNING.

The bearings and distances used in this description are on the California Coordinate System of 1983, epoch 2007, Zone 4. Divide distances by 0.99993543 to convert to ground distances.

Parcel 86948-2

A temporary easement for the construction of State highway facilities and appurtenances thereto, upon, over and across that portion of Lot 20 of Winterton Tract, according to the map thereof recorded in Book 3, Page 21 of Record of Surveys, in the Office of the Fresno County Recorder, described in a deed to Adam Doss and Sheldon Doss Partnership, a California general partnership, recorded June 27, 2008 as Document No. 2008-0092773, Official Records of Fresno County, more particularly described as follows:

COMMENCING at the Northwest corner of Section 24, Township 13 South, Range 19 East, Mount Diablo Meridian and Base Line, said corner being found as a ¾ inch iron pipe flush with pavement, tagged "RCE 26626" per Corner Record No. 2733, filed in the Fresno County Surveyor's Office: THENCE (1) along the North line of the Northwest quarter of said Section 24, South 89°44'25" East, 577.96 feet; THENCE (2) South 00°15'35" West, 520.74 feet to a point on the northerly boundary of the land described in said deed, said point being the TRUE POINT OF BEGINNING; THENCE (3) South 41°03'36" East, 75.94 feet; THENCE (4) North 88°25'29" West, 86.09 feet to a point on said northerly boundary, last said point being the beginning of a non-tangent curve concave southeasterly, to which a radial line bears North 89°49'52" West, having a radius of 60.00 feet and a central angle of 66°26'20"; THENCE (5) northeasterly along said northerly boundary and curve, an arc distance of 69.57 feet to the TRUE POINT OF BEGINNING.

Rights to the above described temporary easements shall cease and terminate on May 31, 2018. Said rights may also be terminated prior to the above date by STATE upon notice to OWNER.

The bearings and distances used in this description are on the California Coordinate System of 1983, epoch 2007, Zone 4. Divide distances by 0.99993543 to convert to ground distances.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21332

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 06-Fre-99-PM 24.60 PARCEL 86970-1, 01-01
OWNER: Pasquale DeSantis and Carmela DeSantis, Trustees of the DeSantis Family Trust dated August 13, 2003

Resolved by the California Transportation Commission after notice (and hearing) pursuant to Code of Civil Procedure Section 1245.235 that it finds and determines and hereby declares that:

The hereinafter described real property is necessary for State Highway purposes and is to be acquired by eminent domain pursuant to Streets and Highways Code Section 102; and Code of Civil Procedure Section 1240.410 in that the property being acquired includes a remnant that would be of little market value;

The public interest and necessity require the proposed public project, namely a State highway;

The proposed project is planned and located in the manner that will be most compatible with the greatest public good and the least private injury;

The property sought to be acquired and described by this resolution is necessary for the public project;

APPROVED AS TO FORM AND PROCEDURE

Attorney, Department of Transportation

APPROVAL RECOMMENDED

DIVISION OF RIGHT OF WAY

The offer required by Section 7267.2 of the Government Code has been made to the owner or owners of record; and be it further

RESOLVED by this Commission that the Department of Transportation be and said Department is hereby authorized and empowered;

To acquire, in the name of the People of the State of California, in fee simple absolute, unless a lesser estate is hereinafter expressly described, the said hereinafter described real property, or interests in real property, by condemnation proceeding or proceedings in accordance with the provisions of the Streets and Highways Code, Code of Civil Procedure and of the Constitution of California relating to eminent domain;

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of Fresno, State of California, Highway 06-Fre-99 and described as follows:

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

TITLE SHEET
(Resolution of Necessity Description)

District	County	Route	Post Mile
06	FRE	99	24.60

Project ID 0612000287

This document consists of this Title Sheet and the attached Legal Description of the parcel(s) listed below, consisting of 4 pages.

Parcels in Legal Description:					
86970-1	86970-01-01				

The attached real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors Act.

Signature Mark D. Elower
Professional Land Surveyor
Expires 12-31-2016

PROFESSIONAL LAND SURVEYOR
MARK D. ELOWER
No. 8417
STATE OF CALIFORNIA

Date March 11, 2015

RW6-1(RONa)(New 07/2010)

Parcel 86970-1

For freeway purposes, that portion of the North 345.06 feet of Lot 110 of Roeding's Villa Colony, according to the map thereof recorded in Book 2, Page 43 of Record of Surveys, Fresno County Records, lying southwesterly of North Parkway Drive and northeasterly of the following described course (11):

BEGINNING at a point on the South line of the North half of Section 30, Township 13 South, Range 20 East, Mount Diablo Meridian and Base Line, said point being North 89°43'14" West, 4102.51 feet along said South line from the East quarter-section corner of said Section 30, said corner being found as a ¾ inch iron pipe, no tag, down 0.3 foot, Corner Record No. 1709, filed in the Fresno County Surveyor's Office; THENCE (1) North 00°27'53" West, 42.46 feet to the southerly boundary of the land described in said deed; THENCE (2) along said southerly boundary, North 85°25'22" East, 172.00 feet to the beginning of a non-tangent curve concave westerly, to which a radial line bears South 49°24'16" East, having a radius of 63.08 feet and a central angle of 49°33'09"; THENCE (3) northerly along said curve, an arc distance of 54.56 feet; THENCE (4) North 08°49'17" West, 23.51 feet to the beginning of a non-tangent curve concave westerly, to which a radial line bears North 80°36'02" East, having a radius of 966.17 feet and a central angle of 19°54'37"; THENCE (5) northerly along last said curve, an arc distance of 335.74 feet; THENCE (6) North 35°34'15" West, 9.27 feet to the beginning of a non-tangent curve concave northeasterly, to which a radial line bears South 62°38'17" West, having a radius of 271.00 feet and a central angle of 07°14'25"; THENCE (7) northwesterly along last said curve, an arc distance of 34.25 feet to the beginning of a reverse curve concave southwesterly, to which a radial line bears North 69°52'42" East, having a radius of 264.00 feet and a central angle of 16°04'09"; THENCE (8) northwesterly along last said curve, an arc distance of 74.04 feet; THENCE (9) North 36°11'28" West, 255.22 feet; THENCE (10) North 85°55'48" West, 34.59 feet; THENCE (11) North 36°10'21" West, 391.99 feet to a point on the northeasterly line of the land described in a deed to Pasquale DeSantis and Carmela DeSantis, Trustees of the DeSantis Family Trust dated August 13, 2003

Parcel 86970-1 (continued)

and recorded August 21, 2003 as Document No. 2003-0195260, Official Records of Fresno County, last said point being North 76°20'17" West, 4632.90 feet from said East quarter-section corner.

Lands abutting said freeway shall have no right or easement of access thereto.

The bearings and distances used in this description are on the California Coordinate System of 1983, epoch 2007, Zone 4. Divide distances by 0.99993543 to convert to ground distances.

Parcel 86970-01-01

For freeway purposes, that portion of the North 345.06 feet of Lot 110 of Roeding's Villa Colony, according to the map thereof recorded in Book 2, Page 43 of Record of Surveys, Fresno County Records, lying southwesterly of North Parkway Drive and southwesterly of the following described course (11):

BEGINNING at a point on the South line of the North half of Section 30, Township 13 South, Range 20 East, Mount Diablo Meridian and Base Line, said point being North 89°43'14" West, 4102.51 feet along said South line from the East quarter-section corner of said Section 30, said corner being found as a ¾ inch iron pipe, no tag, down 0.3 foot, Corner Record No. 1709, filed in the Fresno County Surveyor's Office; THENCE (1) North 00°27'53" West, 42.46 feet to the southerly boundary of the land described in said deed; THENCE (2) along said southerly boundary, North 85°25'22" East, 172.00 feet to the beginning of a non-tangent curve concave westerly, to which a radial line bears South 49°24'16" East, having a radius of 63.08 feet and a central angle of 49°33'09"; THENCE (3) northerly along said curve, an arc distance of 54.56 feet; THENCE (4) North 08°49'17" West, 23.51 feet to the beginning of a non-tangent curve concave westerly, to which a radial line bears North 80°36'02" East, having a radius of 966.17 feet and a central angle of 19°54'37"; THENCE (5) northerly along last said curve, an arc distance of 335.74 feet; THENCE (6) North 35°34'15" West, 9.27 feet to the beginning of a non-tangent curve concave northeasterly, to which a radial line bears South 62°38'17" West, having a radius of 271.00 feet and a central angle of 07°14'25"; THENCE (7) northwesterly along last said curve, an arc distance of 34.25 feet to the beginning of a reverse curve concave southwesterly, to which a radial line bears North 69°52'42" East, having a radius of 264.00 feet and a central angle of 16°04'09"; THENCE (8) northwesterly along last said curve, an arc distance of 74.04 feet; THENCE (9) North 36°11'28" West, 255.22 feet; THENCE (10) North 85°55'48" West, 34.59 feet; THENCE (11) North 36°10'21" West, 391.99 feet to a point on the northeasterly line of the land described in a deed to Pasquale DeSantis and Carmela DeSantis, Trustees of the DeSantis Family Trust dated August 13, 2003

Parcel 86970-01-01 (continued)

and recorded August 21, 2003 as Document No. 2003-0195260, Official Records of Fresno County, last said point being North 76°20'17" West, 4632.90 feet from said East quarter-section corner.

Lands abutting said freeway shall have no right or easement of access thereto.

The bearings and distances used in this description are on the California Coordinate System of 1983, epoch 2007, Zone 4. Divide distances by 0.99993543 to convert to ground distances.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21333

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 06-Fre-99-PM 24.20 PARCEL 86975-1, 2, 3, 4, 5
OWNER: Fresno Rescue Mission, Inc.

Resolved by the California Transportation Commission after notice (and hearing) pursuant to Code of Civil Procedure Section 1245.235 that it finds and determines and hereby declares that:

The hereinafter described real property is necessary for State Highway purposes and is to be acquired by eminent domain pursuant to Streets and Highways Code Section 102;

The public interest and necessity require the proposed public project, namely a State highway;

The proposed project is planned and located in the manner that will be most compatible with the greatest public good and the least private injury;

The property sought to be acquired and described by this resolution is necessary for the public project;

The offer required by Section 7267.2 of the Government Code has been made to the owner or owners of record; and be it further

RESOLVED by this Commission that the Department of Transportation be and said Department is hereby authorized and empowered;

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

To acquire, in the name of the People of the State of California, in fee simple absolute, unless a lesser estate is hereinafter expressly described, the said hereinafter described real property, or interests in real property, by condemnation proceeding or proceedings in accordance with the provisions of the Streets and Highways Code, Code of Civil Procedure and of the Constitution of California relating to eminent domain;

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of Fresno, State of California, Highway 06-Fre-99 and described as follows:

Parcel 86975-1

For freeway purposes, that portion of Lot 118 of Roeding's Villa Colony, according to the map thereof recorded December 15, 1902 in Book 2, Page 43 of Record of Surveys, Fresno County Records, described in a deed to Fresno Rescue Mission Inc., recorded November 10, 2010 as Document No. 2010-0150906, Official Records of Fresno County, more particularly described as follows:

BEGINNING at a point on the West line of the land described in said deed, said point being North 00°28'25" East, 139.09 feet along said West line from the southwest corner of said land; THENCE (1) South 43°21'41" East, 111.28 feet to the beginning of a tangent curve concave southwesterly, having a radius of 2401.00 feet and a central angle of 00°44'58"; THENCE (2) southeasterly along said curve, an arc distance of 31.41 feet to the northeasterly line of said land; THENCE (3) along said northeasterly line, North 26°59'47" West, 213.91 feet to said West line; THENCE (4) along said West line, South 00°28'25" West, 86.73 feet to the POINT OF BEGINNING.

Lands abutting said freeway shall have no right or easement of access thereto.

TOGETHER WITH all of the existing improvements which are located partially within and partially outside the boundaries of the above-described parcel.

The bearings and distances used in this description are on the California Coordinate System of 1983, Epoch 2007, Zone 4. Divide distances by 0.99993543 to obtain ground distances.

Parcel 86975-2

An easement for State highway purposes in and to the South 65.62 feet of Lot 117 of Roeding's Villa Colony, according to the map thereof recorded in Book 2, Page 43 of Record of Surveys, Fresno County Records.

The distance used in this description is on the California Coordinate System of 1983, Epoch 2007, Zone 4. Divide distance by 0.99993543 to obtain ground distance.

Parcel 86975-3

An easement for a sound wall footing and appurtenances thereto in and to that portion of Lot 118 of Roeding's Villa Colony, according to the map thereof recorded December 15, 1902 in Book 2, Page 43 of Record of Surveys, Fresno County Records, described in a deed to Fresno Rescue Mission Inc., recorded November 10, 2010 as Document No. 2010-0150906, Official Records of Fresno County, included within a strip of land 8.00 feet wide, the northeasterly sideline of which is described as follows:

BEGINNING at a point on the West line of the land described in said deed, said point being North 00°28'25" East, 139.09 feet along said West line from the southwest corner of said land; THENCE (1) South 43°21'41" East, 111.28 feet to the beginning of a tangent curve concave southwesterly, having a radius of 2401.00 feet and a central angle of 00°44'58"; THENCE (2) southeasterly along said curve, an arc distance of 31.41 feet to a point on the northeasterly line of said land, last said point being South 26°59'47" East, 213.91 feet along said northeasterly line from the most northerly corner of said land.

The sidelines of said strip of land shall be prolonged or shortened so as to begin at the West line of said land and to terminate at the northeasterly line of said land.

The bearings and distances used in this description are on the California Coordinate System of 1983, Epoch 2007, Zone 4. Divide distances by 0.99993543 to obtain ground distances.

Parcel 86975-4

A permanent easement for the maintenance of a sound wall and its footing and other appurtenances thereto, including ingress to and egress from said permanent easement area upon, over and across that portion of Lot 118 of Roeding's Villa Colony, according to the map thereof recorded December 15, 1902 in Book 2, Page 43 of Record of Surveys, Fresno County Records, described in a deed to Fresno Rescue Mission Inc., recorded November 10, 2010 as Document No. 2010-0150906, Official Records of Fresno County, included within a strip of land 15.00 feet wide, the northeasterly sideline of which is described as follows:

BEGINNING at a point on the West line of the land described in said deed, said point being North 00°28'25" East, 139.09 feet along said West line from the southwest corner of said land; THENCE (1) South 43°21'41" East, 111.28 feet to the beginning of a tangent curve concave southwesterly, having a radius of 2401.00 feet and a central angle of 00°44'58"; THENCE (2) southeasterly along said curve, an arc distance of 31.41 feet to a point on the northeasterly line of said land, last said point being South 26°59'47" East, 213.91 feet along said northeasterly line from the most northerly corner of said land.

The sidelines of said strip of land shall be prolonged or shortened so as to begin at the West line of said land and to terminate at the northeasterly line of said land, except that the southwesterly sideline of said strip of land shall terminate at the westerly terminus of the following described course (4): BEGINNING at the southeasterly terminus of course (2) hereinabove described; THENCE (3) along the northeasterly line of said land, South 26°59'47" East, 40.91 feet; THENCE (4) North 89°39'53" West, 5.81 feet.

The bearings and distances used in this description are on the California Coordinate System of 1983, Epoch 2007, Zone 4. Divide distances by 0.99993543 to obtain ground distances.

Parcel 86975-5

A temporary easement for the construction of State freeway facilities and appurtenances thereto that portion of Lot 118 of Roeding's Villa Colony, according to the map thereof recorded December 15, 1902 in Book 2, Page 43 of Record of Surveys, Fresno County Records, described in a deed to Fresno Rescue Mission Inc., recorded November 10, 2010 as Document No. 2010-0150906, Official Records of Fresno County, included within a strip of land 15.00 feet wide, the northeasterly sideline of which is described as follows:

BEGINNING at a point on the West line of the land described in said deed, said point being North 00°28'25" East, 139.09 feet along said West line from the southwest corner of said land; THENCE (1) South 43°21'41" East, 111.28 feet to the beginning of a tangent curve concave southwesterly, having a radius of 2401.00 feet and a central angle of 00°44'58"; THENCE (2) southeasterly along said curve, an arc distance of 31.41 feet to a point on the northeasterly line of said land, last said point being South 26°59'47" East, 213.91 feet along said northeasterly line from the most northerly corner of said land.

The sidelines of said strip of land shall be prolonged or shortened so as to begin at the West line of said land and to terminate at the northeasterly line of said land, except that the southwesterly sideline of said strip of land shall terminate at the westerly terminus of the following described course (4): BEGINNING at the southeasterly terminus of course (2) hereinabove described; THENCE (3) along the northeasterly line of said land, South 26°59'47" East, 40.91 feet; THENCE (4) North 89°39'53" West, 5.81 feet.

The bearings and distances used in this description are on the California Coordinate System of 1983, Epoch 2007, Zone 4. Divide distances by 0.99993543 to obtain ground distances.

Parcel 86975-5 (continued)

Rights to the above-described temporary easement shall cease and terminate on May 31, 2018. Said rights may also be terminated prior to the above date by STATE upon notice to OWNER.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21334

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 06-Fre-99-PM 26.50 PARCEL 86995-1
OWNER: Ishaq Osman and Sina Osman, husband and wife, as joint tenants

Resolved by the California Transportation Commission after notice (and hearing) pursuant to Code of Civil Procedure Section 1245.235 that it finds and determines and hereby declares that:

The hereinafter described real property is necessary for State Highway purposes and is to be acquired by eminent domain pursuant to Streets and Highways Code Section 102;

The public interest and necessity require the proposed public project, namely a State highway;

The proposed project is planned and located in the manner that will be most compatible with the greatest public good and the least private injury;

The property sought to be acquired and described by this resolution is necessary for the public project;

The offer required by Section 7267.2 of the Government Code has been made to the owner or owners of record; and be it further

RESOLVED by this Commission that the Department of Transportation be and said Department is hereby authorized and empowered;

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

To acquire, in the name of the People of the State of California, in fee simple absolute, unless a lesser estate is hereinafter expressly described, the said hereinafter described real property, or interests in real property, by condemnation proceeding or proceedings in accordance with the provisions of the Streets and Highways Code, Code of Civil Procedure and of the Constitution of California relating to eminent domain;

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of Fresno, State of California, Highway 06-Fre-99 and described as follows:

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

TITLE SHEET
(Resolution of Necessity Description)

District	County	Route	Post Mile
06	FRE	99	26.50

Project ID 0612000287

This document consists of this Title Sheet and the attached Legal Description of the parcel(s) listed below, consisting of 1 page.

Parcels in Legal Description:					
86995-1					

The attached real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors Act.

Signature

Professional Land Surveyor
Expires 12-31-2016

PROFESSIONAL LAND SURVEYOR
MARK D. ELOWER
No. 8417
STATE OF CALIFORNIA

Date March 13, 2015

RW6-1(RONa)(New 07/2010)

Parcel 86995-1

For freeway purposes, that portion of the Northeast quarter of Section 23, Township 13 South, Range 19 East, Mount Diablo Meridian and Base Line, more particularly described as follows:

BEGINNING at the most westerly corner of the land described in a deed to Ishaq Osman and Sina Osman, husband and wife as Joint Tenants, recorded July 6, 2005 as Document No. 2005-0149178, Official Records of Fresno County; THENCE (1) along the northerly line of said land, North 69°14'58" East, 8.39 feet to the beginning of a non-tangent curve concave easterly, to which a radial line bears South 76°42'43" West, having a radius of 245.00 feet and a central angle of 15°54'12"; THENCE (2) southerly along said curve, an arc distance of 68.00 feet to the beginning of a reverse curve concave westerly, having a radius of 60.00 feet and a central angle of 35°43'42"; THENCE (3) southerly along last said curve, an arc distance of 37.41 feet to the beginning of a reverse curve concave easterly, having a radius of 40.00 feet and a central angle of 30°36'46"; THENCE (4) southerly along last said curve, an arc distance of 21.37 feet to a point on the westerly boundary of said land, said point being the beginning of a non-tangent curve concave easterly, to which a radial line bears South 65°45'06" West, having a radius of 581.50 feet and a central angle of 12°19'01"; THENCE (5) northerly along said westerly boundary and curve, an arc distance of 125.01 feet to the POINT OF BEGINNING.

The bearings and distances used in this description are on the California Coordinate System of 1983, epoch 2007, Zone 4. Divide distances by 0.99993543 to convert to ground distances.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21335

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 06-Fre-99-PM 24.90 PARCEL 86999-1, 2, 3
OWNER: Bank of the Sierra, a California Corp.

Resolved by the California Transportation Commission after notice (and hearing) pursuant to Code of Civil Procedure Section 1245.235 that it finds and determines and hereby declares that:

The hereinafter described real property is necessary for State Highway purposes and is to be acquired by eminent domain pursuant to Streets and Highways Code Section 102;

The public interest and necessity require the proposed public project, namely a State highway;

The proposed project is planned and located in the manner that will be most compatible with the greatest public good and the least private injury;

The property sought to be acquired and described by this resolution is necessary for the public project;

The offer required by Section 7267.2 of the Government Code has been made to the owner or owners of record; and be it further

RESOLVED by this Commission that the Department of Transportation be and said Department is hereby authorized and empowered;

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

To acquire, in the name of the People of the State of California, in fee simple absolute, unless a lesser estate is hereinafter expressly described, the said hereinafter described real property, or interests in real property, by condemnation proceeding or proceedings in accordance with the provisions of the Streets and Highways Code, Code of Civil Procedure and of the Constitution of California relating to eminent domain;

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of Fresno, State of California, Highway 06-Fre-99 and described as follows:

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

TITLE SHEET
(Resolution of Necessity Description)

District	County	Route	Post Mile
06	FRE	99	24.90

Project ID 0612000287

This document consists of this Title Sheet and the attached Legal Description of the parcel(s) listed below, consisting of 4 pages.

Parcels in Legal Description:					
86999-1	86999-2	86999-3			

The attached real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors Act.

Signature Mark D Elower
Professional Land Surveyor
Expires 12-31-2016

PROFESSIONAL LAND SURVEYOR
MARK D. ELOWER
No. 8417
STATE OF CALIFORNIA

Date March 4, 2015

RW6-1(RONa)(New 07/2010)

Parcel 86999-1

For State highway purposes, that portion of the land described in a deed to Bakersfield Investment Group, LLC, a California Limited Liability Company, recorded July 11, 2011 as Document No. 2011-0091069, Official Records of said County, lying easterly of the following described course (3):

COMMENCING at the Southwest corner of the Northwest quarter of the Northeast quarter of Section 25, Township 13 South, Range 19 East, Mount Diablo Meridian and Base Line, said corner being found as a Fresno County brass cap set flush in concrete, tagged "RCE 12769" per Corner Record No. 2296, filed in the Fresno County Surveyor's Office; THENCE (1) along the South line of the Northwest quarter of the Northeast quarter of said Section 25, South 89°45'13" East, 2203.70 feet; THENCE (2) North 00°13'48" East, 19.85 feet to a point on the South line of said land, last said point being the TRUE POINT OF BEGINNING; THENCE (3) North 00°14'02" East, 742.13 feet to a point on the northeasterly boundary of said land, last said point being South 75°29'56" East, 2269.79 feet from the South quarter-section corner of Section 24, Township 13 South, Range 19 East, Mount Diablo Meridian and Base Line, last said corner being found as a ¾ inch iron pipe with nail inside, flush in pavement, untagged, at the northwest edge of a sewer manhole cover, with corner ties per Corner Record No. 4789, filed in the Fresno County Surveyor's Office.

Parcel 86999-2

For State highway purposes, that portion of said land referenced above, more particularly described as follows:

BEGINNING at a point on said northeasterly boundary, last said point being North 43°13'56" West, 140.00 feet along said northeasterly boundary from the northerly terminus of hereinabove described course (3); THENCE continuing along said northeasterly boundary, the following courses: (1) North 43°13'56" West, 2.86 feet to the beginning of a tangent curve

Parcel 86999-2 (continued)

concave southwesterly, having a radius of 370.00 feet and a central angle of 23°30'00"; (2) northwesterly along said curve, an arc distance of 151.76 feet; (3) North 66°43'56" West, 44.79 feet; (4) North 68°51'30" West, 148.37 feet to the beginning of a non-tangent curve concave northeasterly, to which a radial line bears South 25°38'12" West, having a radius of 826.00 feet and a central angle of 05°57'19"; THENCE (5) southeasterly along last said curve, an arc distance of 85.85 feet to the beginning of a non-tangent curve concave southwesterly, to which a radial line bears North 19°40'55" East, having a radius of 774.00 feet and a central angle of 19°15'06"; THENCE (6) southeasterly along last said curve, an arc distance of 260.07 feet to the POINT OF BEGINNING.

The bearings and distances used in these descriptions are on the California Coordinate System of 1983, Epoch 2007, Zone 4. Divide distances by 0.99993543 to obtain ground distances.

Parcel 86999-3

A temporary easement for the construction of State highway facilities and appurtenances thereto, in and to that portion of the land described in a deed to Bakersfield Investment Group, LLC, a California Limited Liability Company, recorded July 11, 2011 as Document No. 2011-0091069, Official Records of said County, more particularly described as follows:

COMMENCING at the Southwest corner of the Northwest quarter of the Northeast quarter of Section 25, Township 13 South, Range 19 East, Mount Diablo Meridian and Base Line, said corner being found as a Fresno County brass cap set flush in concrete, tagged "RCE 12769" per Corner Record No. 2296, filed in the Fresno County Surveyor's Office; THENCE (1) along the South line of the Northwest quarter of the Northeast quarter of said Section 25, South 89°45'13" East, 2203.70 feet; THENCE (2) North 00°13'48" East, 19.85 feet to a point on the South line of said land; THENCE (3) North 00°14'02" East, 738.04 feet to the TRUE POINT OF BEGINNING; THENCE (4) North 43°13'52" West, 29.97 feet to the beginning of a non-tangent curve concave southwesterly, to which a radial line bears North 47°19'46" East, having a radius of 764.00 feet and a central angle of 27°38'52"; THENCE (5) northwesterly along said curve, an arc distance of 368.66 feet to a non-tangent line; THENCE (6) along said non-tangent line, North 66°08'30" West, 258.86 feet to a point on the northeasterly boundary of said land; THENCE (7) along said northeasterly boundary, South 68°51'30" East, 172.52 feet to the beginning of a non-tangent curve concave northeasterly, to which a radial line bears South 25°38'12" West, having a radius of 826.00 feet and a central angle of 05°57'19"; THENCE (8) southeasterly along last said curve, an arc distance of 85.85 feet to the beginning of a non-tangent curve concave southwesterly, to which a radial line bears North 19°40'55" East, having a radius of 774.00 feet and a central angle of 19°15'06"; THENCE (9) southeasterly along last

said curve, an arc distance of 260.07 feet to a point of non-tangency on said northeasterly boundary; THENCE (10) along said northeasterly boundary, South 43°13'56" East, 140.00 feet; THENCE (11) South 00°14'02" West, 4.09 feet to the TRUE POINT OF BEGINNING.

Rights to the above described temporary easement shall cease and terminate on May 31, 2018. Said rights may also be terminated prior to the above date by STATE upon notice to OWNER.

The bearings and distances used in this description are on the California Coordinate System of 1983, epoch 2007, Zone 4. Divide distances by 0.99993543 to convert to ground distances.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21336

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 06-Ker-14-PM 59.1 PARCEL 4021-1, 2, 3, 4, 5; 4023-1, 2
OWNER: Edward Randolph Beckmann, et al.

Resolved by the California Transportation Commission after notice (and hearing) pursuant to Code of Civil Procedure Section 1245.235 that it finds and determines and hereby declares that:

The hereinafter described real property is necessary for State Highway purposes and is to be acquired by eminent domain pursuant to Streets and Highways Code Section 102;

The public interest and necessity require the proposed public project, namely a State highway;

The proposed project is planned and located in the manner that will be most compatible with the greatest public good and the least private injury;

The property sought to be acquired and described by this resolution is necessary for the public project;

The offer required by Section 7267.2 of the Government Code has been made to the owner or owners of record; and be it further

RESOLVED by this Commission that the Department of Transportation be and said Department is hereby authorized and empowered;

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

To acquire, in the name of the People of the State of California, in fee simple absolute, unless a lesser estate is hereinafter expressly described, the said hereinafter described real property, or interests in real property, by condemnation proceeding or proceedings in accordance with the provisions of the Streets and Highways Code, Code of Civil Procedure and of the Constitution of California relating to eminent domain;

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of Kern, State of California, Highway 06-Ker-14 and described as follows:

TITLE SHEET
(Resolution of Necessity Description)

District	County	Route	Postmile
06	KER	14	59.1

Project ID 06 0002 0478

Legal descriptions for the parcels listed below are attached.

This document consists of a total of 6 pages.

Parcels in Legal Description: <Insert parcel numbers>					
4021-1					
4021-2					
4021-3					
4021-4					
4021-5					
4023-1					
4023-2					

The attached real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors' Act.

Signature _____
Professional Land Surveyor

Date 4-22-15

PROFESSIONAL LAND SURVEYOR
Sereyna C. Cagle
Exp: 12/31/2016
PLS 8175
STATE OF CALIFORNIA

In the unincorporated territory of the County of Kern, State of California, portions of Parcels 3 and 4 of Parcel Map 3664, recorded in Book 17 of Parcel Maps, at Page 45, on December 2, 1976, at the Kern County Recorder's Office, Bakersfield, California; AND portions of the east 1/2 of government Lot 1 of the northwest 1/4 of Section 4, Township 27 South, Range 38 East, M.D.M., as shown on the official plat accepted December 19, 1942; more particularly described as:

Parcel 4021-1 Fee

For freeway purposes, all that land lying easterly of State Route 14, as deeded on Official Record 2136, at Page 49, recorded October 7, 1953 at the Kern County Recorder's Office, and lying westerly of the following described line:

COMMENCING at the 1/4 section corner of sections 4 and 33, Townships 26 and 27 South, Ranges 38 East, monumented with an iron pipe, 1 inch diameter, with USGLO brass cap marked 1/4 S33 S4 1940, from which the corner of sections 3, 4, 33, and 34, Townships 26 and 27 South, Ranges 38 East, monumented with an iron pipe, 2 inch diameter, with USGLO brass cap marked T26S R38E S33 S34 S4 S3 T27S 1940, bears N 89°28'37" E, 2657.86 feet distant; thence along said line between sections 4 and 33, 289.40 feet to the easterly right of way for said State Route 14, thence, continuing along said line between section 4 and 33, 185.06 feet to a point which is 170 feet perpendicular distant from said easterly right of way, the TRUE POINT OF BEGINNING;

1) thence parallel with and 170 feet distant from said easterly right of way line, S 22°45'13" W, 696.62 feet to the line between Parcels 3 and 4 of said Parcel Map, hereinafter referred to as POINT A;

2) thence continuing parallel with and 170 feet distant from said easterly right of way line, S 22°45'13" W, 269.89 feet;

3) thence continuing parallel with and 170 feet distant from said easterly right of way line, S 22°45'13" W, 80.00 feet;

4) thence continuing parallel with and 170 feet distant from said easterly right of way line, S 22°45'13" W, 457.42 feet;

5) thence S 16°04'17" W, 122.14 feet;

6) thence parallel with and 254.21 feet distant from said easterly right of way, S 22°45'13" W, 200.00 feet and the south line of said Parcel 4, hereinafter referred to as Point B;

7) thence S 31°18'56" E, 81.25 feet to a point 250.00 feet perpendicular distant from said easterly right of way line;

8) thence parallel with and 250.00 feet distant from said easterly right of way line, S 22°45'13" W, 100.00 feet;

9) thence N 69°41'37" W, 80.07 feet;

10) thence S 25°45'59" W, 951.31 feet to the east and west center section line of Section 4 at a point 190.00 feet perpendicular distant from said easterly right of way line.

Lands abutting said freeway shall have no right or easement of access thereto, provided, however, that such remaining property shall abut upon and have access to an adjoining frontage road which will be connected to the freeway only at such points as may be established by public authority.

Parcel 4021-2 Fee

For a frontage road, a portion of Parcel 4 of Parcel Map 3664, recorded in Book 17 of Parcel Maps, at Page 45, on December 2, 1976, at the Kern County Recorder's Office, Bakersfield, California, described as:

BEGINNING at Point A, hereinbefore described;

1) thence along courses 2, 3, 4, 5 and 6 of Parcel 4021-1 to Point B, hereinbefore described;

2) thence along the south line of said Parcel 4, N 89°19'40" E, 71.70 feet to a point 250.00 feet perpendicular distant from the easterly right of way line of State Route 14;

3) thence parallel with and 250.00 feet distant from said easterly right of way line, N 22°45'13" E, 1134.54 feet to the north line of said Parcel 4;

3) thence along the north line of said Parcel 4, S 89°28'37" W, 87.09 feet the Point of Beginning.

Parcel 4023-1 Fee

For highway purposes, a portion of the east 1/2 of government Lot 1 of the northwest 1/4 of Section 4, Township 27 South, Range 38 East, M.D.M., as shown on the official plat approved December 19, 1942, described as:

A strip of land 45.00 feet wide; lying along and westerly of the right of way for State Route 14, as deeded on Official Record 2136, at Page 49, recorded October 7, 1953 at the Kern County Recorder's Office, said right of way line described as:

COMMENCING at the 1/4 section corner of sections 4 and 33, Townships 26 and 27 South, Ranges 38 East, monumented with an iron pipe, 1 inch diameter, with USGLO brass cap marked 1/4 S33 S4 1940, from which the corner of sections 3, 4, 33, and 34, Townships 26 and 27 South, Ranges 38 East, monumented with an iron pipe, 2 inch diameter, with USGLO brass cap marked T26S R38E S33 S34 S4 S3 T27S 1940, bears N 89°28'37" E, 2657.86 feet distant; thence along said line between sections 4 and 33, 158.77 feet to the westerly right of way line of said State Route 14 at Station 79+81.76, 50 feet left, being the TRUE POINT OF BEGINNING;

1) thence along said right of way line S 22°45'13" W, 1379.18 feet, to Station 66+02.58, 50 feet left;

2) thence continuing along said right of way line S 22°45'13" W, 1526.40 feet to the east and west centerline of said section 4, at Station 50+76.18, 50 feet left.

The side lines of said strip to be shortened or lengthened to terminate at the north and south lines of said east 1/2 of government Lot 1 of the northwest 1/4 of said Section 4.

Lands abutting said freeway shall have no right or easement of access thereto, provided, however, that such remaining property shall abut upon and have access to an adjoining frontage road which will be connected to the freeway only at such points as may be established by public authority.

Parcel 4021-3 TCE

A Temporary Construction Easement, for the purpose of constructing a frontage road, a portion of Parcel 3 of Parcel Map 3664, recorded in Book 17 of Parcel Maps, at Page 45, on December 2, 1976, at the Kern County Recorder's Office, Bakersfield, California, described as:

BEGINNING at Point A, hereinbefore described;

1) thence along the line between said Parcels 3 and 4 87.09 feet to a point 250.00 feet perpendicular distant from the easterly right of way line of State Route 14;

2) thence parallel with and 250.00 feet distant from said easterly right of way line, N 22°45'13" E, 150.00 feet;

3) thence N 67°14'47" W, 80.00 feet to line 1-2 of Parcel 4021-1, hereinbefore described;

4) thence along said line 1-2 to the Point of Beginning.

Rights to the above described Temporary Construction Easement for Parcel 4021-3, shall terminate on July 1, 2017. The rights may also be terminated prior to the above date by STATE upon notice to OWNER.

Parcel 4021-4 TCE

A Temporary Construction Easement, for the purpose of constructing a frontage road, a portion of Parcel 4 of Parcel Map 3664, recorded in Book 17 of Parcel Maps, at Page 45, on December 2, 1976, at the Kern County Recorder's Office, Bakersfield, California, described as:

A strip of land 250 feet long and 30 feet wide, lying along and easterly of Parcel 4021-2 hereinbefore described, extending northerly and southerly 85 feet from course 3 of Parcel 4021-1.

Rights to the above described Temporary Construction Easement for Parcel 4021-4, shall terminate on July 1, 2017. The rights may also be terminated prior to the above date by STATE upon notice to OWNER.

Parcel 4021-5 TCE

For a Temporary Construction Easement, for the purpose of constructing a frontage road, a portion the east 1/2 of government Lot 1 of the northwest 1/4 of Section 4, Township 27 South, Range 38 East, M.D.M., as shown on the official plat accepted December 19, 1942, described as:

BEGINNING at Point B, hereinbefore described;

1) thence along course 7 of Parcel 4021-1 hereinbefore described, S 31°18'56" E, 81.25 feet;

2) thence parallel with and 250 feet distant from the easterly right of way line of State Route 14, N 22°45'13" E, 76.18 feet, to the end of course 2 of Parcel 4021-2;

3) thence back along course 2 of Parcel 4021-2, S 89°19'40" W, 71.70 feet to the Point of Beginning.

Rights to the above described Temporary Construction Easement for Parcel 4021-5, shall terminate on July 1, 2017. The rights may also be terminated prior to the above date by STATE upon notice to OWNER.

Parcel 4023-2 TCE

For a Temporary Construction Easement, for the purpose of constructing a frontage road, a portion the east 1/2 of government Lot 1 of the northwest 1/4 of Section 4, Township 27 South, Range 38 East, M.D.M., as shown on the official plat accepted December 19, 1942, described as:

that portion of said Lot 1, along the north line thereof, and lying along and westerly of Parcel 4023-1, being 100 feet wide, measured perpendicular to the west line of Parcel 4023-1, and 120 feet long, measured along the west line of Parcel 4023-1.

Rights to the above described Temporary Construction Easement for Parcel 4023-2, shall terminate on July 1, 2017. The rights may also be terminated prior to the above date by STATE upon notice to OWNER.

The basis of all bearings herein is the California Coordinate System 1983 (1991.35), Zone 5. Distances are GRID distances on said coordinate system. To convert to ground distances, divide by the combined grid factor of 0.9999013.

END OF DESCRIPTION

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21337

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 06-Ker-14-PM 59.1 PARCEL 4022-1, 2, 3
OWNER: The Estate of Alcorn Beckmann

Resolved by the California Transportation Commission after notice (and hearing) pursuant to Code of Civil Procedure Section 1245.235 that it finds and determines and hereby declares that:

The hereinafter described real property is necessary for State Highway purposes and is to be acquired by eminent domain pursuant to Streets and Highways Code Section 102;

The public interest and necessity require the proposed public project, namely a State highway;

The proposed project is planned and located in the manner that will be most compatible with the greatest public good and the least private injury;

The property sought to be acquired and described by this resolution is necessary for the public project;

The offer required by Section 7267.2 of the Government Code has been made to the owner or owners of record; and be it further

RESOLVED by this Commission that the Department of Transportation be and said Department is hereby authorized and empowered;

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

To acquire, in the name of the People of the State of California, in fee simple absolute, unless a lesser estate is hereinafter expressly described, the said hereinafter described real property, or interests in real property, by condemnation proceeding or proceedings in accordance with the provisions of the Streets and Highways Code, Code of Civil Procedure and of the Constitution of California relating to eminent domain;

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of Kern, State of California, Highway 06-Ker-14 and described as follows:

Those portions of Parcel 1 of Parcel Map 3664, recorded in Parcel Maps Book 17 at Page 45, on December 2, 1976, at the Kern County Recorder's Office, Bakersfield, California, more particularly described as:

Parcel 4022-1 Fee

For highway purposes, a strip of land 55.00 feet wide northerly of Station 66+02.58 together with a strip of land 45.00 feet wide southerly of Station 66+02.58; lying along and westerly of the right of way for State Route 14, as deeded on Official Record 2136, at Page 49, recorded October 7, 1953 at the Kern County Recorder's Office, said right of way line described as:

COMMENCING at the 1/4 section corner of sections 4 and 33, Townships 26 and 27 South, Ranges 38 East, monumented with an iron pipe, 1 inch diameter, with USGLO brass cap marked 1/4 S33 S4 1940, from which the corner of sections 3, 4, 33, and 34, Townships 26 and 27 South, Ranges 38 East, monumented with an iron pipe, 2 inch diameter, with USGLO brass cap marked T26S R38E S33 S34 S4 S3 T27S 1940, bears N 89°28'37" E, 2657.86 feet distant; thence along said line between sections 4 and 33, 158.77 feet to the westerly right of way line of said State Route 14 at Station 79+81.76, 50 feet left, being the TRUE POINT OF BEGINNING;

1) thence along said right of way line S 22°45'13" W, 1379.18 feet, to Station 66+02.58, 50 feet left;

2) thence continuing along said right of way line S 22°45'13" W, 1526.40 feet to the east and west centerline of said section 4, at Station 50+76.18, 50 feet left.

The side lines of said strip to be shortened or lengthened to terminate at the north and south lines of said Parcel No. 1.

Station 66+02.58 being at coordinates N 2411683.81, E 6593170.45.

Lands abutting said freeway shall have no right or easement of access thereto, provided, however, that such remaining property shall abut upon and have access to an adjoining frontage road which will be connected to the freeway only at such points as may be established by public authority.

Parcel 4022-2 Fee

For a frontage road, a strip of land 70.00 feet wide northerly of Station 66+02.58, the easterly line of which is parallel and concentric with and 55 feet westerly of the following described line; together with a strip of land 80.00 feet wide southerly of Station

66+02.58, the easterly line of which is parallel and concentric with and 45 feet westerly of the same following described line;

COMMENCING at the 1/4 section corner of sections 4 and 33, Townships 26 and 27 South, Ranges 38 East, monumented with an iron pipe, 1 inch diameter, with USGLO brass cap marked 1/4 S33 S4 1940, from which the corner of sections 3, 4, 33, and 34, Townships 26 and 27 South, Ranges 38 East, monumented with an iron pipe, 2 inch diameter, with USGLO brass cap marked T26S R38E S33 S34 S4 S3 T27S 1940, bears N 89°28'37" E, 2657.86 feet distant; thence along said line between sections 4 and 33, 158.77 feet to the westerly right of way line of State Route 14, as deeded on Official Record 2136, at Page 49, recorded October 7, 1953 at the Kern County Recorder's Office; at Station 79+81.76, 50 feet left, the TRUE POINT OF BEGINNING;

1) thence along said right of way line S 22°45'13" W, 1379.18 feet, to Station 66+02.58, 50 feet left;

2) thence continuing along said right of way line S 22°45'13" W, 1526.40 feet to the east and west centerline of said section 4, at Station 50+76.18, 50 feet left.

The side lines of said strip to be shortened or lengthened to terminate at the north and south lines of said Parcel No. 1.

Station 66+02.58 being at coordinates N 2411683.81, E 6593170.45.

Parcel 4022-3 TCE

A Temporary Construction Easement, for the purpose of constructing a frontage road, being a strip of land 20 feet wide, adjoining and westerly of Parcel 4022-2, hereinbefore described.

Rights to the above described Temporary Construction Easement for Parcel 4022-3, shall terminate on July 1, 2017. The rights may also be terminated prior to the above date by STATE upon notice to OWNER.

The basis of all bearings herein is the California Coordinate System 1983 (1991.35), Zone 5, project elevation 3000.0 ft, and mapping angle of 0°03'37" at Station 66+02.58. Distances are GRID distances on said coordinate system. To convert to ground distances, divide by the combined grid factor of 0.9999013.

END OF DESCRIPTION

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21338

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 07-LA-138-KP 95.7 PARCEL 76134-1
OWNER: Constantino John Cagigas, Trustee

Resolved by the California Transportation Commission after notice (and hearing) pursuant to Code of Civil Procedure Section 1245.235 that it finds and determines and hereby declares that:

The hereinafter described real property is necessary for State Highway purposes and is to be acquired by eminent domain pursuant to Streets and Highways Code Section 102 and Code of Civil Procedure Section 1240.510 in that the property being acquired is for a compatible use and Code of Civil Procedure Section 1240.610 in that the property is required for a more necessary public use;

The public interest and necessity require the proposed public project, namely a State highway;

The proposed project is planned and located in the manner that will be most compatible with the greatest public good and the least private injury;

The property sought to be acquired and described by this resolution is necessary for the public project;

The offer required by Section 7267.2 of the Government Code has been made to the owner or owners of record; and be it further

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

RESOLVED by this Commission that the Department of Transportation be and said Department is hereby authorized and empowered;

To acquire, in the name of the People of the State of California, in fee simple absolute, unless a lesser estate is hereinafter expressly described, the said hereinafter described real property, or interests in real property, by condemnation proceeding or proceedings in accordance with the provisions of the Streets and Highways Code, Code of Civil Procedure and of the Constitution of California relating to eminent domain;

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of Los Angeles, State of California, Highway 07-LA-138 and described as follows:

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

TITLE SHEET
(Resolution of Necessity Description)

District	County	Route	Post Kilo
07	LA	138	95.7

Project ID 0713000215

Legal descriptions for the parcels listed below are attached.

This document consists of a total of 2 pages.

Parcels in Legal Description: <Insert parcel numbers>					
76134-1					

The attached real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors' Act.

Signature Kilyong Yi
Professional Land Surveyor

Date 3/10/15

PROFESSIONAL LAND SURVEYOR
KILYONG K. YI
Exp: 12/31/2016
PLS 6428
STATE OF CALIFORNIA

Form RW 6-3(A) (New 07/2010)

RESOLUTION OF NECESSITY DESCRIPTION

PARCEL 76134-1:

the South 49.378 meters (162.00 feet) of the East half of the East half of the East half of the Southeast quarter of the Northeast quarter of Section 22, Township 5 North, Range 10 West, SBB&M, according to the official plat of said land approved by the Surveyor General on March 19, 1856, in the County of Los Angeles, State of California.

EXCEPTING THEREFROM any portion which lies within public roads of record as now exist.

The distances used in this description are grid distances (except record), divide said distances by 0.999779586 to obtain ground level distances.

END OF DESCRIPTION

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21339

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 07-LA-138-KP 94.9 PARCEL 80431-1
OWNER: Washington International Educational Center, Inc.

Resolved by the California Transportation Commission after notice (and hearing) pursuant to Code of Civil Procedure Section 1245.235 that it finds and determines and hereby declares that:

The hereinafter described real property is necessary for State Highway purposes and is to be acquired by eminent domain pursuant to Streets and Highways Code Section 102 and Code of Civil Procedure Section 1240.510 in that the property being acquired is for a compatible use and Code of Civil Procedure Section 1240.610 in that the property is required for a more necessary public use;

The public interest and necessity require the proposed public project, namely a State highway;

The proposed project is planned and located in the manner that will be most compatible with the greatest public good and the least private injury;

The property sought to be acquired and described by this resolution is necessary for the public project;

The offer required by Section 7267.2 of the Government Code has been made to the owner or owners of record; and be it further

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

RESOLVED by this Commission that the Department of Transportation be and said Department is hereby authorized and empowered;

To acquire, in the name of the People of the State of California, in fee simple absolute, unless a lesser estate is hereinafter expressly described, the said hereinafter described real property, or interests in real property, by condemnation proceeding or proceedings in accordance with the provisions of the Streets and Highways Code, Code of Civil Procedure and of the Constitution of California relating to eminent domain;

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of Los Angeles, State of California, Highway 07-LA-138 and described as follows:

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

TITLE SHEET
(Resolution of Necessity Description)

District	County	Route	Post Kilo
07	LA	138	94.9

Project ID 0713000215

Legal descriptions for the parcels listed below are attached.

This document consists of a total of 2 pages.

Parcels in Legal Description: <Insert parcel numbers>					
80431-1					

The attached real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors' Act.

Signature Kilyong Yi
Professional Land Surveyor

Date 3/04/15

PROFESSIONAL LAND SURVEYOR
KILYONG K. YI
Exp: 12/31/2016
PLS 6428
STATE OF CALIFORNIA

Form RW 6-3(A) (New 07/2010)

RESOLUTION OF NECESSITY DESCRIPTION

PARCEL 80431-1:

That portion of the Parcel 2 of the land conveyed by deed recorded August 05, 2004 as Instrument No. 04-2013921, Official Records, in the Office of the Registrar-Recorder/County Clerk of the County of Los Angeles, State of California, lying Southerly of the North line of the Southerly 49.378 meters (162.00 feet) of the Northwest quarter of Section 22, Township 5 North, Range 10 West, SBB&M, according to the official plat of said land approved by the Surveyor General on March 19, 1856.

The distances used in this description are grid distances (except record), divide said distances by 0.999779586 to obtain ground level distances.

END OF DESCRIPTION

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21340

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 11-SD-67-PM 21.4 PARCEL 35050-1
OWNER: Spirit of Joy Lutheran Church, a Nonprofit Corporation
LESSEE: Outfront Media, LLC

Resolved by the California Transportation Commission after notice (and hearing) pursuant to Code of Civil Procedure Section 1245.235 that it finds and determines and hereby declares that:

The hereinafter described real property is necessary for State Highway purposes and is to be acquired by eminent domain pursuant to Streets and Highways Code Section 102;

The public interest and necessity require the proposed public project, namely a State highway;

The proposed project is planned and located in the manner that will be most compatible with the greatest public good and the least private injury;

The property sought to be acquired and described by this resolution is necessary for the public project;

The offer required by Section 7267.2 of the Government Code has been made to the owner or owners of record; and be it further

RESOLVED by this Commission that the Department of Transportation be and said Department is hereby authorized and empowered;

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

To acquire, in the name of the People of the State of California, in fee simple absolute, unless a lesser estate is hereinafter expressly described, the said hereinafter described real property, or interests in real property, by condemnation proceeding or proceedings in accordance with the provisions of the Streets and Highways Code, Code of Civil Procedure and of the Constitution of California relating to eminent domain;

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of San Diego, State of California, Highway 11-SD-67 and described as follows:

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

RESOLUTION of NECESSITY

Title Sheet

District	County	Route	Postmile
11	SD	67	21.4

Project E.A. 414909

This document consists of this Title Sheet and the attached Legal Description of the parcel(s) listed below, consisting of 2 pages.

Parcels in Legal Description: <Insert parcel numbers>					
35050-1					

The attached real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors' Act.

Signature Patrick J Purvis
Professional Land Surveyor

Date 1-28-15

PROFESSIONAL LAND SURVEYOR
Patrick J. Purvis
Exp: 12-31-2015
PLS 8359
STATE OF CALIFORNIA

ASSESSOR'S PARCEL NO. Por. 283-054-03 Suit No. 1453

Parcel 35050-1

For State Highway Purposes, that portion of Parcel 2, as described in grant deed to SPIRIT OF JOY LUTHERAN CHURCH, A NONPROFIT CORPORATION, recorded November 4, 1998 as Document No. 1998-0718729 in the office of the County Recorder of San Diego County, State of California, being within the Southwest quarter of Section 29, Township 13 South, Range 1 East, San Bernardino Meridian, in Rancho Santa Maria, in the County of San Diego, State of California, according to the extension of the United States System of Government Surveys over said rancho, reputed to have been made by O.N. Sanford, C.E., in May, 1884, and also according to Map No. 863, filed May 25, 1900, in the office of said County Recorder, lying Southeasterly of the following described line:

BEGINNING a t a 3/4 i nch iron pipe with p lug, stamping illegible, shown as "FOUND 3/4" IRON PIPE W/ PLUG RCE 18486, ACCEPT AS DEED CORNER", and being on the Northwesterly Right-of-Way of 11-SD-67 on R.O.S. Map No. 17205, filed on November 29, 2001 as File No. 2001-0868893 in the office of said County Recorder, thence along said Right-of-Way, S.47°23'14"W., 7.21 feet to the **TRUE POINT OF BEGINNING**; thence (1) leaving said Right-of-Way S.62°39'18"W., 136.71 feet to the intersection of the Northeasterly line of Parcel 3, described in quitclaim deed to Doris K. Holder, et al, recorded December 24, 2007, as Document No. 2007-0789508 in the office of said County Recorder, and a line parallel with and 66.00 feet Northwesterly, measured at right angles, from the centerline of 11-SD-67 per MONUMENTATION MAP OF ROUTE 67, SURVEY OF 1978, filed in the office of the County Surveyor of said County as Miscellaneous Survey (MS) 628A; thence (2) along said parallel line S.47°23'14"W., 459.60 feet to the Westerly corner of the portion of land excepted from vacation by the County of San Diego, recorded October 23, 2006, as Document No. 2006-0750393 in the office of said County Recorder; thence (3) S.47°11'31"W., 159.91 feet to the Northerly corner of that parcel granted to the STATE OF CALIFORNIA, recorded on January 12, 1999, as Document No. 1999-0017384 in the office of said County Recorder, being the **POINT OF TERMINUS.**

Bearings and distances are based on the California Coordinate System of 1983, Zone 6, HPGN Epoch 1991.35. Multiply all distances by 1.0000931 to obtain ground level distances.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21341

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 11-SD-67-PM 21.4 PARCEL 35063-1
OWNER: Merlin I. Eelkema and Anna J. Eelkema, Trustees of the Eelkema Family Trust dated October 11, 2005

Resolved by the California Transportation Commission after notice (and hearing) pursuant to Code of Civil Procedure Section 1245.235 that it finds and determines and hereby declares that:

The hereinafter described real property is necessary for State Highway purposes and is to be acquired by eminent domain pursuant to Streets and Highways Code Section 102;

The public interest and necessity require the proposed public project, namely a State highway;

The proposed project is planned and located in the manner that will be most compatible with the greatest public good and the least private injury;

The property sought to be acquired and described by this resolution is necessary for the public project;

The offer required by Section 7267.2 of the Government Code has been made to the owner or owners of record; and be it further

RESOLVED by this Commission that the Department of Transportation be and said Department is hereby authorized and empowered;

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

To acquire, in the name of the People of the State of California, in fee simple absolute, unless a lesser estate is hereinafter expressly described, the said hereinafter described real property, or interests in real property, by condemnation proceeding or proceedings in accordance with the provisions of the Streets and Highways Code, Code of Civil Procedure and of the Constitution of California relating to eminent domain;

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of San Diego, State of California, Highway 11-SD-67 and described as follows:

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

RESOLUTION of NECESSITY

Title Sheet

District	County	Route	Postmile
11	SD	67	21.4

Project E.A. 414909

This document consists of this Title Sheet and the attached Legal Description of the parcel(s) listed below, consisting of 2 pages.

Parcels in Legal Description: <Insert parcel numbers>					
35063-1					

The attached real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors' Act.

Signature Patrick J Purvis
Professional Land Surveyor

Date 1-8-15

PROFESSIONAL LAND SURVEYOR
Patrick J. Purvis
Exp: 12-31-2015
PLS 8359
STATE OF CALIFORNIA

ASSESSOR'S PARCEL NO. Por. 283-055-40 Suit No. 1464

Parcel 35063-1

For State Highway Purposes, that portion of Parcel 1 of Parcel Map No. 12093, in the County of San Diego, State of California, filed on May 6, 1982, as File No. 82-134067 in the office of the County Recorder of said County, being within the West half of Section 29, Township 13 South, Range 1 East, San Bernardino Meridian, in Rancho Santa Maria, in the County of San Diego, State of California, according to the extension of the United States System of Government Surveys over said rancho, reputed to have been made by O.N. Sanford, C.E., in May, 1884, and also according to Map No. 863, filed May 25, 1900, in the office of said County Recorder, lying Northwesterly of the following described line:

BEGINNING at a 1-1/4 inch iron pipe with tag stamped "RCE 19816", shown as the Westerly corner of Parcel 1 and being on the Southeasterly Right-of-Way of 11-SD-67 on Parcel Map No. 18829, filed on October 30, 2001 as File No. 2001-0788159 in the office of said County Recorder, thence along said Right-of-Way, S.47°23'14"W., 7.53 feet to the **TRUE POINT OF BEGINNING**; thence (1) leaving said Right-of-Way S.42°36'46"E., 4.00 feet; thence (2) S.43°42'32"W., 405.26 feet to the intersection of the Northeasterly line of said Parcel 1 of Parcel Map No. 12093, and a line parallel with and 60.00 feet Southeasterly, measured at right angles, from the centerline of 11-SD-67 per MONUMENTATION MAP OF ROUTE 67, SURVEY OF 1978, filed in the office of the County Surveyor of said County as Miscellaneous Survey (MS) 628A; thence (3) along said parallel line S.47°23'14"W., 749.65 feet; thence (4) S.08°17'04"W., 46.36 feet to the Northeasterly Right-of-Way of Dye Road per R.O.S. 5824, filed April 3, 1961 as File No. 57202 in the office of said County Recorder, being the **POINT OF TERMINUS.**

Bearings and distances are based on the California Coordinate System of 1983, Zone 6, HPGN Epoch 1991.35. Multiply all distances by 1.0000931 to obtain ground level distances.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21343

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 06-Fre-99-PM 26.40 PARCEL 86944-1, 2, 3, 4
OWNER: CalMat Co., a Delaware Corporation, as successor in interest by merger of River Bend Corporation, a California Corporation

Resolved by the California Transportation Commission after notice (and hearing) pursuant to Code of Civil Procedure Section 1245.235 that it finds and determines and hereby declares that:

The hereinafter described real property is necessary for State Highway purposes and is to be acquired by eminent domain pursuant to Streets and Highways Code Section 102;

The public interest and necessity require the proposed public project, namely a State highway;

The proposed project is planned and located in the manner that will be most compatible with the greatest public good and the least private injury;

The property sought to be acquired and described by this resolution is necessary for the public project;

The offer required by Section 7267.2 of the Government Code has been made to the owner or owners of record; and be it further

RESOLVED by this Commission that the Department of

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

Transportation be and said Department is hereby authorized and empowered;

To acquire, in the name of the People of the State of California, in fee simple absolute, unless a lesser estate is hereinafter expressly described, the said hereinafter described real property, or interests in real property, by condemnation proceeding or proceedings in accordance with the provisions of the Streets and Highways Code, Code of Civil Procedure and of the Constitution of California relating to eminent domain;

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of Fresno, State of California, Highway 06-Fre-99 and described as follows:

TITLE SHEET
(Resolution of Necessity Description)

District	County	Route	Post Mile
06	FRE	99	26.40

Project ID 0612000287

This document consists of this Title Sheet and the attached Legal Description of the parcel(s) listed below, consisting of 4 pages.

Parcels in Legal Description:					
86944-1	86944-2	86944-3	86944-4		

The attached real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors Act.

Signature

Professional Land Surveyor
Expires 12-31-2016

Date March 10, 2015

PROFESSIONAL LAND SURVEYOR
MARK D. ELOWER
No. 8417
STATE OF CALIFORNIA

Parcel 86944-1

For State highway purposes, that portion of the land described in a deed to River Bend Corporation, a California corporation, recorded October 28, 1988 as Document No. 88120656, Official Records of said County, lying southerly of course (4) hereinafter described as follows:

COMMENCING at the Northwest corner of Section 24, Township 13 South, Range 19 East, Mount Diablo Meridian and Base Line, said corner being found as a ¾ inch iron pipe flush with pavement, tagged "RCE 26626" per Corner Record No. 2733, filed in the Fresno County Surveyor's Office; THENCE (1) along the North line of the Northwest quarter of said Section 24, South 89°44'25" East, 830.57 feet to the southwesterly line of the land described in a deed to Builders Concrete, Inc., a California corporation, recorded October 20, 2011 as Document No. 2011-0141956, Official Records of said County; THENCE (2) along said southwesterly line, South 49°11'52" East, 1.46 feet to the TRUE POINT OF BEGINNING, said point being the beginning of a non-tangent curve concave northerly, to which a radial line bears South 08°38'35" West , having a radius of 1422.50 feet and a central angle of 08°44'35"; THENCE (3) easterly along said curve, an arc distance of 217.07 feet; THENCE (4) North 89°54'00" East, 385.81 feet to a point on the tenth course described in said deed to River Bend Corporation;

THENCE (5) along said tenth course, North 00°15'35" East, 13.69 feet to a point on said North line, last said point being North 89°44'25" West, 1204.21 feet along said North line from the North quarter-section corner of said Section 24, last said corner being found as a Fresno County brass cap in monument well per Corner Record No. 5442, filed in the Fresno County Surveyor's Office.

Parcel 86944-3

For State highway purposes, that portion of the land described in said deed to River Bend Corporation referenced in hereinabove described Parcel 86944-1, more particularly described as follows:

Parcel 86944-3 (continued)

COMMENCING at the northerly terminus of hereinabove described course (5); THENCE (1) along the North line of the Northwest quarter of said Section 24, South 89°44'25" East, 94.45 feet to the northerly terminus of the eighth course described in said deed to River Bend Corporation; THENCE (2) along said eighth course, South 00°15'35" West, 17.38 feet to the TRUE POINT OF BEGINNING; THENCE (3) North 84°37'00" East, 1.83 feet; THENCE (4) South 01°29'15" West, 5.68 feet to the beginning of a tangent curve concave northeasterly, having a radius of 25.00 feet and a central angle of 96°01'30"; THENCE (5) southeasterly along last said curve, an arc distance of 41.90 feet to the beginning of a compound curve concave northerly, having a radius of 1754.50 feet and a central angle of 06°14'16"; THENCE (6) easterly along said compound curve, an arc distance of 191.01 feet; THENCE (7) North 78°20'18" East, 44.06 feet; THENCE (8) South 05°23'00" East, 0.95 foot to the southerly boundary of said River Bend Corporation land; THENCE along said southerly boundary, the following courses: (9) South 78°14'10" West, 109.16 feet to the beginning of a tangent curve concave northerly, having a radius of 1950.00 feet and a central angle of 03°44'08"; (10) westerly along last said curve an arc distance of 127.14 feet to the beginning of a compound curve concave northeasterly, having a radius of 25.00 feet and a central angle of 91°05'45"; (11) northwesterly along last said curve an arc distance of 39.75 feet; (12) North 06°05'52" West, 7.48 feet; (13) North 00°15'35" East, 12.57 feet to the TRUE POINT OF BEGINNING.

The bearings and distances used in these descriptions are on the California Coordinate System of 1983, Epoch 2007, Zone 4. Divide distances by 0.99993543 to obtain ground distances.

Parcel 86944-2

A temporary easement for the construction of State highway facilities and appurtenances thereto upon, over and across that portion of the land described in a deed to River Bend Corporation, a California corporation, recorded October 28, 1988 as Document No. 88120656, Official Records of said County, more particularly described as follows:

COMMENCING at the Northwest corner of Section 24, Township 13 South, Range 19 East, Mount Diablo Meridian and Base Line, said corner being found as a ¾ inch iron pipe flush with pavement, tagged "RCE 26626" per Corner Record No. 2733, filed in the Fresno County Surveyor's Office; THENCE (1) along the North line of the Northwest quarter of said Section 24, South 89°44'25" East, 1433.80 feet to the northerly terminus of the tenth course described in said deed; THENCE (2) along said tenth course, South 00°15'35" West, 5.55 feet to the TRUE POINT OF BEGINNING; THENCE (3) continuing South 00°15'35" West, 8.14 feet; THENCE (4) South 89°54'00" West, 114.63 feet to the West line of said land; THENCE (5) along said West line, North 00°13'55" West, 11.25 feet; THENCE (6) South 85°58'16" East, 1.53 feet; THENCE (7) South 88°35'04" East, 113.22 feet to the TRUE POINT OF BEGINNING.

The bearings and distances used in this descriptions are on the California Coordinate System of 1983, Epoch 2007, Zone 4. Divide distances by 0.99993543 to obtain ground distances.

Rights to the above-described temporary easement shall cease and terminate on May 31, 2018. Said rights may also be terminated prior to the above date by STATE upon notice to OWNER.

Parcel 86944-4

A temporary easement for the construction of State highway facilities and appurtenances thereto upon, over and across that portion of the land described in said deed to River Bend

Parcel 86944-4 (continued)

Corporation referenced in hereinabove described Parcel 86944-2, more particularly described as follows:

COMMENCING at the northerly terminus of hereinabove described course (2); THENCE (1) along the North line of the Northwest quarter of said Section 24, South 89°44'25" East, 94.45 feet to the northerly terminus of the eighth course described in said deed; THENCE (2) along said eighth course, South 00°15'35" West, 17.38 feet; THENCE (3) North 84°37'00" East, 1.83 feet to the TRUE POINT OF BEGINNING; THENCE (4) South 01°29'15" West, 5.68 feet to the beginning of a tangent curve concave northeasterly, having a radius of 25.00 feet and a central angle of 96°01'30"; THENCE (5) southeasterly along said curve, an arc distance of 41.90 feet to the beginning of a compound curve concave northerly, having a radius of 1754.50 feet and a central angle of 06°14'16"; THENCE (6) easterly along said compound curve, an arc distance of 191.01 feet; THENCE (7) North 78°20'18" East, 44.06 feet; THENCE (8) North 05°23'00" West, 21.24 feet; THENCE (9) South 84°37'00" West, 258.34 feet to the TRUE POINT OF BEGINNING.

The bearings and distances used in this descriptions are on the California Coordinate System of 1983, Epoch 2007, Zone 4. Divide distances by 0.99993543 to obtain ground distances.

Rights to the above-described temporary easement shall cease and terminate on May 31, 2018. Said rights may also be terminated prior to the above date by STATE upon notice to OWNER.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21344

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 06-Fre-99-PM 25.30 PARCEL 86961-1, 2, 3, 4
OWNER: Ray Roeder, Trustee of the Ray Roeder Living Trust UAD 09/15/1988

Resolved by the California Transportation Commission after notice (and hearing) pursuant to Code of Civil Procedure Section 1245.235 that it finds and determines and hereby declares that:

The hereinafter described real property is necessary for State Highway purposes and is to be acquired by eminent domain pursuant to Streets and Highways Code Section 102;

The public interest and necessity require the proposed public project, namely a State highway;

The proposed project is planned and located in the manner that will be most compatible with the greatest public good and the least private injury;

The property sought to be acquired and described by this resolution is necessary for the public project;

The offer required by Section 7267.2 of the Government Code has been made to the owner or owners of record; and be it further

RESOLVED by this Commission that the Department of Transportation be and said Department is hereby authorized and empowered;

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

To acquire, in the name of the People of the State of California, in fee simple absolute, unless a lesser estate is hereinafter expressly described, the said hereinafter described real property, or interests in real property, by condemnation proceeding or proceedings in accordance with the provisions of the Streets and Highways Code, Code of Civil Procedure and of the Constitution of California relating to eminent domain;

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of Fresno, State of California, Highway 06-Fre-99 and described as follows:

TITLE SHEET
(Resolution of Necessity Description)

District	County	Route	Post Mile
06	FRE	99	25.30

Project ID 0612000287

This document consists of this Title Sheet and the attached Legal Description of the parcel(s) listed below, consisting of 3 pages.

Parcels in Legal Description:					
86961-1	86961-2	86961-3	86961-4		

The attached real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors Act.

Signature Mark D Elower
Professional Land Surveyor
Expires 12-31-2016

Date March 11, 2015

PROFESSIONAL LAND SURVEYOR
MARK D. ELOWER
No. 8417
STATE OF CALIFORNIA

Parcel 86961-1

For freeway purposes, that portion of Lot 37 of Winterton Tract, according to the map thereof recorded in Book 3, Page 21 of Record of Surveys, Fresno County Records, lying southwesterly of the southwesterly right-of-way line of North Parkway Drive and northeasterly of the following described line:

BEGINNING at a point on the West line of the Southeast quarter of Section 24, Township 13 South, Range 19 East, Mount Diablo Meridian and Base Line, said point being South 00°37'59" West, 428.89 feet along said West line from the Center quarter-section corner of said Section 24, said corner being found as a 4 ½ inch iron pipe filled with concrete per Corner Record No. 3013, filed in the Fresno County Surveyor's Office; THENCE (1) South 41°03'36" East, 3070.37 feet to a point on the northeasterly right-of-way line of North Parkway Drive, last said point being South 87°09'46" East, 2043.74 feet from the South quarter-section corner of said Section 24, last said corner being found as a ¾ inch iron pipe with nail inside, flush in pavement, untagged, at the northwest edge of a sewer manhole cover, with corner ties per Corner Record No. 4789, filed in the Fresno County Surveyor's Office.

Lands abutting said freeway shall have no right or easement of access thereto.

The bearings and distances used in this description are on the California Coordinate System of 1983, Epoch 2007, Zone 4. Divide distances by 0.99993543 to obtain ground distances.

Parcel 86961-4

A temporary easement for the construction of State freeway facilities upon, over and across that portion of Lot 37 of Winterton Tract, according to the map thereof recorded in Book 3, Page 21 of Record of Surveys, Fresno County Records, included within a strip of land 10 feet wide, the northeasterly sideline of which is described as follows:

BEGINNING at a point on the West line of the Southeast quarter of Section 24, Township 13 South, Range 19 East, Mount Diablo Meridian and Base Line, said point being South 00°37'59" West, 428.89 feet along said West line from the Center quarter-section corner of said Section 24, said corner being found as a 4 ½ inch iron pipe filled with concrete per Corner Record No. 3013, filed in the Fresno County Surveyor's Office; THENCE (1) South 41°03'36" East, 3070.37 feet to a point on the northeasterly right-of-way line of North Parkway Drive, last said point being South 87°09'46" East, 2043.74 feet from the South quarter-section corner of said Section 24, last said corner being found as a ¾ inch iron pipe with nail inside, flush in pavement, untagged, at the northwest edge of a sewer manhole cover, with corner ties per Corner Record No. 4789, filed in the Fresno County Surveyor's Office.

The sidelines of said strip of land shall be prolonged or shortened so as to begin at the North line of said Lot 37 and to terminate at the East line of said Lot 37.

Parcel 86961-2

A temporary easement for the construction of State freeway facilities upon, over and across that portion of said Lot 37 described as follows:

BEGINNING at a point on the North line of said Lot 37, last said point being North 89°02'30" West, 40.34 feet along said North line from the point of intersection of said North line with hereinabove described course (1); THENCE (1) South 00°10'29" West, 22.15 feet; THENCE (2) North 89°42'45" West, 12.22 feet; THENCE (3) South 00°10'29" West, 32.40 feet; THENCE (4) North 89°49'31" West, 79.92 feet to the West line of said Lot 37; THENCE (5) along last said West line, North 00°46'36" East,

Parcel 86961-2 (continued)

55.78 feet to said North line; THENCE (6) along said North line, South 89°02'30" East, 91.56 feet to the POINT OF BEGINNING.

Parcel 86961-3

A temporary easement for the construction of State highway facilities upon, over and across that portion of said Lot 37 described as follows:

COMMENCING at the southerly terminus of hereinabove described course (5); THENCE (1) along the West line of said Lot 37, South 00°46'36" West, 1238.32 feet to the South line of said Lot 37; THENCE (2) along said South line, South 89°41'42" East, 78.20 feet to the TRUE POINT OF BEGINNING; THENCE (3) continuing along said South line, South 89°41'42" East, 48.10 feet; THENCE (4) North 02°00'00" West, 115.00 feet; THENCE (5) North 88°24'44" West, 35.12 feet; THENCE (6) South 04°26'26" West, 115.99 feet to the TRUE POINT OF BEGINNING.

The bearings and distances used in these descriptions are on the California Coordinate System of 1983, epoch 2007, Zone 4. Divide distances by 0.99993543 to convert to ground distances.

Rights to the above described temporary easements shall cease and terminate on May 31, 2018. Said rights may also be terminated prior to the above date by STATE upon notice to OWNER.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21345

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 06-Fre-99-PM 25.20 PARCEL 86962-1, 01-01
OWNER: WS Park, LLC, a California Limited Liability Company

Resolved by the California Transportation Commission after notice (and hearing) pursuant to Code of Civil Procedure Section 1245.235 that it finds and determines and hereby declares that:

The hereinafter described real property is necessary for State Highway purposes and is to be acquired by eminent domain pursuant to Streets and Highways Code Section 102, and Code of Civil Procedure Section 1240.150 in that the property being acquired includes a remnant that would be of little value to its owner, and Code of Civil Procedure Section 1240.410 in that the property being acquired includes a remnant that would be of little market value;

The public interest and necessity require the proposed public project, namely a State highway;

The proposed project is planned and located in the manner that will be most compatible with the greatest public good and the least private injury;

APPROVED AS TO FORM AND PROCEDURE

Attorney, Department of Transportation

APPROVAL RECOMMENDED

DIVISION OF RIGHT OF WAY

The property sought to be acquired and described by this resolution is necessary for the public project;

The offer required by Section 7267.2 of the Government Code has been made to the owner or owners of record; and be it further

RESOLVED by this Commission that the Department of Transportation be and said Department is hereby authorized and empowered;

To acquire, in the name of the People of the State of California, in fee simple absolute, unless a lesser estate is hereinafter expressly described, the said hereinafter described real property, or interests in real property, by condemnation proceeding or proceedings in accordance with the provisions of the Streets and Highways Code, Code of Civil Procedure and of the Constitution of California relating to eminent domain;

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of Fresno, State of California, Highway 06-Fre-99 and described as follows:

TITLE SHEET
(Resolution of Necessity Description)

District	County	Route	Post Mile
06	FRE	99	25.20

Project ID 0612000287

This document consists of this Title Sheet and the attached Legal Description of the parcel(s) listed below, consisting of 2 pages.

Parcels in Legal Description:					
86962-1	86962-01-01				

The attached real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors Act.

Signature Mark D. Elower
Professional Land Surveyor
Expires 12-31-2016

Date May 7, 2015

PROFESSIONAL LAND SURVEYOR
MARK D. ELOWER
No. 8417
STATE OF CALIFORNIA

Parcel 86962-1

For freeway purposes that portion of Lot 38 of Winterton Tract, according to the map thereof recorded in Book 3, Page 21 of Record of Surveys, in the Office of the County Recorder of said County, lying southwesterly of the southwesterly right-of-way line of North Parkway Drive and northeasterly of the following described line:

BEGINNING at a point on the West line of the Southeast Quarter of Section 24, Township 13 South, Range 19 East, Mount Diablo Meridian and Base Line, said point being South 00°37'59" West, 428.89 feet along said West line from the Center quarter-section corner of said Section 24, said corner being found as a 4 ½ inch iron pipe filled with concrete per Corner Record No. 3013, filed in the Fresno County Surveyor's Office; THENCE (1) South 41°03'36" East, 3070.37 feet to a point on the northeasterly right-of-way line of North Parkway Drive, last said point being South 87°09'46" East, 2043.74 feet from the South quarter-section corner of said Section 24, last said corner being found as a ¾ inch iron pipe with nail inside, flush in pavement, untagged, at the northwest edge of a sewer manhole cover, with corner ties per Corner Record No. 4789, filed in the Fresno County Surveyor's Office.

EXCEPTING THEREFROM the land described as Parcel 6 in an Affidavit – Death of Trustee, recorded January 20, 2009 as Document No. 2009-0006142, Official Records of said County.

Lands abutting said freeway shall have no right or easement of access thereto.

TOGETHER WITH all of the existing improvements which are located partially within and partially outside the boundaries of the above described parcel.

The bearings and distances used in this description are on the California Coordinate System of 1983, epoch 2007, Zone 4. Divide distances by 0.99993543 to convert to ground distances.

Parcel 86962-01-01

For freeway purposes that portion of Lot 38 of Winterton Tract, according to the map thereof recorded in Book 3, Page 21 of Record of Surveys, in the Office of the County Recorder of said County, lying southwesterly of the following described line:

BEGINNING at a point on the West line of the Southeast Quarter of Section 24, Township 13 South, Range 19 East, Mount Diablo Meridian and Base Line, said point being South 00°37'59" West, 428.89 feet along said West line from the Center quarter-section corner of said Section 24, said corner being found as a 4 ½ inch iron pipe filled with concrete per Corner Record No. 3013, filed in the Fresno County Surveyor's Office; THENCE (1) South 41°03'36" East, 3070.37 feet to a point on the northeasterly right-of-way line of North Parkway Drive, last said point being South 87°09'46" East, 2043.74 feet from the South quarter-section corner of said Section 24, last said corner being found as a ¾ inch iron pipe with nail inside, flush in pavement, untagged, at the northwest edge of a sewer manhole cover, with corner ties per Corner Record No. 4789, filed in the Fresno County Surveyor's Office.

EXCEPTING THEREFROM the land described as Parcel 6 in an Affidavit – Death of Trustee, recorded January 20, 2009 as Document No. 2009-0006142, Official Records of said County.

Lands abutting said freeway shall have no right or easement of access thereto.

The bearings and distances used in this description are on the California Coordinate System of 1983, epoch 2007, Zone 4. Divide distances by 0.99993543 to convert to ground distances.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21346

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 06-Fre-99-PM 25.30 PARCEL 86992-1, 2, 3, 4, 5
OWNER: Ray Roeder, Trustee of the Ray Roeder Living Trust UAD 09/15/1988 as amended, as to an undivided 51% interest; and Brad Adam Roeder, a married man, dealing with his sole and separate property, as to an undivided 49% interest

Resolved by the California Transportation Commission after notice (and hearing) pursuant to Code of Civil Procedure Section 1245.235 that it finds and determines and hereby declares that:

The hereinafter described real property is necessary for State Highway purposes and is to be acquired by eminent domain pursuant to Streets and Highways Code Section 102,; and Code of Civil Procedure Section 1240.350 in that the property is necessary to provide access or utility service to other property, and Code of Civil Procedure Section 1240.320 in that a portion of the property is being acquired for conveyance to Fresno Irrigation District and Fresno Metropolitan Flood Control District for utility purposes;

The public interest and necessity require the proposed public project, namely a State highway;

The proposed project is planned and located in the manner that will be most compatible with the greatest public good and the least private injury;

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

The property sought to be acquired and described by this resolution is necessary for the public project;

The offer required by Section 7267.2 of the Government Code has been made to the owner or owners of record; and be it further

RESOLVED by this Commission that the Department of Transportation be and said Department is hereby authorized and empowered;

To acquire, in the name of the People of the State of California, in fee simple absolute, unless a lesser estate is hereinafter expressly described, the said hereinafter described real property, or interests in real property, by condemnation proceeding or proceedings in accordance with the provisions of the Streets and Highways Code, Code of Civil Procedure and of the Constitution of California relating to eminent domain;

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of Fresno, State of California, Highway 06-Fre-99 and described as follows:

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

TITLE SHEET
(Resolution of Necessity Description)

District	County	Route	Post Mile
06	FRE	99	25.30

Project ID 0612000287

This document consists of this Title Sheet and the attached Legal Description of the parcel(s) listed below, consisting of 6 pages.

Parcels in Legal Description:					
86992-1	86992-2	86992-3	86992-4	86992-5	

The attached real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors Act.

Signature Mark D Elower
Professional Land Surveyor
Expires 12-31-2016

PROFESSIONAL LAND SURVEYOR
MARK D. ELOWER
No. 8417
STATE OF CALIFORNIA

Date March 12, 2015

RW6-1(RONa)(New 07/2010)

Parcel 86992-1

An easement for ingress to and egress from the South 32 feet of the North 37 feet of Lot 36 of Winterton Tract, according to the map thereof recorded in Book 3, Page 21 of Record of Surveys, in the Office of the County Recorder of said County.

EXCEPTING THEREFROM that portion of said Lot 36 lying westerly of the following described course (3):

BEGINNING at a point on the West line of the Southeast quarter of Section 24, Township 13 South, Range 19 East, Mount Diablo Meridian and Base Line, said point being South 00°37'59" West, 1096.62 feet along said West line from the Center quarter-section corner of said Section 24, said corner being found as a 4 ½ inch iron pipe filled with concrete per Corner Record No. 3013, filed in the Fresno County Surveyor's Office; THENCE (1) South 89°22'30" East, 29.61 feet to the West line of Lot 27 of said Winterton Tract; THENCE (2) South 53°22'02" East, 16.61 feet; THENCE (3) South 00°37'58" West, 265.73 feet; THENCE (4) South 45°37'58" West, 18.96 feet to the West line of said Lot 36; THENCE (5) North 89°22'30" West, 29.65 feet to a point on the West line of the Southeast quarter of said Section 24, last said point being North 00°37'59" East, 1257.47 feet along last said West line from the South quarter-section corner of said Section 24, last said corner being found as a ¾ inch iron pipe with nail inside, flush in pavement, untagged, at the northwest edge of a sewer manhole cover, with corner ties per Corner Record No. 4789, filed in the Fresno County Surveyor's Office.

The bearings and distances used in this description are on the California Coordinate System of 1983, Epoch 2007, Zone 4. Divide distances by 0.99993543 to obtain ground distances.

Parcel 86992-2

A temporary easement for the construction of State highway facilities in and to the South 10 feet of the North 47 feet of Lot 36 of Winterton Tract, according to the map thereof recorded in Book 3, Page 21 of Record of Surveys, in the Office of the County Recorder of said County.

EXCEPTING THEREFROM that portion of said Lot 36 lying westerly of the following described course (3):

BEGINNING at a point on the West line of the Southeast quarter of Section 24, Township 13 South, Range 19 East, Mount Diablo Meridian and Base Line, said point being South 00°37'59" West, 1096.62 feet along said West line from the Center quarter-section corner of said Section 24, said corner being found as a 4 ½ inch iron pipe filled with concrete per Corner Record No. 3013, filed in the Fresno County Surveyor's Office; THENCE (1) South 89°22'30" East, 29.61 feet to the West line of Lot 27 of said Winterton Tract; THENCE (2) South 53°22'02" East, 16.61 feet; THENCE (3) South 00°37'58" West, 265.73 feet; THENCE (4) South 45°37'58" West, 18.96 feet to the West line of said Lot 36; THENCE (5) North 89°22'30" West, 29.65 feet to a point on the West line of the Southeast quarter of said Section 24, last said point being North 00°37'59" East, 1257.47 feet along last said West line from the South quarter-section corner of said Section 24, last said corner being found as a ¾ inch iron pipe with nail inside, flush in pavement, untagged, at the northwest edge of a sewer manhole cover, with corner ties per Corner Record No. 4789, filed in the Fresno County Surveyor's Office.

The bearings and distances used in this description are on the California Coordinate System of 1983, Epoch 2007, Zone 4. Divide distances by 0.99993543 to obtain ground distances.

Rights to the above described temporary easements shall cease and terminate on May 31, 2018. Said rights may also be terminated prior to the above date by STATE upon notice to OWNER.

Parcel 86992-3

For State highway purposes, that portion of Lot 36 of Winterton Tract, according to the map thereof recorded in Book 3, Page 21 of Record of Surveys, in the Office of the County Recorder of said County, lying westerly and northwesterly of the following described courses (2) and (3), respectively:

BEGINNING at a point on the West line of the Southeast quarter of Section 24, Township 13 South, Range 19 East, Mount Diablo Meridian and Base Line, said point being South 00°37'59" West, 530.98 feet along said West line from the Center quarter-section corner of said Section 24, said corner being found as a 4 ½ inch iron pipe filled with concrete per Corner Record No. 3013, filed in the Fresno County Surveyor's Office, also said point being on a curve concave westerly, to which a radial line bears North 72°07'36" East, with a radius of 832.50 feet and a central angle of 18°30'22"; THENCE (1) southerly along said curve, an arc distance of 268.89 feet; THENCE (2) South 00°37'58" West, 576.89 feet; THENCE (3) South 45°37'58" West, 18.96 feet to the West line of said Lot 36; THENCE (4) North 89°22'30" West, 29.65 feet to a point on the West line of the Southeast quarter of said Section 24, last said point being North 00°37'59" East, 1257.47 feet along last said West line from the South quarter-section corner of said Section 24, last said corner being found as a ¾ inch iron pipe with nail inside, flush in pavement, untagged, at the northwest edge of a sewer manhole cover, with corner ties per Corner Record No. 4789, filed in the Fresno County Surveyor's Office.

The bearings and distances used in this description are on the California Coordinate System of 1983, Epoch 2007, Zone 4. Divide distances by 0.99993543 to obtain ground distances.

Parcel 86992-4

A perpetual and exclusive easement and right-of-way to have, construct, install, operate, use, maintain, alter, repair, improve, reconstruct, enlarge and supplement canals, pipes, pipelines and other conduits, and to flow and conduct water through said canals, pipes, pipelines and other conduits, across, over, through and under that portion of Lot 36 of Winterton Tract, according to the map thereof recorded in Book 3, Page 21 of Record of Surveys, in the Office of the County Recorder of said County, included within a strip of land 15 feet wide, the southwesterly, westerly and northwesterly sidelines of which are described as courses (2), (3) and (4), respectively, as follows:

BEGINNING at a point on the West line of the Southeast quarter of Section 24, Township 13 South, Range 19 East, Mount Diablo Meridian and Base Line, said point being South 00°37'59" West, 1096.62 feet along said West line from the Center quarter-section corner of said Section 24, said corner being found as a 4 ½ inch iron pipe filled with concrete per Corner Record No. 3013, filed in the Fresno County Surveyor's Office; THENCE (1) South 89°22'30" East, 29.61 feet to the West line of Lot 27 of said Winterton Tract; THENCE (2) South 53°22'02" East, 16.61 feet; THENCE (3) South 00°37'58" West, 265.73 feet; THENCE (4) South 45°37'58" West, 18.96 feet to the West line of said Lot 36; THENCE (5) North 89°22'30" West, 29.65 feet to a point on the West line of the Southeast quarter of said Section 24, last said point being North 00°37'59" East, 1257.47 feet along last said West line from the South quarter-section corner of said Section 24, last said corner being found as a ¾ inch iron pipe with nail inside, flush in pavement, untagged, at the northwest edge of a sewer manhole cover, with corner ties per Corner Record No. 4789, filed in the Fresno County Surveyor's Office.

The sidelines of said strip of land shall be prolonged or shortened so as to begin at the North line of said Lot 36 and to terminate at the West line of said Lot 36.

The bearings and distances used in this description are on the California Coordinate System of 1983, Epoch 2007, Zone 4. Divide distances by 0.99993543 to obtain ground distances.

Parcel 86992-4 (continued)

Said easement and right-of-way shall include all rights convenient or incidental to the use thereof including the right of ingress to and egress from said easement and right-of-way hereinabove described, over and across the real property owned by OWNERS.

All canals, pipes, pipelines, conduits and other facilities existing or to be constructed upon and within said easement are or shall become and remain the property of GRANTEE and shall be maintained by GRANTEE at GRANTEE's expense and OWNERS shall have no right, title or interest therein.

When said canals, pipes, pipelines and other structures or facilities shall be constructed and maintained, the manner in which they shall be constructed and maintained and the time and manner for conducting and discharging water through the same shall be in the sole and absolute control of GRANTEE.

OWNERS reserve the right to use the surface of the land within said easement for their own purposes, so long as said use by OWNERS does not interfere with the use of said easement by GRANTEE for the purposes for which said easement is granted. OWNERS shall not build or construct any building or other permanent structure on said easement without the written permission and consent of GRANTEE. GRANTEE shall have the right, without notice, and at OWNERS' expense, to remove any structures, fences, trees, vines, shrubs, or other encroachments from said easement which do interfere with the purpose or use of said easement. OWNERS shall maintain the surface of said land and keep it in a safe condition for the use of GRANTEE and others.

Parcel 86992-5

An easement for flood control facilities in and to the North 5 feet of Lot 36 of Winterton Tract, according to the map thereof recorded in Book 3, Page 21 of Record of Surveys, in the Office of the County Recorder of said County.

EXCEPTING THEREFROM that portion of said Lot 36 lying westerly of the following described course (3):

BEGINNING at a point on the West line of the Southeast quarter of Section 24, Township 13 South, Range 19 East, Mount Diablo Meridian and Base Line, said point being South 00°37'59" West, 1096.62 feet along said West line from the Center quarter-section corner of said Section 24, said corner being found as a 4 ½ inch iron pipe filled with concrete per Corner Record No. 3013, filed in the Fresno County Surveyor's Office; THENCE (1) South 89°22'30" East, 29.61 feet to the West line of Lot 27 of said Winterton Tract; THENCE (2) South 53°22'02" East, 16.61 feet; THENCE (3) South 00°37'58" West, 265.73 feet; THENCE (4) South 45°37'58" West, 18.96 feet to the West line of said Lot 36; THENCE (5) North 89°22'30" West, 29.65 feet to a point on the West line of the Southeast quarter of said Section 24, last said point being North 00°37'59" East, 1257.47 feet along last said West line from the South quarter-section corner of said Section 24, last said corner being found as a ¾ inch iron pipe with nail inside, flush in pavement, untagged, at the northwest edge of a sewer manhole cover, with corner ties per Corner Record No. 4789, filed in the Fresno County Surveyor's Office.

The bearings and distances used in this description are on the California Coordinate System of 1983, Epoch 2007, Zone 4. Divide distances by 0.99993543 to obtain ground distances.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21347

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 07-LA-138-KP 95.7 PARCEL 76131-1
OWNER: Keith Metter, an unmarried man

Resolved by the California Transportation Commission after notice (and hearing) pursuant to Code of Civil Procedure Section 1245.235 that it finds and determines and hereby declares that:

The hereinafter described real property is necessary for State Highway purposes and is to be acquired by eminent domain pursuant to Streets and Highways Code Section 102 and Code of Civil Procedure Section 1240.510 in that the property being acquired is for a compatible use and Code of Civil Procedure Section 1240.610 in that the property is required for a more necessary public use;

The public interest and necessity require the proposed public project, namely a State highway;

The proposed project is planned and located in the manner that will be most compatible with the greatest public good and the least private injury;

The property sought to be acquired and described by this resolution is necessary for the public project;

The offer required by Section 7267.2 of the Government Code has been made to the owner or owners of record; and be it further

APPROVED AS TO FORM AND PROCEDURE

Attorney, Department of Transportation

APPROVAL RECOMMENDED

DIVISION OF RIGHT OF WAY

RESOLVED by this Commission that the Department of Transportation be and said Department is hereby authorized and empowered;

To acquire, in the name of the People of the State of California, in fee simple absolute, unless a lesser estate is hereinafter expressly described, the said hereinafter described real property, or interests in real property, by condemnation proceeding or proceedings in accordance with the provisions of the Streets and Highways Code, Code of Civil Procedure and of the Constitution of California relating to eminent domain;

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of Los Angeles, State of California, Highway 07-LA-138 and described as follows:

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

TITLE SHEET
(Resolution of Necessity Description)

District	County	Route	Post Kilo
07	LA	138	95.7

Project ID 0713000215

Legal descriptions for the parcels listed below are attached.

This document consists of a total of 2 pages.

Parcels in Legal Description: <insert parcel numbers>					
76131-1					

The attached real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors' Act.

Signature Kilyong Yi
Professional Land Surveyor

Date 4/30/15

PROFESSIONAL LAND SURVEYOR
KILYONG K. YI
Exp: 12/31/2016
PLS 6428
STATE OF CALIFORNIA

Form RW 6-3(A) (New 07/2010)

RESOLUTION OF NECESSITY DESCRIPTION

PARCEL 76131-1:

That portion of the land conveyed by deed recorded March 26, 1999 as Instrument No. 99-0514292, Official Records, in the Office of the Registrar-Recorder/County Clerk of the County of Los Angeles, State of California, lying Southerly of the North line of the Southerly 49.378 meters (162.00 feet) of the Southeast quarter of the Northeast quarter of Section 22, Township 5 North, Range 10 West, San Bernardino Meridian, according to the Official plat of said land approved by the Surveyor General on March 19, 1856.

The distances used in this description are grid distances (except record), divide said distances by 0.999779586 to obtain ground level distances.

END OF DESCRIPTION

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21348

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 07-LA-138-KP 96.5 PARCEL 76153-1
OWNER: Danny N. Hawara, a married man, as his sole and separate property

Resolved by the California Transportation Commission after notice (and hearing) pursuant to Code of Civil Procedure Section 1245.235 that it finds and determines and hereby declares that:

The hereinafter described real property is necessary for State Highway purposes and is to be acquired by eminent domain pursuant to Streets and Highways Code Section 102 and Code of Civil Procedure Section 1240.510 in that the property being acquired is for a compatible use and Code of Civil Procedure Section 1240.610 in that the property is required for a more necessary public use;

The public interest and necessity require the proposed public project, namely a State highway;

The proposed project is planned and located in the manner that will be most compatible with the greatest public good and the least private injury;

The property sought to be acquired and described by this resolution is necessary for the public project;

The offer required by Section 7267.2 of the Government Code

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

has been made to the owner or owners of record; and be it further

RESOLVED by this Commission that the Department of Transportation be and said Department is hereby authorized and empowered;

To acquire, in the name of the People of the State of California, in fee simple absolute, unless a lesser estate is hereinafter expressly described, the said hereinafter described real property, or interests in real property, by condemnation proceeding or proceedings in accordance with the provisions of the Streets and Highways Code, Code of Civil Procedure and of the Constitution of California relating to eminent domain;

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of Los Angeles, State of California, Highway 07-LA-138 and described as follows:

TITLE SHEET
(Resolution of Necessity Description)

District	County	Route	Post Kilo
07	LA	138	96.5

Project ID 0713000215

Legal descriptions for the parcels listed below are attached.

This document consists of a total of 2 pages.

Parcels in Legal Description: <Insert parcel numbers>					
76153-1					

The attached real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors' Act.

Signature Kilyong Yi
Professional Land Surveyor

Date 3/26/15

PROFESSIONAL LAND SURVEYOR
KILYONG K. YI
Exp: 12/31/2016
PLS 6428
STATE OF CALIFORNIA

RESOLUTION OF NECESSITY DESCRIPTION

PARCEL 76153-1:

A temporary easement for purposes incidental to the construction and grading of Route 138, in, on, over and across the Northerly 4.877 meters (16.00 feet) of Lot 1 and 2, Block 3, Tract No. 10398, as map filed in Book 156, pages 1 thru 4 of maps, in the Office of the Registrar-Recorder/County Clerk of the County of Los Angeles, State of California.

The above described parcel of land is to be used for temporary construction and grading purposes and incidents thereto in connection with the construction of Route 138 Pearblossom Highway widening project designated 07-LA-138-KP 96.5 on maps in the Office of the Department of Transportation, State of California, at Los Angeles, California, and the rights to the above described temporary easement shall cease and terminate on June 30, 2018. Said rights may also be terminated prior to the above date by STATE upon notice to OWNER.

The distances used in this description are grid distances (except record), divide said distances by 0.999779586 to obtain ground level distances.

END OF DESCRIPTION

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21349

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 07-LA-138-KP 96.5 PARCEL 79516-1
OWNER: Bahram Kamdjou, a married man, as his sole and separate property

Resolved by the California Transportation Commission after notice (and hearing) pursuant to Code of Civil Procedure Section 1245.235 that it finds and determines and hereby declares that:

The hereinafter described real property is necessary for State Highway purposes and is to be acquired by eminent domain pursuant to Streets and Highways Code Section 102 and Code of Civil Procedure Section 1240.510 in that the property being acquired is for a compatible use and Code of Civil Procedure Section 1240.610 in that the property is required for a more necessary public use;

The public interest and necessity require the proposed public project, namely a State highway;

The proposed project is planned and located in the manner that will be most compatible with the greatest public good and the least private injury;

The property sought to be acquired and described by this resolution is necessary for the public project;

The offer required by Section 7267.2 of the Government Code

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

has been made to the owner or owners of record; and be it further

RESOLVED by this Commission that the Department of Transportation be and said Department is hereby authorized and empowered;

To acquire, in the name of the People of the State of California, in fee simple absolute, unless a lesser estate is hereinafter expressly described, the said hereinafter described real property, or interests in real property, by condemnation proceeding or proceedings in accordance with the provisions of the Streets and Highways Code, Code of Civil Procedure and of the Constitution of California relating to eminent domain;

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of Los Angeles, State of California, Highway 07-LA-138 and described as follows:

TITLE SHEET
(Resolution of Necessity Description)

District	County	Route	Post Kilo
07	LA	138	96.5

Project ID 0713000215

Legal descriptions for the parcels listed below are attached.

This document consists of a total of 2 pages.

Parcels in Legal Description: <Insert parcel numbers>					
79516-1					

The attached real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors' Act.

Signature Kilyong Yi
Professional Land Surveyor

Date 3/23/15

PROFESSIONAL LAND SURVEYOR
KILYONG K. YI
Exp: 12/31/2016
PLS 6428
STATE OF CALIFORNIA

RESOLUTION OF NECESSITY DESCRIPTION

PARCEL 79516-1:

The North 4.572 meters (15.00 feet) of the South 29.566 meters (97.00 feet) of Parcel 7, as per map filed in Book 74, pages 18 and 19 of Record of Surveys, in the Office of the Registrar-Recorder/County Clerk of the County of Los Angeles, State of California.

The distances used in this description are grid distances (except record), divide said distances by 0.999779586 to obtain ground level distances.

END OF DESCRIPTION

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21350

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 07-LA-138-KP 96.5 PARCEL 79517-1, 2
OWNER: Lawrence W. Chimbole, Trustee, etc., et al.

Resolved by the California Transportation Commission after notice (and hearing) pursuant to Code of Civil Procedure Section 1245.235 that it finds and determines and hereby declares that:

The hereinafter described real property is necessary for State Highway purposes and is to be acquired by eminent domain pursuant to Streets and Highways Code Section 102 and Code of Civil Procedure Section 1240.510 in that the property being acquired is for a compatible use and Code of Civil Procedure Section 1240.610 in that the property is required for a more necessary public use;

The public interest and necessity require the proposed public project, namely a State highway;

The proposed project is planned and located in the manner that will be most compatible with the greatest public good and the least private injury;

The property sought to be acquired and described by this resolution is necessary for the public project;

The offer required by Section 7267.2 of the Government Code has not been made to all the owners of record as one owner is

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

deceased, and the other has appointed an attorney-in-fact to act on his behalf and receive said offer; and be it further

RESOLVED by this Commission that the Department of Transportation be and said Department is hereby authorized and empowered;

To acquire, in the name of the People of the State of California, in fee simple absolute, unless a lesser estate is hereinafter expressly described, the said hereinafter described real property, or interests in real property, by condemnation proceeding or proceedings in accordance with the provisions of the Streets and Highways Code, Code of Civil Procedure and of the Constitution of California relating to eminent domain;

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of Los Angeles, State of California, Highway 07-LA-138 and described as follows:

TITLE SHEET
(Resolution of Necessity Description)

District	County	Route	Post Kilo
07	LA	138	96.5

Project ID 0713000215

Legal descriptions for the parcels listed below are attached.

This document consists of a total of 3 pages.

Parcels in Legal Description: <Insert parcel numbers>					
79517-1					
79517-2					

The attached real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors' Act.

Signature Kilyong Yi
Professional Land Surveyor

Date 4/30/15

PROFESSIONAL LAND SURVEYOR
KILYONG K. YI
Exp: 12/31/2016
PLS 6428
STATE OF CALIFORNIA

RESOLUTION OF NECESSITY DESCRIPTION

PARCEL 79517-1:

That portion of Parcel 8, as per map filed in Book 74, pages 18 and 19 of Record of Surveys, in the Office of the Registrar-Recorder/County Clerk of the County of Los Angeles, State of California, included within a strip of land, 4.572 meters (15.00 feet) wide, lying Northerly, the Southerly line of which strip is described as follows;

Beginning at the intersection of the West line of said Parcel 8, with a line parallel with and distant Northerly 24.994 meters (82.00 feet), measured at right angles, from South line of said Parcel 8; thence along said parallel line, S 89° 53′ 25″ E, 32.691 meters.

The above described strip of land shall be bounded Westerly by the West line of said Parcel 8.

PARCEL 79517-2:

The South 18.898 (62.00 feet) of the of Parcel 8, as per map filed in Book 74, pages 18 and 19 of Record of Surveys, in the Office of the Registrar-Recorder/County Clerk of the County of Los Angeles, State of California.

EXCEPTING THEREFROM that portion of said land as deeded to the State of California, Department of Transportation, by Grant deed recorded September 12, 2002 as Instrument No. 02-2140284, of Official Records, in the Office of the Registrar-

Recorder/County Clerk of the County of Los Angeles, State of California.

The distances used in this description are grid distances (except record), divide said distances by 0.999779586 to obtain ground level distances.

END OF DESCRIPTION

Parcels 79517-1 & 79517-2

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21351

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 11-Imp-98-PM 32.0 PARCEL 35021-1
OWNER: Maria Dolores Torres, Trustee of the Torres Family Living Trust

Resolved by the California Transportation Commission after notice (and hearing) pursuant to Code of Civil Procedure Section 1245.235 that it finds and determines and hereby declares that:

The hereinafter described real property is necessary for State Highway purposes and is to be acquired by eminent domain pursuant to Streets and Highways Code Section 102;

The public interest and necessity require the proposed public project, namely a State highway;

The proposed project is planned and located in the manner that will be most compatible with the greatest public good and the least private injury;

The property sought to be acquired and described by this resolution is necessary for the public project;

The offer required by Section 7267.2 of the Government Code has been made to the owner or owners of record; and be it further

RESOLVED by this Commission that the Department of Transportation be and said Department is hereby authorized and empowered;

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

To acquire, in the name of the People of the State of California, in fee simple absolute, unless a lesser estate is hereinafter expressly described, the said hereinafter described real property, or interests in real property, by condemnation proceeding or proceedings in accordance with the provisions of the Streets and Highways Code, Code of Civil Procedure and of the Constitution of California relating to eminent domain;

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of Imperial, State of California, Highway 11-Imp-98 and described as follows:

RESOLUTION of NECESSITY

Title Sheet

District	County	Route	Postmile
11	IMP	98	32.0

Project ID. 1100020357

E.A. 080239

This document consists of this Title Sheet and the attached Legal Description of the parcel(s) listed below, consisting of 2 pages.

Parcels in Legal Description:					
35021-1					

The attached real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors' Act.

Signature Robert L. Hagler
Professional Land Surveyor

Date March 26, 2015

PROFESSIONAL LAND SURVEYOR
Robert L. Hagler
PLS 8255
STATE OF CALIFORNIA

ASSESSOR'S PARCEL NO. 058-252-003 Suit No. 1473

PARCEL 35021-1

For State Highway purposes, an EASEMENT FOR PUBLIC ROAD PURPOSES, to the State of California, its successors and assigns, upon, under, over and across those portions of Lots 1 and 2 of Block 22, of First Addition to Calexico, in the City of Calexico, County of Imperial, State of California, according to Map thereof No. 935, filed in the office of the County Recorder of Imperial on November 17, 1904 in Book 1, Page(s) 17 of Official Records, lying Northerly of the following described line:

BEGINNING at the intersection of the Westerly line of Block 30, of said Map No. 935, and the existing Southerly Right of Way of State Highway 98 as described in deed to said City, recorded May 10, 1910 in Book 50, Page 115 of Official Records in said County, thence along said existing Southerly Right of Way S.89°35'56"E., 1465.21 feet, to the intersection of the Westerly sideline of Ollie Avenue per said Map No. 935, said point also being on the Easterly line of Block 22 of said Map No. 935, thence retracing along said Southerly Right of Way of State Highway 98, N.89°35'56"W., 299.70 feet to the Westerly line of said Block 22, said point also being on the Easterly sideline of George Avenue, thence S.00°23'21"E., 14.88 feet along the Easterly sideline of George Avenue and said Westerly line of said Block 22, to the TRUE POINT OF BEGINNING, thence (1) leaving said Easterly sideline N.45°03'26"E., 7.54 feet, thence (2) S.89°59'45"E., 283.72 feet, thence (3) S.44°56'34"E., 15.11 feet to a point on the Westerly sideline of Ollie Avenue per said Map No. 935, and the POINT OF TERMINUS.

The Bearings and Distances used in the above descriptions are based on the California Coordinate System of 1983 (Epoch 1991.35), HPGN, Zone 6. Divide distances by 1.0000242 to obtain ground level distances.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 25, 2015

Reference No.: 2.4d.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Andrew P. Nierenberg,
Acting 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 $40,845,279. The State will receive a return of $41,024,279 from the sale of these properties. A recapitulation of the items presented and corresponding maps are attached.

ISSUE

01-03-Nev-20 PM 14.4	Grass Valley
Disposal Unit #DK 034771-3	0.03 acre
Convey to: Sierra View Manor,	$35,784
a California Partnership	($35,784 Appraisal)

Direct conveyance pursuant to Right of Way contract dated June 27, 2011.

02-04-Ala-84 PM 6.8-7.2	Fremont
Disposal Unit #DD 034397-04-01	14.43 acres
#DD 034403-01-02	8.3 acres
Convey to: Fremont Unified School District,	$39,494,495
a California public school district	($39,494,495 Appraisal)

Direct sale to a public agency at the appraised price. The public agency will construct a school site.

03-04-Ala-238 PM 13.2 — Hayward
Disposal Unit #DD 038913-01-01 — 0.28 acre
Convey to: Avtar Singh and Meera Rani, husband and wife as joint tenants — $333,000 ($299,000 Public sale estimate)
Public sale. Selling price represents the highest bid received at the public sale. There were 4 bidders.

04-04-CC-680 PM 14.9 — Walnut Creek
Disposal Unit #DD 009472-02-01 — 0.15 acre
Convey to: City of Walnut Creek, a California Municipal Corporation — $1,000 (Appraisal nominal)
Direct sale to a local public agency at the appraised value. The property is encumbered with an easement for State facilities, public utilities and drainage purposes. The City will use the property for a public pedestrian path.

05-7-LA-5 PM 32.4 — Los Angeles
Disposal Unit #DD 079466-01-01 — 0.166 acre
Convey to: Community Partnership, LLC — $396,000 ($293,000 Public Sale Estimate)
Public sale. Sale price represents the highest bid received at oral auction. There were six active bidders out of nine registered bidders.

06-7-LA-10 PM 31.7 — Los Angeles
Disposal Unit #DD 079152-01-01 — 0.357 acre
Convey to: KUDCO DIVERSIFIED, INC — $250,000 ($250,000 Public Sale Estimate)
Public sale. Sale price represents the highest bid received at oral auction. There was one active bidder out of nine registered bidders.

07-7-LA-110 PM 22.37 — Los Angeles
Disposal Unit #DD 980574-01-01 — 30.61 LF
Convey to: Greenland LA Metropolis Acquisition — $1,000 (Appraisal nominal)
Direct sale. Conveyance is pursuant to Highway Improvement Agreement #07-4848, dated May 21, 2009.

08-7-LA-138 PM 48.1 — Palmdale
Disposal Unit #DD 079405-01-01 — 2.847 acres
Convey to: MCLB, LLC — $140,000 ($100,000 Public Sale Estimate)
Public sale. Sale price represents the highest bid received at oral auction. There were two active bidders out of nine registered bidders.

09-11-SD-163 PM 0.4	San Diego
Disposal Unit #DD 000093-01-01	0.13 acre
Convey to: 12th & "A" Hotel Partners, L.P.,	$373,000
a California limited partnership	($373,000 Appraisal)

Direct sale to the adjoining owner at the appraised value. The property is landlocked, encumbered with a sewer easement and the highest and best use is as plottage to the adjoining property.

Attachments

SUMMARY OF DIRECTOR'S DEEDS - 2.4d.
PRESENTED TO CALIFORNIA TRANSPORTATION COMMISSION - June 25, 2015

Table I - Volume by Districts

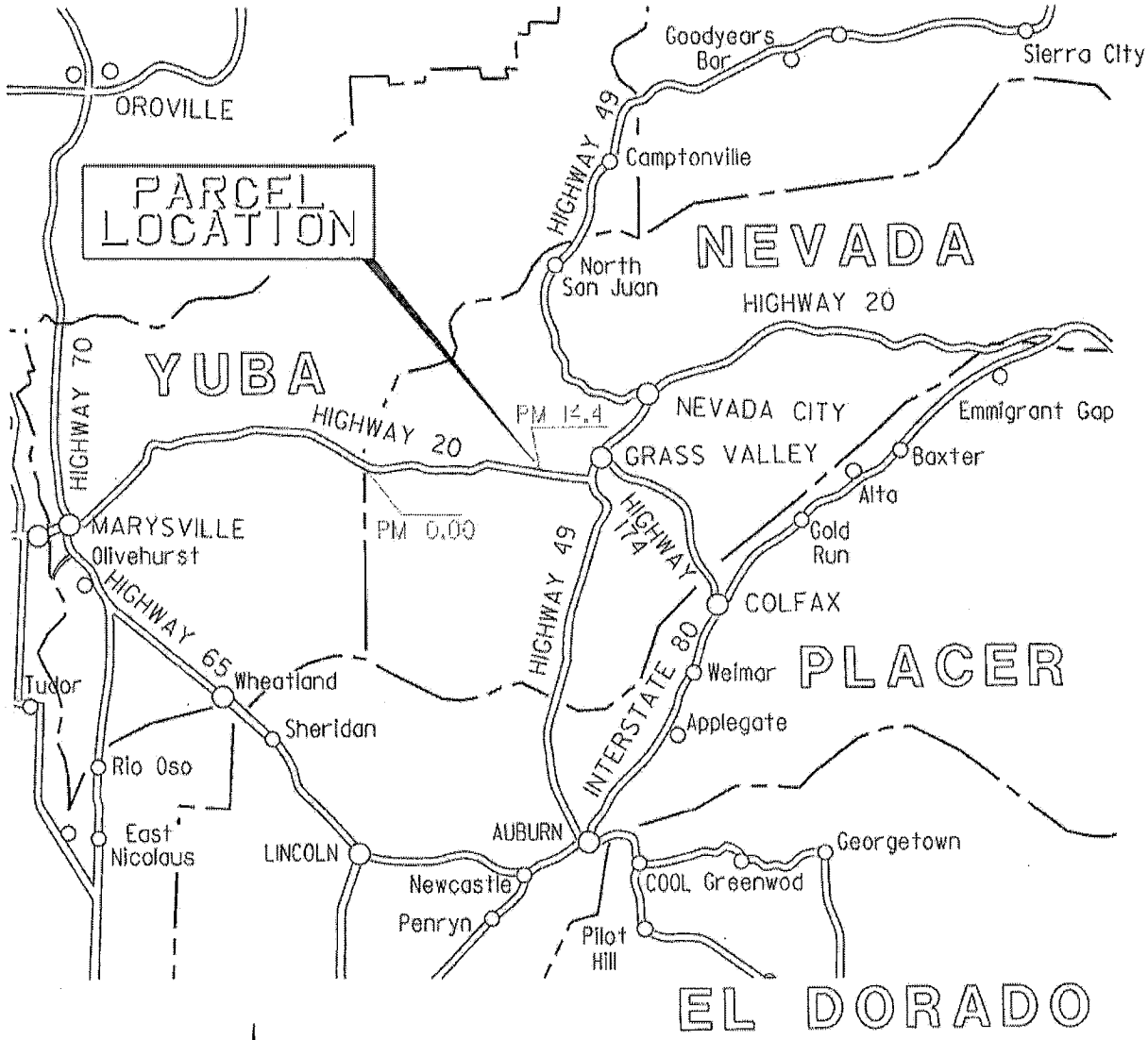
District	Direct Sales	Public Sales	Non-Inventory Conveyances	Other Funded Sales	Total Items	Current Estimated Value	Return From Sales	Recovery % % Return From Sales / Current Value
01								
02								
03	1				1	35,784.00	35,784.00	100%
04	2	1			3	39,793,495.00	39,828,495.00	100%
05								
06								
07	1	3			4	643,000.00	787,000.00	122%
08								
09								
10								
11	1				1	373,000.00	373,000.00	100%
12								
Total	**5**	**4**			**9**	**$40,845,279.00**	**$41,024,279.00**	**100%**

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	$39,903,279.00	$39,905,279.00	100%
Public Sales	4	$942,000.00	$1,119,000.00	119%
Non-Inventory Conveyances				
Sub-Total	**9**	**$40,845,279.00**	**$41,024,279.00**	**100%**
Other Funded Sales				
Total	**5**	**$40,845,279.00**	**$41,024,279.00**	**100%**

Attachment A

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.



NOT TO SCALE

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

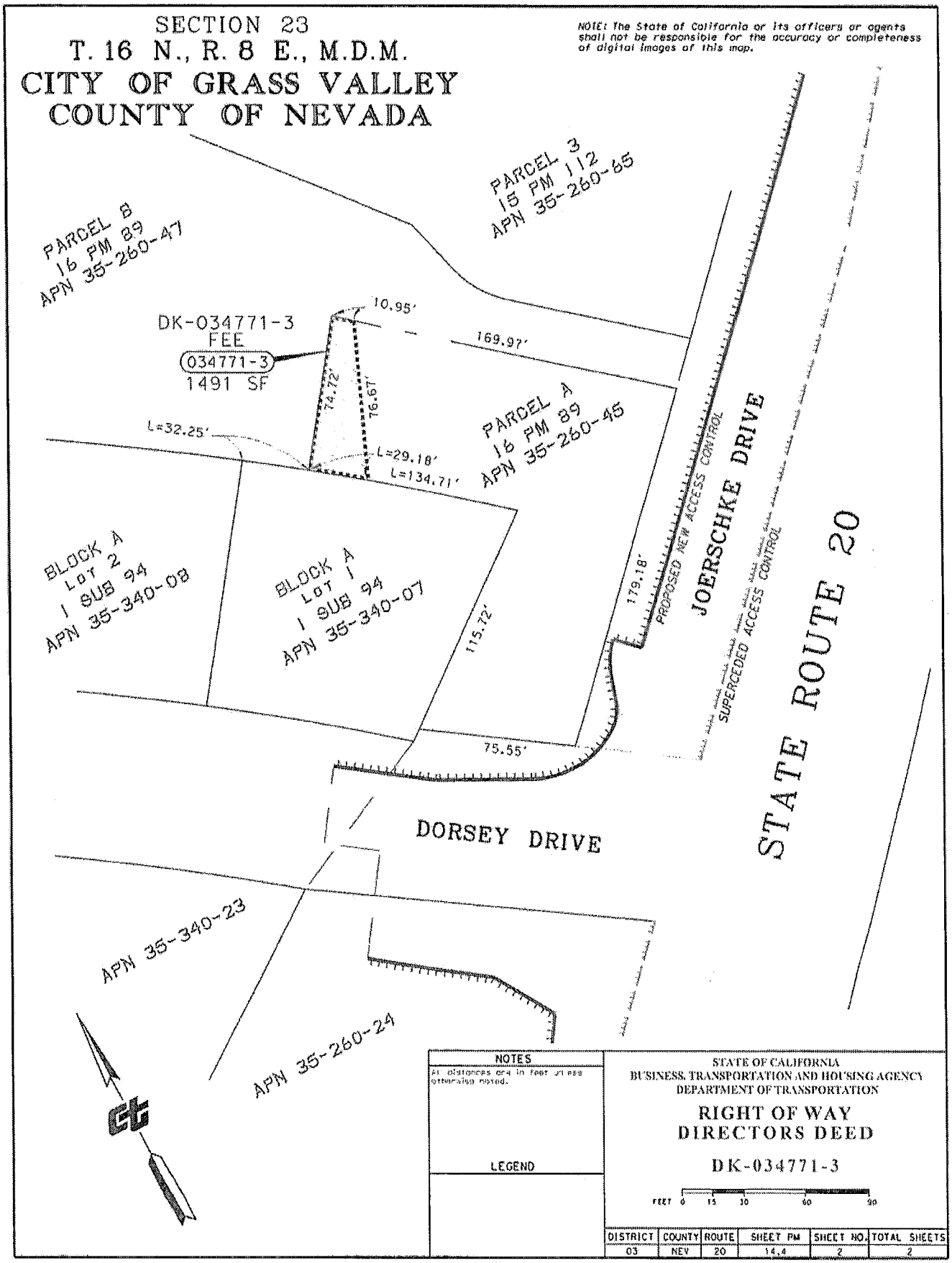
RIGHT OF WAY
DIRECTORS DEED

DK-034771-3

LOCATION MAP

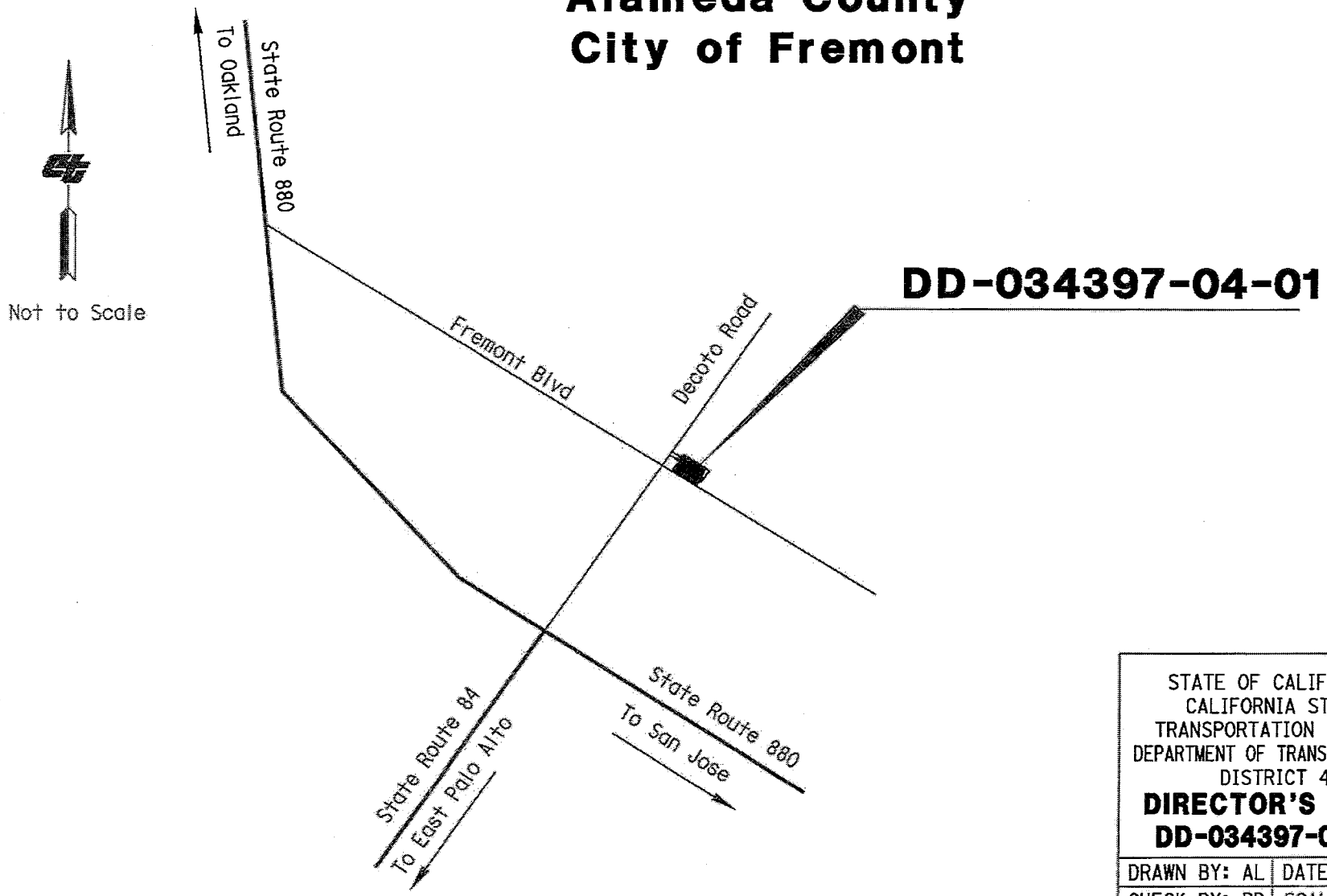
DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
03	NEV	20	14.4	1	2

ATTACHMENT 1A



ATTACHMENT 1B

Alameda County
City of Fremont



STATE OF CALIFORNIA
CALIFORNIA STATE
TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DD-034397-04-01

DRAWN BY: AL		DATE: 3/4/14	
CHECK BY: PD		SCALE: None	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	84	6.8	1 of 2

R-00105

ATTACHMENT 2A

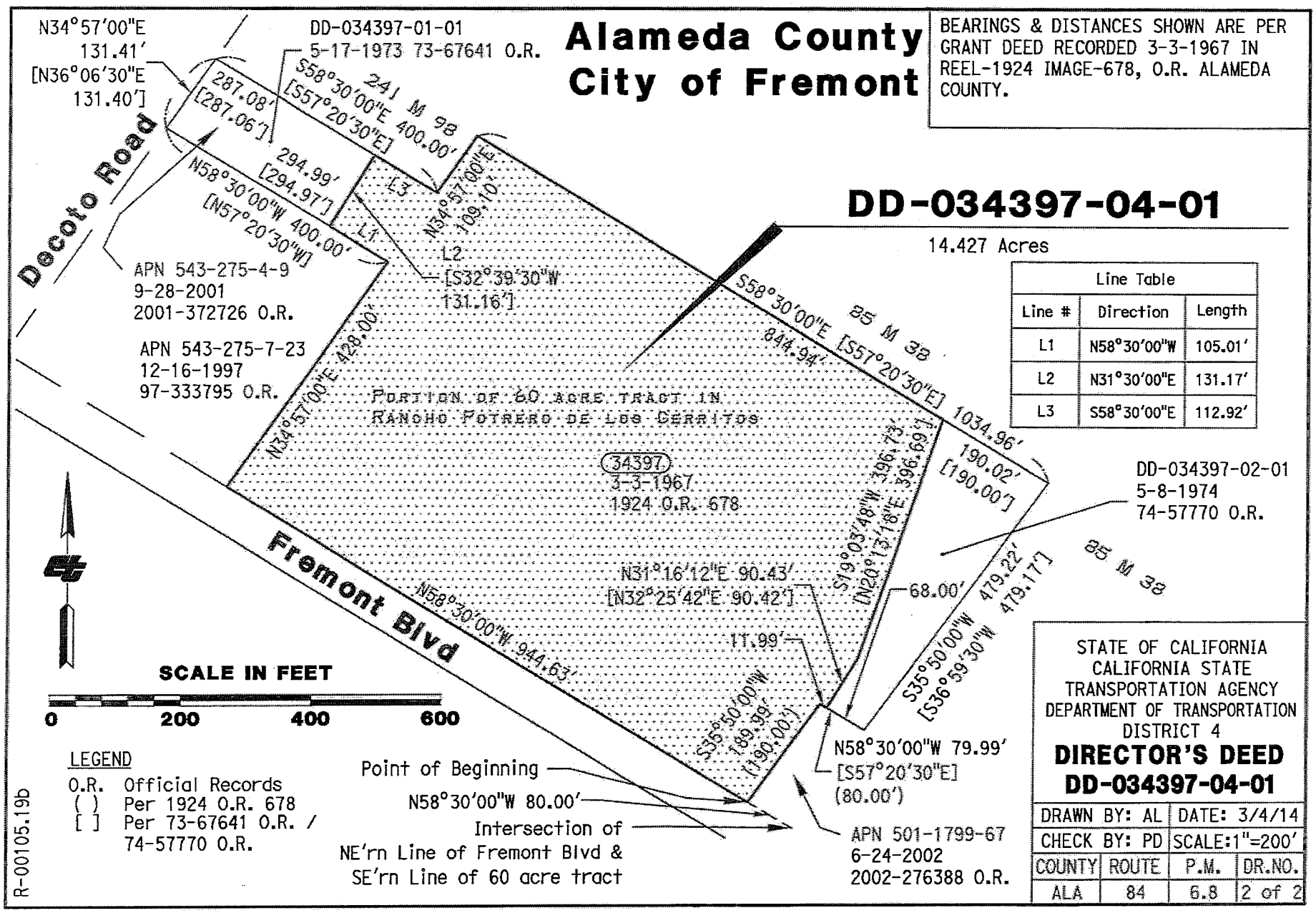
Alameda County
City of Fremont

BEARINGS & DISTANCES SHOWN ARE PER GRANT DEED RECORDED 3-3-1967 IN REEL-1924 IMAGE-678, O.R. ALAMEDA COUNTY.

DD-034397-04-01

14.427 Acres

Line Table		
Line #	Direction	Length
L1	N58°30'00"W	105.01'
L2	N31°30'00"E	131.17'
L3	S58°30'00"E	112.92'



STATE OF CALIFORNIA
CALIFORNIA STATE
TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

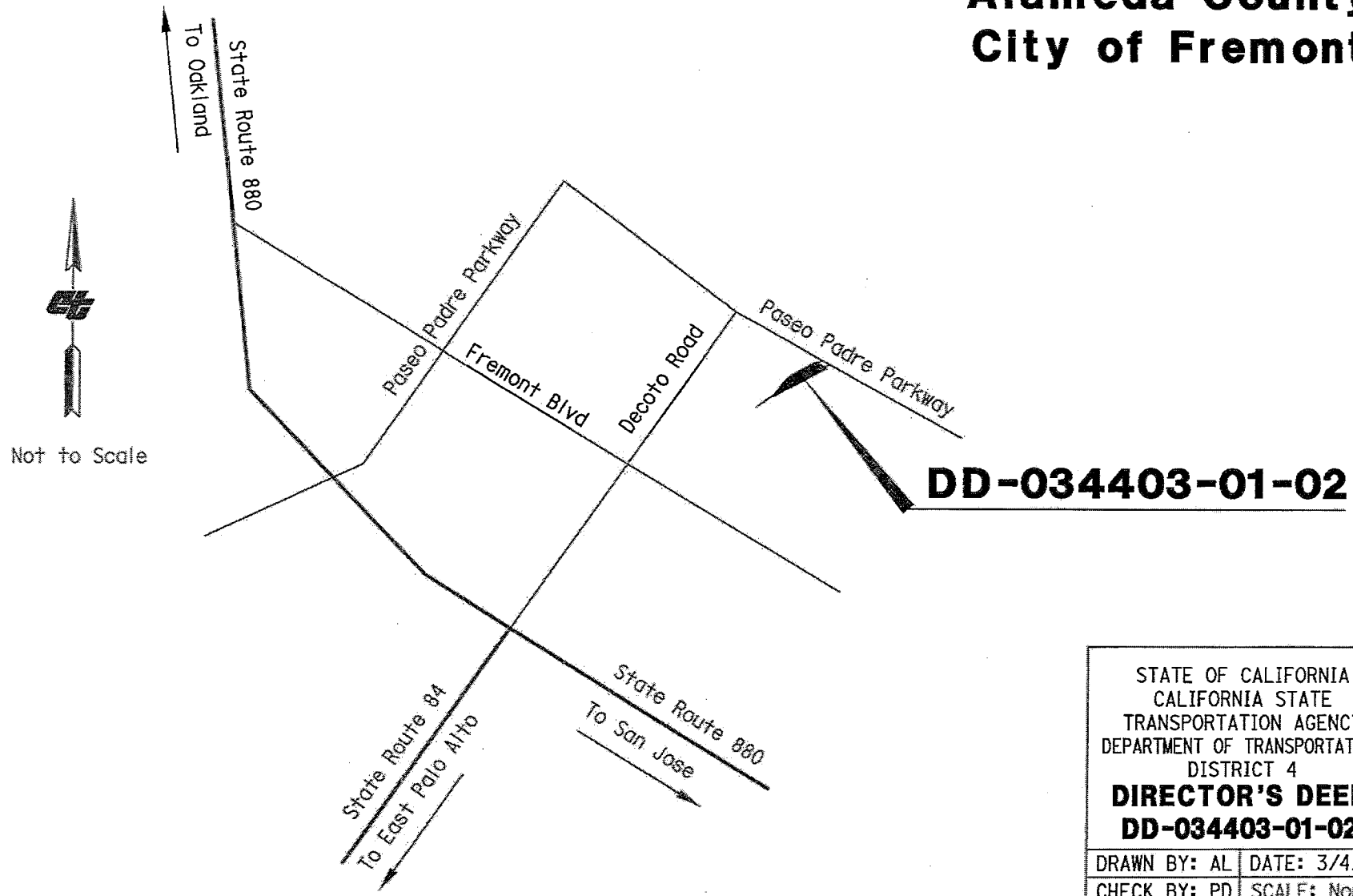
DIRECTOR'S DEED
DD-034397-04-01

DRAWN BY: AL		DATE: 3/4/14	
CHECK BY: PD		SCALE:1"=200'	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	84	6.8	2 of 2

R-00105.19b

ATTACHMENT 2B

Alameda County
City of Fremont



STATE OF CALIFORNIA
CALIFORNIA STATE
TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DD-034403-01-02

DRAWN BY: AL		DATE: 3/4/14	
CHECK BY: PD		SCALE: None	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	84	7.2	1 of 2

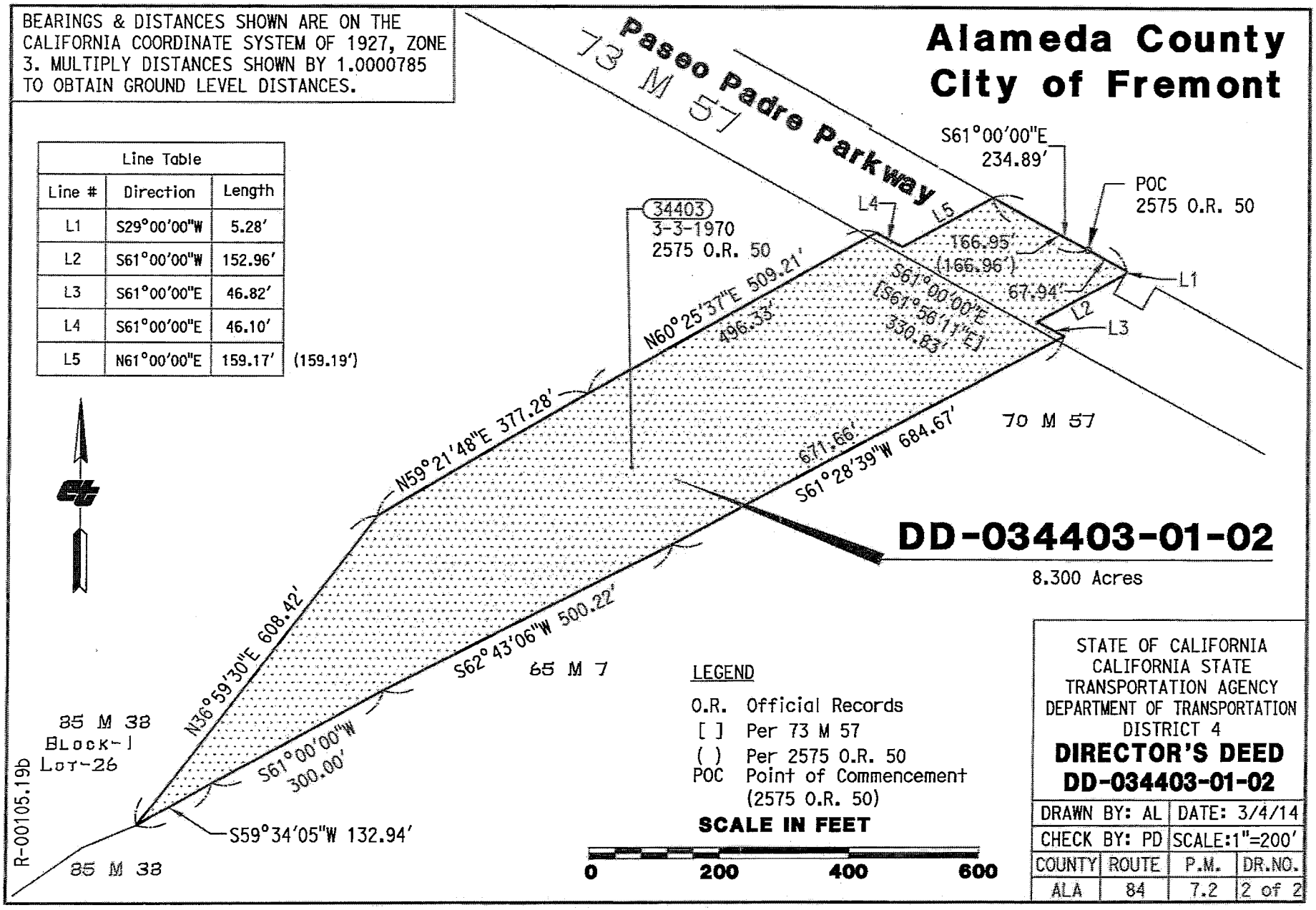
R-00105

ATTACHMENT 2C

BEARINGS & DISTANCES SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000785 TO OBTAIN GROUND LEVEL DISTANCES.

Alameda County
City of Fremont

Line Table		
Line #	Direction	Length
L1	S29°00'00"W	5.28'
L2	S61°00'00"W	152.96'
L3	S61°00'00"E	46.82'
L4	S61°00'00"E	46.10'
L5	N61°00'00"E	159.17' (159.19')



DD-034403-01-02

8.300 Acres

LEGEND

O.R. Official Records
[ ] Per 73 M 57
( ) Per 2575 O.R. 50
POC Point of Commencement (2575 O.R. 50)

SCALE IN FEET

0 200 400 600

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

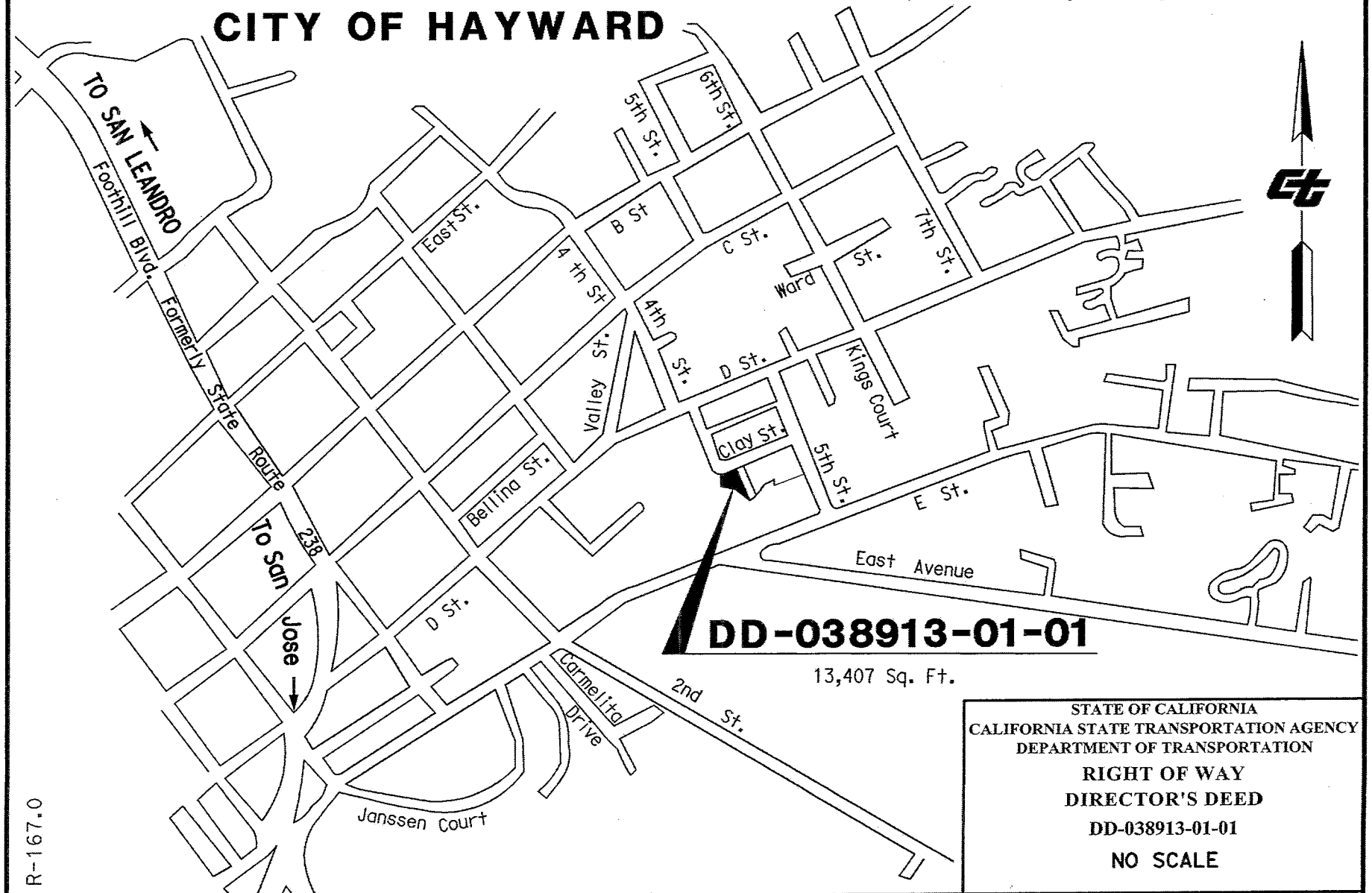
DIRECTOR'S DEED
DD-034403-01-02

DRAWN BY: AL		DATE: 3/4/14	
CHECK BY: PD		SCALE:1"=200'	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	84	7.2	2 of 2

ATTACHMENT 2D

ALAMEDA COUNTY
CITY OF HAYWARD

NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.



STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY
DIRECTOR'S DEED
DD-038913-01-01
NO SCALE

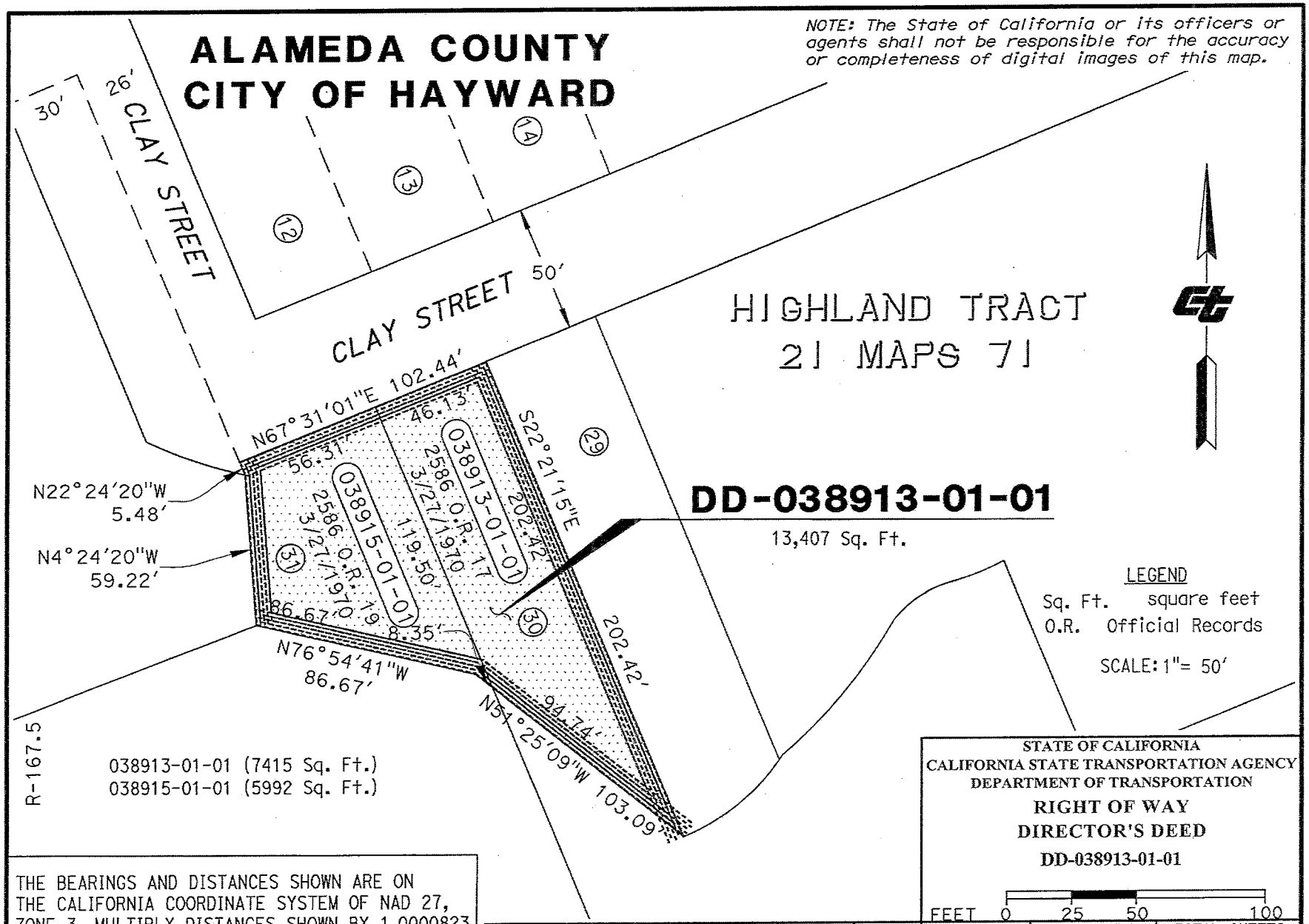
DRAWN BY	DATE	DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
CWH	05/06/15	4	ALA	238	13.2	1	2

R-167.0

ATTACHMENT 3A

ALAMEDA COUNTY
CITY OF HAYWARD

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.



THE BEARINGS AND DISTANCES SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF NAD 27, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000823 TO OBTAIN GROUND LEVEL DISTANCES.

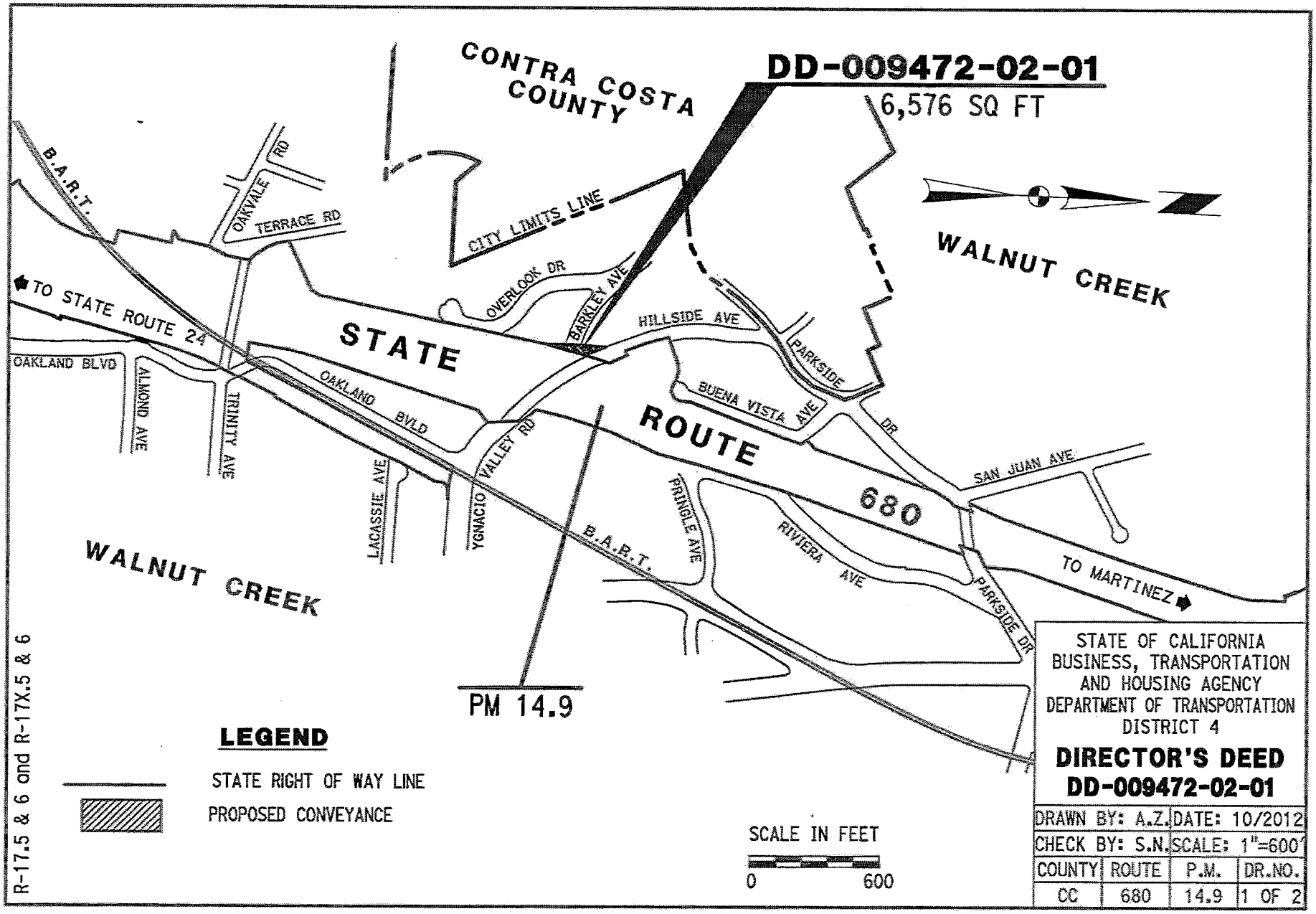
STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY
DIRECTOR'S DEED
DD-038913-01-01

FEET 0 25 50 100

DRAWN BY	DATE	DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
CWH	05/06/15	4	ALA	238	13.2	2	2

ATTACHMENT 3B



R-17.5 & 6 and R-17X.5 & 6

ATTACHMENT 4A

BEARINGS AND DISTANCES SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000746 TO OBTAIN GROUND LEVEL DISTANCES.

CITY OF WALNUT CREEK

DD-009472-02-01

6,576 SQ FT

DD-048012-01-01
Doc #97-0185602
10/02/1997

009472-02-01
1,074 SQ FT

BARKLEY AVE

DK-061961-X1-X1
Doc #2009-0215480
09/09/2009

DD-012206-01-01
Doc #2009-0215481
09/09/2009

N09°23'13"E

S05°52'38"E
36.12'

49.43'

121.39'(T)
S00°48'57"E
71.96'

S02°28'49"W 112.91'(T)

S67°32'19"W(R)

QUITCLAIM AREA

62760

12206
2915 OR 337
01/16/1957

N13°20'10"E

183.77'(T)

062760-01-01
2,295 SQ FT

9472
(9473)
2871 OR 479
10/29/1956

R=1062.31'
Δ=5°26'37"
L=100.93'

RELINQUISHMENT NO. 56058
SEGMENT 7
STATE HIGHWAY MAP
BK 9, PG 50-59
07/27/2012

N67°32'19"E
23.00

P.O.B.

S15°30'00"W 117.44'

S62°05'42"W(R)

012206-02-01
3,207 SQ FT

N26°55'43"W
90.36'

STATE ROUTE 680

R-17.5 & 6 and R-17X.5 & 6

LEGEND

|||||||||	ACCESS PROHIBITED
▒	PROPOSED CONVEYANCE
P.O.B.	POINT OF BEGINNING

SCALE IN FEET
0 50

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

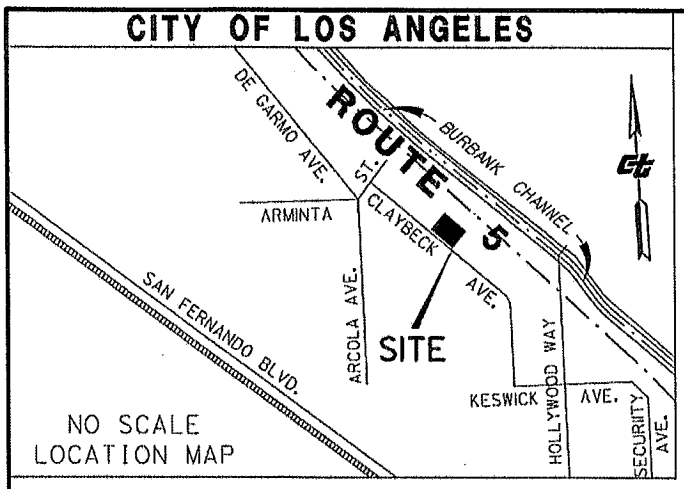
DIRECTOR'S DEED
DD-009472-02-01

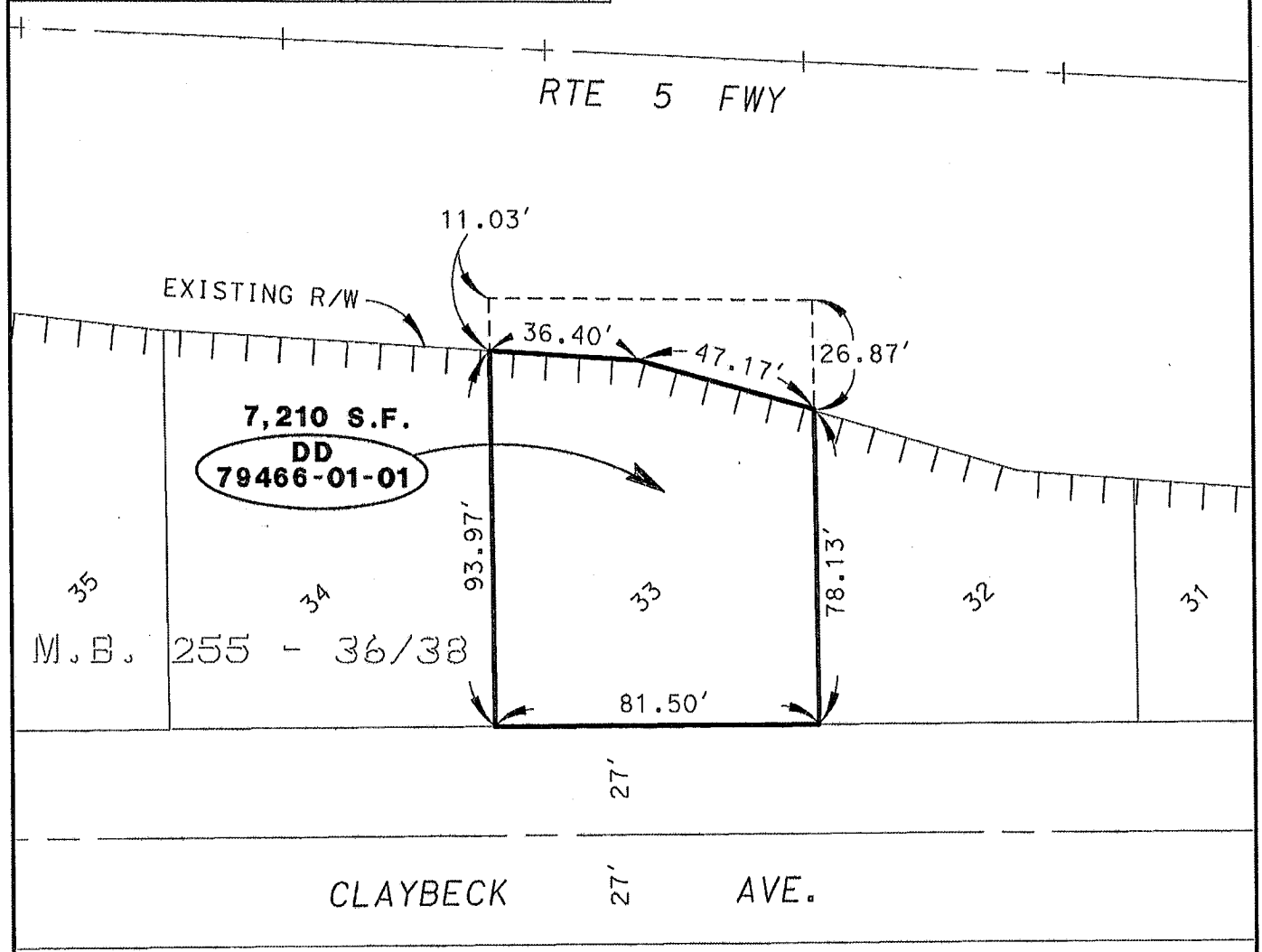
DRAWN BY: A.Z.		DATE: 10/2012	
CHECK BY: S.N.		SCALE: 1"=50'	
COUNTY	ROUTE	P.M.	DR.NO.
CC	680	14.9	2 OF 2

ATTACHMENT 4B

DIST	COUNTY	ROUTE	POST MILE
07	LA	5	KP 51.9

PARCEL NO. **AREA**
DD 79466-01-01 **7,210 SF**





STATE RETAINS ACCESS RIGHTS **(INTERSTATE) CITY OF LOS ANGELES**

STATE OF CALIFORNIA-DEPARTMENT OF TRANSPORTATION-DISTRICT 07

PLAT ACCOMPANYING

DIRECTOR'S DEED DD 79466-01-01

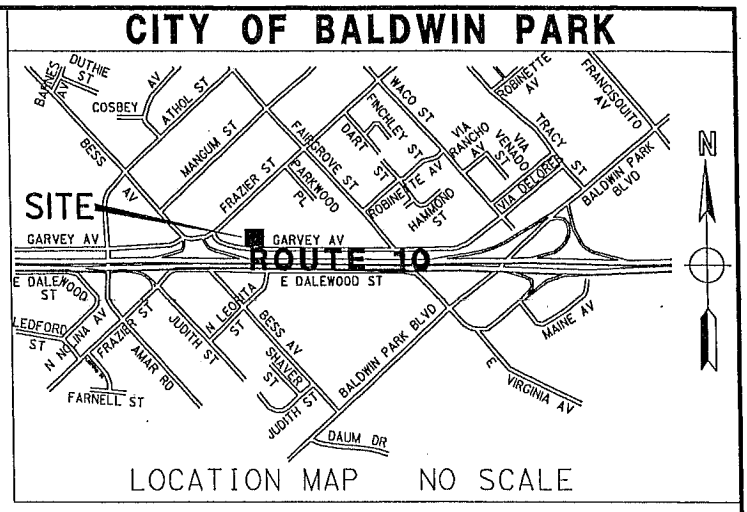
REF. MAP: R/W MAP NO. F-1293-6A

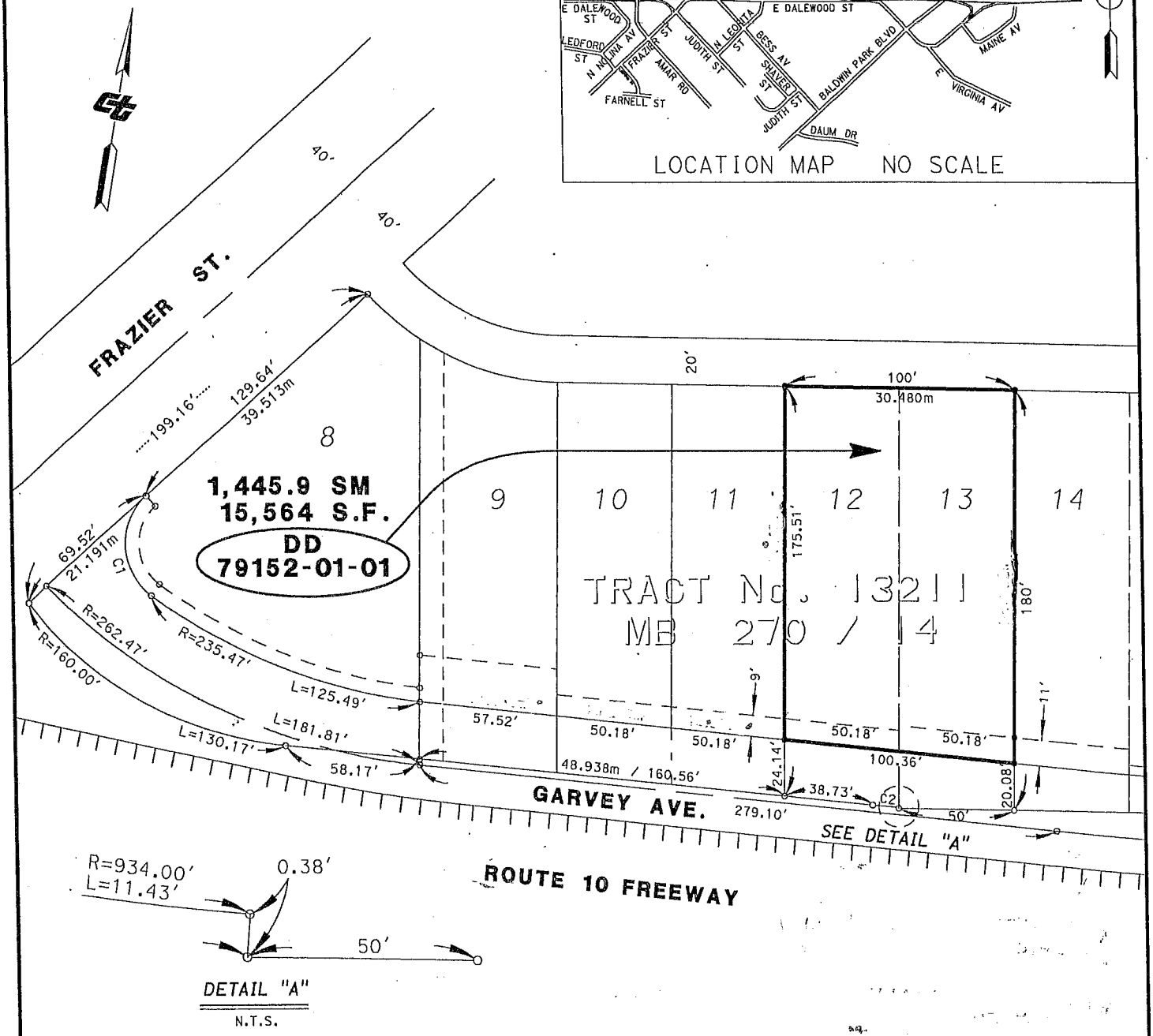
SCALE: NONE
DRWN: ST CHKD: FC
DATE: 7-7-2014

ATTACHMENT 5A

DIST	COUNTY	ROUTE	POST
07	LA	10	PM31.7 KP50.8

PARCEL NO.	CALCULATED AREA
DD 79152-01-01	15,564 SF 1,445.9 SM





STATE RETAINS ACCESS RIGHTS

CITY OF BALDWIN PARK

STATE OF CALIFORNIA-DEPARTMENT OF TRANSPORTATION-DISTRICT 07

PLAT ACCOMPANYING

DIRECTOR'S DEED DD 79152-01-01

REF. MAP: R/W MAP NO. F-1860-7A

SCALE: NONE

DRWN: ST CHKD: FC

DATE: 11-04-2014

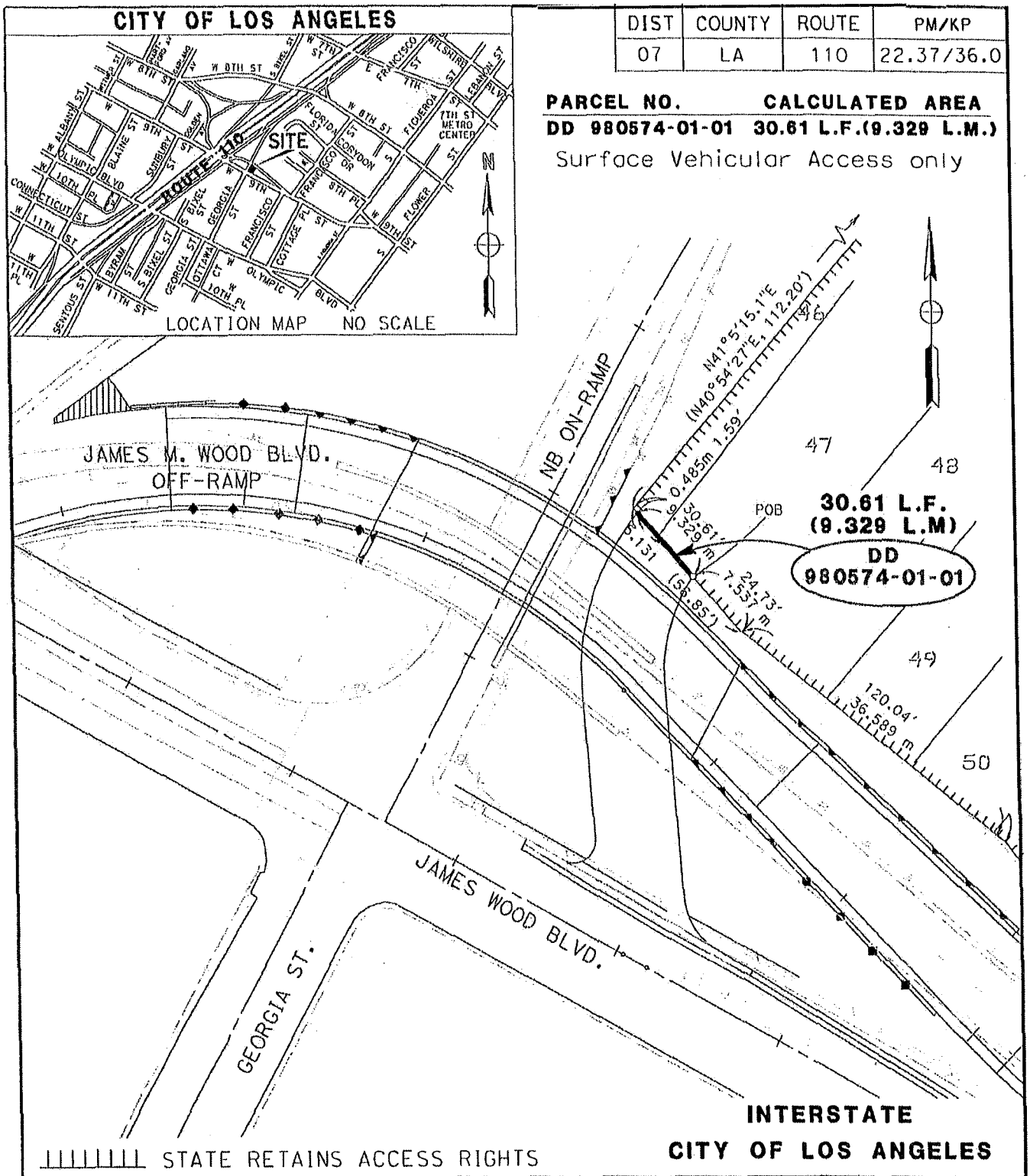
ATTACHMENT 6A

DIST	COUNTY	ROUTE	PM/KP
07	LA	110	22.37/36.0

PARCEL NO. **CALCULATED AREA**

DD 980574-01-01 30.61 L.F.(9.329 L.M.)

Surface Vehicular Access only



STATE OF CALIFORNIA-DEPARTMENT OF TRANSPORTATION-DISTRICT 07

PLAT ACCOMPANYING

DIRECTOR'S DEED DD 980574-01-01

REF. MAP: R/W MAP NO. F1359A

SCALE: NONE

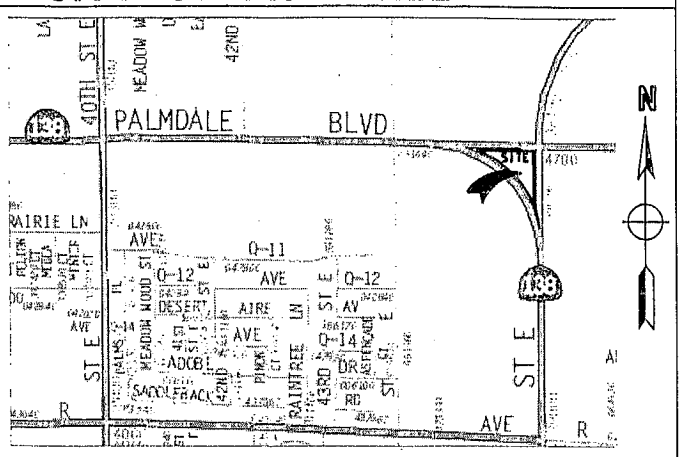
DRWN: ST CHKD: FC

DATE: 03-03-2015

ATTACHMENT 7A

CITY OF PALMDALE

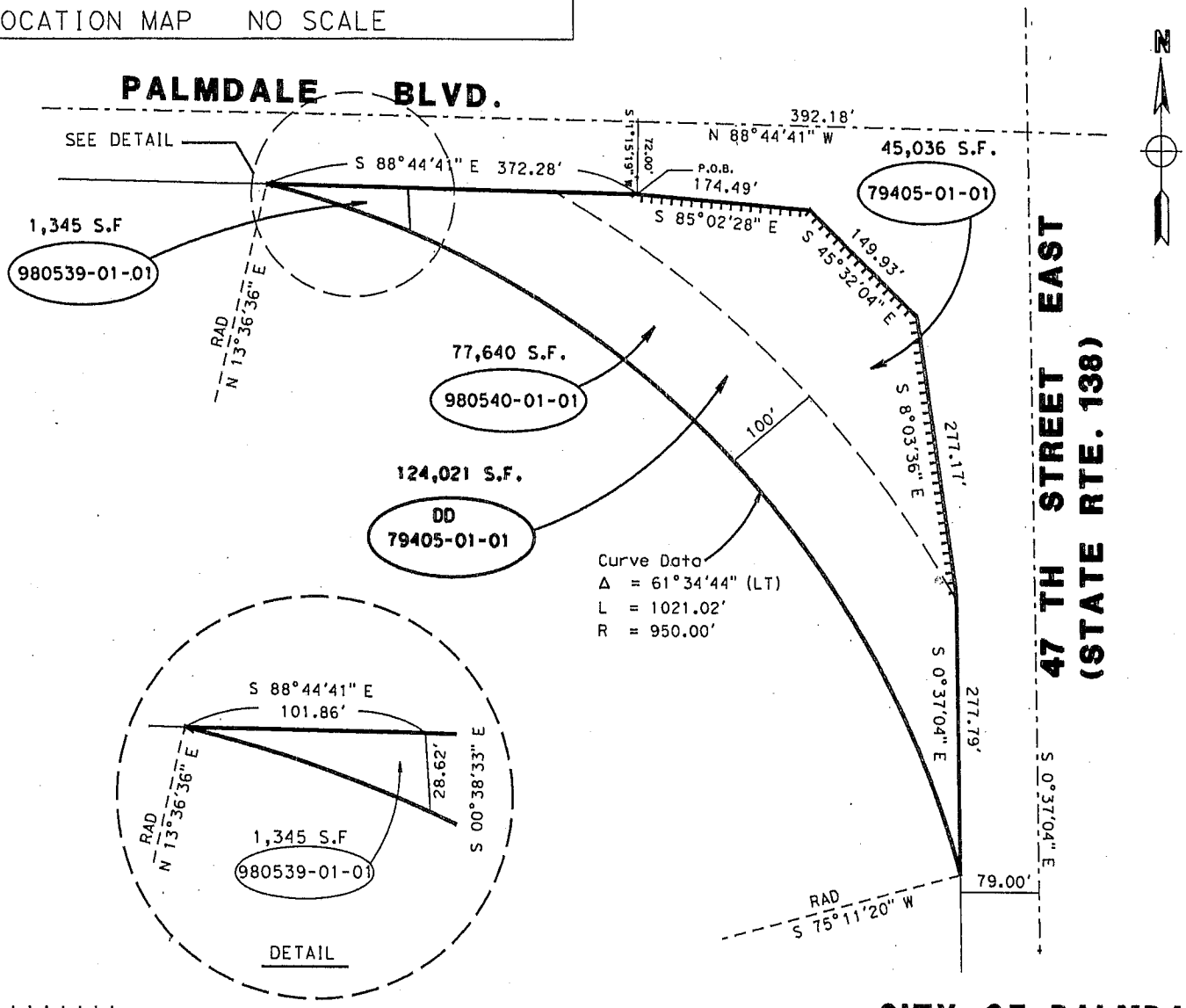
DIST	COUNTY	ROUTE	POST MILE
07	LA	138	48.1



LOCATION MAP NO SCALE

PARCEL NO.	AREA S.F.
79405-01-01	45,036 S.F.
980539-01-01	1,345 S.F.
980540-01-01	77,640 S.F.
DD 79405-01-01	124,021 S.F.

PORTION OF W ½ OF SE ¼ OF SEC. 28
T 6 N, R 11 W. S.B.B.M



STATE RETAINS ACCESS RIGHTS

CITY OF PALMDALE

STATE OF CALIFORNIA-DEPARTMENT OF TRANSPORTATION-DISTRICT 07

PLAT ACCOMPANYING

DIRECTOR'S DEED DD 79405-01-01

REF. MAP: F4206-A2, A3, A5

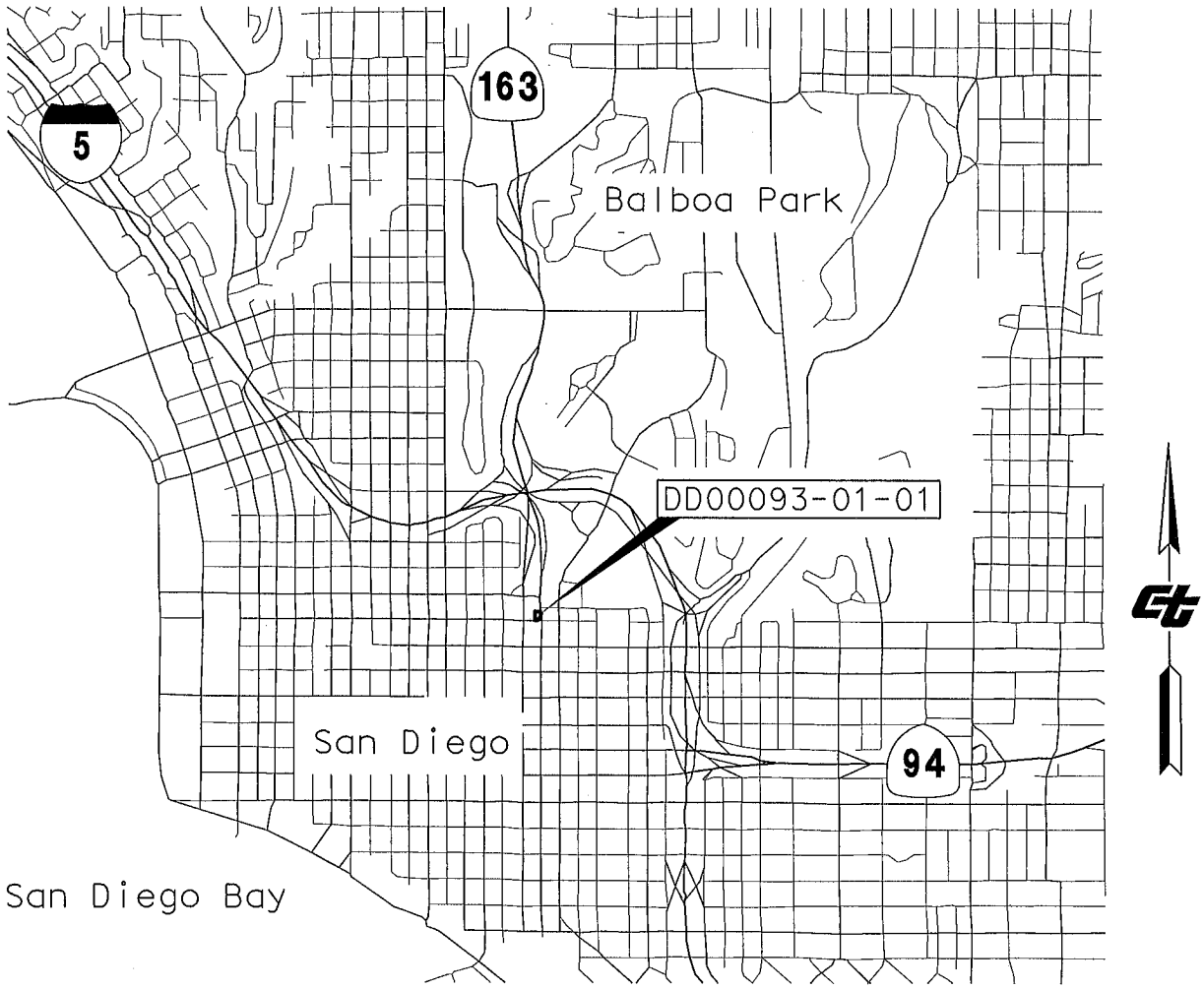
SCALE: NONE
DRWN: FC CHKD: JM
DATE: 10-13-2009

JN8411.DGN 11/17/2009 10:46:44 AM

ATTACHMENT 8A

EXHIBIT "B"

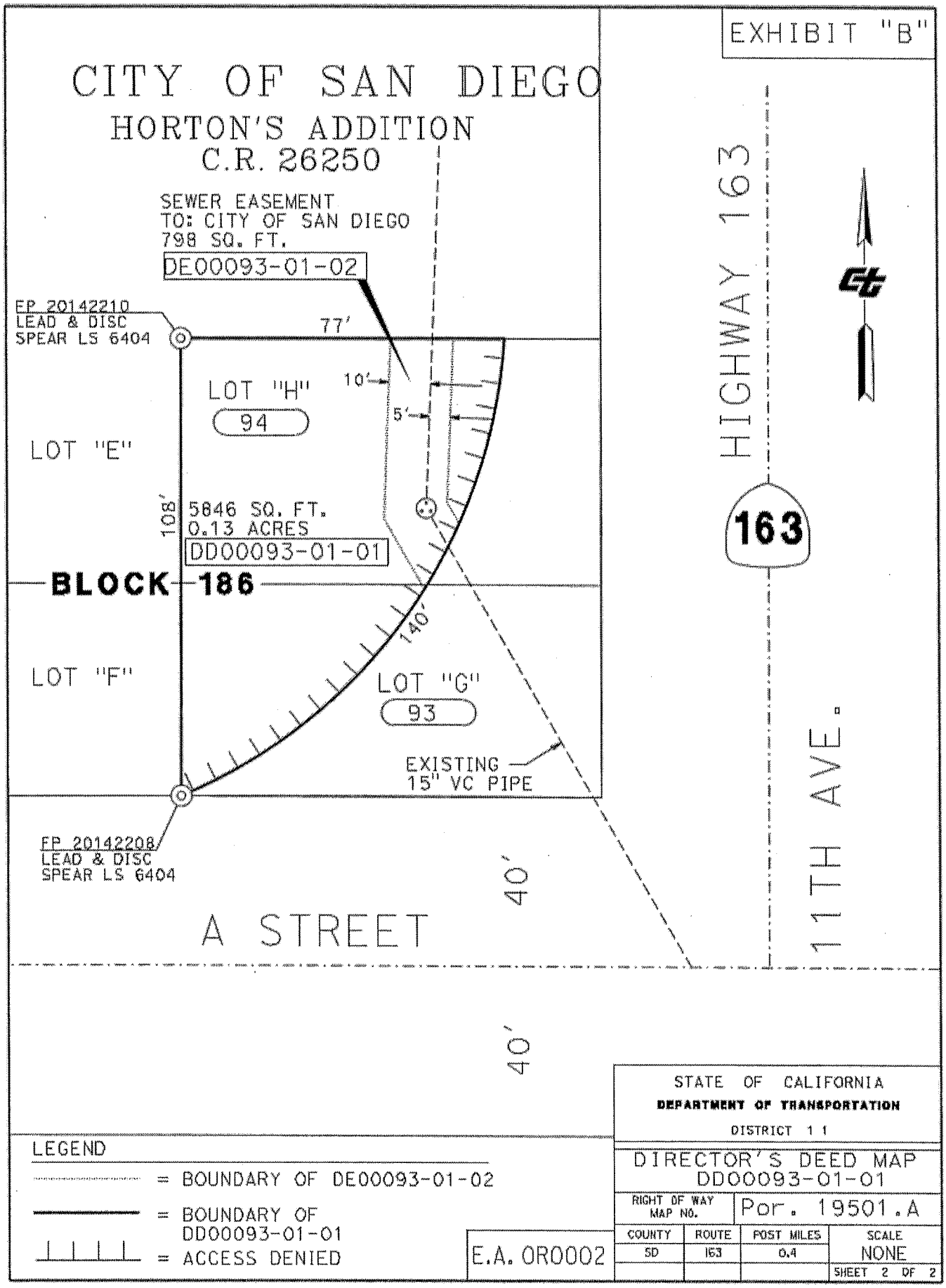
CITY OF SAN DIEGO



STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION DISTRICT 11			
DIRECTOR'S DEED MAP DD00093-01-01			
RIGHT OF WAY MAP NO.	Por. 19501.A		
COUNTY	ROUTE	POST MILES	SCALE
SD	163	0.4	NONE
			SHEET 1 OF 2

E.A. 0R0002

ATTACHMENT 9A



ATTACHMENT 9B

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 57

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 25, 2015

Reference No.: 2.5g.(1a)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of
Budgets

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR PROPOSITION 1B STATE ADMINISTERED CMIA/STIP PROJECT ON THE STATE HIGHWAY SYSTEM RESOLUTION CMIA-AA-1415-10, AMENDING RESOLUTION CMIA-AA-1213-12 RESOLUTION STIP1B-AA-1415-03, AMENDING RESOLUTION STIP1B-AA-1213-02**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) amend Resolutions CMIA-AA-1213-12 and STIP1B-AA-1213-02 to de-allocate $11,114,000 in Proposition 1B State Transportation Improvement Program (STIP) and reallocate $11,114,000 in Proposition 1B Corridor Mobility Improvement Account (CMIA) for the Route 101 Marin Sonoma Narrows – Southerly Interchange project (PPNO 0360J) in Marin County, thereby reducing the STIP construction allocation of $11,114,000 to $0, and increasing the CMIA construction allocation of $15,409,000 to $26,523,000.

BACKGROUND:

In January 2014, the Commission established a Proposition 1B savings policy with the intention that savings accrued in the CMIA program will be used for CMIA-eligible STIP projects that commenced construction prior to December 31, 2012. Providing additional bond funding to the STIP will liberate State Highway Account (SHA) funds for use in the State Highway Operation and Protection Program (SHOPP). The end result will be additional SHA funds available for SHOPP projects.

To date, Department has identified a total of $72.3 million in savings in the CMIA program. This represents $5.3 million in project close-out savings and $67 million in projected administrative cost savings. In accordance with the Commission Proposition 1B savings policy, this request is for one of six projects identified at this time for which Proposition 1B savings will be de-allocated from STIP and reallocated to CMIA. The necessary changes are reflected in strikethrough and bold on the attached revised vote box.

RESOLUTION:

Be it Resolved, that $11,114,000 in Proposition 1B STIP funds (2660-304-6058) allocated under Resolution STIP1B-AA-1213-02 and $15,409,000 in Proposition 1B CMIA funds (2660-304-6055) allocated under Resolution CMIA-AA-1213-12 for the Route 101 Marin Sonoma Narrows – Southerly Interchange project (PPNO 0360J) in Marin County is hereby amended by $11,114,000 by reducing the STIP construction capital amount to $0 and by $11,114,000 by increasing the CMIA construction capital allocation from the Budget Act of 2014, Budget Act Item 2660-304-6055, for a total of $26,523,000 in accordance with the attached revised vote box.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC County Dist-Co-Rte Postmile	Project Title Project Description Project Funding	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.(1a)	**Allocation Amendment - Proposition 1B – State-Administered Multi-Funded CMIA/STIP Project on the State Highway System**		**Resolution CMIA-AA-1415-10,** Amending Resolution CMIA-AA-1213-12 **Resolution STIP1B-AA-1415-03,** Amending Resolution STIP1B-AA-1213-02	
1 ~~$29,664,000~~ **$26,523,000** Department of Transportation MTC Marin 04N-Mrn-101 23.3/27.6	**Route 101 Marin Sonoma Narrows - Southerly Interchange at Redwood Landfill Road.** Near Petaluma, at intersection of Redwood Landfill Road and Route 101. Construct new interchange and frontage roads for San Antonio Road. (Contract B1) Final Project Development (IIP) Support Estimate: $7,600,000 Programmed Amount: $7,600,000 Adjustment: $ 0 Final Project Development (RIP) Support Estimate: $3,543,000 Programmed Amount: $3,543,000 Adjustment: $ 0 Final Right of Way(RIP) Right of Way Estimate: $20,499,000 Programmed Amount: $10,849,000 Adjustment: $ 9,650,000 (Debit) (Future Consideration of Funding – Resolution E-09-70, September 2009.) (Project Scope is consistent with the baseline agreement approved under Resolution CMIA-P-1112-05B in October 2011.) (A 12-month time extension for CON was approved at the August 2011 CTC meeting and expires on June 30, 2012.) (Contributions from other sources: ~~$2,492,000~~ **$427,331**) Outcome/Output: When combined with other segments (PPNO 0360F and 0360H), the Marin Sonoma Narrows project will result in daily vehicle-hours of delay savings of 10,368 hours. **Amend Resolutions STIP1B-AA-1213-02 and CMIA-AA-1213-12 to de-allocate $11,114,000 from TFA and reallocate $11,114,000 to CMIA.**	04-0360J RIP / 10-11 CON ENG $700,000 CONST ~~$~~11,114,000 IIP/10-11 CON ENG $4,150,000 CMIA/11-12 CONST ~~$18,550,000~~ $15,409,000 0400000733 4 264074	2010-11 304-6058 TFA 20.20.075.600 2011-12 304-6055 CMIA 20.20.721.000 2014-15 304-6055 CMIA 20.20.721.000	~~$11,114,000~~ **$0** ~~$18,550,000~~ $15,409,000 **$11,114,000**

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 58

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 25, 2015

Reference No.: 2.5g.(1b)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of
Budgets

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR PROPOSITION 1B LOCALLY ADMINISTERED CMIA/STIP/SLPP PROJECT ON THE STATE HIGHWAY SYSTEM RESOLUTION CMIA-AA-1415-11, AMENDING RESOLUTION CMIA-AA-1213-31 RESOLUTION STIP1B-AA-1415-04, AMENDING RESOLUTION STIP1B-AA-1213-06 RESOLUTION SLP1B-AA-1415-01, AMENDING RESOLUTION SLP1B-AA-1213-10**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) amend Resolutions CMIA-AA-1213-31, SLP1B-AA-1213-10, and STIP1B-AA-1213-06 to de-allocate $7,479,000 in Proposition 1B State Transportation Improvement Program (STIP) and reallocate $7,479,000 in Proposition 1B Corridor Mobility Improvement Account (CMIA) for the I-15 Ranchero Road Interchange project (PPNO 0172I) in San Bernardino County, thereby reducing the STIP construction allocation of $7,479,000 to $0, and increasing the CMIA construction allocation of $20,785,000 to $28,264,000.

BACKGROUND:

In January 2014, the Commission established a Proposition 1B savings policy with the intention that savings accrued in the CMIA program will be used for CMIA-eligible STIP projects that commenced construction prior to December 31, 2012. Providing additional bond funding to the STIP will liberate State Highway Account (SHA) funds for use in the State Highway Operation and Protection Program (SHOPP). The end result will be additional SHA funds available for SHOPP projects.

To date, Department has identified a total of $72.3 million in savings in the CMIA program. This represents $5.3 million in project close-out savings and $67 million in projected administrative cost savings. In accordance with the Commission Proposition 1B savings policy, this request is for one of six projects identified at this time for which Proposition 1B savings will be de-allocated from STIP and reallocated to CMIA. The necessary changes are reflected in strikethrough and bold on the attached revised vote box.

RESOLUTION:

Be it Resolved, that $7,479,000 in Proposition 1B STIP funds (2660-304-6058) allocated under Resolution STIP1B-AA-1213-06 and $20,785,000 in Proposition 1B CMIA funds (2660-304-6055) allocated under Resolution CMIA-AA-1213-31 for the I-15 Ranchero Road Interchange project (PPNO 0172I) in San Bernardino County is hereby amended by $7,479,000 by reducing the STIP construction capital amount to $0 and by $7,479,000 by increasing the CMIA construction capital allocation from the Budget Act of 2014, Budget Act Item 2660-304-6055, for a total of $28,264,000 in accordance with the attached revised vote box.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC County Dist-Co-Rte Postmile	Project Title Project Description Project Funding	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.(1b)	**Allocation Amendment - Proposition 1B – Locally Administered Multi-Funded STIP/CMIA/SLPP Project on the State Highway System**		**Resolution CMIA-AA-1415-11,** Amending Resolution CMIA-AA-1213-31 **Resolution STIP1B-AA-1415-04,** Amending Resolution STIP1B-AA-1213-06 **Resolution SLP1B-AA-1415-01,** Amending Resolution SLP1B-AA-1213-10	
1 ~~$33,164,000~~ **$32,814,000** San Bernardino Associated Governments SANBAG San Bernardino 08S-SBd-15 29.5/30.9	**I-15 Ranchero Road Interchange Project**. In Hesperia, at Ranchero Road. Construct interchange. Final Project Development: N/A Final Right of Way: N/A (Future Consideration of Funding under Resolution E-10-34; May 2010.)	08-0172I RIP / 10-11 CONST ENG $0 CONST $7,479,000	2010-11 304-6058 TFA 20.20.075.600	~~$7,479,000~~ **$0**
	(RIP CONST ENG of $6,000,000 transferred to RIP CONST due to implementing agency change.) (Related SLPP program amendment to program $4,550,000 SLPP CONST [Resolution SLPP-P-1112-09].)	SLPP / 11-12 CONST $4,550,000	2012-13 304-6060 SLPP 20.20.724.000	$4,550,000
	(Related CMIA Program Amendment / Baseline Agreement under Resolution CMIA-PA-1112-017 & CMIA-P-1112-018B; May 2012.) (Project SLPP funding is broken out as $500,000 CONST and $4,050,000 CON ENG. All CMIA funding will be used for construction capital only.) (Contributions from other sources: $~~7,407,000~~ $**7,334,000**.) Outcome/Output: Daily Travel Time Savings: 2,681 hours. Peak Period Time Savings: 48,728 minutes. **Amend Resolutions STIP1B-AA-1213-06 and CMIA-AA-1213-31 to de-allocate $7,479,000 from TFA and reallocate $7,479,000 to CMIA.**	CMIA / 11-12 CONST ~~$21,135,000~~ $20,785,000 0800000613 4CONL 34160	2012-13 304-6055 CMIA 20.20.721.000 2014-15 304-6055 CMIA 20.20.721.000	~~$21,135,000~~ $20,785,000 **$7,479,000**

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 59

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 25, 2015

Reference No.: 2.5g.(1c)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of
Budgets

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR PROPOSITION 1B STATE ADMINISTERED CMIA/STIP PROJECT ON THE STATE HIGHWAY SYSTEM RESOLUTION CMIA-AA-1415-12, AMENDING RESOLUTION CMIA-AA-1011-013 RESOLUTION STIP1B-AA-1415-05, AMENDING RESOLUTION STIP1B-AA-1011-006**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) amend Resolutions CMIA-AA-1011-013 and STIP1B-AA-1011-006 to de-allocate $2,030,000 in Proposition 1B State Transportation Improvement Program (STIP) and reallocate $2,030,000 in Proposition 1B Corridor Mobility Improvement Account (CMIA) for the Route 10 Widen ramps and auxiliary lanes at Cherry, Citrus, and Cedar Interchanges project (PPNO 0137M) in San Bernardino County, thereby reducing the STIP construction allocation of $2,030,000 to $0, and increasing the CMIA construction allocation of $8,880,000 to $10,910,000.

BACKGROUND:

In January 2014, the Commission established a Proposition 1B savings policy with the intention that savings accrued in the CMIA program will be used for CMIA-eligible STIP projects that commenced construction prior to December 31, 2012. Providing additional bond funding to the STIP will liberate State Highway Account (SHA) funds for use in the State Highway Operation and Protection Program (SHOPP). The end result will be additional SHA funds available for SHOPP projects.

To date, Department has identified a total of $72.3 million in savings in the CMIA program. This represents $5.3 million in project close-out savings and $67 million in projected administrative cost savings. In accordance with the Commission Proposition 1B savings policy, this request is for one of six projects identified at this time for which Proposition 1B savings will be de-allocated from STIP and reallocated to CMIA. The necessary changes are reflected in strikethrough and bold on the attached revised vote box.

RESOLUTION:

Be it Resolved, that $2,030,000 in Proposition 1B STIP funds (2660-304-6058) allocated under Resolution STIP1B-AA-1011-006 and $8,880,000 in Proposition 1B CMIA funds (2660-304-6055) allocated under Resolution CMIA-AA-1011-013 for the Route 10 Widen ramps and auxiliary lanes at Cherry, Citrus, and Cedar Interchanges project (PPNO 0137M) in San Bernardino County is hereby amended by $2,030,000 by reducing the STIP construction capital amount to $0 and by $2,030,000 by increasing the CMIA construction capital allocation from the Budget Act of 2014, Budget Act Item 2660-304-6055, for a total of $10,910,000 in accordance with the attached revised vote box.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID ADV Phase EA	Budget Year Item # Fund Type Program Code	Amount Allocated by Fund Type
2.5g.(1c)	**Proposition 1B – State Administered Multi-Program CMIA/STIP project on the State Highway System**		**Resolution STIP1B-AA-1415-12** Amending Resolution STIP1B-AA-1011-006 **Resolution CMIA-AA-1415-05** Amending Resolution CMIA-AA-1011-013	
1 ~~$12,761,000~~ **$10,910,000** Department of Transportation SANBAG San Bernardino 08S-SBd-10 12/19.8	In Fontana, at Cherry, Citrus, and Cedar Avenue Interchanges. Widen exit ramps and construct auxiliary lanes. Final Project Development Adjustment: N/A Final Right of Way Share Adjustment: N/A (Project Scope consistent with the baseline agreement amendment approved under resolution CMIA-PA-0910-013, October 2009.) (Contributions from SHOPP: ~~$2,329,000~~ **$1,220,000**.) Outcome/Output: The daily vehicle hours of delay saved is expected to be 3,577 hours. **Amend Resolutions STIP1B-AA-1011-006 and CMIA-AA-1011-013 to de-allocate $2,030,000 from TFA and allocate $2,030,000 to CMIA.**	08-0137M CMIA / 09-10 CONST $8,880,000 RIP / 09-10 CONST ~~$3,881,000~~ $2,030,000 0800000792 4 497501	2007-08 304-6055 CMIA 20.20.721.000 2014-15 304-6055 CMIA 20.20.721.000 2007-08 304-6058 TFA 20.20.075.600	$8,880,000 **$2,030,000** ~~$3,881,000~~ ~~$2,030,000~~ **$0**

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 60

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 25, 2015

Reference No.: 2.5g.(1d)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of
Budgets

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR PROPOSITION 1B STATE ADMINISTERED CMIA/STIP PROJECT ON THE STATE HIGHWAY SYSTEM RESOLUTION CMIA-AA-1415-13, AMENDING RESOLUTION CMIA-AA-1011-024 RESOLUTION FP-14-67, AMENDING RESOLUTION FA-11-11**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) amend Resolutions CMIA-AA-1011-024 and FA-11-11 to de-allocate $36,316,000 in Proposition 1B State Transportation Improvement Program (STIP) and reallocate $36,316,000 in Proposition 1B Corridor Mobility Improvement Account (CMIA) for the Route 91 Widening – Route 55 to Weir Canyon Road project (PPNO 4598A) in Orange County, thereby reducing the STIP construction allocation of $36,316,000 to $0, and increasing the CMIA construction allocation of $17,937,000 to $54,253,000.

BACKGROUND:

In January 2014, the Commission established a Proposition 1B savings policy with the intention that savings accrued in the CMIA program will be used for CMIA-eligible STIP projects that commenced construction prior to December 31, 2012. Providing additional bond funding to the STIP will liberate State Highway Account (SHA) funds for use in the State Highway Operation and Protection Program (SHOPP). The end result will be additional SHA funds available for SHOPP projects.

To date, Department has identified a total of $72.3 million in savings in the CMIA program. This represents $5.3 million in project close-out savings and $67 million in projected administrative cost savings. In accordance with the Commission Proposition 1B savings policy, this request is for one of six projects identified at this time for which Proposition 1B savings will be de-allocated from STIP and reallocated to CMIA. The necessary changes are reflected in strikethrough and bold on the attached revised vote box.

RESOLUTION:

Be it Resolved, that $36,316,000 in Proposition 1B STIP funds (2660-304-6058) allocated under Resolution FA-11-11 and $17,937,000 in Proposition 1B CMIA funds (2660-304-6055) allocated under Resolution CMIA-AA-1011-024 for the Route 91 Widening – Route 55 to Weir Canyon Road project (PPNO 4598A) in Orange County is hereby amended by $36,316,000 by reducing the STIP construction capital amount to $0 and by $36,316,000 by increasing the CMIA construction capital allocation from the Budget Act of 2014, Budget Act Item 2660-304-6055, for a total of $54,253,000 in accordance with the attached revised vote box.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC Dist-Co-Rte Postmile	Location Project Description Project Funding	PPNO Program/Year Phase Prgm'd Amount Project ID EA	Budget Year Item # Fund Type	Amount by Fund Type
2.5g.(1d)	**Financial Allocation Amendment - Proposition 1B – State Administered CMIA/STIP Project on the State Highway System**		**Resolution CMIA-AA-1415-13** Amending Resolution CMIA-AA-1011-024 **Resolution FP-14-67** Amending Resolution FA-11-11	
1 ~~$60,409,000~~ ~~$56,346,000~~ **$54,253,000** Department of Transportation OCTA Orange 12S-Ora-91 9.1/15.6	In Anaheim, widen one lane in each direction from SR-55 (Lakeview Avenue) to Weir Canyon Road. Final Project Development (RIP) Support Estimate: $11,328,000 Programmed Amount: $13,474,000 Adjustment: $ 0 (<20%) Final Right of Way (RIP) Right of Way Estimate: $1,150,000 Programmed Amount: $3,470,000 Adjustment: $2,320,000 (Credit) (Construction RIP savings of $7,516,000 to return to Orange County share balance.) (Programming data reflects concurrent amendment to advance the construction schedule from FY 2011-12 to FY 2010-11 and to split out $2,498,000 RIP for a future landscape project.) (CEQA – MND, 04/23/09) Outcome/Output: Construct 13 mile-lane of freeway, 1.5 miles of sound wall. **Amend Resolutions FA-11-11 and CMIA-AA-1011-024 to de-allocate $36,316,000 from TFA and reallocate $36,316,000 to CMIA.**	12-4598A RIP/10-11 CONST ENG $8,633,000 CONST ~~$38,409,000~~ $36,316,000 CMIA/10-11 CONST ~~$22,000,000~~ $17,937,000 1200000140 4 0G3301	2010-11 304-6058 TFA 20.20.075.600 2010-11 304-6055 CMIA 20.20.721.000 2014-15 304-6055 CMIA 20.20.721.000	~~$38,409,000~~ ~~$36,316,000~~ **$0** ~~$22,000,000~~ $17,937,000 **$36,316,000**

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 61

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 25, 2015

Reference No.: 2.5g.(1e)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of
Budgets

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR PROPOSITION 1B LOCALLY ADMINISTERED CMIA/STIP PROJECT ON THE STATE HIGHWAY SYSTEM RESOLUTION CMIA-AA-1415-14, AMENDING RESOLUTION CMIA-AA-1112-028 RESOLUTION STIP1B-AA-1415-06, AMENDING RESOLUTION STIP1B-AA-1112-006**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) amend Resolutions CMIA-AA-1112-028 and STIP1B-AA-1112-006 to de-allocate $14,520,000 in Proposition 1B State Transportation Improvement Program (STIP) and reallocate $14,520,000 in Proposition 1B Corridor Mobility Improvement Account (CMIA) for the Plaza Drive Interchange/Auxiliary Lanes project (PPNO 0105) in Tulare County, thereby reducing the STIP construction allocation of $14,520,000 to $0, and increasing the CMIA construction allocation of $3,050,000 to $17,570,000.

BACKGROUND:

In January 2014, the Commission established a Proposition 1B savings policy with the intention that savings accrued in the CMIA program will be used for CMIA-eligible STIP projects that commenced construction prior to December 31, 2012. Providing additional bond funding to the STIP will liberate State Highway Account (SHA) funds for use in the State Highway Operation and Protection Program (SHOPP). The end result will be additional SHA funds available for SHOPP projects.

To date, Department has identified a total of $72.3 million in savings in the CMIA program. This represents $5.3 million in project close-out savings and $67 million in projected administrative cost savings. In accordance with the Commission Proposition 1B savings policy, this request is for one of six projects identified at this time for which Proposition 1B savings will be de-allocated from STIP and reallocated to CMIA. The necessary changes are reflected in strikethrough and bold on the attached revised vote box.

RESOLUTION:

Be it Resolved, that $14,520,000 in Proposition 1B STIP funds (2660-304-6058) allocated under STIP1B-AA-1112-006 and $3,050,000 in Proposition 1B CMIA funds (2660-304-6055) allocated under Resolution CMIA-AA-1112-028 for the Plaza Drive Interchange/Auxiliary Lanes project (PPNO 0105) in Tulare County is hereby amended by $14,520,000 by reducing the STIP construction capital amount to $0 and by $14,520,000 by increasing the CMIA construction capital allocation from the Budget Act of 2014, Budget Act Item 2660-304-6055, for a total of $17,570,000 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 Project Description Project Funding	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.(1e)	**Proposition 1B – Allocation Amendment - Locally Administered CMIA/STIP Project on the State Highway System**		**Resolution CMIA-AA-1415-14** Amending Resolution CMIA-AA-1112-028 **Resolution STIP1B-AA-1415-06** Amending Resolution STIP1B-AA-1112-006	
1 ~~$22,296,000~~ $21,187,000 City of Visalia TCAG Tulare 06N-Tul-198 R4.1/R5.0	Plaza Drive Interchange/Auxiliary Lanes In Visalia, on Route 198 from Route 99 to Plaza Drive, and on Plaza Drive from Airport Drive to Goshen Avenue. Construct auxiliary lanes (Route 198) and widen roadway (Plaza Drive). Final Project Development: N/A Final Right of Way: N/A (August 2011 - CMIA Baseline Amendment approved under Resolution CMIA-PA-1112-003, will split off a follow-up landscaping project (PPNO 0105Y) funded from RIP as follows: Component FY Amount PS&E 11-12 $ 80,000 CONST 13-14 $1,420,000) (Future Consideration of Funding – Resolution E-10-39, April 2010.) Outcome/Output: Daily vehicle-hours of delay savings of about 2,794,740 hours. **Amend Resolutions STIP1B-AA-1112-006 and CMIA-AA-1112-028 to de-allocate $14,520,000 from TFA and reallocate $14,520,000 to CMIA.**	06-0105 CMIA/11-12 CONST ENG $0 $3,617,000 CONST ~~$7,776,000~~ $3,050,000 RIP/11-12 CONST $14,520,000 0600000417 4CONL 423704	2011-12 304-6055 CMIA 20.20.721.000 2011-12 304-6055 CMIA 20.20.721.000 2014-15 304-6055 CMIA 20.20.721.000 2010-11 304-6058 TFA 20.20.075.600	$3,617,000 ~~$7,776,000~~ $3,050,000 **$14,520,000** ~~$14,520,000~~ **$0**

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 62

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 25, 2015

Reference No.: 2.5g.(1f)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of
Budgets

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR PROPOSITION 1B STATE ADMINISTERED CMIA/STIP PROJECT ON THE STATE HIGHWAY SYSTEM RESOLUTION CMIA-AA-1415-15, AMENDING RESOLUTION CMIA-AA-1213-13 RESOLUTION STIP1B-AA-1415-07, AMENDING RESOLUTION STIP1B-A-1213-02**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) amend Resolutions CMIA-AA-1213-13 and STIP1B-A-1213-02 to de-allocate $497,000 in Proposition 1B State Transportation Improvement Program (STIP) and reallocate $497,000 in Proposition 1B Corridor Mobility Improvement Account (CMIA) for the SR 219 Widening, Phase 2 project (PPNO 9940C) in Stanislaus County, thereby reducing the STIP construction allocation of $497,000 to $0, and increasing the CMIA construction allocation of $12,744,000 to $13,241,000.

BACKGROUND:

In January 2014, the Commission established a Proposition 1B savings policy with the intention that savings accrued in the CMIA program will be used for CMIA-eligible STIP projects that commenced construction prior to December 31, 2012. Providing additional bond funding to the STIP will liberate State Highway Account (SHA) funds for use in the State Highway Operation and Protection Program (SHOPP). The end result will be additional SHA funds available for SHOPP projects.

To date, Department has identified a total of $72.3 million in savings in the CMIA program. This represents $5.3 million in project close-out savings and $67 million in projected administrative cost savings. In accordance with the Commission Proposition 1B savings policy, this request is for one of six projects identified at this time for which Proposition 1B savings will be de-allocated from STIP and reallocated to CMIA. The necessary changes are reflected in strikethrough and bold on the attached revised vote box.

RESOLUTION:

Be it Resolved, that $497,000 in Proposition 1B STIP funds (2660-304-6058) allocated under STIP1B-A-1213-02 and $12,744,000 in Proposition 1B CMIA funds (2660-304-6055) allocated under Resolution CMIA-AA-1213-13 for the SR 219 Widening, Phase 2 project (PPNO 9940C) in Stanislaus County is hereby amended by $497,000 by reducing the STIP construction capital amount to $0 and by $497,000 by increasing the CMIA construction capital allocation from the Budget Act of 2014, Budget Act Item 2660-304-6055, for a total of $13,241,000 in accordance with the attached revised vote box.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC County Dist-Co-Rte Postmile	Project Title Project Description Project Funding	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.(1f)	**Allocation Amendment - Proposition 1B – State-Administered Multi-Funded STIP/CMIA Project on the State Highway System (AB 608)**		**Resolution CMIA-AA-1415-15,** Amending Resolution CMIA-AA-1213-13 **Resolution STIP1B-AA-1415-07,** Amending Resolution STIP1B-A-1213-02	
1 ~~$23,760,000~~ **$13,241,000** Department of Transportation StanCOG Stanislaus 10N-Sta-219 2.9/4.9	**State Route 219 Widening – Phase 2.** Near Salida, on Route 219 from Morrow Road to Route 108. Widen to 4 lanes. Final Project Development: (RIP) Support Estimate: $ 3,100,000 Programmed Amount: $ 2,000,000 Adjustment: $ 1,100,000 (Debit)	10-9940C RIP / 10-11 CONST ENG $4,300,000 CONST ~~$4,947,000~~ $497,000	2010-11 304-6058 TFA 20.20.075.600	~~$4,947,000~~ ~~$497,000~~ **$0**
	Final Right of Way: (RIP) Right of Way Estimate: $17,541,000 Programmed Amount: $16,760,000 Adjustment: $ 0 (< 20%)	CMIA/10-11 CONST ~~$18,813,000~~ $12,744,000 1000000013 4 0A8724	2011-12 304-6055 CMIA 20.20.721.000	~~$18,813,000~~ $12,744,000
	(An eight-month time extension for CON was approved at the June 2011 CTC meeting and expires on February 28, 2012.) (Future Consideration of Funding under Resolution E-04-16; August 2004.) (Project scope is consistent with the baseline agreement approved under Resolution CMIA-PA-0708-015 in June 2008.) (Contributions from other sources: ~~$4,480,000~~ **$4,371,000**.) Outcome/Output: Daily Travel Time Savings of 1,302 hours. Peak Period Time Savings of 51,851 minutes. (STIP CONST award savings of $4,450,000 to be returned to Stanislaus County regional shares.) **Amend Resolutions STIP1B-A-1213-02 and CMIA-AA-1213-13 to de-allocate $497,000 from TFA and reallocate $497,000 to CMIA.**		2014-15 304-6055 CMIA 20.20.721.000	**$497,000**

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 63

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 25, 2015

Reference No.: 2.5e.(1)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce de Terra, acting Chief
Division of
Transportation Programming

Subject: **ALLOCATION FOR SUPPLEMENTAL FUNDS FOR PREVIOUSLY VOTED PROJECT RESOLUTION FA-14-19**

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission allocate an additional $1,750,000, jointly funded by the State Transportation Improvement Program (STIP) and State Highway Operation and Protection Program (SHOPP), for the project identified below.

ISSUE:

Additional funds are needed in order to close-out the construction contract.

RESOLUTION:

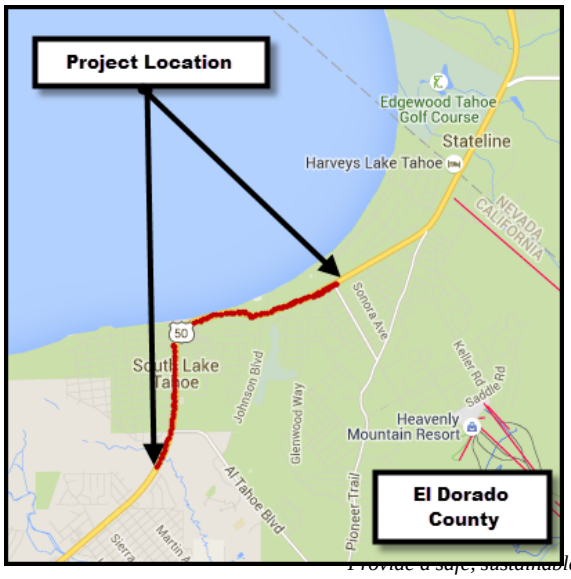
Resolved, that $1,750,000 be allocated from the Budget Act of 2014, Budget Act Items 2660-301-0890 and 2660-302-0890, to provide funds to allow the following project to close out.

	Dist-Co-Rte	Original Allocation	Award Amount	Current Allotment	Allocation Adjustment	Revised Allocation	% Increase Above Award Amount
STIP	03-ED-50	$ 4,706,000	$ 3,651,000	$ 3,979,200	$ 438,000	$ 4,417,200	21%
SHOPP	03-ED-50	$13,750,000	$10,666,000	$11,937,800	$1,312,000	$13,249,800	24%
TOTAL		**$18,456,000**	**$14,317,000**	**$15,917,000**	**$1,750,000**	**$17,667,000**	**23%**

Project # Allocation Amount Recipient RTPA/CTC Dist-Co-Rte Postmile	Project Title Location Project Description	PPNo Program Funding Year Item No. Fund Type Program Codes Project ID	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 Project				**Resolution FA-14-19**	
$438,000 Department of Transportation TRPA El Dorado 03N-ED-50 77.3/79.3 (STIP)	In South Lake Tahoe (TRPA), from Trout Creek to Ski Run Boulevard. Roadway improvements. (This project was combined with SHOPP project 03-3298 for construction under EA 03-1A73U.) Supplemental Funds needed to close out the construction contract. Total Revised Amount: $4,417,200. Outcome/Output: Class II bike lanes, curb and gutter, sidewalks, ADA compliant curb ramps, and landscaping with pedestrian lighting. Four miles of Class II bike lanes.	03-3208 RIP 2008-09 301-0890 FTF 2013-14 RIP 301-0890 FTF 20.20.075.600 0300020124 4 1A73U4	$3,979,200	$438,000	$3,979,200 $438,000
$1,312,000 Department of Transportation El Dorado 03-ED-50 77.3/79.3 (SHOPP)	In South Lake Tahoe, from Trout Creek to Ski Run Boulevard. Outcome/Output: Construct water quality collection and treatment facilities to comply with California Regional Water Quality Control Board. (This project was combined with STIP project 03-3208 for construction under EA 03-1A73U.) Supplemental Funds needed to close-out the construction contract. (Total Revised Amount: $13,249,800)	03-3298 SHOPP 2007-08 302-0890 FTF 20.20.201.335 SHOPP 2013-14 302-0890 FTF 0300020124 4 1A73U4	$11,937,800	$1,312,000	$11,937,800 $1,312,000

RECOMMENDATION:

The Department recommends that this request for $1,750,000 be approved to allow this project to be closed out.



PROJECT DESCRIPTION:

This project is located in El Dorado County on Route 50 in South Lake Tahoe. The work includes replacing existing drainage systems to comply with water quality standards, repaving the existing roadway, constructing bike lanes, improving lighting, and replacing curb, gutter and sidewalk to comply with Americans with Disability Act (ADA) standards.

FUNDING STATUS:

The project received an allocation at the June 2010 Commission meeting of $13,750,000 from the SHOPP and $4,706,000 from the STIP, for a combined total of $18,456,000. Bids were received below the Department's estimate and the contract was awarded for $14,317,000 on February 10, 2011. An additional $1,600,000 was allotted during construction under G-12 authority to mitigate multiple design issues and for funds for the fluctuation of the asphalt concrete price index. The total current allotment is $15,917,000.

This request for an additional $1,750,000 is an increase of 23 percent above the award amount. The additional funds are needed to resolve all contract claims.

REASON FOR INCREASE:

Drainage, curb and gutter, Portland Cement Concrete (PCC) sidewalk, PCC driveways, and ADA facilities were impacted by late utility relocations, difficult coordination, additional unknown utility conflicts, field direction and change orders. This caused delays, disruptions, and rework which turned a two season project into a more expensive three season project.

- Most of the utilities were originally planned to be relocated in advance of construction. Southwest Gas (SWG) was required to relocate and abandon by the end of 2011. In order to abandon their lines, SWG need to complete a parallel facility on Pioneer Trail. An addendum was issued that provided more time for relocation and required more coordination during construction to accommodate this move. However, in hindsight, the addendum should have also increased the contract time due to the coordination with the utilities.

- In 2010, the only utility relocation that was completed was the water lines owned by South Tahoe Public Utility District (STPUD) and a good portion of the electric lines.

- In 2011, at the start of the project, other remaining utilities were not relocated or abandoned; conflicts with AT&T to move their utility lines caused the contractor to have to re-sequence his schedule. In addition, the contractor still needed to coordinate his drainage work during construction with SWG, in accordance with an addendum. Once construction began, additional unanticipated utility conflicts, including previously unknown service connections, and design changes due to field conditions required revisions and adjustments to the drainage

design that were largely directed in the field by the Department. This disrupted the flow of the drainage work, resulting in a one month delay.

- Changes to the new Tahoe Permit in 2012 delayed the start of construction by one month in order to revise the SWPPP contract items. During the winter of calendar year 2011-12, additional design conflicts and ADA discrepancies were identified and change orders were provided. Some of these change orders were later revised due to additional unplanned conflicts and field conditions. This disrupted the flow of the remaining drainage and minor concrete work. These changes resulted in two months of delay.

- In 2013, extra work was needed to resolve the right of way commitments and landscaping issues, resulting in two additional months of work.

LESSONS LEARNED:

As a result of the experience with the utility relocations in the Lake Tahoe Basin, an extensive outreach with utility companies has been implemented to minimize utility overlap with construction work. In addition, contract documents must be developed to anticipate impacts from utility relocation and coordination during construction.

FUNDING OPTIONS:

OPTION A: Approve this request for supplemental funds, as presented above, for $1,750,000 to close out the construction contract.

OPTION B: Deny this request. Under this option, the Department would not be able to pay the contractor and would continue to accrue interest on the balance due.

RECOMMENDED OPTION

The Department recommends that this request for $1,750,000 as presented in Option A above, be approved to allow this project to be compensate the contractor and fully resolve all claims.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

Tab 65

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 25, 2015

Reference No.: 3.6
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Andrew P. Nierenberg
Acting Chief
Division of Right of Way and Land Surveys

Subject: **PRELIMINARY CLOSE-OUT REPORT ON FISCAL YEAR 2014-15 RIGHT OF WAY LUMP SUM ALLOCATION**

SUMMARY:

Per 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.

On June 30, 2014, the Commission passed Resolution FM-13-04 authorizing a lump sum allocation of $163,000,000 for Fiscal Year (FY) 2014-15 R/W activities.

BACKGROUND:

Through May 11, 2015, the Department has committed $110,214,792 and plans to spend $52,800,000 for the remainder of the Fiscal Year. The forecasted remaining balance as of the end of the Fiscal Year will be zero.

The summary below provides a breakdown of expenditures forecasted through June 30, 2015.

Summary of FY 2014-2015 R/W Allocation Expenditures through May 11, 2015 *(Dollars x 1,000,000)*				
	Total Fiscal Year	Expended	Forecasted Expenditures	Forecasted Balance
Capital Projects	*Budgeted*	*5/11/2015*	*05/12/2015-06/30/2015*	*6/30/2015*
STIP	94.6	59.6	35.0	0.0
SHOPP	34.8	34.0	8.8	(8.0)
Specific Categories				
Post-Certification	25.1	10.4	6.3	8.4
Project Development	1.0	1.2	0.2	(0.4)
Damage to Property (Inverse)	7.5	5.0	2.5	0.0
Totals	$ 163m	$ 110m	$ 52m	$ 0.0

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 65

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 25, 2015

Reference No.: 2.5i.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of
Budgets

Subject: **FINANCIAL ALLOCATION FOR FISCAL YEAR 2015-16 RIGHT OF WAY LUMP SUM RESOLUTION FM-14-04**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve Resolution FM-14-04 allocating a lump sum of $144,312,000 for Right of Way (R/W) capital outlay funds for Fiscal Year (FY) 2015-16.

ISSUE:

Each year the Department is required to obtain an annual R/W capital allocation from the Commission before it can deliver the R/W needs for programmed projects in the Project Delivery Plan. The approval of this resolution will provide the Department the ability to deliver its R/W commitments for FY 2015-16.

FY 2015-16 Estimate of Funds Allocated for R/W Commitments (Dollars x 1,000)	
Capital Projects	**Total**
STIP	62,600
SHOPP	51,850
Specific Categories	
Post-Certification	27,054
Project Development	1,000
Damage to Property (Inverse)	1,808
Total Right of Way	**$ 144,312**

BACKGROUND:

Resolution G-01-09 requires the Department to annually present its R/W Capital expenditure plan to the Commission for review and acceptance. The Resolution states that the plan will be supported by a project list that includes at a minimum, project description, source programming document, district, county, route, post mile, expenditure authorization, planning programming number, planned R/W expenditure, and total programmed R/W capital.

The FY 2015-16 R/W Capital Outlay Expenditure Plan is consistent with the Department's State Highway Operation and Protection Program (SHOPP) and State Transportation Improvement Program (STIP) documents, as approved by the Commission, and it includes the specific categories of Post Certification expenditures, Damage to Property (Inverse Condemnation) Settlements as well as estimated Project Development Capital.

Consistent with Resolution G-01-09, the Department reviewed with Commission staff the proposed list of projects that comprise the requested FY 2015-16 R/W Capital allocations.

The chart below breaks down the lump-sum Capital allocated by fund source and State Budget FY appropriation.

RESOLUTION:

Resolved, that $144,312,000 be allocated from the Budget Act of 2015, Items 2660-301-0042, 2660-301-0890, 2660-302-0042, and 2660-302-0890 for the FY 2015-16 Right of Way Capital Lump Sum.

FY 2015-2016 Right of Way Capital Lump Sum Request (Dollars x 1,000)		
Program	**Fund Source**	**FY 15-16 Budget Authority**
STIP	**SHA-301-0042**	62,682
	Federal-301-0890	30,545
	Sub-total STIP	$ 93,227
SHOPP	**SHA-302-0042**	29,965
	SHA-303-0042	0
	Federal-302-0890	21,120
	Sub-total SHOPP	$ 51,085
Total	**R/W Capital**	$ 144,312

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

Tab 66

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 25, 2015

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 2014-15 Third 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

Third Quarter FY 2014-15 Corridor Mobility Improvement (CMIA) Bond Program Report

Quarterly Report to the California Transportation Commission

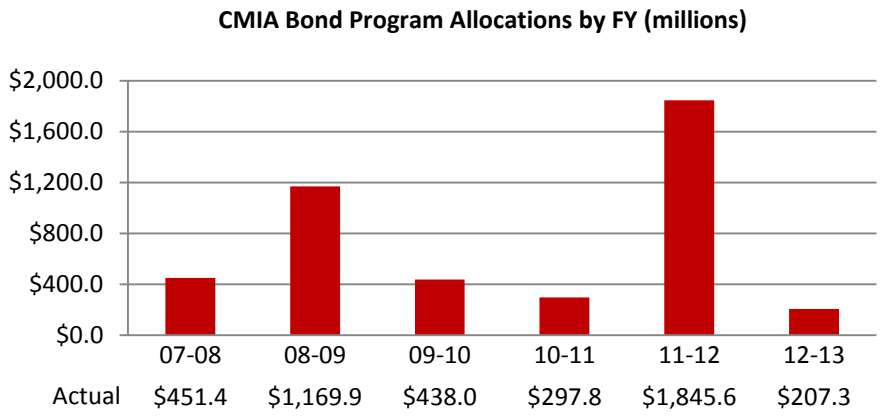
(1) CMIA Bond Program Summary

Third Quarter FY 2014-15

(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 was allocated for other funded project components including right of way and engineering support costs and $90 million is 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:	$3,753 million	84%

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, $7,940 million has been committed from other contributor funds to increase the total value of projects in the CMIA bond program to $12,350 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.

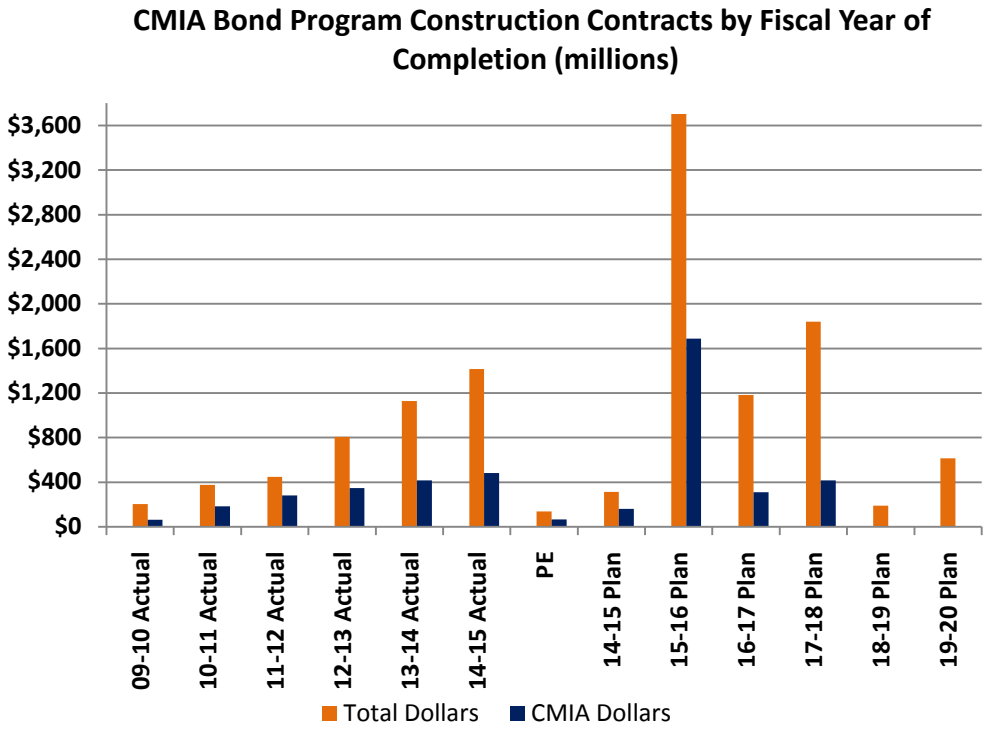
CMIA Bond Program Funding and Contributor Funds by Component (millions)

	Total Funds	Other Funds	CMIA Bond Program Funds		
			Allocated	Expended	Percent
Construction					
Support	$ 1,015.8	$ 573.8	$ 442.0	$ 369.9	84 %
Capital	$ 7,956.7	$ 3,995.6	$ 3,961.1	$ 3,377.3	85 %
Right of Way					
Support	$ 129.0	$ 129.0			
Capital	$ 2,011.6	$ 2,011.1	$ 0.5	$ 0.0	0 %
Preliminary Engineering					
Support	$ 1,236.5	$ 1,230.1	$ 6.4	$ 5.8	91 %
Committed Subtotal	$ 12,349.6	$ 7,939.6	$ 4,410.0	$ 3,753.0	85 %
Uncommitted			$ 0.0		
Percent Uncommitted			0 %		
Bond Administration			$ 90.0	$ 13.3	15 %
Program Total			$ 4,500.0	$ 3,766.3	84 %

(1b) CMIA Bond Program Project Completions

	# Projects Completed	Percent Projects Completed
CMIA bond program construction contracts completed to date:	72	56%

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	$ 448	$ 280
FY 12-13	17	$806	$348	13							17	$ 806	$ 348
FY 13-14	22	$1,128	$415	9	1	$19	$10				23	$ 1,147	$ 425
FY 14-15	13	$1,414	481	2	2	$120	$55	9	$ 314	$ 160	24	$ 1,848	$ 696
FY 15-16								29	$3,701	$1,688	29	$ 3,701	$1,688
FY 16-17								11	$1,182	$ 310	11	$ 1,182	$ 310
FY 17-18								3	$1,839	$ 416	3	$ 1,839	$ 416
FY 18-19								1	$ 190	$ 0	1	$ 190	$ 0
FY 18-19								1	$ 615	$ 0	1	$ 615	$ 0
Total Value	72	$4,369	$1,771	44	3	$139	$65	54	$7,841	$2,574	129	$12,349	$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.

(2) CMIA Bond Program Action Plans

Third Quarter FY 2014-15

(2a) Major Project Issues

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

None to report this quarter. All projects with known budget issues have cooperative agreements underway to upgrade the funding plan.

(2b) Project Budgets Supplemented with Local Funds

The following project had cost increases for which 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 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)
#57	North Stockton Widening	$ 42,470	$ 121,178	$ 3,700	Measure	$ 124,978

(2c) Project Action Plans

Project #13-3, I5 North, Segment 3 - I-5 widening at Burbank Interchange - A cooperative agreement amendment is proposed to transfer utility relocation costs (originally planned for city to relocate) from the right of way budget to the construction budget for payment to the contractor to replenish the construction budget.

Project #14-2 - I5 South Carpool Lane, Segment 2 - A 12 month time extension request for allocation of STIP funds expires in June, 2015. Project has achieved the "ready to list" delivery milestone. The project right of way certification is a type "3W" (work around) and is planned for a June vote by the commission.

Project #52 - SR 219 Expressway, Phase 2 - Current STIP right of way expenditures exceed the STIP programmed budget by more than 120 percent. Expenditures incurred to acquire parcels have exceeded the estimated costs. There will be a county share debit adjustment of right of way at completion of construction.

Project #53 - East Sonora Bypass. Storm water fine exceeds remaining budget. Responsibility for payment of fine to be resolved. Potential for additional funds is dependent on whether state or contractor is determined to be responsible for payment.

Project #56 - I-80 HOV Lanes Across the Top - Potential for additional funds rising from need to replace cracked pavement in newly constructed lanes. Issues claimed include mix design changes, cost escalation, time related overhead, interest, material and labor costs. Caltrans is evaluating claims and is negotiating with contractor to minimize potential supplemental amount.

Project #89 - Gerald Desmond Bridge - Project is being implemented by the Port of Long Beach as a design build project. The project contingency budget has been reduced to a small balance after settlement of all the time related claims. It is anticipated that additional funds may be necessary to complete the project for a number of known future expenditures, as well as potential risks identified in the Risk Management Plan.

The following projects have minor bond over-expenditures. In section 3b of this report (*"CMIA Bond Program Project Expenditure Report*"), projects designated with the legend **B** indicates bond expenditure have exceeded the bond budget slightly for construction.

Projects		
1- #3 EB 580;	2- #1 & #2 WB 580;	4- #2 Ala 880;
15 - #1& #4 Sonoma Narrows;	64 - FPI Bay area;	81 - I-5 / SR 76 IC

All Project teams are taking corrective actions to make expenditure adjustments (adding local funds if necessary) and reviewing project charges. In most cases, the expenditures were being closely monitored, however recent charges and accounting adjustments ended up being different than anticipated, resulting in being over expended. A date is being added so that the timeliness of corrective actions can be monitored.

(3) CMIA Bond Program Closeout

Third Quarter FY 2014-15

CMIA Bond Program Construction Claims and Arbitration Status

There are 129 construction contracts, of which 72 (56 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:	58	$ 2,425,462	$ 1,282,098	$ 9,512
Notice of Potential Claims:	5	239,283	160,268	4,223
Projects in Arbitration:	2	46,437	30,618	5,289
Projects Settled and Closed:	51	2,139,742	1,091,212	0

Local Administered Construction Contracts	**Number**	**Total Contract**	**Bond Value**
Number of Construction Contracts Accepted:	14	$ 435,357	$ 179,687

State and Local Construction Contracts	**Number**	**Total Contract**	**Bond Value**
Number of Construction Contracts Accepted:	72	$ 2,860,819	$ 1,461,785

(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 completed:	4

(4a) CMIA Bond Program Project Delivery Report

Third Quarter FY 2014-15

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	10/01/15	81					
				$ 143,610	$ 55,202	Corridor Summary				11/01/14	10/01/15			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	01/15/16	74					
				$ 65,700	$ 40,481	Corridor Project #2 (EA 2908E)	4/26/12	10/29/12	100	11/01/14	08/03/15	80					
				$ 157,377	$ 82,341	Corridor Summary				11/01/14	01/15/16			11/01/15	01/15/18		
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	09/30/15	78					
				$ 35,052	$ 29,765	Corridor Project #2 (EA 3A922)	5/23/12	11/08/12	100	02/01/16	12/31/15	98					
				$ 98,641	$ 82,611	Corridor Summary				02/01/16	12/31/15			02/01/17	12/31/17		
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	03/12/15	100					
				$ 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	12/31/14			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		
State Route 4 East Widening from Somersville to Route 160																	
7	04	CC	4	$ 78,472	$ 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	12/01/15	87					
				$ 92,407	$ 39,200	Corridor Project #3 (EA 1G940)	1/25/12	05/25/12	100	12/01/14	06/01/16	68					
				$ 79,307	$ -	Corridor Project #4 (EA 1G941)	8/22/12	11/14/12	100	08/01/15	06/01/16	50					
				$ 44,949	$ 31,787	Corridor Project #5 (EA 24657)	1/25/12	04/19/12	100	09/30/13	07/31/15	97					
				$ 379,102	$ 100,086	Corridor Summary				02/01/15	03/31/16			08/01/16	06/01/17		
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	10/01/16	60					
				$ 6,163	$ 5,363	Corridor Project #2 (EA 3A775)	3/29/12	07/26/12	100	04/01/14	08/01/16	90					
				$ 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	12/12/14	100					
				$ 28,136	$ 22,256	Corridor Project #5 (EA 3A777)	5/23/12	10/01/12	100	06/01/14	10/30/15	79					
				$ 55,733	$ 46,478	Corridor Summary				04/01/15	10/01/16			10/01/15	09/01/17		
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	06/30/16		
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	$ 1,137,700	$ 730,000	I-405 Carpool Lane I-10 To US 101 (NB) (Design Build)	9/25/08	04/23/09	100	12/31/13	06/10/16	88		12/01/15	02/15/17		
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	02/17/17	64					
				$ 107,780	$ -	Corridor Project #2 (EA 1218V)	Local	10/14/10	100	12/31/12	07/31/15	96					
				$ 24,578	$ -	SHOPP contribution to #2		10/14/10	100	12/31/12	07/31/15	96					
				$ 405,575	$ 64,713	Corridor Project #3 (EA 1218W)	5/23/12	11/29/12	100	05/30/16	05/16/16	21					
				$ 690,557	$ 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	93					
				$ 615,261	$ -	Corridor Project #2 (EA 21592)		09/05/15		03/31/17	03/18/20	0					
				$ 180,003	$ 104,708	Corridor Project #3 (EA 21593)	4/26/12	08/14/12	100	04/22/16	03/13/18	56					
				$ 370,270	$ 158,320	Corridor Project #4 (EA 21594)	4/26/12	08/23/12	100	04/01/16	01/24/18	51					
				$ 190,392	$ -	Corridor Project #5 (EA 21595)	8/6/13	04/24/14	100	12/01/16	10/02/18	5					
				$ 1,452,697	$ 315,011	Corridor Summary				12/01/16	10/02/18			05/31/20	05/31/20		
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	10/15/15	99					
				$ 132,873	$ 72,717	Corridor Project #2 (EA 2640U)	5/23/12	11/01/12	100	06/01/15	10/31/16	74					
				$ 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	12/23/14	100					
				$ 31,679	$ 30,729	Corridor Project #6 (EA 2640K)	6/27/12	11/02/12	100	10/01/14	10/30/16	88					
				$ 322,189	$ 169,964	Corridor Summary				06/01/15	10/31/16			07/01/16	12/01/18		
16	04	Mrn	580	$ 17,852	$ 17,852	Westbound I-580 to Northbound US 101 Connector Improvements	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)						PE					
				$ 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	PE					
				$ 120,080	$ 54,867	Corridor Summary				08/01/13	06/01/15			08/01/14	12/31/16		
19	03	Nev	49	$ 30,019	$ 8,225	Route 49 La Barr Meadows Widening	1/13/10	05/28/10	100	12/01/14	04/08/14	100		12/01/16	12/01/18		
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	03/23/15	100					
				$ 119,657	$ -	Corridor Project #2 (EA 07162)	Local	06/11/10	100	02/01/14	03/18/15	100					
				$ 282,681	$ 135,430	Corridor Summary				05/01/14	03/23/15			05/01/15	07/30/17		
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	$ 34,428	$ 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	05/01/15	99		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	$ 51,809	$ 40,925	Corridor Project #1 (EA 0F031)	4/8/10	10/12/10	100	07/01/14	11/06/14	100	☑				
				$ 51,609	$ 41,250	Corridor Project #2 (EA 0F032)	4/8/10	10/13/10	100	07/01/14	05/02/14	100	☑				
				$ 103,418	$ 82,175	Corridor Summary				07/01/14	11/06/14			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	10/06/14	100	☑				
				$ 315,302	$ 68,934	Corridor Summary				12/15/14	10/06/14			12/15/16	10/03/16		
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	07/01/17		
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	06/30/17		
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	$ 246,625	$ 120,191	HOV Lane Gap Closure	8/10/11	02/10/12	100	08/01/15	02/05/16	82		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	08/19/14	100		06/01/13	03/30/15		
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	09/01/14	100		09/15/15	09/14/15		

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
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	09/14/15		
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		
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	01/28/15		
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	03/10/15	100					
				$ 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	11/01/14	100					
				$ 4,500	$ -	STIP TEA Enhancements		10/25/10	100	08/01/13	11/01/14	100					
				$ 83,105	$ 49,778	Corridor Summary				08/01/13	11/01/14			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	$ 67,889	$ 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	11/16/15		
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	07/27/15	97		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	100	☑
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	07/31/15	98		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	☑
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	75		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	10/30/15		
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	92		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	06/30/15		
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	73		11/01/16	11/15/17		
57	10	SJ	5	$ 124,978	$ 42,470	I-5 HOV Ln and CRCP	1/20/11	06/02/11	100	12/30/14	02/01/16	76		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	03/12/15	100		07/15/15	07/15/18		
59	11	SD	15	$ 68,159	$ 25,802	Mira Mesa Direct Access Ramp	12/15/11	04/04/12	100	01/14/15	01/04/16	99		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	06/30/15	74		05/30/14	07/01/18		

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
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	99					
				$ 97,402	$ -	Corridor Project #2 (EA 29762)	3/26/15	10/01/15		10/01/15	12/01/16	0					
				$ 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	$ 74,984	$ 36,057	Freeway Performance Initiative	4/26/12	08/28/12	100	10/01/14	10/08/15	94		04/01/16	10/09/17		
Bi-County I-215 Gap Closure - Corridor Project																	
65	08	SBd Riv	215	$ 182,802	$ 15,350	I-215 Gap Closure	6/27/12	12/03/12	100	05/01/16	07/20/16	93					
				$ 17,066	$ -	SHOPP contribution to #1		12/03/12	100	05/01/16	07/20/16	93					
66				$ 5,193	$ 3,007	Newport Ave OC	6/27/12	12/03/12	100	05/01/16	07/20/16	93					
				$ 205,061	$ 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	98		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	05/01/15	96		12/01/15	12/01/15		
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	95		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	68		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	72		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	07/30/16	74		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	06/01/15	98		05/31/15	06/01/18		
78	5	Mon	101	$ 91,150	$ 28,325	San Juan IC	4/26/12	09/27/12	100	03/18/15	01/29/16	88		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	04/01/15		
80	8	SBd	10	$ 18,620	$ 10,000	I-10 Tippercanoe Ave IC	4/26/12	07/11/12	100	07/11/13	06/24/14	PE		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	100			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	05/15/15	92		10/31/14	12/01/16		
83	3	ED	50	$ 9,145	$ 6,000	Western Placerville IC Ph 1A	5/23/12	11/05/12	100	10/15/13	06/01/15	98		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	72		06/30/16	11/17/17		
85	8	SBd	15	$ 63,923	$ 20,785	I15 Ranchero Rd IC	5/23/12	08/01/12	100	08/01/14	04/24/15	96		09/01/16	08/28/15		
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	09/18/15	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	$ 1,288,101	$ 153,657	Gerald Desmond Bridge (Design Build)	10/24/12	10/1/12 6/11/13*	100	06/27/16	06/15/18	26		09/26/17	10/01/19		
90	8	SBd	15	$ 325,365	$ 53,743	Devore Widening, IC	12/6/12	11/13/12	100	03/25/16	09/30/16	76		02/28/19	10/25/19		
Totals				$ 12,349,574	$ 4,410,000												

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

(4b) CMIA Bond Program Project Expenditure Report

Third Quarter FY 2014-15

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; No CTC action required
- 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	L	$	35,203	$	35,203		
				Corridor Project #3 (EA 2908V)	Caltrans (FY 14-15 Q1)	$	4,132	$	4,165	B	$	35,162	$	27,802	C	
				Corridor Summary		$	14,290	$	13,830	G	$	112,775	$	105,415	G	
I-580 Westbound HOV Lane - Greenville to Foothill - Corridor Project																
2	04	Ala	580	Corridor Project #1 (EA 2908C)	Caltrans (FY 14-15 Q1)	$	9,795	$	8,854	B	$	73,769	$	50,695	C	
				Corridor Project #2 (EA 2908E)	Caltrans (FY 14-15 Q3)	$	7,820	$	8,019	B	$	50,101	$	40,479	C	
				Corridor Summary		$	17,615	$	16,873	G	$	123,870	$	91,174	G	
I-580 / Isabel Interchange - Corridor Project																
3	04	Ala	580	Corridor Project #1 (EA 17131)	Livermore	$	-	$	-		$	26,495	$	13,201		
				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	$	43,003	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	$	6,896		$	46,657	$	37,054		
				Corridor Project #2 (EA 3A922)	Caltrans (FY 14-15 Q1)	$	4,000	$	4,111	B	$	25,765	$	22,780		
				Corridor Summary		$	11,020	$	11,007	G	$	72,422	$	59,834	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	$	284,592	C	
				Corridor Project #2 (EA 29492)	Caltrans	$	400	$	492	L	$	4,300	$	2,809		
				Corridor Project #3 (EA 29493)	Caltrans	$	100	$	130	L	$	500	$	408		
				Corridor Summary		$	51,718	$	50,213	G	$	298,225	$	287,809	G	
6	10	Cal	4	Angels Camp Bypass	Caltrans	$	3,600	$	4,319	P	$	31,101	$	25,616	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	$	8,671		$	45,183	$	45,151	C	
				Corridor Project #2 (EA 2285E)	Caltrans	$	14,395	$	5,926		$	48,717	$	39,076		
				Corridor Project #3 (EA 1G940)	Caltrans	$	13,389	$	5,593		$	59,775	$	35,513		
				Corridor Project #4 (EA 1G941)	CCTA	$	-	$	-		$	67,886	$	30,260	C	
				Corridor Project #5 (EA 24657)	CCTA	$	-	$	-		$	36,787	$	34,441	C	
				Corridor Summary		$	38,392	$	20,190	G	$	258,348	$	150,000	G	
I-80 Integrated Corridor - Corridor Project																
8	04	Ala CC	4	Corridor Project #1 (EA 3A774)	ACCMA	$	-	$	-		$	7,584	$	2,730		
				Corridor Project #2 (EA 3A775)	ACCMA	$	-	$	-		$	5,363	$	2,775		
				Corridor Project #3 (EA 3A771)	ACCMA	$	-	$	-		$	1,896	$	1,457		
				Corridor Project #4 (EA 3A776)	Caltrans	$	1,492	$	1,245		$	7,887	$	6,914		
				Corridor Project #5 (EA 3A777)	Caltrans	$	3,675	$	3,261		$	18,581	$	13,474		
				Corridor Summary		$	5,167	$	4,506	G	$	41,311	$	27,350	G	
US 50 HOV Lanes - Corridor Project																
9	03	ED	50	Corridor Project #1 (EA 3A711)	ED Co DOT	$	3,560	$	7,186	L	$	37,808	$	33,399		
				Corridor Project #2 (EA 3A712)		$	-	$	1,387	L	$	8,794	$	10,195	L	
				Corridor Summary		$	3,560	$	8,573	L	$	46,602	$	43,594	G	
10	06	Ker	46	Route 46 Expressway - Segment 3	Caltrans	$	9,900	$	4,178	G	$	49,995	$	45,511	G	
11	06	Kin Tul	198	Route 198 Expressway	Caltrans	$	9,514	$	8,577	G	$	51,758	$	51,758	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		$ 979,700	$ 680,014	G			
Interstate 5 Carpool Lane from Route 134 to Route 170 - Corridor Project															
13	7	LA	5	Corridor Project #1 (EA 12184)	Caltrans	$ 12,718	$ 20,966	L		$ 110,786	$ 40,895				
				Corridor Project #2 (EA 1218V)	Caltrans	$ 13,197	$ 18,165	L		$ 99,851	$ 59,771				
				Corridor Project #3 (EA 1218W)	Caltrans	$ 33,000	$ 8,776			$ 195,787	$ 45,159	O			
				Corridor Summary		$ 58,915	$ 47,907	G		$ 406,424	$ 145,825	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	$ 14,811	L		$ 45,247	$ 39,038				
				Corridor Project #2 (EA 21592)	Caltrans	$ 21,700	$ -	C		$ 175,000	$ -	C			
				Corridor Project #3 (EA 21593)	Caltrans	$ 16,681	$ 14,831			$ 89,447	$ 42,993				
				Corridor Project #4 (EA 21594)	Caltrans	$ 17,012	$ 16,516			$ 141,627	$ 64,978				
				Corridor Project #5 (EA 21595)	Caltrans	$ 15,975	$ 2,295			$ 123,962	$ 6,051	C			
				Corridor Summary		$ 82,177	$ 48,453	G		$ 575,283	$ 153,060	G			
Highway 101 Marin-Sonoma Narrows - Corridor Project															
15	04	Mrn Son	101	Corridor Project #1 (EA 26407)	Caltrans (FY 14-15 Q2)	$ 4,970	$ 5,888	P		$ 26,950	$ 25,912	B			
				Corridor Project #2 (EA 26408U)	Caltrans	$ 17,716	$ 10,625			$ 77,000	$ 54,677				
				Corridor Project #3 (EA 26406)	Caltrans	$ 7,000	$ 6,690			$ 28,473	$ 26,607				
				Corridor Project #4 (EA 2640G)	Caltrans (FY 14-15 Q1)	$ 700	$ 742	B		$ 3,392	$ 2,829				
				Corridor Project #5 (EA 2640L)	Caltrans	$ 2,500	$ 2,457			$ 14,744	$ 14,456				
				Corridor Project #6 (EA 2640K)	Caltrans	$ 4,800	$ 4,606			$ 25,929	$ 20,410				
				Corridor Summary		$ 37,686	$ 31,008	G		$ 176,488	$ 144,891	G			
16	04	Mrn	580	Westbound I-580 to Northbound US 101 Connector Improvements	Caltrans	$ 2,100	$ 1,858	G		$ 11,052	$ 10,606	G			
17	05	Mon	1	Salinas Road Interchange	Caltrans	$ 4,598	$ 4,775	P		$ 15,638	$ 15,191	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	$ 8,500	$ 8,412			$ 30,528	$ 30,528				
				Corridor Project #2 (EA 26414)	Caltrans	$ 9,250	$ 10,808	P		$ 43,293	$ 41,760				
				Corridor Summary		$ 17,750	$ 19,220	P		$ 73,821	$ 72,288	G			
19	03	Nev	49	Route 49 La Barr Meadows Widening	Caltrans	$ 3,500	$ 3,365	G		$ 10,447	$ 10,031	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	$ 39,044	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	$ 23,368			$ 122,811	$ 119,930	C			
				Corridor Project #2 (EA 07162)	Caltrans	$ 18,374	$ 17,939			$ 78,637	$ 76,336	C			
				Corridor Summary		$ 43,487	$ 41,307	G		$ 201,448	$ 196,266	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	$ 54,044	G			
23	12	Ora	57	Widen NB fr 0.3 m S of Katella Ave to 0.3 m N of Lincoln Ave	Caltrans	$ 6,256	$ 5,229	C		$ 21,621	$ 20,939	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	$ 8,899			$ 31,745	$ 30,771	C			
				Corridor Project #2 (EA 0F032)	Caltrans	$ 9,180	$ 8,816			$ 32,670	$ 32,360	C			
				Corridor Summary		$ 18,360	$ 17,715	G		$ 64,415	$ 63,131	G			
Lincoln Bypass - Corridor Project															
25	03	Pla	65	Corridor Project #1 (EA 3338U)	Caltrans	$ 22,000	$ 24,008	P		$ 164,453	$ 160,845				
				Corridor Project #2 (EA 33382)	Caltrans	$ 2,751	$ 2,377			$ 19,499	$ 18,137				
				Corridor Summary		$ 24,751	$ 26,385	P		$ 183,952	$ 178,982	G			
26	03	Pla	80	Pla-80 HOV Phase 2	Caltrans	$ 7,143	$ 5,448	G		$ 31,200	$ 30,139	G			
27	03	Pla	80	Pla-80 HOV Phase 3	Caltrans	$ 5,300	$ 5,213	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	$	12,014	G
29	08	Riv	91	HOV Lane Gap Closure	Caltrans	$	25,728	$	23,341	G	$	127,924	$	98,139	C
30	03	Sac	50	Hwy 50 Bus/Carpool & Aux Lns & Community Enhancements	Caltrans	$	11,500	$	12,190	C	$	70,698	$	68,513	C
31	03	Sac	Loc	White Rock Road from Grant Line to Prairie City	Sac Co	$	-	$	-	G	$	11,875	$	10,390	G
32	08	SBd	10	Westbound Mixed Flow Lane Addition	SANBAG	$	-	$	-	G	$	25,449	$	20,282	G
33	08	SBd	215	I-215 North Segments 1 & 2 - HOV & Mixed Flow Ln Addition	SANBAG	$	-	$	-	G	$	212,704	$	206,946	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	$	13,570	G	$	76,879	$	69,029	G
36	08	SBd	10	Widen Exit Ramps&Add Aux @Cherry, Citrus&Cedar IC's	Caltrans	$	3,280	$	3,422	P	$	12,130	$	11,215	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	$	11,162		$	57,616	$	57,438	
				Corridor Project #3 (EA 2T092)	Caltrans	$	21,436	$	15,434	C	$	97,249	$	92,735	C
				Corridor Summary		$	50,200	$	41,199	G	$	233,891	$	227,492	G
I-5 North Coast Corridor - Stage 1A - Corridor Project															
38	11	SD	5	Corridor Project #1 (EA 2358U)	Caltrans	$	6,000	$	7,743	P	$	43,038	$	37,046	
				Corridor Project #2 (EA 2T040)	Caltrans	$	11,183	$	15,176	L	$	54,610	$	54,610	
				Corridor Summary		$	17,183	$	22,919	P	$	97,648	$	91,656	G
39	10	SJ	205	I-205 Auxiliary Lanes	Caltrans	$	2,900	$	2,302	G	$	11,860	$	11,538	G
40	05	SLO	46	Route 46 Corridor Improvements (Whitley 1)	Caltrans	$	7,000	$	7,791	P	$	58,105	$	52,159	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	$	16,111	
				Corridor Project #3 (EA 23564)	Caltrans	$	3,802	$	1,255		$	12,648	$	6,519	
				Corridor Summary		$	12,061	$	4,099	G	$	34,952	$	22,630	G
42	04	SCl	880	I-880 Widening (SR 237 to US 101)	Caltrans	$	9,810	$	6,143	G	$	38,279	$	31,786	C
43	04	SCl	101	US 101 Aux Lanes - State Route 85 to Embarcadero Rd	Caltrans	$	11,080	$	9,926	G	$	44,791	$	41,978	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	$	15,372	G
46	02	Sha	5	Cottonwood Hills Truck Climbing Lane	Caltrans	$	2,100	$	1,247	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	$	10,752	P	$	58,311	$	55,208	G
49	04	Son	101	US 101 HOV lanes - North Phase A (from Steele Lane to Windsor River Road)	Caltrans	$	12,000	$	9,645	G	$	91,200	$	88,494	G
50	04	Son	101	US 101 HOV Lanes - Wilfred Ave to Santa Rosa Ave	Caltrans	$	6,600	$	7,541	P	$	51,065	$	45,975	G
51	10	Sta	219	SR-219 Expressway, Phase 1 (SR-99 to Morrow Road)	Caltrans	$	2,000	$	1,943	G	$	7,844	$	6,622	G
52	10	Sta	219	SR-219 Expressway, Phase 2 (Morrow Road to Route 108)	Caltrans	$	4,300	$	3,221	G	$	17,612	$	7,402	G
53	10	Tuo	108	E. Sonora Bypass Stage II	Caltrans	$	5,500	$	6,471	P	$	26,974	$	28,113	S

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	$	11,461	G	$	65,993	$	57,082	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	$	12,013	G
56	3	Sac	80	I-80 HOV Ln Across the Top	Caltrans	$	16,000	$	13,897	G	$	104,588	$	73,691	S
57	10	SJ	5	I-5 HOV Ln and CRCP	Caltrans	$	11,990	$	13,740	P	$	97,708	$	71,285	C
58	5	SLO	101	Santa Maria Bridge	Caltrans	$	6,600	$	5,218	G	$	37,274	$	34,316	G
59	11	SD	15	Mira Mesa Direct Access Ramp	Caltrans	$	8,500	$	8,188	G	$	36,102	$	26,986	G
60	2	Sha	5	South Redding 6-Lane	Caltrans	$	2,250	$	1,918	G	$	19,463	$	18,625	G
61	3	But	32	But 32 Hwy Widening	Chico (FY 14-15 Q3)	$	-	$	-	G	$	6,425	$	4,772	B
Ala 84 Expressway - Corridor Project															
62	04	Ala	84	Corridor Project #1 (EA 29761)	Caltrans	$	3,780	$	3,775		$	25,085	$	23,877	
				Corridor Project #3 (EA 29762)	Caltrans	$	8,005	$	-	C	$	48,000	$	-	C
				Corridor Summary		$	11,785	$	3,775	G	$	73,085	$	23,877	G
63	6	Tul	198	Plaza Dr IC / Aux Lns	Visalia	$	-	$	-	G	$	21,187	$	21,187	G
64	4	Var	Var	Fwy Performance Initiative	Caltrans (FY 14-15 Q1)	$	7,953	$	8,752	B	$	51,346	$	47,251	C
I-215 Bi-County Gap Closure - Corridor Project															
65	8	SBd Riv	215	I-215 Gap Closure	Caltrans	$	16,270		see		$	137,171		see	
				SHOPP contribution to #1		$	800				$	15,392			
66				Newport Ave OC	Caltrans	$	361		below		$	3,007		below	
				Corridor Summary		$	17,431	$	14,593	C	$	155,570	$	132,117	C
67	4	Son	101	North Project Phase B Airport	Caltrans	$	4,500	$	4,281	G	$	33,813	$	30,848	G
68	4	SCl	880	I-880 Stevens Creek IC Impvmts	SCVTA	$	-	$	-	G	$	47,197	$	36,334	G
69	4	SCl	101	Capitol Exp Yerba Buena IC	SCVTA	$	-	$	-	G	$	26,286	$	24,865	G
70	8	SBd	15	La Mesa Nisqualli Rd IC	SANBAG	$	-	$	-	G	$	53,082	$	15,477	G
71	11	SD	805	HOV Lns - SR54 to SR94	Caltrans	$	5,392	$	4,239	G	$	19,355	$	18,436	C
72	11	SD	805	HOV Lns - Palomar to SR94	Caltrans	$	7,400	$	7,316	G	$	34,278	$	33,402	G
73	5	SLO	46	Whitley 2A	Caltrans	$	7,000	$	4,953	G	$	38,088	$	23,794	G
74	5	Ora	74	SR 74 / I-5 IC	Caltrans	$	6,364	$	5,982	G	$	30,231	$	18,698	G
75	11	SD	805	I-805 Managed Lns North	Caltrans	$	26,142	$	11,969	G	$	86,419	$	54,907	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	$	29,451	G
78	5	Mon	101	San Juan IC	Caltrans	$	8,000	$	6,438	G	$	48,700	$	36,837	G
79	5	SB	101	Union Valley Pkwy IC	Caltrans	$	1,900	$	1,688	G	$	9,584	$	8,884	G
80	8	SBd	10	I-10 Tippercanoe Ave IC	SANBAG	$	2,000	$	2,774	L	$	13,787	$	13,787	G
81	11	SD	76	I-15 / SR 76 IC	Caltrans (FY 14-15 Q2)	$	4,856	$	4,943	B	$	24,561	$	23,765	C
82	3	ED	50	US Route 50 HOV Ln	ED Co DOT	$	-	$	-	G	$	17,240	$	12,192	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	$	65,929	G
85	8	SBd	15	I-15 Ranchero Rd IC	SANBAG	$	3,650	$	-	G	$	40,148	$	38,716	G
86	4	Ala	680	FPI	Caltrans	$	1,000	$	998	G	$	5,673	$	4,740	G
87	8	SBd	15	Duncan Canyon Rd IC	Fontana	$	2,900	$	-	G	$	26,054	$	5,068	G
88	12	Ora	405	Widen Ramp for Deceleration Lane	Caltrans	$	500	$	498	G	$	1,910	$	1,738	G

Project					Construction (1,000's)									
						Support					Capital			
#	D	CO	RTE	PROJECT DESCRIPTION	Agency		Appd		Exp			Appd		Exp	
89	*7*	*LA*	*710*	*Gerald Desmond Bridge*	*Port of Long Beach*	$	-	$	-	G	$	913,300		**$71,930	O
90	*8*	*SBd*	*405*	*I-15 Widening and Devore IC*	*SANBAG*	$	26,951	$	15,818	G	$	239,662	$	137,339	C

*** Reported costs does not reflect agency status report.*

CALIFORNIA DEPARTMENT OF TRANSPORTATION

Third Quarter FY 2014-15 State Route 99 (SR99) Bond Program Report

Quarterly Report to the California Transportation Commission

(1) SR99 Bond Program Summary

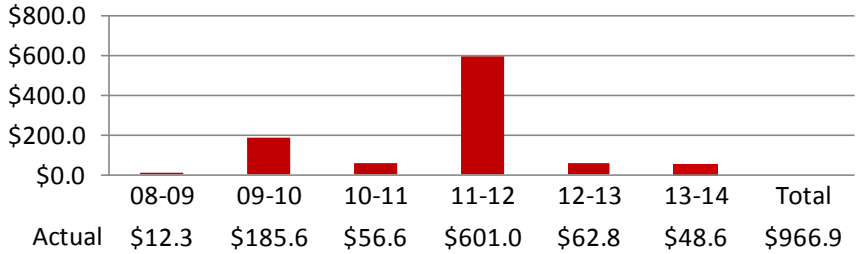
Third Quarter FY 2014-15

(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:	$716 million	72%

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.

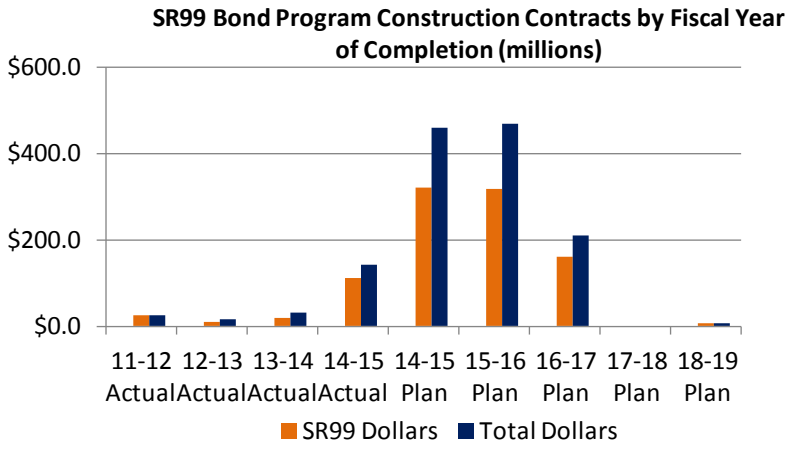
SR99 Bond Program Funding and Contributor Funds by Component (millions)

	Total Funds	Other Funds	SR99 Bond Program Funds		
			Allocated	Expended	Percent
Construction					
Support	$ 119.4	$ 12.3	$ 107.1	$ 91.4	85 %
Capital	$ 897.4	$ 112.7	$ 784.7	$ 571.5	73 %
Right of Way					
Support	$ 19.5	$ 8.2	$ 11.3	$ 6.9	61 %
Capital	$ 184.4	$ 133.2	$ 51.2	$ 33.4	57 %
Preliminary Engineering					
Support	$ 133.7	$ 121.0	$ 12.7	$ 8.6	68 %
Committed Subtotal	$ 1,354.4	$ 387.4	$ 967.0	$ 711.8	74 %
Uncommitted			$ 13.0		
Percent uncommitted			1.3%		
Bond Administration			$ 20.0	$ 3.7	19 %
Program Total			$ 1,000.0	$ 715.5	72 %

(1b) SR99 Bond Program Project Completions

	# Projects Completed	Percent Projects Completed
SR99 bond program construction contracts completed to date:	10	37%

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 27 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	2	$ 15	$ 11	1							2	$ 15	$ 11
FY 13-14	1	$ 32	$ 19	1							1	$ 32	$ 19
FY 14-15	6	$141	$112					7	$ 459	$ 321	13	$ 600	$ 432
FY 15-16								6	$ 467	$ 318	6	$ 467	$ 318
FY 16-17								3	$ 211	$ 160	3	$ 211	$ 160
FY 17-18								0	$ 0	$ 0	0	$ 0	$ 0
FY 18-19								1	$ 5	$ 5	1	$ 5	$ 5
Total Value	10	$211	$164	3	0	$ 0	$ 0	17	$1,143	$ 803	27	$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

Third Quarter FY 2014-15

(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.

Project #1	
Chico Auxiliary Lanes	Potential supplemental fund request for Construction Capital. Additional funds may be needed to close-out the construction contract due to notices of potential claims. The contract is complete.
Project #3	
Avenue 12 IC	Right of way costs have exceeded 120 percent of the programmed amount due to pending final judgments for eminent domain actions. There will be a county share debit adjustment of right of way at completion of construction.
Project #13	
Goshen to Kingsburg 6 Ln	Potential supplemental fund request for Construction Capital and Construction Support to settle claims. Caltrans is evaluating claims and is negotiating with contractor to minimize potential supplemental amount. Support costs have increased because construction duration has been extended from three years to four years.
Project #15	
Tulare to Goshen 6 Ln	Potential supplemental fund request for Construction Capital and Construction Support to settle claims. Capital and support costs have been increased due to discovering unexpected utility conflicts.

(2b) Action Plans

Project #2	
Island Park 6-Lane	The bond funded PSE and RW Support charges have exceeded the budget. There may be adjustments made at close out to expenditures incurred prior to project being split into multiple segments.
Project #19	
Atwater-Merced Expwy	Merced County Association of Governments (MCAG) is planning to cover $1.8M shortfall in RW capital using their impact fees.

Project #9 SR 99 Widening Ph3	The bond funded RW Support charges have exceeded the budget. District is evaluating options to cover for the over expenditures.

The following projects have minor bond over-expenditures. In section 3b of this report (*"SR99 Bond Program Project Expenditure Report*"), project designated with legend **B** indicates that bond expenditure has exceeded the bond budget slightly for construction support or construction Capital.

Project # 9 SR 99 Widening in Manteca and San Joaquin Phase 1

Project # 10 SR 99/Riego Road Interchange

Project #13 Goshen to Kingsburg 6 Lane

The project teams are reviewing project changes and taking actions to make expenditure adjustments. A date is being added to monitor timeline of the corrective actions.

(3) State Route 99 Program Current Status Report

(3a) State Route 99 Project Delivery Report

Third Quarter FY 2014-15

Milestone Behind Schedule ☑ Project Delivery Report Complete **PE -** Plant Establishment Milestone Complete

PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	TOTAL PROJECT COST ($1,000's)	SR99 PROJECT COST ($1,000's) LST QTR	PROJECT DESCRIPTION	ALLOCATION	APPVD AWARD	AWARD	% COMPLETE	APPVD CCA	CURR CCA	CCA % COMPLETE	FINAL PDR	APPVD CLOSEOUT	CURR CLOSEOUT	SUPP PDR
1	03	But	99	$ 37,859	$ 20,592	Butte SR 99 Chico Auxilliary Lanes - Phase II	1/20/11	1/15/11	7/8/11	100	10/15/13	2/18/15	100		10/15/15	11/15/17	
Island Park 6-Lane - Corridor Project																	
2	06	Fre Mad	99	$ 23,212	$ 23,212	Corridor Project #1 (EA 44261)	1/13/10	9/1/10	8/10/10	100	9/1/12	2/3/12	100	☑			
				$ 68,213	$ 68,213	Corridor Project #1 (EA 44262)	4/26/12	9/1/12	10/10/12	100	7/1/16	7/1/16	91				
				$ 91,425	$ 91,425	Corridor Summary		9/1/10			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	10/1/12	12/7/12	100	11/1/15	9/1/16	67		8/1/17	7/1/18	
4	10	Mer	99	$ 127,652	$ 91,319	Arboleda Road Freeway	12/15/11	4/1/12	4/6/12	100	4/1/15	5/2/15	95		5/1/16	7/2/16	
5	10	Mer	99	$ 76,611	$ 65,869	Freeway Upgrade & Plainsburg Road I/C	2/23/12	7/1/12	7/12/12	100	7/1/15	6/20/15	79		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	8/1/10	6/23/10	100	10/1/12	2/15/13	100		10/1/14	2/1/16	
7	03	Sac	99	$ 32,470	$ 18,529	SR 99/Elverta Rd. Interchange	2/23/12	6/1/12	5/28/12	100	2/1/14	12/1/13	100	☑	7/1/14	10/1/18	
8	10	SJ	99	$ 214,458	$ 132,256	SR 99 (South Stockton) Widening	6/27/12	11/1/12	10/16/12	100	6/1/16	3/5/16	49		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	3/27/12	100	7/1/14	1/7/15	100				
				$ 46,450	$ 40,753	Corridor Project #2 (EA 0E612)	1/25/12	8/15/12	6/27/12	100	10/1/14	7/1/15	85				
				$ 63,730	$ 12,143	Corridor Project #3 (EA 0E613)	6/27/12	12/3/12	10/11/12	100	10/1/15	6/1/15	97				
				$ 155,880	$ 89,540	Corridor Summary		11/9/11			10/1/15	3/1/15			7/1/17	7/1/16	
10	03	Sut	99	$ 31,082	$ 19,264	SR 99 / Riego Road Interchange	3/29/12	7/1/12	10/1/12	100	1/1/15	6/30/15	97		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	APPVD AWARD	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	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	7/1/11	5/5/10	100	12/31/12	4/20/11	100				
						Stage #2	1/25/12	5/16/12	5/31/12	100	12/31/12	5/15/13	100				
				$ 588	$ -	Enhancements											
				$ 7,574	$ 4,705	Corridor Summary		5/16/12			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	9/1/10	1/4/11	100	8/1/14	8/1/14	96				
				$ 4,944	$ 4,944	Landscape Mitigation	6/27/12	4/1/14	10/1/12	100	8/1/19	8/1/18	PE				
				$ 106,259	$ 91,489	Corridor Summary		9/1/10			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	11/1/12	10/16/12	100	12/1/14	8/13/14	100		12/1/16	12/2/16	
15	06	Tul	99	$ 51,107	$ 45,327	Tulare to Goshen 6 Ln	6/27/12	9/30/12	12/7/12	100	7/1/15	8/1/15	62		12/31/17	12/31/17	
16	06	Ker	99	$ 29,372	$ 26,622	South Bakersfield Widening	6/27/12	10/1/12	10/24/12	100	11/15/14	9/1/14	100		11/15/16	3/1/17	
17	10	Sta	99	$ 42,849	$ 33,401	Kiernan IC	6/27/12	11/27/12	11/27/12	100	9/1/15	9/1/15	63		2/1/16	11/30/17	
18	06	Ker	99	$ 11,428	$ 10,228	North Bakersfield Widening	10/24/12	11/27/12	2/21/12	100	12/1/13	7/10/14	100		12/1/15	7/1/17	
19	10	Mer	99	$ 65,880	$ 46,521	Merced Atwater Expwy Ph 1A	3/5/13	11/27/12	6/12/13	100	2/1/16	2/1/16	79		12/1/16	7/1/18	
20	03	Sac	99	$ 8,981	$ 5,000	Elk Grove Blvd SR99 IC	3/5/13	11/27/12	5/1/13	100	7/1/14	7/1/15	99		12/1/14	9/30/16	
21	03	Sac	99	$ 1,930	$ 1,108	Elkhorn Blvd IC	5/7/13	11/27/12	7/1/13	100	12/1/13	4/7/15	100		12/1/14	5/1/17	
22	10	Sta	99	$ 59,001	$ 41,630	Pelandale Ave IC	10/8/13	11/27/12	2/25/14	100	12/1/16	12/1/16	34		12/1/18	12/1/18	
23	06	Tul	99	$ 36,050	$ 7,000	Cartmill Interchange	1/29/14	11/27/12	6/3/14	100	3/1/15	12/7/15	55		7/1/15	7/1/15	
			Total Cost	$ 1,354,474	$ 966,977												

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

Third Quarter FY 2014-15

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	$ 5,272	P		$ 26,800	$ 23,803	G
Island Park 6-Lane - Corridor Project												
2	06	Fre	99	Corridor Project #1 (EA 44261)	Caltrans	$ 3,500	$ 3,313	G		$ 17,270	$ 16,914	G
				Corridor Project #2 (EA 44262)	Caltrans	$ 7,500	$ 6,838	G		$ 47,613	$ 39,051	G
				Corridor Summary		$ 11,000	$ 10,151	G		$ 64,883	$ 55,965	G
3	06	Mad	99	Reconstruct Interchange at Avenue 12	Caltrans	$ 6,800	$ 5,946	G		$ 49,402	$ 31,505	G
4	10	Mer	99	Arboleda Road Freeway	Caltrans	$ 12,000	$ 8,282	G		$ 78,360	$ 67,378	G
5	10	Mer	99	Freeway Upgrade & Plainsburg Road I/C	Caltrans	$ 8,300	$ 6,836	G		$ 53,098	$ 34,526	G
6	03	Sac	99	Add Aux Lane Calvine to North of Mack Rd on 99	Caltrans	$ 750	$ 744	G		$ 5,506	$ 5,256	G
7	03	Sac	99	SR 99/Elverta Rd. Interchange	Sac Co	$ -	$ -	G		$ 25,270	$ 24,341	C
8	10	SJ	99	SR 99 (South Stockton) Widening	Caltrans	$ 15,500	$ 10,537	G		$ 113,958	$ 43,854	G
Manteca Widening - Corridor Project												
9	10	SJ	99	Corridor PAED PHASE (EA 0E610)								
				Corridor Project #1 (EA 0E611)	Caltrans	$ 5,000	$ 5,055	B		$ 31,644	$ 28,846	G
				Corridor Project #2 (EA 0E612)	Caltrans (FY 14-15 Q3)	$ 7,000	$ 5,196	G		$ 31,543	$ 20,409	G
				Corridor Project #3 (EA 0E613)	Caltrans	$ 7,500	$ 5,609	G		$ 29,481	$ 24,160	G
				Corridor Summary		$ 19,500	$ 15,860	G		$ 92,668	$ 73,415	G
10	03	Sut	99	SR 99 / Riego Road Interchange	Caltrans (FY 14-15 Q3)	$ 3,500	$ 3,438	G		$ 20,062	$ 18,820	B

Project					Construction (1,000's)							
					Support					Capital		
#	D	CO	RTE	PROJECT DESCRIPTION	Agency	Appd	Exp			Appd	Exp	
11	03	Sut	99	Sutter 99 Segment 2	Caltrans	$ 8,500	$ 8,492	G		$ 43,731	$ 40,414	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 (FY 14-15 Q3)	$ 13,000	$ 13,325	B		$ 75,863	$ 71,609	G
				Landscape Mitigation	Caltrans	$ 700	$ 580	G		$ 3,752	$ 2,029	G
				Corridor Summary		$ 13,700	$ 13,905	B		$ 79,615	$ 73,639	G
SR 99 projects amended into program using project cost/award savings												
14	3	Sut	99	SR 99/113 Interchange	Caltrans	$ 2,500	$ 2,453	G		$ 13,833	$ 12,794	G
15	6	Tul	99	Tulare to Goshen 6 Ln	Caltrans	$ 6,600	$ 5,758	G		$ 38,727	$ 21,478	G
16	6	Ker	99	South Bakersfield Widening	Caltrans	$ 3,800	$ 3,525	G		$ 22,822	$ 20,808	G
17	10	Sta	99	Kiernan IC	Sta Cty	$ -	$ -	G		$ 33,401	$ 21,239	G
18	6	Ker	99	North Bakersfield Widening	Caltrans	$ 1,700	$ 1,092	G		$ 8,528	$ 7,377	G
19	10	Mer	99	Merced Atwater Expwy Ph 1A	MCAG	$ -	$ -	G		$ 46,521	$ 27,550	G
20	3	Sac	99	Elk Grove Blvd SR99 IC	Elk Grove	$ -	$ -	G		$ 6,896	$ 5,875	G
21	3	Sac	99	Elkhorn Blvd IC	Sacramento	$ -	$ -	G		$ 1,330	$ 1,578	O
22	10	Sta	99	Pelandate Avenue IC	Modesto	$ -	$ -	G		$ 41,630	$ 14,122	G
23	6	Tul	99	Cartmill Interchange	Tulare Cty	$ -	$ -	G		$ 28,181	$ 12,819	G

CALIFORNIA DEPARTMENT OF TRANSPORTATION

FY 2014-15 Third Quarter Proposition 1B Local Bridge Seismic Retrofit Program Project Delivery Report

January 1 – March 31, 2014

Federal Fiscal Year 2015

Quarterly Report to the California Transportation Commission

Local Bridge Seismic Retrofit Program Status

Third Quarter Fiscal Year 2014-15

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 385.

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 $6 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, $11.2, and 7.02 million bond funds for Fiscal Years (FYs) 2007-08, 2008-09, 2009-10, 2011-12, 2012-13, 2013-15, and 2014-15 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, $21.50 million of State match funds and $45.10 million of seismic bond funds have been sub-allocated to local agency bridges for a total of $66.60 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 314 bridges, construction is underway on 67 bridges, and retrofit is complete on 247 bridges.

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

FFY 2015 Bond Program Accomplishments

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

Local agencies have identified 11 bridges to be delivered in FFY 2015.

The 15 out of the 23 Department of Water Resources bridges completed major project delivery milestones in the last quarter:

Local Agency	Br. No.	Project	Milestone
Department of Water Resources	Various	15 Bridges in Fresno County	Complete

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)
01	Mendocino County	10C0034	Eureka Hill Road	$465,000	10/9/17	91
08	Barstow	54C0088	North 1st Avenue	$350,000	3/1/118	0
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	Barstow	54C0583	Yucca Street	$50,000	9/3/18	0
04	Oakland	33C0215	Leimert Boulevard	$557,968	3/27/19	0
08	Riverside County	56C0071	Mission Boulevard	$3,670,400	6/14/19	0
04	Sonoma County	20C0018	Bohemian Highway	$2,992,454	6/15/19	0

Program Management

The following table shows the list of LBSRP bridges that are programmed for delivery in FFY 2015. 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 2015 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 2015

District	Agency	Bridge Number	Description	Phase	Bond Amount Programmed	Bond Funds Sub-Allocated as of 3/31/15	State Funds Sub-Allocated as of 3/31/15
04	Oakland	33C0148	23rd Avenue, over Union Pacific Railroad	Right of Way	108,965		
04	Sonoma County	20C0155	Wohler Road, over Russian River	Construction	$481,740		
04	San Francisco County Transportation Authority	YBI 1	On east side of Yerba Buena Island, Reconstruct ramps on and off of I-80	Construction (AC Conversion)	$1,313,664		
05	Santa Barbara County	51C0006	Floradale Avenue, over Santa Ynez River	Right of Way	$29,822		
05	Santa Barbara County	51C0008	Alisal Road, over Santa Ynez River	Right of Way	$1,147		
05	Santa Barbara County	51C0017	Jalama Road, over Jalama Creek	Construction	$607,910	$244,175	
05	Santa Barbara County	51C0039	Rincon Hill Road, over Rincon Creek	Construction	$82,011		
07	Los Angeles	53C0045	Beverly-First Street, over Beverly-Glendale Separation	Construction	$848,780		
07	Los Angeles	53C1880	Sixth Street, over Los Angeles River, East Of Santa Ana Freeway	Construction	$3,200,000		
08	Indio	56C0084	Jackson Street, over Whitewater River	Construction	$277,777		
10	Stanislaus County	38C0048	Geer Road over Tuolumne River	Construction	$185,245		
			Total		**$7,028,096**	**$244,175**	

Programmed Projects that had Advanced Sub-allocation in FFY 2015

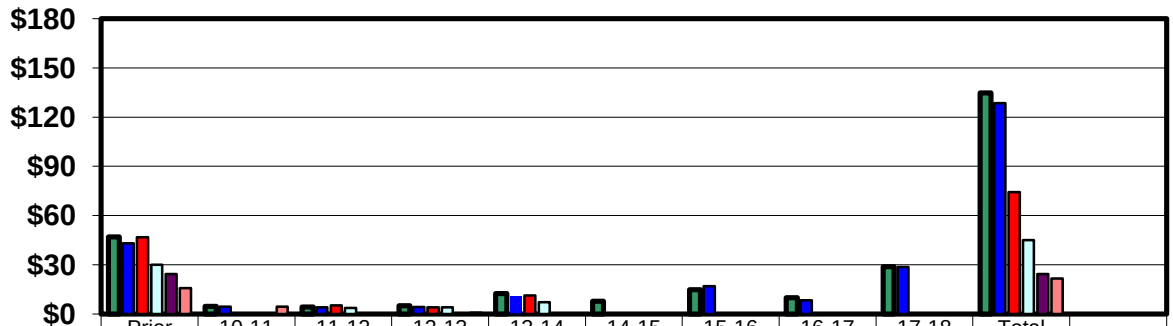
District	Agency	Bridge Number	Description	Phase	Bond Amount Programmed	Bond Amount Sub-Allocated as of 3/31/15	State Funds Sub-Allocated as of 3/31/15
01	Humboldt County	04C0104	Waddington Road over Salt River	Construction	$156,464	$156,464	

Allocation Summary

	Funds allocated for FY 2014-15	Sub-allocation as of 3/31/2015				Remaining Allocation for FFY 2015
		Projects programmed in FFY 2015		Projects advanced to FFY 2015		
		Number of Projects	Amount	Number of projects	Amount	
Bond	$7,028,096	1	$244,175	1	$156,464	$6,940,385
State	$2,785,275					$2,785,275
Total		**1**		**1**	**$156,464**	**$9,725,660**

*Remaining state allocation carried over from FY 2008-09

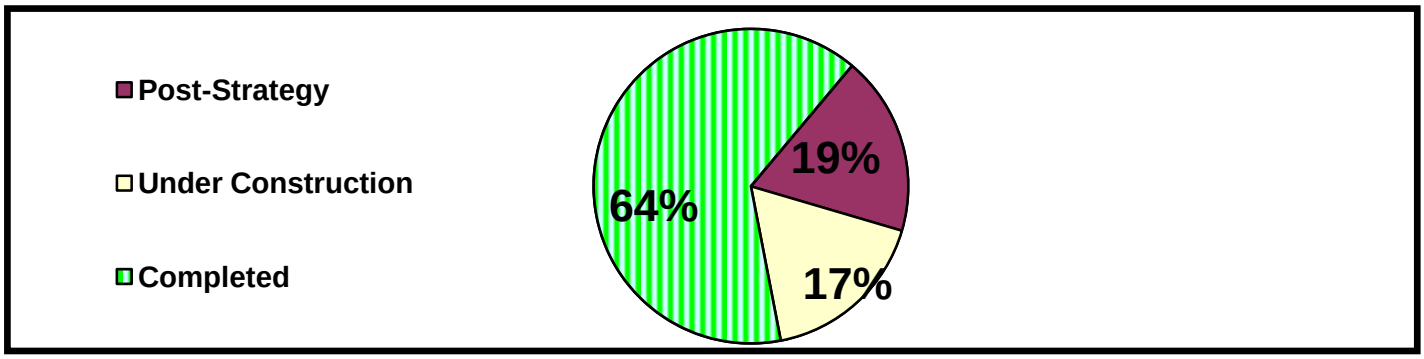
LBSRP Bond and State Capital Allocations (millions)



	Prior	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	Total
Baseline (State, Bond)	$47.00	$4.60	$4.20	$5.10	$12.50	$7.80	$14.80	$9.80	$28.90	$134.70
Projection (State, Bond)*	$43.00	$4.40	$4.10	$4.20	$11.00	$7.90	$17.00	$8.30	$28.60	$128.50
Allocated (Bond)	$46.70	$0.00	$5.20	$4.10	$11.20	$7.02				$74.22
Sub-Allocated (Bond)	$29.90	$0.00	$3.70	$4.00	$7.10	$0.40				$45.10
Allocated (State)	$24.30	$0.00	$0.00	$0.00	$0.00	$0.00				$24.30
Sub-Allocated (State)	$15.80	$4.37	$0.41	$0.75	$0.17	$0.00				$21.50

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 2014-15. 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.

Number of Bond Funded Bridges by Phase



Bond Funds Committed and Expended (millions)

Component	Available	CTC Allocated	Expended
LBSRP Bond RW & Const.	$122.5	$74.2	$45.1
State RW & Const.	$32.9	$24.3	$21.5
Total	$155.4	$91.5	$66.6
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		8	15	23
BART	1	0	0	28	124	152
San Francisco (YBI)			8	1	0	9
All Other Agencies	59	0	54	24	62	140
Total	**63**	**0**	**71**	**67**	**247**	**385**
Status per December 31, 2014 Report	**63**	**0**	**71**	**82**	**232**	**385**
Status per Year-End Report for September 30, 2014	**63**	**0**	**71**	**85**	**229**	**385**

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
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 – 232 Bridges Completed = 153 Bridges in Progress

Local Bridge Seismic Retrofit Program Delivery Report

DISTRICT	AGENCY	BRIDGE NO.	PROJECT DESCRIPTION	ESTIMATED BOND RIGHT OF WAY VALUE	ESTIMATED BOND CONSTRUCTION VALUE	END STRATEGY	END DESIGN	END RIGHT OF WAY	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	SCOPE	BUDGET	SCHEDULE
01	Humboldt County	04C0007	Bald Hills Road	$2,294	$712,000				▲	Project Complete	✓	✓	✓
01	Humboldt County	04C0055	Mattole Road (Honeydew)	$3,441	$688,200		3/25/16	10/28/16	12/21/18	50% Design	✓	✓	⊗
01	Humboldt County	04C0104	Waddington Road	$1,147	$160,000				12/18/15	Waiting Award	✓	⊗	⊗
01	Humboldt County	04C0207	Williams Creek Road	$4,588	$140,080					Project Complete	✓	✓	✓
01	Mendocino County	10C0034	Eureka Hill Road	$0	$464,535		1/4/16	10/16/16	12/15/18	91% Design 7% ROW	✓	⊗	⊗
01	Mendocino County	10C0048	Moore Street	$2,524	$221,429		6/1/15	10/30/15	12/16/16	98% Design 56% ROW	✓	⊗	⊗
01	Mendocino County	10C0084	School Way	$0	$482,007				12/15/15	30% Construction	✓	⊗	⊗
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				4/30/15	99% Construction	✓	⊗	⊗
02	Tehama County	08C0043	Jellys Ferry Road	$11,000	$974,950		11/15/15	10/14/15	9/30/18	75% 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	✓	✓	✓

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

Phase Complete ▲ Completed ahead of schedule Behind schedule

Local Bridge Seismic Retrofit Program Delivery Report

DISTRICT	AGENCY	BRIDGE NO.	PROJECT DESCRIPTION	ESTIMATED BOND RIGHT OF WAY VALUE	ESTIMATED BOND CONSTRUCTION VALUE	END STRATEGY	END DESIGN	END RIGHT OF WAY	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	SCOPE	BUDGET	SCHEDULE
04	Alameda County	33C0027	Park Street	$0	$91,211		▲	▲	▲	Project Complete	☑	☑	☑
04	Alameda County	33C0147	Fruitvale Avenue	$0	$100,000				6/30/15	98% Construction	☑	☑	⊗
04	Alameda County	33C0237	Elgin Street	$0	$8,819		▲	▲	▲	Project Complete	☑	☑	☑
04	Antioch	28C0054	Wilbur Avenue	$0	$917,600					Project Complete	☑	☑	☑
04	Concord	28C0442	Marsh Drive	$0	$506,928			10/31/15	8/31/16	95% Design 18% ROW	☑	☑	⊗
04	Fairfax	27C0144	Creek Road	$0	$112,599		12/31/16	No R/W	4/1/18	35% Design	☑	⊗	⊗
04	Fremont	33C0128	Niles Boulevard	$0	$458,800				12/31/16	5% Construction	☑	☑	⊗
04	Healdsburg	20C0065	Healdsburg Avenue	$0	$244,311				2/10/16	21% Construction	☑	☑	⊗
04	Larkspur	27C0150	Alexander Avenue	$0	$0					Bridge Removed			
04	Oakland	33C0030	Embarcadero Street	$0	$1,742,450				6/30/17	2% Construction	☑	⊗	⊗
04	Oakland	33C0148	23rd Avenue	$108,965	$1,003,625		12/31/15	12/31/15	12/31/16	90% Design	☑	⊗	⊗
04	Oakland	33C0178	Park Boulevard	$0	$77,756					Project Complete	☑	☑	☑
04	Oakland	33C0179	Park Boulevard	$0	$77,756					Project Complete	☑	☑	☑
04	Oakland	33C0180	Park Boulevard	$0	$77,756					Project Complete	☑	☑	☑
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				6/30/15	99% Construction	☑	☑	⊗
04	Oakland	33C0215	Leimert Boulevard	$28,675	$557,968	11/28/16	3/26/19	11/26/18	10/19/20	Request Re-Strategy	☑	⊗	⊗
04	Oakland	33C0238	Campus Drive	$0	$176,811				6/30/15	99% Construction	☑	☑	⊗
04	Oakland	33C0253	Coliseum Way	$0	$497,029					Project Complete	☑	☑	☑
04	Orinda	28C0330	Miner Road	$3,854	$141,091		2/26/16	2/26/16	12/30/16	80% Design 10% ROW	☑	☑	⊗
04	Orinda	28C0331	Bear Creek Road	$0	$11,929		6/30/15	6/30/15	9/30/16	50% Design	☑	☑	⊗

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

Phase Complete ▲ Completed ahead of schedule Behind schedule

Local Bridge Seismic Retrofit Program Delivery Report

DISTRICT	AGENCY	BRIDGE NO.	PROJECT DESCRIPTION	ESTIMATED BOND RIGHT OF WAY VALUE	ESTIMATED BOND CONSTRUCTION VALUE	END STRATEGY	END DESIGN	END RIGHT OF WAY	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	SCOPE	BUDGET	SCHEDULE
04	Peninsula Joint Powers Board	34C0051	Quint Street	$0	$341,473		4/30/15	No R/W	4/1/16	95% 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		5/8/15		8/28/15	65% Design	☑	☑	⊗
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		6/30/16	9/30/16	12/30/19	62% Design 45% ROW	☑	⊗	⊗
04	San Francisco County Transporation Authority	01CA0002	West Bound I-80 on ramp West of Yerba Buena Island	$63,085	$2,471,629		6/30/16	9/30/16	12/30/19	62% Design 45% ROW	☑	⊗	⊗
04	San Francisco County Transporation Authority	01CA0003	East Bound I-80 off ramp connecting to Treasure Island Road	$34,410	$1,096,115		6/30/16	9/30/16	12/30/19	62% Design 45% ROW	☑	⊗	⊗
04	San Francisco County Transporation Authority	01CA0004	Treasure Island Road West of SFOBB	$0	$223,487		6/30/16	9/30/16	12/30/19	62% Design 45% ROW	☑	⊗	⊗
04	San Francisco County Transporation Authority	01CA0006	Hillcrest Road West of Yerba Buena Island	$0	$264,672		6/30/16	9/30/16	12/30/19	62% Design 45% ROW	☑	⊗	⊗

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

Phase Complete ▲ Completed ahead of schedule Behind schedule

Local Bridge Seismic Retrofit Program Delivery Report

DISTRICT	AGENCY	BRIDGE NO.	PROJECT DESCRIPTION	ESTIMATED BOND RIGHT OF WAY VALUE	ESTIMATED BOND CONSTRUCTION VALUE	END STRATEGY	END DESIGN	END RIGHT OF WAY	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	SCOPE	BUDGET	SCHEDULE
04	San Francisco County Transporation Authority	01CA0008	Treasure Island road West of SFOBB	$0	$65,450		6/30/16	9/30/16	12/30/19	62% Design 45% ROW	☑	⊗	⊗
04	San Francisco County Transporation Authority	01CA007A	Treasure Island Road West of SFOBB	$0	$35,119		6/30/16	9/30/16	12/30/19	62% Design 40% ROW	☑	⊗	⊗
04	San Francisco County Transporation Authority	01CA007B	Treasure Isand Road west of SFOBB	$0	$46,294		6/30/16	9/30/16	12/30/19	62% Design 45% 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	46% 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					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		4/1/15	2/29/16	10/13/17	65% Design	☑	☑	⊗
04	Sonoma County	20C0018	Bohemian Highway	$57,028	$2,992,454		5/1/17	5/17/19	10/15/19	Design Phase Started	☑	☑	⊗
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		7/30/15	4/30/15	10/14/16	95% Design 75% ROW	☑	☑	⊗

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

Phase Complete ▲ Completed ahead of schedule Behind schedule

Local Bridge Seismic Retrofit Program Delivery Report

DISTRICT	AGENCY	BRIDGE NO.	PROJECT DESCRIPTION	ESTIMATED BOND RIGHT OF WAY VALUE	ESTIMATED BOND CONSTRUCTION VALUE	END STRATEGY	END DESIGN	END RIGHT OF WAY	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	SCOPE	BUDGET	SCHEDULE
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		12/31/15	12/5/16	10/15/18	65% 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	98% Construction	☑	☑	⊗
04	Union City	33C0223	Whipple Road	$0	$94,607					Project Complete	☑	☑	☑
04	Vallejo	23C0152	Sacramento Street	$0	$219,000		6/1/17	No R/W	2/1/18	Design Phase Started	☑	⊗	⊗
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 30% ROW	☑	⊗	⊗
05	Monterey County	44C0099	Boronda Road	$24,087	$508,121		12/31/15	12/31/15	1/1/17	Design Phase Started	☑	⊗	⊗
05	Monterey County	44C0115	Schulte Road	$0	$508,121		▲			Project Complete	☑	☑	☑
05	Monterey County	44C0151	Peach Tree Road	$5,735	$215,063		6/30/15	6/30/15	12/31/15	85% Design 90% 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		4/15/15	8/30/15	11/30/16	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			

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

Phase Complete ▲ Completed ahead of schedule Behind schedule

Local Bridge Seismic Retrofit Program Delivery Report

DISTRICT	AGENCY	BRIDGE NO.	PROJECT DESCRIPTION	ESTIMATED BOND RIGHT OF WAY VALUE	ESTIMATED BOND CONSTRUCTION VALUE	END STRATEGY	END DESIGN	END RIGHT OF WAY	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	SCOPE	BUDGET	SCHEDULE
05	Santa Barbara County	51C0001	Cathedral Oaks Road	$0	$229,400				1/30/16	42% 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		6/1/15	6/30/15	11/15/18	98% 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	$244,175			5/31/15	12/1/16	95% ROW 5% Construction	✓	⊗	⊗
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		6/30/15	6/30/15	12/1/15	99% Design 90% ROW	✓	✓	⊗
05	Santa Barbara County	51C0173	Santa Rosa Road	$4,553	$166,734					Project Complete	✓	✓	✓
05	Santa Cruz	36C0103	Soquel Drive	$0	$17,205					Project Complete	✓	✓	✓
05	Santa Cruz	36C0108	Murray Avenue	$38,540	$1,065,678		10/1/15	3/31/16	8/31/18	92% Design 77% ROW	✓	⊗	⊗
05	Solvang	51C0008	Alisal Road	$1,147	$203,019		4/23/15	No R/W	2/26/16	92% Design 60% ROW	✓	⊗	⊗
06	Bakersfield	50C0021L	Manor Street North Bound	$0	$298,220		3/1/16	No R/W	9/1/17	95% Strategy	✓	✓	⊗
06	Bakersfield	50C0021R	Manor Street South Bound	$0	$298,220		3/1/16	No R/W	9/1/17	95% Strategy	✓	✓	⊗
06	Department of Water Resources	42C0140	West Shields Avenue	$0	$32,831					Project Complete	✓	✓	✓
06	Department of Water Resources	42C0141	North Russell Avenue	$0	$56,291					Project Complete	✓	✓	✓
06	Department of Water Resources	42C0143	West Nees Avenue	$0	$54,241					Project Complete	✓	✓	✓
06	Department of Water Resources	42C0156	West Jayne Avenue	$0	$25,693					Project Complete	✓	✓	✓
06	Department of Water Resources	42C0159	West Mount Whitney Avenue	$0	$20,106					Project Complete	✓	✓	✓
06	Department of Water Resources	42C0173	West Manning Avenue	$0	$20,164					Project Complete	✓	✓	✓

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

Phase Complete ▲ Completed ahead of schedule Behind schedule

Local Bridge Seismic Retrofit Program Delivery Report

DISTRICT	AGENCY	BRIDGE NO.	PROJECT DESCRIPTION	ESTIMATED BOND RIGHT OF WAY VALUE	ESTIMATED BOND CONSTRUCTION VALUE	END STRATEGY	END DESIGN	END RIGHT OF WAY	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	SCOPE	BUDGET	SCHEDULE
06	Department of Water Resources	42C0245	West Panoche Road	$0	$17,795					Project Complete	☑	☑	☑
06	Department of Water Resources	42C0370	West Clarkson Avenue	$0	$25,812					Project Complete	☑	☑	☑
06	Department of Water Resources	42C0371	South El Dorado Avenue	$0	$24,201					Project Complete	☑	☑	☑
06	Department of Water Resources	42C0425	West Gale Avenue	$0	$26,947					Project Complete	☑	☑	☑
06	Department of Water Resources	45C0071	Avenal Cutoff	$0	$25,038					Project Complete	☑	☑	☑
06	Department of Water Resources	45C0123	Plymouth Avenue	$0	$28,671					Project Complete	☑	☑	☑
06	Department of Water Resources	45C0124	30th Avenue	$0	$30,211					Project Complete	☑	☑	☑
06	Department of Water Resources	45C0125	Quail Avenue	$0	$28,813					Project Complete	☑	☑	☑
06	Department of Water Resources	50C0113	Elk Hills Road	$0	$0					Bridge Removed			
06	Department of Water Resources	50C0123	Old River Road	$0	$17,888					Project Complete	☑	☑	☑
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	$40,681					Project Complete	☑	☑	☑
06	Tulare County	46C0027	Avenue 416	$0	$521,885					Project Complete	☑	☑	☑
07	Los Angeles	53C0045	Beverly-First Street	$0	$848,780		6/29/15	No R/W	6/30/18	95% Design 95% ROW	☑	☑	⊗
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				1/31/17	50% Construction	☑	☑	⊗
07	Los Angeles	53C0884	Ocean Boulevard	$0	$0					Bridge Removed			

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

Phase Complete ▲ Completed ahead of schedule Behind schedule

Local Bridge Seismic Retrofit Program Delivery Report

DISTRICT	AGENCY	BRIDGE NO.	PROJECT DESCRIPTION	ESTIMATED BOND RIGHT OF WAY VALUE	ESTIMATED BOND CONSTRUCTION VALUE	END STRATEGY	END DESIGN	END RIGHT OF WAY	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	SCOPE	BUDGET	SCHEDULE
07	Los Angeles	53C1010	North Main Street	$0	$965,295				6/30/15	95% Construction	✓	✓	⊗
07	Los Angeles	53C1184	4th Street	$0	$148,178					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			No R/W	12/30/15	75% Construction	✓	⊗	⊗
07	Los Angeles	53C1880	Sixth Street	$0	$28,773,240		12/31/15	12/31/15	3/29/19	85% Design 85% ROW 1% Construction	✓	⊗	⊗
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	$329,229				8/31/15	23% Construction	✓	✓	✓
07	Los Angeles County	53C0082	Washington Boulevard	$0	$12,815			▲	▲	Project Complete	✓	✓	✓
07	Los Angeles County	53C0084	Slauson Avenue	$0	$128,805				8/31/17	Waiting Award	✓	✓	⊗
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	✓	✓	✓

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

Phase Complete ▲ Completed ahead of schedule Behind schedule

Local Bridge Seismic Retrofit Program Delivery Report

DISTRICT	AGENCY	BRIDGE NO.	PROJECT DESCRIPTION	ESTIMATED BOND RIGHT OF WAY VALUE	ESTIMATED BOND CONSTRUCTION VALUE	END STRATEGY	END DESIGN	END RIGHT OF WAY	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	SCOPE	BUDGET	SCHEDULE
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		▲		6/30/16	20% Construction	☑	☑	◆
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	$131,923	▲			▲	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	☑	☑	☑

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

Phase Complete ▲ Completed ahead of schedule Behind schedule

Local Bridge Seismic Retrofit Program Delivery Report

DISTRICT	AGENCY	BRIDGE NO.	PROJECT DESCRIPTION	ESTIMATED BOND RIGHT OF WAY VALUE	ESTIMATED BOND CONSTRUCTION VALUE	END STRATEGY	END DESIGN	END RIGHT OF WAY	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	SCOPE	BUDGET	SCHEDULE
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	▲	3/31/16	4/30/16	8/31/18	45% 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	6/1/16	1/1/18	1/1/18	3/1/20	Request Re-Strategy	☑	⊗	⊗

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

Phase Complete ▲ Completed ahead of schedule Behind schedule

Local Bridge Seismic Retrofit Program Delivery Report

DISTRICT	AGENCY	BRIDGE NO.	PROJECT DESCRIPTION	ESTIMATED BOND RIGHT OF WAY VALUE	ESTIMATED BOND CONSTRUCTION VALUE	END STRATEGY	END DESIGN	END RIGHT OF WAY	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	SCOPE	BUDGET	SCHEDULE
08	Barstow	54C0089	North 1st Avenue	$0	$82,010	1/2/17	7/5/17	7/5/17	3/5/18	Request Re-Strategy	✓	✓	⊗
08	Barstow	54C0583	Yucca Street	$0	$50,000	1/1/18	7/2/18	7/2/18	3/4/19	Request Re-Strategy	✓	⊗	⊗
08	Colton	54C0077	La Cadena Drive	$0	$134,199		12/31/15	No R/W	12/31/17	90% Design	✓	✓	⊗
08	Colton	54C0078	La Cadena Drive	$0	$14,911				8/31/15	Waiting Award	✓	✓	⊗
08	Colton	54C0079	La Cadena Drive	$0	$14,911				8/31/15	Waiting Award	✓	✓	⊗
08	Colton	54C0100	Mount Vernon Avenue	$0	$71,285		12/30/15	No R/W	12/31/16	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				8/31/15	Waiting Award	✓	✓	⊗
08	Colton	54C0384	C Street	$0	$22,366				8/31/15	Waiting Award	✓	✓	⊗
08	Colton	54C0599	Rancho Avenue	$0	$14,292			No R/W	8/31/15	Waiting Award	✓	✓	⊗
08	Department of Water Resources	54C0449	Ranchero Street	$0	$127,718					Project Complete	✓	✓	✓
08	Department of Water Resources	54C0451	Mesquite Street	$0	$36,916					Project Complete	✓	✓	✓
08	Department of Water Resources	54C0452	Maple Avenue	$0	$102,734					Project Complete	✓	✓	✓
08	Department of Water Resources	54C0495	Goodwin Drive	$0	$22,406					Project Complete	✓	✓	✓
08	Department of Water Resources	54C0496	Duncan Road	$0	$24,370					Project Complete	✓	✓	✓
08	Grand Terrace	54C0379	Barton Road	$0	$52,188				12/30/16	Waiting Award	✓	✓	⊗
08	Indio	56C0084	Jackson Street	$0	$277,777			6/26/15	12/30/15	95% ROW	✓	⊗	⊗
08	Indio	56C0283	S/B Indio Blvd.	$0	$444,463				12/30/15	1% Construction	✓	⊗	⊗
08	Indio	56C0291	Jackson Street	$0	$237,795					Project Complete	✓	✓	✓
08	Indio	56C0292	North Bound Indio Boulevard	$5,735	$241,868		11/13/15	1/15/16	12/9/16	90% Design 90% ROW	✓	⊗	⊗

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

Phase Complete ▲ Completed ahead of schedule Behind schedule

Local Bridge Seismic Retrofit Program Delivery Report

DISTRICT	AGENCY	BRIDGE NO.	PROJECT DESCRIPTION	ESTIMATED BOND RIGHT OF WAY VALUE	ESTIMATED BOND CONSTRUCTION VALUE	END STRATEGY	END DESIGN	END RIGHT OF WAY	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	SCOPE	BUDGET	SCHEDULE
08	Lake Elsinore	56C0309	Auto Center Drive	$0	$49,206	1/31/17	11/20/17	No R/W	2/18/19	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	6/15/17	12/15/18	11/10/18	12/25/21	22% Strategy	☑	☑	⊗
08	San Bernardino	54C0066	Mount Vernon Avenue	$0	$3,452,670		2/9/16	2/9/16	7/1/18	30% Design	☑	☑	⊗
10	Department of Water Resources	39C0250	Mccabe Road	$0	$15,476					Project Complete	☑	☑	☑
10	Department of Water Resources	39C0252	Butts Road	$0	$24,781					Project Complete	☑	☑	☑
10	Department of Water Resources	39C0314	Mervel Avenue	$0	$40,239					Project Complete	☑	☑	☑
10	Merced County	39C0339	Canal School Road	$0	$0					Bridge Removed			
10	Modesto	38C0050	Carpenter Road	$0	$1,187,886				6/30/15	99% Construction	☑	⊗	⊗
10	San Joaquin County	29C0187	Airport Way	$0	$420,730				▲	Project Complete	☑	☑	☑
10	San Joaquin County	38C0032	Mchenry Avenue	$0	$238,576		12/1/15	11/19/15	4/1/19	75% Design 40% ROW	☑	☑	⊗
10	Stanislaus County	38C0003	Santa Fe Avenue	$0	$536,796		9/30/15	6/30/15	6/30/16	35% Design	☑	☑	⊗
10	Stanislaus County	38C0004	Hickman Road	$0	$820,105		3/31/16	3/31/16	9/30/17	1% Design	☑	☑	⊗
10	Stanislaus County	38C0010	Crows Landing	$0	$745,550		9/30/16	12/31/15	10/31/17	65% Design	☑	☑	⊗
10	Stanislaus County	38C0048	Geer Road	$0	$141,655				12/31/15	Waiting Award	☑	☑	⊗
10	Stanislaus County	38C0202	Pete Miller Road	$0	$44,733				10/31/15	Waiting Award	☑	☑	⊗
10	Stanislaus County	39C0001	River Road	$0	$670,995		12/31/15	6/1/16	3/1/17	35% Design	☑	☑	⊗
10	Tracy	29C0126	Eleventh Street	$0	$2,278,743				12/30/17	Waiting Award	☑	⊗	⊗

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

Phase Complete ▲ Completed ahead of schedule Behind schedule

Local Bridge Seismic Retrofit Program Delivery Report

DISTRICT	AGENCY	BRIDGE NO.	PROJECT DESCRIPTION	ESTIMATED BOND RIGHT OF WAY VALUE	ESTIMATED BOND CONSTRUCTION VALUE	END STRATEGY	END DESIGN	END RIGHT OF WAY	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	SCOPE	BUDGET	SCHEDULE
11	Del Mar	57C0207	North Torrey Pines Road	$0	$2,679,446				▲	Project Complete	☑	☑	☑
11	Imperial County	58C0014	Forrester Road	$28,675	$725,569		7/21/17	1/21/17	2/21/18	Design Phase Started	☑	☑	⊗
11	Imperial County	58C0092	Araz Road	$0	$0					Bridge Removed			
11	Imperial County	58C0094	Winterhaven Drive	$0	$152,780		2/21/16	No R/W	10/21/16	Design Phase Started	☑	☑	⊗
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				12/1/16	Waiting Award	☑	☑	⊗
11	Santee	57C0398	Carlton Oaks Drive	$0	$46,000		9/30/15	No R/W	2/29/16	9% Design	☑	⊗	⊗
12	Newport Beach	55C0015	Park Avenue	$0	$146,242		9/30/15		12/31/16	50% Design	☑	☑	⊗
12	Newport Beach	55C0149L	South Bound Jamboree Road	$0	$57,003				▲	Project Complete	☑	☑	☑
12	Newport Beach	55C0149R	North Bound Jamboree Road	$0	$48,907				▲	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	**$1,814,974**	**$125,722,914**								

☑ 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

CALIFORNIA DEPARTMENT OF TRANSPORTATION

FY 2014-15
3rd Quarter Report
State-Local Partnership Program

Quarterly Report to the

California Transportation Commission

State-Local Partnership Program
Progress Report

SUMMARY:

This report covers the third quarter of the State Fiscal Year (FY) 2014-15 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 77 projects in construction and 127 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 completed construction.

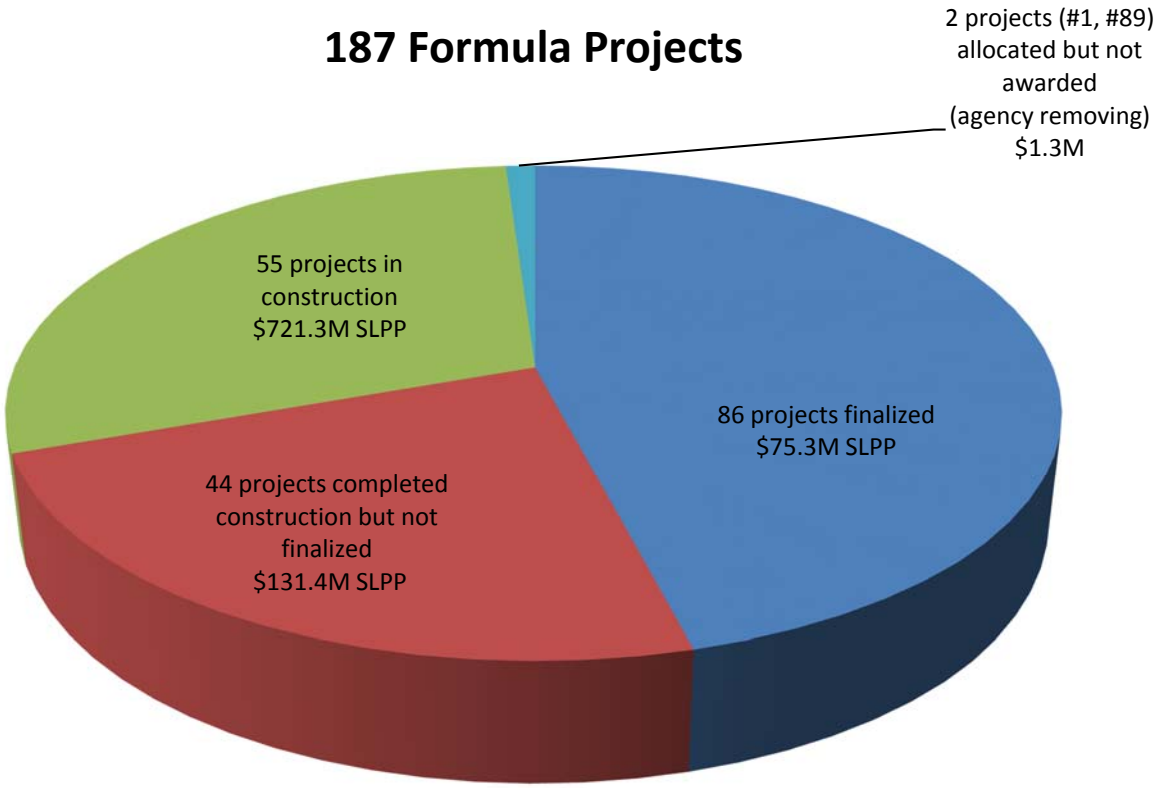
- Cycle 2: In FY 2009-10, 23 projects were programmed for formula share funding. Five of the projects were removed from the program; one was re-programmed in Cycle four and one was re-programmed in Cycle five. The remaining 16 projects total $126.4M in SLPP funds. All 16 of these projects have been allocated;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

- 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 seven projects have completed construction.

- 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 seven projects have completed construction.

- 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 103 have completed construction.

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 completed construction.

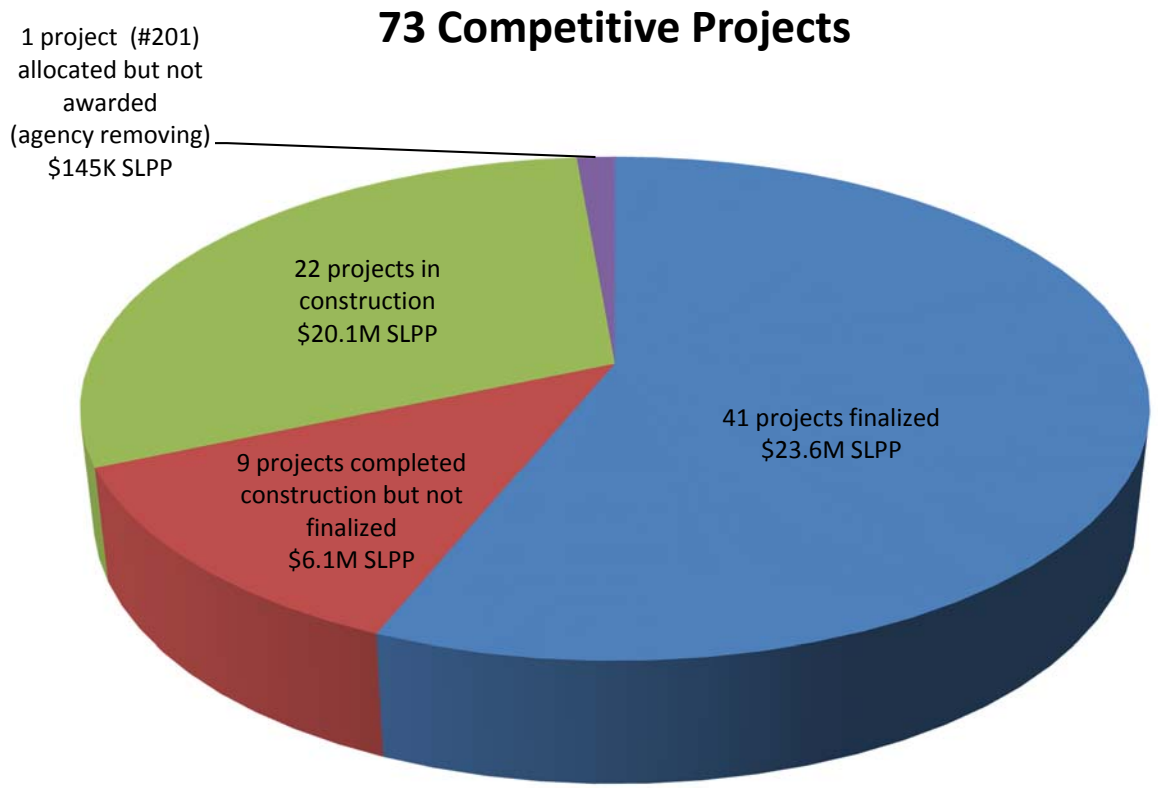
- Cycle 2: In FY 2009-10, 14 projects were programmed for competitive share funding. One of these projects was removed from the program. The 13 remaining projects totaled $9M in programmed SLPP bond funds; that amount was reduced to $7.8M after bid savings were accounted for on the completed projects.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

- 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 completed construction.

- 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 five have completed construction.

- 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 11 have completed construction.

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 Point Arena	7687	Port & Windy Hollow Rd Rehab (5)	$22	$22	$11	4/2014	6/2013	0			X	◆	◆	◆
2	3	SAC	Sacramento County	7536	Hwy 50 / Watt Ave (5)	$38,750	$30,448	$8,586	9/2012	4/2012	98%		X		●	●	●
3	3	SAC	Sacramento RT	7501	South Sacramento Light Rail, Ph 2 (3)	$31,500	$31,500	$7,200	11/2011	10/2011	100%	10/2014	X		●	●	●
4	3	SAC	City of Sacramento	7558	Cosumnes River Blvd / I-5 Interchange (5)	$82,917	$70,056	$7,691	1/2013	12/2012	82%		X		●	●	●
5	3	SAC	Caltrans		Sac 50 – HOV (1)	$128,536	$100,736	$7,214	10/2009	6/2009	100%	5/2013	X		●	●	●
6	4	ALA	Alameda Cty Transit	7502	Bus Procurement Program (2,5)	$52,434	$52,434	$21,007	4/2012	10/2011 9/2012	98%		X		●	●	●
7	4	Vari.	Bay Area Rapid Transit	7489	BART - Warm Springs Extension (1,2,3,4,5)	$890,000	$746,904	$99,180	6/2011	1/2010 1/2010 1/2011 10/2011 9/2012	82%		X		●	●	●
8	4	Bay Area Toll Auth	Bay Area Rapid Transit	7499	Oakland Airport Connector (2,4,5)	$484,111	$454,081	$20,000	11/2010	1/2011 10/2011 12/2012	100%	11/2014	X		●	●	●
9	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	83%		X		●	●	●
10	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	64%		X		●	●	●
11	4	CC	Contra Costa Transp Auth		SR 4 East Widening Segment 3B (5)	$88,161	$76,740	$5,868	10/2012	8/2012	47%		X		●	●	●
12	4	CC	City of El Cerrito	7693	2013 Street Improvements (5)	$832	$751	$354	10/2013	6/2013	100%	2/2015	X		●	●	●
13	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	75%		X		●	●	●
14	4	SF	Caltrans	7698	Doyle Drive (5) P3 project	$849,169	$605,799	$19,366	1/2011	6/2013	90%		X		●	◆	●
15	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	29%		X		●	●	●
16	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		●	●	●
17	4	SM	SamTrans	7655	Replacement Gillig Buses (5)	$35,630	$34,279	$5,505	1/2013	12/2012	100%	3/2015	X		●	●	●
18	4	SM	Sam Trans	7694	Communications System Upgrade (5)	$13,400	$13,400	$101	82013	5/2013	80%		X		●	●	●
19	4	SM	City of E Palo Alto	7638	Street Resurfacing (5)	$1,090	$990	$495	2/2014	5/2013	99%		X		●	●	●
20	4	SM	City of San Bruno	7637	Road Rehab (5)	$1,287	$1,247	$431	5/2013	5/2013	100%	7/2014	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	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		●	●	●
22	4	SON	Caltrans		101 – Airport OC and I/C (4,5)	$49,208	$33,400	$3,693	10/2012	4/2012 9/2012	98%		X		●	●	●
23	4	SON	Caltrans		101 – Petaluma River Bridge (4)	$127,347	$77,000	$1,865	10/2012	5/2012	73%		X		●	●	●
24	4	SON	Caltrans	7697	101 – Old Redwood Hwy OC & IC (5)	$41,388	$26,798	$4,610	2/2013	9/2012	77%		X		●	●	●
25	5	SCR	Santa Cruz Metro Transit District	7557	Metro Base Consolidated Facility (5)	$74,824	$63,376	$5,812	12/2012	8/2012	50%		X		●	●	●
26	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		●	●	●
27	6	FRE	Caltrans	7696	Kings Canyon Expressway Seg 2 (5)	$43,600	$23,000	$11,500	6/2013	1/2013	100%	10/2014	X		●	●	●
28	6	FRE	City of Clovis	7680	Temperance Ave Improvements (5)	$1,594	$1,594	$728	12/2013	6/2013	90%		X		●	●	●
29	6	FRE	City of Fresno	7668	Peach Ave – Kings Canyon Rd to Belmont (5)	$12,311	$7,300	$3,650	6/2013	1/2013	99%		X		●	●	●
30	6	FRE	City of Fresno	7667	Willow Ave – Barstow Ave to Escalon Ave (5)	$2,367	$1,930	$965	9/2013	3/2013	98%		X		●	●	●
31	6	FRE	City of Fresno	7675	Herndon EB Widening (5)	$2,044	$1,715	$818	10/2013	6/2013	100%	8/2014	X		●	●	●
32	6	FRE	City of Fresno	7685	180 West Frontage Road (5)	$7,519	$4,426	$2,213	11/2013	6/2013	98%		X		●	●	●
h	6	TUL	Dinuba	7511	Avenue 416 Widening -Rd 56 to Rd 80 (5)	$22,730	$22,730	$7,551	11/2013	6/2013	24%		X		●	●	●
34	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	99%		X		●	●	●
35	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	99%		X		●	●	●
36	7	LA	LA County Metropolitan Transp Auth	7555	Transit Bus Acquisition (5)	$297,070	$297,070	$36,250	1/2013	8/2012	84%		X		●	●	●
37	7	LA	LA County Metropolitan Transp Auth	7664	Exposition Light Rail (5)	$110,315	$101,930	$28,259	6/2013	3/2013	73%		X		●	●	●
38	7	LA	LA County Metropolitan Transp Auth	7695	Crenshaw LAX Transit Corridor (5)	$1,762,725	$1,571,975	$49,529	7/2013	5/2013	20%		X		●	●	●
39	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	84%		X		●	●	●
40	7	LA	Caltrans		I-5 N. Carpool Lanes SR 118-170 (1)	$236,001	$136,075	$25,075	5/2010	5/2009	91%		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
41	7	LA	Caltrans	7484	I-5 Carmenita Interchange (2)	$395,167	$171,930	$14,925	7/2011	6/2010	62%		X		●	◆	●
42	7	LA	Caltrans		I-5 HOV Empire Ave I/C (4)	$341,859	$195,787	$13,061	10/2012	5/2012	19%		X		●	●	●
43	8	RIV	City of Corona	7546	Foothill Parkway Westerly Extension (5)	$23,500	$23,500	$7,000	12/2013	3/2013	15%		X		●	●	●
44	8	RIV	City of Indian Wells	7556	Highway 111 Improvements (5)	$3,100	$3,100	$1,550	4/2013	3/2013	100%	5/2014	X		●	●	●
45	8	RIV	City of Indio	7545	Varner Road / Jefferson Street Improv. (5)	$4,500	$4,500	$2,253	10/2013	6/2013	100%	11/2014	X		●	●	●
46	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	99%		X		●	●	●
47	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	95%		X		●	●	●
48	8	RIV	Riverside Cnty	7652	Fred Waring Drive Widening (5)	$9,432	$8,000	$4,000	11/2013	6/2013	96%		X		●	●	●
49	8	RIV	Riverside Cnty	7653	Rte 91 Corridor Improvement (5)	$1,344,829	$942,109	$37,173	5/2013	3/2013	34%		X		●	●	●
50	8	SBD	SANBAG	7538	I-15 / Ranchero Rd Interchange (4)	$57,622	$44,221	$4,550	11/2012	5/2012	95%		X		●	●	●
51	8	SBD	SANBAG	7681	Downtown Passenger Rail Project (5)	$92,757	$66,347	$10,921	12/2013	6/2013	18%		X		●	●	●
52	8	SBD	San Bernardino County	7658	Maple Lane Improvements (5)	$2,892	$2,604	$1,302	4/2013	3/2013	100%	10/2014	X		●	●	●
53	8	SBD	Town of Apple Valley	7682	Yucca Loma Bridge and Yates Road (5)	$42,525	$41,762	$9,712	12/2013	6/2013	50%		X		●	●	●
54	8	SBD	City of Ontario	7688	South Milliken Avenue RR Grade Sep (5)	$82,016	$71,300	$7,210	12/2013	6/2013	23%		X		●	●	●
55	8	SBD	City of Ontario	7691	Vineyard Avenue RR Grade Sep (5)	$55,195	$50,800	$19,490	12/2013	6/2013	53%		X		●	●	●
56	8	SBD	City of Twenty Nine Palms	7659	National Park Drive Improvements (5)	$850	$815	$400	8/2013	1/2013	100%	6/2013	X		●	●	●
57	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	100%	7/2014	X		●	●	●
58	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		●	●	●
59	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		●	●	●
60	10	SJ	City of Stockton	7533	I-5 French Camp Road I/C (4)	$50,644	$31,100	$3,800	9/2012	4/2012	99%		X		●	●	◆
61	10	SJ	Caltrans		Rte 99 South Stockton 6 Lane (5)	$214,458	$113,958	$16,065	10/2012	6/2012 1/2013	47%		X		●	●	●
62	11	IMP	Imperial County	7561	Dogwood Road (5)	$1,802	$1,802	$901	8/2013	3/2013	100%	7/2014	X		●	●	●
63	11	IMP	Imperial County	7560	Willoughby Road (5)	$1,300	$1,300	$650	8/2013	3/2013	100%	5/2014	X		●	●	●
64	11	IMP	City of Brawley	7550	Eastern Avenue Rehab (5)	$1,250	$1,250	$625	6/2013	3/2013	100%	10/2014	X		●	●	●
65	11	IMP	City of Calexico	7563	5th Street Repaving (5)	$1,030	$1,030	$515	3/2014	3/2013	100%	12/2014	X		●	●	●
66	11	IMP	City of Calexico	7562	Downtown Repaving (5)	$800	$800	$400	3/2014	3/2013	100%	12/2014	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
67	11	IMP	City of El Centro	7553	FY 2013 Streets Rehab (5)	$2,073	$2,073	$1,036	9/2013	3/2013	100%	9/2014	X		●	●	●
68	11	IMP	City of Imperial	7564	South N Street Reconstruction (5)	$768	$768	$384	9/2013	3/2013	100%	7/2014	X		●	●	●
69	11	IMP	City of Westmorland	7554	6th Street and G Street Improvements (5)	$136	$136	$68	8/2013	3/2013	100%	12/2013	X		●	●	●
70	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		●	●	●
71	11	SD	San Diego Assoc of Gov	7513	Blue Line Crossovers and Signals (4)	$43,393	$38,479	$10,200	4/2011	10/2011	100%	9/2014	X		●	●	◆
72	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	80%		X		●	●	●
73	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	95%		X		●	●	●
74	11	SD	Caltrans		I-805 HOV Managed Lanes – North (4)	$163,000	$127,305	$1,358	4/2012	10/2011	71%		X		●	●	●
75	11	SD	Caltrans	7699	I-5 Genessee Avenue Interchange (5)	$83,944	$64,857	$8,000	12/2014	5/2013	1%		X		●	●	●
76	12	ORA	Orange County	7608	Moulton Pkwy – Smart Street, Seg 3 (5)	$7,986	$6,842	$3,422	12/2012	6/2012	100%	10/2014	X		●	●	●
77	12	ORA	Orange County	7504	Cow Camp Rd (5)	$39,900	$37,900	$4,160	6/2013	5/2013	98%		X		●	●	●
78	12	ORA	Orange County	7543	La Pata Avenue (5)	$57,220	$45,220	$5,110	12/2013	6/2013	51%		X		●	●	●
79	12	ORA	Orange County	7609	Skyline Drive Reconstruction (5)	$580	$504	$252	8/2013	3/2013	100%	12/2013	X		●	●	●
80	12	ORA	City of Anaheim	7505	Brookhurst St Widening (5)	$8,961	$8,961	$3,393	6/2013	5/2013	96%		X		●	●	●
81	12	ORA	City of Costa Mesa	7567	Redhill Avenue Rehab (5)	$1,901	$1,901	$922	6/2013	1/2013	100%	7/2014	X		●	●	●
82	12	ORA	City of Costa Mesa	7507	Harbor Blvd & Adams Ave (5)	$4,779	$3,914	$1,482	11/2013	5/2013	99%		X		●	●	●
83	12	ORA	City of Cypress	7568	Cerritos Avenue Widening (5)	$439	$378	$168	5/2013	3/2013	95%		X		●	●	●
84	12	ORA	City of Irvine	7604	Campus Drive Rehab (5)	$2,680	$2,500	$1,138	6/2013	1/2013 6/2013	100%	11/2014	X		●	●	●
85	12	ORA	City of Laguna Beach	7611	Trolley Bus Acquisition (5)	$636	$636	$318	6/2013	1/2013	100%	3/2014	X		●	●	●
86	12	ORA	City of Laguna Hills	7598	El Toro Rd / Ridge Route Dr Reconstruction (5)	$1,280	$1,280	$343	6/2013	1/2013	100%	12/2014	X		●	●	●
87	12	ORA	City of Laguna Woods	7616	El Toro Rd Reconstruction (5)	$591	$591	$293	8/2013	3/2013	100%	8/2014	X		●	●	●
88	12	ORA	City of Los Alamitos	7617	Business Area Street Improvement (5)	$636	$636	$318	7/2013	3/2013	100%	10/2013	X		●	●	●
89	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	○	○	○

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
90	12	ORA	City of Mission Viejo	7503	Oso Parkway Widening (5)	$5,579	$3,180	$1,204	5/2014	5/2013	80%		X		●	●	●
91	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		●	●	●
92	12	ORA	City of Santa Ana	7506	Bristol St Widening (4)	$9,600	$9,600	$3,120	1/2013	8/2012	100%	12/2014	X		●	●	●
93	12	ORA	City of Santa Ana	7601	Broadway & McFadden Rehab (5)	$3,765	$3,765	$1,551	8/2013	3/2013	100%	11/2014	X		●	●	●
94	12	ORA	City of Seal Beach	7596	Arterial and Local Street Rehab (5)	$655	$655	$318	6/2013	3/2013	100%	9/2013	X		●	●	●
95	12	ORA	City of Tustin	7587	Newport Avenue Bike Trail Reconstruct (5)	$450	$400	$200	8/2013	3/2013	100%	7/2014	X		●	●	●
96	12	ORA	City of Tustin	7535	Tustin Ranch Road Extension (4,5)	$27,752	$25,837	$4,927	6/2012	5/2012 6/2013	100%	4/2014	X		●	●	●
97	12	ORA	City of Tustin	7588	Enderle Ctr / Vandenburg Ln Intersection (5)	$145	$70	$35	8/2013	3/2013	100%	9/2014	X		●	●	●
98	12	ORA	City of Tustin	7586	Irvine Blvd & McFadden Ave Rehab (5)	$913	$828	$358	8/2013	3/2013	100%	9/2014	X		●	●	●
99	12	ORA	City of Villa Park	7594	Street Rehab (5)	$651	$651	$125	10/2013	6/2013	100%	4/2014	X		●	●	●
100	12	ORA	Caltrans	7700	I-5 HOV Pac Coast Hwy-San Juan Clark (5)	$63,093	$49,272	$20,789	12/2013	6/2013	42%		X		●	●	●
101	12	ORA	Caltrans	7701	SR 91 Aux Lane / Tustin Ave - SR 55 IC (5)	$41,930	$28,000	$14,000	10/2013	6/2013	60%		X		●	●	●
Totals								$854M									

● 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
102	1	MEN	City of Fort Bragg	Street Resurfacing Project (5) 7615	$1,445	$1,197.6	$1,445	$1,197.6	$163	$163			5/2013	5/13/13	1/13/14
103	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
104	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
105	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
106	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
107	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
108	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
109	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
110	4	SM	City of Brisbane	Retrofit Safety Systems at School Xings (5) 7647	$74	$97.9	$74	$97.9	$37	$37			5/2013	7/25/13	3/17/14
111	4	SM	City of Brisbane	Bayshore Blvd Rehab (5) 7648	$120	$132.4	$120	$132.4	$60	$60			5/2013	8/05/13	9/18/13
112	4	SM	City of Brisbane	Sidewalk Improvement Various Locations (5) 7649	$100	$124.1	$100	$124.1	$50	$50			5/2013	8/26/13	2/24/14
113	4	SM	City of Burlingame	2013 Street Resurfacing Program (5) 7646	$1,000	$889.4	$950	$844.4	$411	$411			5/2013	7/25/13	1/31/14
114	4	SM	Town of Colma	Hillside Blvd Pavement Rehab (5) 7644	$144	$140.5	$144	$140.5	$49	$49			3/2013	6/12/13	07/11/13
115	4	SM	City of Foster City	Street Resurfacing Project (5) 7639	$1,016	$1,085.2	$1,016	$1,085.2	$508	$508			1/2013	3/18/13	12/16/13
116	4	SM	City of Half Moon Bay	Road Rehab Program (5) 7651	$484	$685.1	$484	$685.1	$242	$242			5/2013	8/20/13	1/21/14
117	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
118	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
119	4	SM	San Mateo Cnty	Resurface Various Streets (5) 7654	$1,850	$1,354.9	$1,850	$1,354.9	$605	$605			5/2013	7/09/13	5/19/13
120	4	SM	City of SanMateo	Citywide Street Rehab (5) 7641	$1,281	$1,410.6	$1,280	$1,410.6	$613	$613			3/2013	7/15/13	4/22/14
121	4	SM	City of South San Francisco	2013 Street Rehab (5) 7642	$1,014	$1,403.7	$1,004	$1,393.2	$502	$502			5/2013	8/26/13	12/13/13
122	4	SM	Town of Woodside	2013 Road Rehab (5) 7657	$534	$580.7	$534	$580.7	$267	$267			5/2013	7/30/13	3/25/14
123	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
124	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
125	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
126	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
127	5	SM	City of Goleta	Patterson Ave Sidewalk Infill (5) 7678	$335	$153.1	$314	$149.3	$54	$54			5/2013	11/19/13	7/15/14
128	5	SM	City of Lompoc	2013 Laurel Ave Rehab (5) 7673	$300	$283.4	$300	$283.4	$77	$77			5/2013	11/05/13	6/02/14
129	5	SB	County of Santa Barbara	Overlay Various County Roads (5) 7684	$1,109	$2,633.0	$1,109	$2,633.0	$242	$242			5/2013	11/12/13	5/20/14

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
130	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
131	5	SB	City of Santa Maria	Central Santa Maria Roadway Repairs (5) 7683	$600	$577.1	$600	$577.1	$180	$180			5/2013	8/06/13	3/11/14
132	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
133	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
134	6	MAD	City of Chowchilla	Presidential Street Resurfacing (5) 7613	$527	$510.9	$480	$494.6	$240	$240			6/2013	12/10/13	12/0714
135	6	FRE	City of Clovis	Herndon, Clovis-Fowler (5) 7662	$1,598	$1,458.8	$1,598	$1,458.8	$799	$730		$69	1/2013	4/15/13	8/29/14
136	6	FRE	City of Clovis	Temperance, Bullard-Herndon (5) 7663	$2,597	$2,334	$2,597	$2,334	$1,298	$1,172		$126	1/2013	4/15/13	3/10/14
137	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
138	6	MAD	Madera County	Avenue 9 Improvements (5) 7549	$3,419	$2,152.1	$3,204	$2,029.7	$1,454	$1,016		$438	3/2013	6/17/13	2/25/14
139	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
140	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
141	6	MAD	City of Madera	3R & ADA – D Street & Almond Drive (3) 7485	$566	$380.4	$546	$373.9	$273	$187		$86	10/2012	4/17/13	11/06/13
142	6	MAD	City of Madera	3R & ADA – S Gateway Drive (3) 7486	$437	$212	$417	$205.2	$206	$103		$103	10/2012	4/17/13	11/06/13
143	6	MAD	City of Madera	4th St – Pine to K St (5) 7541	$1,512	$1,588.7	$1,360	$975.3	$567	$567			1/2013	5/15/13	2/15/14
144	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
145	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
146	7	LA	LACMTA	CNG Bus Procurement (3,4) 7494	$86,830	$85,762.4	$86,830	$85,762.4	$38,550	$38,257		$293	1/2011 2/2012	12/16/11	8/28/13
147	8	RIV	City of Indio	Monroe Street Improvements (5) 7544	$2,750	$3,203	$2,750	$3,203	$1,375	$1,375			10/2012	11/07/12	6/24/13
148	8	RIV	City of La Quinta	Hwy 111/Washington St Improvements (5) 7656	$566	$743.4	$566	$743.4	$283	$283			6/2013	8/26/13	2/04/14
149	8	SBD	City of Big Bear Lake	Village "L" Street Improvements (5) 7666	$4,710	$5,995.3	$4,541	$5,826.3	$1,200	$1,200			1/2013	3/11/13	2/10/14
150	11	IMP	City of Calipatria	Lake Avenue Improvements (5) 7552	$282	$281.9	$282	$281.9	$133	$133			3/2013	6/11/13	9/27/13
151	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
152	12	ORA	OCTA	Laguna Niguel/Mission Viejo Metrolink (5) 7542	$4,132	$4,179.6	$1,469	$1,499	$695	$695			9/2012	01/28/13	10/28/13
153	12	ORA	Orange County	Dale Street Reconstruction (5) 7610	$261	$257	$214	218.2	$107	$107			3/2013	5/21/13	10/10/13
154	12	ORA	Orange County	La Colina Drive Pavement Rehab (5) 7650	$1,818	$1,612.5	$1,665	$1,520	$815	$761		$54	3/2013 6/2013	4/23/13	8/26/13
155	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
156	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

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
157	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
158	12	ORA	City of Anaheim	Anaheim Blvd Improvements (5) 7580	$664	$723.8	$664	$723.8	$332	$332			12/2012	5/07/13	2/06/14
159	12	ORA	City of Anaheim	Orange Ave Improvements (5) 7581	$348	$411.3	$348	$411.3	$174	$174			12/2012	5/07/13	2/06/14
160	12	ORA	City of Anaheim	Sunkist Street Improvements (5) 7582	$1,670	$1,697.4	$1,670	$1,697.4	$835	$835			12/2012	4/30/13	1/21/14
161	12	ORA	City of Anaheim	Knott Ave Improvements (5) 7583	$448	$643.2	$448	$643.2	$224	$224			12/2012	5/07/13	2/06/13
162	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
163	12	ORA	City of Brea	Lambert Rd Phase 2 Rehab (5) 7570	$794	$$1,755.3	$724	$1,674.5	$362	$362			3/2013	8/20/13	6/03/14
164	12	ORA	City of Buena Park	La Palma Ave Rehab (5) 7618	$1,182	$1,572.4	$1,142	$1,532.4	$571	$571			3/2013	7/09/13	11/15/13
165	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
166	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
167	12	ORA	City of Fountain Valley	Brookhurst Street Improvements (5) 7575	$933	$1,228	$933	$1,228	$396	$396			3/2013	6/18/13	12/24/13
168	12	ORA	City of Fullerton	Berkeley Ave Reconstruction (5) 7572	$780	$826.6	$700	$718.7	$343	$343			1/2013	5/29/13	1/24/14
169	12	ORA	City of Fullerton	Magnolia Ave Reconstruction (5) 7573	$1,230	$1,535	$1,130	$1,449.9	$410	$410			1/2013	5/21/13	11/15/13
170	12	ORA	City of Garden Grove	Local Road Rehab (5) 7571	$1,684	$2,330.6	$1,684	$2,330.6	$842	$842			3/2013	8/13/13	7/10/14
171	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
172	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
173	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
174	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
175	12	ORA	City of La Palma	La Palma Ave Rehab – Valley View /WCL (5) 7576	$676	$824.8	$636	$784.8	$318	$318			3/2013	6/04/13	3/04/14
176	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
177	12	ORA	City of Mission Viejo	Jeronimo Rd Resurface (5) 7597	$1,378	$1,476.1	$1,278	$1,417.1	$574	$574			12/2012	4/30/13	12/02/13
178	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
179	12	ORA	City of Orange	Jamboree Rd Rehab (5) 7591	$2,112	$2,158.1	$2,072	$2,118.1	$1,036	$1,036			3/2013	5/28/13	3/20/14
180	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
181	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
182	12	ORA	City of Placentia	Rose Drive and Yorba Linda Blvd Int (5) 7599	$300	$147.4	$300	$147.4	$95	$74		$21	1/2013	4/16/13	11/01/13

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
183	12	ORA	City of Placentia	Valencia Ave Rehab (5) 7600	$636	$642.3	$636	$642.3	$318	$318			1/2013	5/07/13	11/05/13
184	12	ORA	City of San Juan Capistrano	Local Street Rehab (5) 7592	$804	$1,401.4	$804	$1,401.4	$318	$318			3/2013	9/3/13	8/5/14
185	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
186	12	ORA	City of Westminster	Brookhurst Street Improvement (5) 7589	$1,212	$1,220.7	$1,212	$1,220.7	$520	$520			3.2013	8/28/13	4/09/14
187	12	ORA	City of Yorba Linda	Yorba Linda Blvd Rehab (5) 7595	$761	$515.8	$674	$428.8	$336	$214		$112	1/2013	6/22/13	8/27/13
Total Completed Formula SLPP									$77M	$75.3M	$22K	$1.7M			

SLPP Corrective Actions – Formula Projects

Project 1: 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 14: Doyle Drive
Project is shown as a budget risk. There outstanding claims on this project that will require supplemental funds. Additional funds will be requested at the May 2015 CTC meeting.

Project 41: I-5 Carmenita Interchange
Right of Way expenditures exceeded the budget. There will be a debit made against county shares in the next STIP programming cycle.

Project 60: I-5 / French Camp Road Interchange
Project was previously reported as 100% complete with construction, agency is now reporting 99% complete with a construction end date of April 30, 2015.

Project 71: 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. The Department, District 11, submitted a memo to justify awarding the contract prior to programming and approval of the LONP.

SLPP Updates – Formula Projects

Project 5: Sac 50 – HOV
Project was completed in May 2013. A Final Delivery Report has not been submitted for the use of SLPP funds.

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	80%		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	39%		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	70%		X		●	●	●
192	3	PLA	City of Lincoln	7620	Nelson Lane Improvements (5)	$1,400	$1,200	$600	4/2014	6/2013	100%	3/2015	X		●	●	●
193	3	PLA	City of Roseville	7622	Blue Oaks Blvd Widening (5)	$4,150	$3,500	$1,000	10/2013	6/2013	100%	2/2015	X		●	●	●
194	3	SAC	Sac RT	7674	Cosumnes River College Transit Station (5)	$89,822	$89,822	$1,000	7/2013	5/2013	64%		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	100%	3/2015	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	100%	12/2014	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	92%		X		●	●	●
198	5	SLO	San Luis Obispo County	7623	Willow Rd Extension Mitigation (5)	$750	$750	$375	3/2013	3/2013	90%		X		●	●	●
199	6	FRE	City of Fresno	7672	Audobon/Cole Traffic Signal (5)	$377	$362	$181	4/2014	6/2013	77%		X		●	●	●
200	6	FRE	City of Fresno	7670	Traffic Signal at Shields / Temperance (5)	$445	$430	$215	6/2014	6/2013	99%		X		●	●	●
201	6	FRE	City of Fresno	7669	Friant Rd Widening at Shepherd Ave (5)	$305	$290	$145		6/2013	0			X	○	○	○
202	6	KER	City of Bakersfield	7626	Mohawk St Extension & Improvements (5)	$2,393	$2,028	$1,000	9/2013	3/2013	100%	6/2014	X		●	●	●
203	6	KER	City of Bakersfield	7676	Hageman Road Signal Install and Synch (5)	$450	$450	$225	11/2013	6/2013	100%	7/2014	X		●	●	●
204	6	KER	City of Bakersfield	7677	Hosking Avenue Widening (5)	$872	$872	$436	11/2013	6/2013	100%	5/2014	X		●	●	●
205	7	LA	City of Lancaster	7665	25th Street East Alignment (5)	$722	$722	$361	12/2013	6/2013	58%		X		●	●	●
206	8	RIV	City of Moreno Valley	7518	SR 60 / Nason St OC (4)	$17,130	$15,030	$1,000	9/2012	5/2012	99%		X		●	●	●
207	8	RIV	City of Moreno Valley	7679	Perris Blvd Improvements (5)	$6,000	$6,000	$1,000	5/2014	6/2013	50%		X		●	●	●
208	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	99%		X		●	●	●
209	8	SBD	City of Chino	7630	Signal Interconnect (5)	$900	$900	$450	12/2013	6/2013	100%	10/2014	X		●	●	●
210	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	80%		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
211	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	98%		X		●	●	●
212	8	SBD	City of Highland	7632	Greenspot Rd Bridge at Santa Ana River (5)	$13,534	$13,534	$1,000	11/2013	5/2013	95%		X		●	●	●
213	8	SBD	City of Highland	7631	5th Street Corridor Improvements (5)	$3,795	$3,795	$1,000	11/2013	6/2013	6%		X		●	●	●
214	8	SBD	City of Highland	7690	Baseline Greenspot Traffic Safety (5)	$974	$974	$393	11/2013	6/2013	95%		X		●	●	●
215	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		●	●	●
216	8	SBD	City of Redlands	7634	Redlands Blvd/Alabama St Int Improv (5)	$5,581	$5,581	$1,000	11/2013	6/2013	98%		X		●	●	●
217	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		●	●	●
218	12	ORA	City of Anaheim	7476	Tustin Ave / La Palma Widening (3)	$13,705	$11,235	$1,000	6/2013	10/2011	99%		X		●	●	●
219	12	ORA	City of Anaheim	7579	Katella Ave Widening (5)	$7,300	$7,300	$1,000	11/2013	6/2013	95%		X		●	●	●
Totals								$26.3M									

● 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 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
220	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
221	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
222	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
223	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
224	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
225	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
226	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
227	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
228	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
229	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
230	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
231	5	SLO	San Luis Obispo County	Los Osos Valley Road (4) 7523	$600	$232.9	$600	$232.9	$174	$117		$57	5/2013	9/24/13	2/04/14
232	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
233	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
234	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
235	6	FRE	City of Clovis	Shaw Avenue Improvement (3) 7468	$569	$493.7	$485	$410	$243	$205	$38		10/2011	04/09/12	8/07/12
236	6	FRE	City of Clovis	DeWolf / Nees Street Improvement (3) 7469	$1,374	$1,490.6	$759	$575.4	$379	$282	$97		10/2011	4/09/12	10/08/12
237	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
238	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
239	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

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
240	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
241	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
242	6	KIN	City of Hanford	10th Ave Widening (4) 7522	$1,930	$2,225.9	$1,650	$1,988.9	$750	$750			6/2012	2/04/14	9/24/14
243	6	KIN	City of Hanford	Campus Dr / UPRR Crossing (5) 7627	$740	$827.5	$640	$751	$320	$320			6/2013	12/3/13	9/3/14
244	8	RIV	Town of Apple Valley	Kiowa Road Widening (5) 7629	$640	$663.8	$640	$663.8	$320	$320			1/2013	6/25/13	12/16/13
245	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
246	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
247	8	RIV	City of Moreno Valley	Cactus Ave Widening EB 3rd Lane (5) 7628	$1,515	$1,558.8	$1,120	$1,193.8	$560	$549		$11	5/2013	10/08/13	8/17/14
248	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
249	8	RIV	Riverside Cnty	Magnolia Ave and Neece St (2) 7435	$781	$903.1	$620	$665.9	$150	$150			10/2011	6/25/12	11/05/12
250	8	RIV	Riverside Cnty	I-15 Indian Truck Trail IC (3) 7480	$9,100	$10,343	$6,300	$7,775.6	$1,000	$1,000			10/2011	9/27/11	3/18/14
251	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
252	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
253	8	SBD	City of Montclair	Monte Vista Ave Widening (5) 7633	$663	$522.6	$360	$461.8	$180	$180			5/2013	4/07/14	9/29/14
254	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
255	10	AMA	Amador Count Transp. Comm	SR 104 / Prospect Drive Relocation (3) 7465	$2,132	$2,296.3	$1,771	$1,935.3	$885	$885			10/2011	6/18/12	5/31/13
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	09/20/10	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									$26.0M	$23.6M	$2.32M	$101K			

SLPP Corrective Actions – Competitive Projects

There are no SLPP Competitive project corrective actions this quarter.

SLPP Updates – Competitive Projects

There are no SLPP Competitive project updates this quarter.

CALIFORNIA DEPARTMENT OF TRANSPORTATION

FY 2014-15 Third Quarter Traffic Light Synchronization Program Project Delivery Report

Quarterly Report to the California Transportation Commission

TRAFFIC LIGHT SYNCHRONIZATION PROGRAM
PROGRESS REPORT

BACKGROUND

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

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

Program Summary

TLSP Third Quarter Progress Report for fiscal year 2014-2015.

The CTC has allocated a total of $236,782,833 to 79 TLSP projects. The City of Los Angeles has received allocations for 20 projects, totaling $139,936,900, while agencies other than the City of Los Angeles have received allocations for 59 projects, totaling $96,845,933. Of the 79 TLSP projects receiving an allocation, 64 have completed construction. The City of Los Angeles has completed construction on 13 projects expending a total of $105,003,100, while agencies other than the City of Los Angeles have completed construction on 51 projects expending a total of $54,123,794.

At the close of the Third Quarter ending March 30, 2015, there were 3 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 – Los Angeles**		$6,315,100
	Total	$7,063,100

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

**Note
At the August 2014 CTC meeting, this project received a partial allocation of $5,213,400.

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. DATE	END CONST. DATE	CONST. PERCENT COMPLETE	SCOPE	BUDGET	SCHEDULE	CLOSEOUT REPORT	COMMENTS
7	LA	Los Angeles	6760	ATCS - Central Business District	$748,000	$9,215,000	$0	May-15	May-15	May-16	0	●	●	●		
7	LA	Los Angeles*	6761	ATCS - Central City East	$0	$4,885,000	$0	Aug-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	Mar-15	Sep-15	Oct-16	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	$4,155,329	Jun-12	Aug-12	Sep-15	95	●	●	●		
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	50	●	●	■		See pg 5
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	95	●	●	■		See pg 5
7	LA	Los Angeles	6768	ATCS - Wilshire East	$4,877,900	$5,597,300	$0	Feb-14	May-14	May-15	20	●	●	●		
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	100	●	●	●		
7	LA	Los Angeles	6771	ATSAC - Foothill	$8,802,900	$9,425,400	$8,222,498	Oct-11	Jul-11	Jul-14	100	●	●	●		
7	LA	Los Angeles	6772	ATSAC - Harbor - Gateway 2	$7,899,000	$8,891,000	$7,899,000	Apr-10	Mar-11	Apr-14	100	●	●	●	◆	
7	LA	Los Angeles	6773	ATSAC - Pacific Palisades / Canyons	$6,922,200	$7,548,300	$6,735,072	Jan-11	Jul-11	Jul-14	100	●	●	●		
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	100	●	●	■		See pg 5
7	LA	Los Angeles	6779	ATSAC - Coliseum / Florence	$8,107,000	$9,007,500	$6,611,901	Oct-11	Jul-11	Jul-14	100	●	●	■		See pg 5
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	100	●	●	■		See pg 5

Los Angeles Prog Total	$147,000,000	$177,675,820	$102,805,328

** Note: At the August 2014 CTC meeting, this project received a partial allocation of $5,213,400.*

Note: The allocation dates highlighted are scheduled dates

- ● 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.

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 CONST. 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	$13,544,389	Jan-11	Jan-11	Oct-13	80	●	●	■		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	●	●	●	☒	See pg 5
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	90	●	●	■		See pg 5
4	SM	San Mateo C/CAG**	6805	SMART Corridor Projects	$17,500,000	$35,349,000	$16,720,000	Sep-12	Dec-09	Jun-13	96	●	●	■		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	$96,973	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	100	●	●	■		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	94	●	●	■		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	●	●	■	☒	See pg 6
7	LA	Glendale	6755	Colorado Street/ San Fernando Road	$523,000	$820,000	$148,650	Jan-12	Jul-12	Mar-13	100	●	●	■	☒	See pg 6
7	LA	Glendale	6756	Glendale Avenue/Verdugo Road	$1,658,000	$2,531,000	$89,923	Jan-12	Jul-12	Mar-13	100	●	●	■	☒	See pg 6

● 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 CONST. 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	$28,000	Jan-12	Apr-12	Apr-13	95	●	●	■		See pg 6
7	LA	Pasadena	6785	Del Mar Boulevard	$138,000	$172,000	$131,402	Jan-12	Apr-12	Apr-13	100	●	●	■	☒	See pg 6
7	LA	Pasadena	6787	Hill Avenue	$66,000	$83,000	$55,268	Jan-12	Apr-12	Apr-13	100	●	●	■	☒	See pg 6
7	LA	Pasadena	6788	Los Robles Avenue	$107,000	$134,000	$67,000	Jan-12	Apr-12	Apr-13	95	●	●	■		See pg 6
7	LA	Pasadena	6789	Orange Grove Boulevard	$188,000	$235,000	$175,609	Jan-12	Apr-12	Apr-13	100	●	●	■	☒	See pg 6
7	LA	Pasadena	6791	Sierra Madre Boulevard	$110,000	$138,000	$70,000	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	$539,597	Aug-08	Dec-08	Jun-11	100	●	●	●	◆	
11	SD	SANDAG	6809	At-grade Crossing Traffic Synchronization	$820,000	$1,100,000	$803,600	Oct-08	Oct-08	Dec-12	100	●	●	●	◆	
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	$82,914,884

** *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

City of Los Angeles – Total of two projects (Project ID 6765 & 6767)
The agency stated that delays in construction were due to conflicts in the construction schedule between multiple projects. The projects are behind schedule by 1 month from the currently approved schedule. The agency anticipates completing construction by May 2016.

City of Los Angeles – Total of three projects (Project ID 6778, 6779, 6780)
The agency stated that delays in construction were due to conflicts in the construction schedule between multiple projects. The projects completed construction in March 2015, the agency is currently working on the closeout report for the projects.

Alameda County Congestion Management Agency – San Pablo Corridor (Project ID 6744)
The project is part of a Corridor Mobility Improvement Account 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 17 months from the currently approved schedule. The agency anticipates completing construction by August 2015.

San Ramon – Bollinger Canyon (Project ID 6806)
The project was audited by the State Controller's Office and an overpayment was identified. The agency is working with Caltrans District 4 to address the issue.

San Francisco Municipal Transportation Agency – Franklin, Gough & Polk Streets (Project ID 6800)
The agency stated that delays in construction were due to conflicts in fiber installation along the project corridor. The project is in the final stages of construction and behind schedule by 15 months from the currently approved schedule. The agency anticipates completing construction by December 2015.

San Mateo C/CAG – SMART Corridor Projects (Project ID 6805)
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 schedules between multiple projects. The project is under construction and behind schedule by 21 months from the currently approved schedule. The agency anticipates completing construction by July 2015.

City of Fresno – Shaw Avenue (Project ID 6752)
The agency stated that the project was behind schedule due to the delay of federal funds. The project completed construction in March 2015, the agency is currently working on the closeout report for the project.

City of Compton – Rosecrans Avenue (Project ID 6747)
The agency stated that delays in construction were due to conflicts in construction schedules between multiple projects. The project is in the final stages of construction and behind schedule by 29 months from the currently approved schedule. The agency anticipates completing construction by June 2015.

City of Glendale – Total of three projects (Project ID 6754, 6755 & 6756)
The agency stated that the projects were behind schedule due to the agency's Information Technology Department requiring a redesign of the Communications Master Plan and reevaluation of the Ethernet switches for the fiber optic communications. The projects completed construction in January 2015, the agency is currently working on the closeout reports for the projects.

City of Inglewood – La Brea Avenue (Project ID 6758)
The project was advertised and bids received were higher than the funding available. The agency rejected the bids. The project is currently behind schedule by 14 months from the currently approved schedule. The agency anticipates completing construction by June 2015.

City of Pasadena – Total of three projects (Project ID 6784, 6788, 6791)
The agency stated that due to delays in design engineering, the projects are behind the current approved schedules. The projects are under construction and behind schedule by 23 months from the currently approved schedule. The agency anticipates completing construction by July 2015.

City of Pasadena – Total of three projects (Project ID 6785, 6787, 6789)
The agency stated that the projects were behind schedule due to delays in design engineering. The projects completed construction in August 2014, the agency is currently working on the closeout reports for the projects.

CALIFORNIA DEPARTMENT OF TRANSPORTATION

FY 2014-15
Third Quarter Report
Highway Railroad Crossing Safety Account

Quarterly Report to the

California Transportation Commission

SUMMARY:

This report is for the Highway Railroad Crossing Safety Account (HRCSA) for the second quarter of the 2014-15 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 $229 million has been allocated with 37 projects. $165 million expended. Fifteen of the 37 projects have completed construction.

STATUS:

2008 Sixteen projects programmed with $161 million. Sixteen projects allocated with $118 million. $114 million expended. Fourteen projects completed construction and submitted final delivery report.

San Bruno	Final Close Out Report submitted	ConEnd Dec 2014 (27 months behind)
Eight Mile Rd E **Eight Mile Rd W** **Lower Sacramento**	Final Close Out Report submitted	ConEnd Dec 2014 (39 months behind)
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. The remaining 8% of construction, punchlist items and public outreach activities are needed to be completed prior to closeout. Temporary construction easements need to be restored and terminated before project closeout. Punch list items and public outreach activities need to be completed prior to closeout.	ConEnd April 2015 (New PRR) (14 months behind)

2010 Eight Projects programmed with $71 million. Eight projects allocated with $68 million. $36.8 million expended.

Bardsley Avenue	Delayed because of UP required design standards to build the bridge to a much wider for additional future tracks. The construction delays were due to the myriad utility relocation activities and UP scheduling work crew. Trains shifted off the shoofly track back onto the new mainline. Completed bridge construction. Continued placement of roadway structural section. Continued utility coordination. Construction of bridge waterproofing and barriers. Continued completion of roadway construction. The Bardsley Avenue Grade Separation was open to vehicular in March 2015. Need Plant establishment, Punchlist and Close out activities in the late Summer 2015.	ConEnd Scheduled March/April 2015 (New PPR) (18 months behind)

Kato Road	Delay in accepting final construction contract, a component of the irrigation was not included in the installation. Completed plant establishment and punch list items on landscape and irrigation have been completed and accepted by the property owner. Closeout by next quarter in Spring 2015.	ConEnd April 2015 (New PPR) (13 months behind)
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. Final invoicing and vendor payments activities are needed to be completed prior to closeout. Closeout by next quarter in Spring 2015.	ConEnd April 2015 (15 months behind)

2012 Thirteen projects programmed with $42 million. Thirteen projects allocated with $42 million. $8.4 million expended. 1 project completed construction and submitted final delivery report.

Branford	Delays due to protracted municipal contracting and change orders. Completed the track panel widening work. Final rail signal design adjustments. Issued contract task orders to signal construction contractor and signal construction inspector. The Contractor has completed construction of the duct bank and received signal materials and houses. Contractor completed wiring signal houses. City of Los Angeles continued roadway widening construction work. Need to make traffic signal interconnection. Closeout by next quarter in Spring 2015.	ConEnd April 2015 (19 months behind)
Moorpark	SCRRA needed to obtain a Rider Permit from Caltrans which includes a phase II site Investigation, on the State owned parcels. SCRRA completed work on Phase II site investigation as required by the encroachment permit from Caltrans. SCRRA addressed comments from Caltrans ROW department. SCRRA executed contract task for resident engineer. Also, executed a contract task order to perform track rehabilitation to widen the crossing. SCRRA met again with utility owners to request relocation of facilities in the right of way. Utility owners have started applying for permits and scheduling relocation work. Notice to proceed in Feb 2015.	ConStrt Dec 2014 ConEnd Sept 2015
Grandview **Sonora**	Delays due to protracted municipal contracting and procurement. Completion of traffic signal construction work and now tied into the railroad signal system. All the signal construction work is completed. Closeout by next quarter. Waiting for invoicing. Closeout by next quarter in Spring 2015.	ConEnd May 2015 (19 months behind)

Woodley	Delays due to protracted municipal contracting and procurement. Installed conduit over bridge. All conduit installation work has been completed and the signal house has been installed. Closeout by next Summer 2015. Waiting for invoicing.	ConEnd Aug 2015 (14 months behind)

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	Programmed	Allocated	Expend	Date Allocated	Approved Beg Const	Actual Beg Const	Approved End Const	Cmpt	S	B	Sc
08	1	7	LA	City of LA	Riverside Drive GS Replacement	60,964	5,000	5,000	3,611	6/30/10	June-11	June-11	Jun-14	72%			
08	2	12	ORA	OCTA	Sand Canyon GS	55,590	8,000	6,618	5,319	6/30/10	Sept-10	Sept-11	Jan-13	95%			
10	1	6	TUL	City of Tulare	Bardsley Avenue GS	18,498	7,156	7,156	5,098	5/23/12	April-12	Feb-13	Oct-13	98%			
10	1	7	LA	ACE	Nogales Street GS	85,430	25,600	25,600	5,835	4/25/12	Feb-12	May-12	Apr-15	55%			
10	1	4	ALA	City of Fremont	Warren Avenue GS	68,782	9,600	9,600	6,656	3/28/12	June-12	June-12	Jun-15	70%			
10	1	7	LA	City of LA	North Spring Street GS	48,766	5,001	5,001	1,955	5/23/12	June-12	May-13	Dec-14	45%			
10	2	3	SAC	City of Sacramento	6th Street OverXing - Roadwork	15,730	7,865	7,865	5,945	6/27/12	Feb-12	Dec-12	Dec-13	99%			
10	2	4	ALA	City of Fremont	Kato Road GS	52,265	10,000	10,000	9,077	8/10/11	Aug-11	Aug-11	Feb-13	95%			
10	2	7	LA	SCRRA	Broadway-Brazil Street Grade Xing	9,100	4,000	233	233	2/22/12	March-12	Feb-11	Aug-12	100%			
10	2	12	ORA	OCTA	San Clemente Beach Trail Xings	4,500	2,250	2,250	2,019	6/27/12	May-13	July-13	Apr-14	99%			
12	1	3	SAC	City of Elk Grove	Grant Line Road GS Project	30,375	5,000	5,000	1,663	5/3/13	Feb-13	Dec-13	Dec-14	67%			
12	1	10	SJ	City of Lathrop	Lathrop Road GS with UPRR	16,855	5,000	5,000	3,964	5/7/13	Aug-13	June-13	Oct-15	85%			
12	1	4	SM	PCJPB	San Mateo Bridges GS Project, PII	30,000	9,000	9,000	1,037	5/21/14	May-14	Oct-14	May-16	12%			
12	1	10	SJ	Port of Stockton	Navy Drive/BNSF Underpass (1 of 2)	6,530	3,173	3,173	0	6/25/14	March-14	Dec-14	Aug-15	25%			
12	2	10	SJ	Port of Stockton	Navy Drive/BNSF Underpass (2 of 2)	2,567	2,567	2,567	0	6/25/14	March-14	Dec-14	Aug-15	25%			
12	2	4	CC	City of Richmond	Officer Bradley A. Moody/Marina Bay	42,180	4,230	4,230	3,046	5/3/13	Feb-13	June-15	May-15	85%			
12	2	6	TL	City of Tulare	Santa Fe Trail at UPRR GS	6,813	3,381	3,381	0	6/25/14	Feb-14	Dec-14	Dec-14	5%			
12	2	7	LA	SCRRA	Branford Road Grade Xing Safety	3,048	1,325	1,325	1,112	12/11/13	March-13	June-14	Aug-13	90%			
12	2	7	LA	SCRRA	Moorpark Avenue GS Safety	5,041	4,841	4,841	0	6/25/14	Dec-14	Dec-14	Feb-16	0%			
12	2	7	LA	SCRRA	Grandview Ave Grade Xing Safety	2,630	580	580	0	5/7/13	March-13	June-13	Dec-13	99%			
12	2	7	LA	SCRRA	Sonora Avenue Grade Xing Safety	2,630	580	580	578	5/7/13	Sept-12	Jan-15	June-13	99%			
12	2	7	LA	SCRRA	Woodley Avenue Grade Xing Safety	1,000	500	500	0	10/13	May-13	June-14	Oct-13	99%			
14	1	7	LA	ACE	Fullerton Road GS	153,184	18,306				March-16		Sept-19				
						722,478	**142,955**	**119,500**	**57,148**								

Project is on-time, on-budget, and/or within scope Project behind schedule Schedule, scope or cost is changing, pending review and acceptance No allocation

PY-Program Year PT – Part D-District C-County S- Scope B- Budget Sc –Schedule Actual Beg Const – Local Agency Dates Approved Beg Const & End Const - Baseline Dates

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	Feb-10	June-13	7,044	100%	●	●	●
08	1	4	SM	PCJPB	San Mateo Bridges GS	13,440	5,000	1,107	5/19/10	Nov-10	June-14	998	100%	●	●	●
08	1	4	SF	PCJPB	Jerrold Ave & Quint St Bridges GS	19,630	10,000	2,786	5/13/10	Nov-10	May-14	2,786	100%	●	●	●
08	1	10	MER	City of Merced	G Street Undercrossing	18,000	9,000	7,422	1/13/10	Nov-10	June-12	7,413	100%	●	●	●
08	1	6	KER	County of Kern	Hageman Rd/BNSF Railroad	35,300	17,650	13,759	6/30/10	Oct-10	May-15	13,759	100%	●	●	●
08	1	4	SM	PCJPB	San Bruno GS	147,000	30,000	26,727	6/30/10	Sept-10	Oct-12	26,727	100%	●	●	●
08	1	10	SJ	City of Stockton	Lower Sacramento	34,000	10,000	6,877	4/7/10	July-10	Sept-14	6,484	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	June-08	Apr-12	6,000	100%	●	●	●
08	2	3	SAC	City of Sacramento	6th St Overcrossing - Bridge	11,974	5,987	4,837	12/9/09	Feb-10	June-13	4,837	100%	●	●	●
08	2	6	TUL	City of Tulare	Cartmill Avenue GS	26,808	11,293	10,161	6/30/10	Dec-10	June-13	10,161	100%	●	●	●
08	2	6	TUL	County of Tulare	Betty Drive GS	14,882	12,175	4,885	6/30/10	Nov-10	June-13	4,885	100%	●	●	●
08	2	10	SJ	Port of Stockton	Port of Stockton Expressway	8,587	4,400	1,537	6/30/10	Nov-10	June-13	1,537	100%	●	●	●
08	2	10	SJ	City of Stockton	Eight Mile Road/UPRR (East) GS	31,000	8,500	5,598	4/07/10	July-10	Sept-14	5,280	100%	●	●	●
08	2	10	SJ	City of Stockton	Eight Mile Road/UPRR (West) GS	25,000	8,500	8,081	4/07/10	July-10	Sept-14	7,424	100%	●	●	●
12	2	12	ORA	OCTA	Dana Point & San Clemente Xing	4,200	2,100	2,100	1/9/11	Feb-11	Jan-14	2,100	100%	●	●	●
						439,261	**150,531**	**108,921**				**107,435**				

CALIFORNIA DEPARTMENT OF TRANSPORTATION

FY 2014-15
Third 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 third quarter of Fiscal Year (FY) 2014-15 for the Proposition 1B Intercity Rail Improvement (IRI) Program. The IRI Program consists of seventeen projects, two projects remain unallocated, two projects partially allocated, and thirteen fully allocated, for a total allocation of $307,099,000. This is 78 percent of the $392,157,000 available for allocation. Five projects are closed, and as shown in the Attachment, some have savings.

CURRENT STATUS

Project No. 1:

Procurement of Locomotives, Railcars, and Install On-board Information System (OBIS) (Statute requires at least $125 million to be used for the procurement of intercity passenger railcars and locomotives). Total $150 million allocated in two parts, $42 million and $108 million. There was an amendment to the IRI Program to modify the project name and project description to include OBIS.

Status of $42 Million Allocation

Base Railcars and Locomotives – This project is 21 percent complete. The first article inspections are underway for the bi-level railcars. Ten systems have already undergone inspection. An additional five systems will be inspected by the end of April. Inspection of the initial structural elements in production at Nippon Sharyo continues. The sub-assemblies including the end underframe are making progress ahead of the commencement of assembly of the first carshell. Several Quality Assurance audits and Manufacturing Readiness Review meetings continue to take place at Nippon Sharyo. Planning has been submitted and materials are being reviewed for completion of Test Plans.

Three weeks of Final Design Review (FDR) meetings were held in February and March 2015. All action items and questions resulted from the FDR should be resolved, and the FDR should be approved in June 2015. First Article Inspections (FAI) will be starting in April 2015. Event Recorder and Positive Train Control will be the first systems for inspection. Caltrans, Illinois Department of Transportation (IDOT) and Washington (WSDOT) are participating in the FAI-Kick-off meetings on April 2, 2015 to go over the required documentation, drawings, and test procedures.

Status of $108 Million Allocation

OBIS – Caltrans/Amtrak Operating Agreement was executed on March 30, 2015. Caltrans and Amtrak officially kicked off OBIS project on March 31, 2015.

Option Locomotives – Caltrans is still negotiating the terms and conditions of the Option Locomotive Agreement with a contractor. It is going through the internal review by Legal and Division of Procurement and Contracts.

Once the project is complete, the new rail rolling stock will accommodate increased ridership, alleviate overcrowding, improve service quality and efficiency, and replace aging and inefficient cars and locomotive with new equipment specifically designed for intercity corridor-style rail service and increase capacity of the State-supported intercity rail corridors. In addition, the OBIS system functionally integrates high-efficiency control equipment for rolling stock, safe operation, and suitable notification service for passengers.

Project No. 2:

New Station Tracks at Los Angeles Union Station – The project is 99 percent complete and is on schedule to be completed by June 30, 2015. For the Customer Information Signage (CIS), field installation work is completed to upgrade the communications from the back office to the station platforms and the materials are provided for a future connection to the Amtrak platforms.

This project rehabilitated two passenger tracks, including ADA compliant north and south ramps. Additional modifications and upgrades were made to the existing CIS to incorporate and accommodate the new platform. This project improved efficiency of operations at the station by allowing more tracks that are available for boarding and alighting passengers.

Project No. 3:

San Onofre to Pulgas Double Track Project – Phase 1 – The construction is 90 percent complete. Grading and drainage work is progressing and track work is in progress. The construction of pier protection walls under Interstate 5 is completed. Bridge 215.3 is completed.

This project provides significant travel savings for Amtrak, Metrolink and BNSF freight trains. It alleviates a residual delay near CP San Onofre and CP Pulgas. The project provides on-time performance benefits for Metrolink and northbound Amtrak trains. The project has an indirect performance benefit for Coaster due to better on-time performance by Amtrak.

Because of this project, the operational delays due to the constraint of the existing single track for this segment of the railroad will be reduced, schedule reliability and on-time performance will improve, and system capacity will increase. The proposed project will also provide an additional location for freight and passenger trains to meet and pass resulting in an increase in the number of daytime freight trains into and out of San Diego providing increased goods movement.

Project No. 4:

Northern California Maintenance Facility – Currently, this project is unallocated for IRI1B funds. This project was also programmed with $18,850,000 for right of way in State Transportation Improvement Program (STIP) funds, which lapsed in February 2015. The Joint Powers Authority will be taking over July 1, 2015, and Caltrans will know more about the plans for this project at that time.

The construction of the new layover facility will enable the State to perform daily service and cleaning, re-stocking of consumable supplies, scheduled preventive maintenance, emergency repairs and a location for nightly layovers for State-owned rail equipment.

Project No. 5:

Oakley to Port Chicago Double Track (Segment 3) – Construction is 70 percent complete. Construction activities continue. There is a time extension request for project completion going forward at the May 2015 Commission meeting.

Project benefits are reduced congestion and improved service reliability, increased safety, improved on-time performance, and increased operational efficiency of San Joaquin Corridor passenger trains.

Project No. 6:

Coast Daylight Track and Signal – Currently, this project is unallocated for IRI1B funds.

The benefit of the project is to restore Coast Daylight intercity passenger rail service north of San Luis Obispo to the San Francisco Bay Area. A well-defined set of infrastructure improvements would result in increased capacity for passenger and freight rail, as well as reduce automobile traffic and congestion.

Project No. 7:

Santa Margarita Bridge and Double Track – The construction is 100 percent complete. San Diego Association of Governments (SANDAG) is in the closeout phase. There are a number of outstanding claims and SANDAG is negotiating with the contractor. SANDAG may not be able to reach an agreement on the claims by June 30, 2015. Therefore, the contract with SANDAG has been extended to June 30, 2016 for the closeout phase.

The projected benefits were to replace an aged steel truss single-track bridge with a reinforced concrete double-track bridge, which will reduce maintenance needs and

associated costs. The addition of the second track provided added operational flexibility by allowing trains to meet and pass, which improves schedule reliability.

Project No. 8:

Wireless Network for Northern California IPR Fleet – The network, which performs based on aggregated cellular technology (8 cards per café car), has received one pre-paid with the initial install upgrade of the cellular cards used. Since the project has been initiated, the Wi-Fi at stations component of this project was identified as an element that Amtrak was not ready to support at this time. Wi-Fi at stations is also a service element that would have undocumented value relative to improvements related to the on-train Wi-Fi system, where customers spend more time.

The remaining funds that were to go towards implementation of Wi-Fi at the stations is anticipating de-allocation at the June 2015 Commission meeting.

This project provides internet access on both Capitol Corridor and San Joaquin Intercity Passenger Rail services. The network is free to the travelling public and is promoted as a significant amenity. The network will be available to support existing and future operational applications, which will support safety, security initiatives, and programs. In addition, the network will allow on-train communications to comply with ADA requirements.

Project No. 9:

Raymer to Bernson Double Track – The project is 65 percent complete and is on schedule to be fully completed by August 31, 2015. Track design, railroad signal design, at-grade crossings design, traffic engineering, signals design, utility coordination and all other engineering efforts are progressing on schedule and within budget.

The project will add 6.4 miles of second mainline track between Control Point (CP) Bernson (near DeSoto Avenue) and CP Raymer (near Woodley Avenue) in Los Angeles County. Other improvements will include grade crossing equipment upgrades, traffic controls and road improvements. The project will complete a continuous double track corridor. This will improve safety, add capacity, and improve operational reliability along the Metrolink Ventura Line and Amtrak's Los Angeles – San Diego – San Luis Obispo (LOSSAN) Pacific Surfliner Corridor.

Project No. 10:

Van Nuys North Platform – The project is 30 percent complete and is on schedule to be fully completed by November 17, 2015. The track and railroad signal design, center platform design and utility coordination is progressing on schedule and within budget. The Federal Transit Administration (FTA) approved the Level Boarding Report Waiver for an 8" above top of rail platform request on March 31, 2015.

The project will construct a new center platform to replace the existing single side platform at Van Nuys Station in Los Angeles County. This project is within the LOSSAN Pacific Surfliner Corridor and Metrolink's Ventura County Line. The project will provide access to

the two mainline tracks at the station. Upon completion, the project will improve safety; add capacity and improve operational reliability at the station and along the LOSSAN corridor.

Project No. 11:

Capitol Corridor Track, Bridge and Signal Upgrade – The construction is 23 percent complete. Additional signal work is about to get underway.

This project will extend the useful life, reduce downtime due to component failure, and increase operating efficiency and schedule reliability due to fewer failures.

Project No. 12:

Ventura County Sealed Corridor Grade Crossing Improvement Project – Southern California Regional Rail Authority (SCRRA) issued a Notice to Proceed to the contractor on February 4, 2015. A pre-construction meeting was held and weekly construction meetings continue. SCRRA executed utility relocation agreements with the required utility companies. Construction materials have all been procured and some have been delivered.

This project will improve grade crossings on the Ventura Subdivision in Simi Valley. The crossings will be brought up to Southern California Regional Rail Authorities Sealed Corridor engineering standards. The project improves safety and reliability for passenger trains.

PROJECT BENEFITS FOR CLOSED PROJECTS:

Project No. 13:

Commerce-Fullerton Triple Track Segment 6 (aka LA to Fullerton Triple Track):

The Commerce-Fullerton Triple Track Project (15 miles) consists of a total of eight segments of main line track and improvements to eight at-grade road crossings. All of the eight track segments have been funded and completed, except Segment 8 (1.2 miles), which is under construction. Two grade separations have been constructed, one of which eliminated two at-grade road crossings, leaving four grade separations (when funded) to be constructed. (One of the remaining grade separations will also eliminate two at-grade road crossings). Segment 6 (IRI 1B funded) constructed three miles of track.

Upon completion of the full project, benefits on behalf of the public will include rights to operation of five additional Amtrak intercity passenger round trip trains through the Pacific Surfliner Corridor. Metrolink's commuter service will also be able to increase service. The railroad will be able to accommodate future freight demand, as well. A further benefit will be improved safety, traffic congestion relief, and improved air quality when the grade crossings are built.

Project No. 14:

Kings Park Track Project:

The Kings Park Track and Signal Project added 4.5 miles of main line track that connected to a just completed five miles of double track, improving on-time performance and train schedule reliability for the Amtrak intercity passenger rail service. The project improved freight mobility, as well.

Kings Park is one of three projects, along with the Oakley to Port Chicago Double Track Segment 3 and Stockton to Escalon Double Track Segment 1, which are currently under construction, that will enable Caltrans to implement one additional daily round trip, a seventh train, on the San Joaquin Corridor.

Project No. 15:

Emeryville Station and Track Improvements:

The benefit of the Emeryville Station and Track Improvement Project was for increased travel time reliability. The track improvements made for more flexible arrival of all the passenger trains that serve Emeryville and reduced the instances where passenger and/or freight trains would have had conflicting moves. Since implemented, but also coordinated with other track improvements and financial incentives for UPRR on-time performance (OTP), this project has improved the OTP for the Capitol Corridor (CC) such that CC maintains the top OTP in the Amtrak system and have roughly been around 95 percent ever since this Emeryville project was completed.

Project No. 16:

Bahia Benicia Crossover and Track Improvement Project:

This project allows capacity and flexibility, reduced running times, and improved reliability in the Bahia-Benicia areas of Solano County along the Capitol Corridor Route.

Project No. 17:

SCRRA Sealed Corridor:

This project improved railroad/highway safety and systematically reduces the likelihood of incidence of auto train accidents at various locations along the Pacific Surfliner Route.

BACKGROUND:

Proposition 1B was passed by California voters on November 7, 2006, and provides $400 million, upon appropriation by the Legislature, to the Department for intercity passenger rail improvement projects. A minimum of $125 million is designated for procurement of additional intercity passenger railcars and locomotives.

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

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 December 2014.

Attachment

Attachment

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

IRI Quarterly Delivery Report
Third Quarter FY 2014-15
January - March 2015

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	Procurement of Locomotives and Railcars				Sep-18	Sep-20	CON	21%	$ 150,000,000	$ 42,000,000	$ 5,840,009	Dec-11	Nov-12	●	●	●
			Option Locomotives				Sep-18	Sep-19	CON	0%		$ 100,000,000	$ -	Dec-14	TBD	●	●	●
			On-board Information System (OBIS)				Sep-20	Mar-21	CON	0%		$ 8,000,000	$ -		Mar-15	●	●	●
2	Pacific Surfliner	SCRRA	New Station Track at LA Union Station				Jun-15	Dec-15	CON	99%	$ 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% 90%	$ 30,000,000	$ 3,146,000 $ 26,854,000	$ 3,146,000 $ 13,945,692	Jan-10 Mar-13	May-10 Sep-13	●	●	●
4	Capitol Corridor, San Joaquin	Caltrans	Northern California Maintenance Facility			TBD			R/W	0%	$ 900,000	$ -	$ -			●	●	●
				TBD	TBD		TBD	TBD	CON	0%	$ 18,251,000	$ -	$ -			●	●	●
5	San Joaquin	Caltrans/ BNSF	Oakley to Port Chicago Double Track, Segment 3				Aug-15	Mar-16	CON	70%	$ 25,450,000	$ 25,450,000	$ 17,681,285	Oct-11	Sep-12	●	●	▲
6	Pacific Surfliner, Coast Daylight	Caltrans	Coast Daylight Track and Signal	TBD	TBD	N/A			PS&E	0%	$ 2,500,000	$ -	$ -			●	●	●
				TBD	TBD	N/A	TBD	TBD	CON	0%	$ 22,500,000	$ -	$ -			●	●	●
7	Pacific Surfliner	SANDAG	Santa Margarita Bridge and Double Track				May-14	Dec-15	CON	100%	$ 16,206,000	$ 16,206,000	$ 12,313,972	Apr-08	Aug-08	●	●	●
8	Capitol Corridor, San Joaquin	CCJPA	Wireless Network for Northern California IPR Fleet				Feb-15	Jun-15	CON	100%	$ 3,750,000	$ 3,750,000	$ 2,926,814	Jan-11	Apr-11	●	●	●
9	Pacific Surfliner	LACMTA	Raymer to Bernson Double Track		Aug-15	N/A			PS&E	65%	$ 6,500,000	$ 6,500,000	$ 2,738,506	Jan-14	Apr-14	●	●	●
							Dec-17	Jul-18	CON	0%	$ 10,300,000	$ -	$ -			●	●	●
10	Pacific Surfliner	LACMTA	Van Nuys North Platform		Nov-15	N/A			PS&E	30%	$ 4,000,000	$ 4,000,000	$ 890,976	Dec-13	Jun-14	●	●	●
							Jan-18	Aug-18	CON	0%	$ 30,500,000	$ -	$ -			●	●	●
11	Capitol Corridor	CCJPA	Capitol Corridor Track, Bridge and Signal Upgrade			N/A	May-17	Nov-17	CON	23%	$ 1,305,000	$ 1,305,000	$ 306,846	May-14	Jun-14	●	●	●
12	Pacific Surfliner	SCRRA	Ventura County Sealed Corridor Grade Crossing Improvement Project				Oct-16	Apr-17	CON	2%	$ 218,000	$ 218,000	$ 3,233	Aug-14	Dec-14	●	●	●
										SUBTOTAL OPEN PROJECTS:	**$ 344,180,000**	**$ 259,229,000**	**$ 79,341,227**					
									CLOSED PROJECTS									
13	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			
14	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			
15	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			
16	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			
17	Pacific Surfliner Metrolink	SCRRA	SCRRA Sealed Corridor					Mar-14	CON	100%	$ 2,782,000	$ 2,782,000	$ 2,781,257	Apr-08	Nov-11			
										SUBTOTAL CLOSED PROJECTS:	**$ 47,870,000**	**$ 47,870,000**	**$ 47,867,501**					
										TOTAL:	**$ 392,050,000**	**$ 307,099,000**	**$ 127,208,728**					
												78%						

* 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 2014-15
Third Quarter Report
Trade Corridors Improvement Fund

Quarterly Report to the

California Transportation Commission

Trade Corridors Improvement Fund
Progress Report

SUMMARY

This report covers the second quarter of Fiscal Year (FY) 2014-15 (January through March 2015) for the Trade Corridors Improvement Fund (TCIF) program. At the close of the third quarter, there were a total of 82 projects with a TCIF programmed value of $2,398,673,960 and a total project value of $7,06,467,000. The California Transportation Commission (Commission) has approved all baseline agreements. 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, all projects have received bond allocations totaling $2,397,541,960. Eighteen of the allocated projects have been completed. The available unallocated TCIF funds from savings, total $51,326,040.

	Target Available per AB 268	Programmed	Allocated	Available Funds Unallocated
SCCG Total	**$1,500,000,000**	**$1,463,867,000**	**$1,462,735,000**	**$36,133,000**
Bond	$1,200,205,000	$1,164,072,000	$1,162,940,000	$36,133,000
SHOPP	$299,795,000	$299,795,000	$299,795,000	$0
NCTCC Total	**$640,000,000**	**$624,807,000**	**$624,807,000**	**$15,193,000**
Bond	$449,795,000	$434,611,000	$434,611,000	$15,184,000
SHOPP	$190,205,000	$190,196,000	$190,196,000	$9,000
SDBR - Bond	**$250,000,000**	**$249,999,960**	**$249,999,960**	**$40**
OTHER - Bond	**$60,000,000**	**$60,000,000**	**$60,000,000**	**$0**
TOTAL	**$2,450,000,000**	**$2,398,673,960**	**$2,367,541,960**	**$51,326,040**

The benefits derived from the completed grade separation, new and relocated railroad tracks, and operations improvements include congestion and emission reductions, safety enhancements, increased velocity, and reliability.

CURRENT STATUS

The tables below show the actions that were taken during this quarter. The spreadsheets that follow separate the projects into four 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							
108	7	LA		YTI Terminal Enhancement & Truck Trip Reduction Program, Phase I *Resolution TCIF-P-1415-09, Approved 03/26/15*	$8,401	$45,115	Project added to TCIF Program.

Baseline Agreement Approvals							
107	10	SJ		Southbound State Route 99 from Hammer Lane to Fremont Street Interchanges Ramp Metering *Resolution TCIF-P-1415-06B, Approved 01/22/15*	$2,000	$2,000	Approved baseline agreement.
108	7	LA		YTI Terminal Enhancement & Truck Trip Reduction Program, Phase I *Resolution TCIF-P-1415-10B, Approved 03/26/15*	$8,401	$45,115	Approved baseline agreement.

Baseline Agreement Amendments							
15.1	7	LA		San Gabriel Valley Grade Separation Program, Phase I Archaeological Services *Resolution TCIF-A-1415-08, Approved 01/22/15*	$4,000	$4,000	Approved amendment to update delivery schedule, cost, funding plan, and remove two match projects.
105	5	MON		Sanborn Rd/US 101 Interchange Improvements & Elvee Drive Extension *Resolution TCIF-P-1415-07, Approved 01/22/15*	$1,700	$4,300	Approved amendment to update schedule and funding plan.

Allocation Requests							
102	7	LA		TraPac Terminal Automation-Automated Shuttle Carrier Maintenance & Repair *Resolution TCIF-A-1415-07, Approved 01/22/15*	$2,841	$5,681	Approved allocation of $2,841,000.
104	11	SD		State Route 905/State Route 125 Northbound Connectors *Resolution TCIF-A-1415-05, Approved 01/22/15*	$20,021	$26,157	Approved allocation of $20,021,000.
105	5	MON		Sanborn Rd/US 101 Interchange Improvements & Elvee Drive Extension *Resolution TCIF-A-1415-04, Approved 01/22/15*	$1,700	$4,300	Approved allocation of $1,700,000.
107	10	SJ		Southbound State Route 99 from Hammer Lane to Fremont Street Interchanges Ramp Metering *Resolution TCIF-A-1415-09, Approved 03/26/15*	$2,000	$2,000	Approved allocation of $2,000,000.
108	7	LA		YTI Terminal Enhancement & Truck Trip Reduction Program, Phase I *Resolution TCIF-A-1415-08, Approved 03/26/15*	$8,401	$45,115	Approved allocation of $8,401,000.

Allocation Amendments							
19	7	LA	110	I-110/SR47 Access Ramp Improvement *Resolution TCIF-AA-1415-07, Approved 03/26/15*	$13,205	$40,773	Approved allocation amendment to reflect contract award savings.
22	7	LA		South Wilmington Grade Separation *Resolution TCIF-AA-1415-08, Approved 03/26/15*	$15,021	$74,844	Approved allocation amendment to reflect contract award savings.
32.2	7	LA		Ports Rail System - Tier 1 (West Basin Road Rail Access Improvements) *Resolution TCIF-AA-1415-06, Approved 03/26/15*	$9,423	$24,611	Approved allocation amendment to reflect contract award savings.
100	8	SBD	10	Tippecanoe Interchange Improvements, Phase II *Resolution TCIF-AÄ1415-09, Approved 03/26/15*	$8,691	$57,811	Approved allocation amendment to reflect contract award savings.

Environmental Actions							
108	7	LA		YTI Terminal Enhancement & Truck Trip Reduction Program, Phase I *Resolution E-15-07, Approved 01/22/15*	$8,401	$45,115	

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

☑ 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 (PAED) (x 1,000)	DESIGN COST (PSE) (x 1,000)	RIGHT OF WAY COST (X1,000)	CONSTR COST (X1,000)	SCOPE	BUDGET	SCHEDULE
108.2	7	LA	Port of Los Angeles		YTI Terminal Encancement & Truck Trip Reduction Program *[Phase 2 - On-Dock Railyard]*	11/7/2014	10/1/2015		3/1/2016	Env Des RW Const	$6,083	$1,132	$0	$357		$5,726	☑	☑	☑
											$ 6,083	**$ 1,132**							

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 (PAED) (x 1,000)	DESIGN COST (PSE) (x 1,000)	RIGHT OF WAY COST (X1,000)	CONSTR COST (X1,000)	CONSTR EXPENDITURES (X1,000)	SCOPE	BUDGET	SCHEDULE
2	4	CC	Caltrans / BNSF		Richmond Rail Connector	08/06/13	12/31/13		09/01/14	Const 37%	10/01/15	$22,650	$10,880	$300	$550	$4,590	$17,210	$6,413	☑	☑	☒
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 70%	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 70%	12/31/15	$74,600	$65,800	$100	$8,700	$0	$65,800	$31,063	☑	☑	☒
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 51%	04/16/19	$247,241	$176,341	$4,500	$25,900	$0	$216,841	$89,511	☑	☑	☑
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 50%	07/01/16	$20,000	$0	$0	$5,000	$0	$15,000	$8,581	☑	☑	☑
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 18%	08/31/18	$97,912	$73,000	$4,200	$7,387	$6,325	$80,000	$15,183	☑	☑	☑
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 56%	12/01/15	$49,485	$44,903	$2,490	$140	$105	$49,485	$31,063	☑	☑	☑
6	6	KER	Caltrans / BNSF		Tehachapi Trade Corridor Rail Improvement	06/25/14	09/24/14		10/01/16	Const 2%	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 (PAED) (x 1,000)	DESIGN COST (PSE) (x 1,000)	RIGHT OF WAY COST (X1,000)	CONSTR COST (X1,000)	CONSTR EXPENDITURES (X1,000)	SCOPE	BUDGET	SCHEDULE
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 31%	12/01/17	$165,678	$69,458	$4,000	$10,400	$44,600	$106,678	$25,511	☑	☑	☑
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 40%	06/30/14	$15,000	$7,200	$100	$500	$0	$14,400	$4,270	☑	☑	☒
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		09/30/17	Const 46%	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 46%	10/31/18	$332,918	$263,938	$0	$34,021	$33,034	$265,863	$127,312	☑	☑	☑
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	$78,381	$0	$0	$8,738	$28,771	$40,872		☑	☑	☑
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 99%	11/30/14	$65,077	$19,092	$0	$4,000	$19,021	$42,056	$38,550	☑	☑	◆
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 52%	05/01/16	$40,773	$13,205	$700	$5,568	$0	$34,505	$7,069	☑	☑	☑
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 32%	04/30/17	$39,385	$8,300	$801	$3,491	$0	$35,093	$6,469	☑	☑	☑
21	7	LA	City of Commerce		Washington Boulevard Widening & Reconstruction	06/25/14	12/02/14		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 95%	11/01/15	$74,844	$15,021	$520	$6,631	$0	$67,693	$41,964	☑	☑	◆

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 (PAED) (x 1,000)	DESIGN COST (PSE) (x 1,000)	RIGHT OF WAY COST (X1,000)	CONSTR COST (X1,000)	CONSTR EXPENDITURES (X1,000)	SCOPE	BUDGET	SCHEDULE
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 32%	09/26/16	$1,288,101	$299,795	$10,000	$40,101	$324,700	$913,300	$294,280	☑	☑	☑
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 99%	07/20/14	$30,176	$6,936	$2,980	$1,990	$0	$25,206	$20,502	☑	☒	☒
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 99%	07/02/14	$44,756	$16,216	$4,270	$2,850	$0	$37,636	$28,802	☑	☒	☒
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 99%	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 85%	01/01/15	$24,611	$9,423	$0	$1,000	$0	$23,611	$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 51%	11/01/16	$62,977	$27,227	$1,400	$6,234	$7,066	$48,277	$20,059	☑	☑	☑
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	$10,773	☑	☑	☑
37	12	ORA	Orange County Transportation Authority		Orangethorpe Avenue Grade Separation	05/23/12	01/14/13		07/01/16	Const 51%	07/01/19	$108,595	$41,632	$631	$8,292	$24,863	$74,809	$23,927	☑	☑	☑
40	12	ORA	Orange County Transportation Authority		Lakeview Avenue Overcrossing	08/06/13	11/25/13		12/01/15	Const 20%	12/01/18	$87,873	$27,629	$631	$7,867	$39,688	$39,687	$7,958	☑	☑	☑
41	12	ORA	Orange County Transportation Authority		Tustin Avenue / Rose Drive Overcrossing	06/27/12	02/25/13		09/01/15	Const 50%	09/01/18	$88,175	$30,862	$601	$7,085	$32,245	$48,244	$16,603	☑	☑	☑

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 (PAED) (x 1,000)	DESIGN COST (PSE) (x 1,000)	RIGHT OF WAY COST (X1,000)	CONSTR COST (X1,000)	CONSTR EXPENDITURES (X1,000)	SCOPE	BUDGET	SCHEDULE
43	8	RIV	City of Corona		Auto Center Drive Grade Separation	12/14/11	05/15/13		04/30/13	Const 58%	05/30/14	$32,675	$16,000	$630	$1,370	$2,720	$27,955	$2,178	☑	☑	☒
46	8	RIV	City of Banning		Sunset Avenue Grade Separation	06/11/13	12/03/13		02/28/16	Const 55%	08/01/16	$33,042	$8,278	$900	$2,300	$1,142	$28,700	$11,831	☑	☑	☑
47	8	RIV	City of Riverside		Streeter Avenue Grade Separation	06/27/12	10/23/12		05/30/14	Const 90%	11/30/14	$36,000	$15,500	$1,500	$1,000	$7,500	$26,000	$18,784	☑	☑	☒
48	8	RIV	Riverside County		Avenue 56 Grade Separation	06/11/13	11/05/13		02/28/16	Const 60%	10/15/16	$29,394	$12,802	$295	$2,268	$3,289	$23,542	$10,876	☑	☑	☑
50	8	RIV	Riverside County		Grade Separation at Clay Street Railroad Grade Crossing	06/11/13	12/17/13		06/15/16	Const 50%	12/15/16	$30,806	$13,247	$502	$2,843	$7,385	$20,076	$4,744	☑	☑	☑
51	8	RIV	City of Riverside		Riverside Avenue Grade Separation	05/07/13	12/03/13		04/01/15	Const 45%	10/31/15	$32,154	$10,434	$1,047	$1,453	$6,892	$22,762	$10,946	☑	☑	☑
53	8	RIV	Riverside County		Grade Separation at Magnolia Avenue Railroad Grade Crossing - BNSF	06/11/13	12/10/13		06/01/16	Const 35%	11/30/16	$51,609	$17,673	$563	$3,700	$1,923	$45,423	$7,313	☑	☑	☑
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 95%	09/30/14	$66,776	$8,835	$3,463	$4,786	$7,000	$51,527	$37,173	☑	☑	◆
56	8	SBD	San Bernardino Associated Governments	10	Route 10 Cherry Avenue Interchange Reconstruction	03/28/12	05/01/12		12/31/13	Const 95%	06/30/14	$77,806	$30,773	$935	$5,822	$9,503	$61,546	$54,005	☑	☑	◆
59	8	SBD	San Bernardino Associated Governments		ACE Glen Helen Parkway Grade Separation	03/05/13	05/07/13		08/22/14	Const 91%	03/01/15	$25,885	$7,172	$0	$2,650	$6,400	$16,835	$18,092	☑	☑	☒

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 (PAED) (x 1,000)	DESIGN COST (PSE) (x 1,000)	RIGHT OF WAY COST (X1,000)	CONSTR COST (X1,000)	CONSTR EXPENDITURES (X1,000)	SCOPE	BUDGET	SCHEDULE
61	8	SBD	San Bernardino Associated Governments		ACE South Milliken Avenue Grade Separation	06/11/13	12/03/13		06/01/16	Const 23%	02/01/17	$75,649	$21,846	$750	$4,745	$5,221	$64,933	$10,457	☑	☑	☑
63	8	SBD	San Bernardino Associated Governments		Palm Avenue Grade Separation	03/05/13	09/04/13		06/30/15	Const 85%	09/01/15	$25,123	$3,285	$774	$2,024	$8,320	$14,005	$9,927	☑	☑	☑
64	8	SBD	San Bernardino Associated Governments		Lenwood Road Grade Separation	08/06/13	12/04/13		10/01/15	Const 52%	05/01/16	$31,154	$8,276	$0	$4,409	$4,792	$21,953	$12,369	☑	☑	☑
66	7	VEN	City of Oxnard	101	Route 101 Rice Avenue Interchange Reconstruction	05/14/09	10/20/09		09/30/12	Const 99%	12/31/12	$73,597	$14,194	$3,458	$3,766	$26,594	$39,779	$80,423	☑	☑	◆
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	Const 68%	04/30/18	$7,954	$71,625	$0	$7,300	$33,700	$71,625	$43,302	☑	☑	☑
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		☑	☒	☒
74	11	SD	San Diego Association of Governments		Southline Rail Improvements - San Ysidro Yard Expansion	10/24/12	12/21/12		01/01/15	Const 55%	04/02/15	$40,460	$25,900	$540	$2,482	$6,870	$30,568	$16,241	☑	☑	☒
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 96%	12/21/15	$3,445	$3,445	$0	$0	$0	$3,445	$2,416	☑	☑	☒
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 38%	01/01/16	$30,591	$21,621	$220	$8,750	$0	$21,621	$7,974	☑	☑	☑

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 (PAED) (x 1,000)	DESIGN COST (PSE) (x 1,000)	RIGHT OF WAY COST (X1,000)	CONSTR COST (X1,000)	CONSTR EXPENDITURES (X1,000)	SCOPE	BUDGET	SCHEDULE
82	4	CC	Northern California Trade Corridors Coalition		Marina Bay Parkway Grade Separation	10/26/11	06/18/13		05/01/15	Const 85%	06/01/15	$42,180	$18,975	$500	$2,780	$100	$38,800	$29,945	☑	☑	☑
84	8	SBD	San Bernardino Associated Governments		Laurel Street/BNSF Grade Separation	06/11/13	09/04/13		09/06/15	Const 47%	01/30/16	$58,725	$23,583	$0	$4,657	$11,053	$43,016	$16,557	☑	☑	☑
85	8	RIV	Riverside County		Avenue 52 Grade Separation	06/11/13	11/13/13		03/31/15	Const 57%	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 50%	02/28/17	$72,987	$20,712	$0	$3,292	$0	$70	$25,062	☑	☑	☑
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 35%	09/30/18	$143,000	$26,664	$0	$8,470	$0	$134,530	$21,987	☑	☑	☑
88	7	LA	Alameda Corridor East Construction Authority		Baldwin Avenue Grade Separation	05/23/12	10/22/12		08/31/14	Const 99%	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 34%	01/31/17	$99,247	$22,847	$3,500	$8,880	$23,160	$63,707	$28,527	☑	☑	☑
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 41%	12/08/15	$46,525	$10,346	$1,600	$5,197	$500	$39,228	$20,016	☑	☑	☑
92.3	3	YOL	Port of West Sacramento		West Sacramento/Port of West Sacramento Rail Plan *[Phase 3 - Washington Overpass]*	N/A		06/01/13	07/01/13	Const 0%	12/01/13	$1,540	$0	$0	$0	$0	$1,540		☑	☑	◆

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 (PAED) (x 1,000)	DESIGN COST (PSE) (x 1,000)	RIGHT OF WAY COST (X1,000)	CONSTR COST (X1,000)	CONSTR EXPENDITURES (X1,000)	SCOPE	BUDGET	SCHEDULE
92.4	3	YOL	Port of West Sacramento		West Sacramento/Port of West Sacramento Rail Plan *[Phase 4 - Loop Track]*	N/A		01/15/14	08/15/14	Const 0%	12/01/14	$1,124	$0	$3	$100	$5	$1,016		☑	☑	◆
92.5	3	YOL	Port of West Sacramento		West Sacramento/Port of West Sacramento Rail Plan *[Phase 5 - Pioneer Bluff Bridge]*	06/11/13	08/07/13		12/31/14	Const 99%	06/30/15	$10,561	$9,678	$210	$653	$20	$9,678	$10,720	☑	☑	◆
93	11	SD	San Diego Association of Governments		Sorrento Valley Double Track	05/07/13	10/25/13		11/01/15	Const 68%	11/01/20	$36,381	$12,994	$3,352	$1,653	$345	$31,031	$7,841	☑	☑	☑
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 85%	10/24/15	$24,764	$13,840	$2,120	$2,120	$67	$20,457	$11,937	☑	☑	☒
95	7	LA	Alameda Corridor East Construction Authority		ACE Puente Avenue Grade Separation	03/20/14	06/23/14		09/30/17	Const 10%	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	10/27/14		06/30/18	Const 3%	12/31/18	$142,213	$71,000	$300	$8,456	$38,655	$94,802	$387	☑	☑	☑
97	3	YUB	Yuba County	70	SR 70 / Feather River Boulevard Interchange	12/11/13	05/20/14		11/30/15	Const 47%	06/01/16	$19,350	$4,361	$900	$950	$1,000	$16,500	$10,621	☑	☑	☑
98	3	SAC	Northern California Trade Corridors Coalition	50	Natoma Overhead Widening and Onramp Improvements *[SHOPP/TCIF]*	06/25/14	10/31/14		12/01/15	Const 2%	12/01/17	$8,459	$7,959	$125	$198	$253	$7,883	$300	☑	☑	☑
99	12	ORA	Orange County Transportation Authority		Raymond Avenue Grade Separation	01/29/14	02/04/14		07/15/18	Const 22%	07/15/21	$112,190	$11,890	$0	$5,370	$34,901	$71,919	$28,231	☑	☑	☑
100	8	SBD	San Bernardino Associated Governments	10	Tippecanoe Interchange Improvements, Phase II	03/20/14	11/05/14		02/01/17	Const 10%	08/01/17	$57,811	$8,691	$0	$5,189	$34,175	$18,447	$784	☑	☑	☑

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 (PAED) (x 1,000)	DESIGN COST (PSE) (x 1,000)	RIGHT OF WAY COST (X1,000)	CONSTR COST (X1,000)	CONSTR EXPENDITURES (X1,000)	SCOPE	BUDGET	SCHEDULE
101	10	SJ	San Joaquin Council of Governments /Caltrans	99	State Route 99 Ramp Improvements *[SHOPP/TCIF]*	08/20/14	12/24/14		08/18/15	Const 0%	05/01/16	$3,040	$2,333	$130	$400	$110	$2,333		☑	☑	☑
102	7	LA	Port of Los Angeles		TraPac Terminal Automation-Automated Shuttle Carrier Maintenance & Repair	01/22/15		07/30/15	08/30/16	Const 0%	08/30/17	$5,681	$2,841	$0	$376	$0	$5,305		☑	☑	☑
103	4	SOL	City of Fairfield		Fairfield/Vacaville Intermodal Station - New track and Grade Separation	08/20/14	11/18/14		11/01/16	Const 5%	03/01/17	$22,600	$11,000	$0	$0	$0	$22,600		☑	☑	☑
104	11	SD	San Diego Association of Governments	905/ 125	State Route 905/State Route 125 Northbound Connectors	01/22/15		07/01/15	10/19/16	Const 0%	10/21/17	$26,157	$20,021	$0	$2,700	$800	$22,657		☑	☑	☑
105	5	MON	City of Salinas	101	Sanborn Rd/US 101 Interchange Improvements & Elvee Drive Extension	01/22/15		05/26/15	05/26/16	Const 0%	07/26/16	$4,300	$1,700	$0	$0	$0	$4,300		☑	☑	☑
106	7	LA	Southern California Regional Rail Authority		Vincent Siding at CP Quartz and 2nd Platform at Vincent Grade/Acton	12/10/14	05/15/15		12/31/16	Const 0%	04/30/17	$17,400	$8,200	$350	$650	$0	$16,400		☑	☑	☑
107	10	SJ	San Joaquin Council of Governments /Caltrans	99	Southbound State Route 99 from Hammer Lane to Fremont Street Interchanges Ramp Metering *[SHOPP/TCIF]*	03/26/15		06/24/15	07/24/16	Const 0%	08/24/17	$2,000	$2,000	$0	$0	$0	$2,000		☑	☑	☑
108.1	7	LA	Port of Los Angeles		YTI Terminal Encancement & Truck Trip Reduction Program *[Phase 1 - Berth/Wharf Improvements]*	03/26/15		07/14/15	05/12/17	Env Des RW Const	05/31/18	$45,115	$8,401	$2,600	$2,549		$39,966		☑	☑	☑
												$ 5,968,618	$ 2,049,499					$ 1,565,635			

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	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	COMMENTS
9.1	3	SAC	City of Sacramento		Sacramento Intermodal Track Relocation *[Phase 1 - Initial Project]*							$80,636	$25,266	$69,145	$69,145	☑	FDR/SFDR approved
9.2	3	SAC	City of Sacramento		Sacramento Intermodal Track Relocation *[Phase 2 - West Ped-Bicycle Tunnel Ramps]*							$3,747	$0	$3,747	$3,747	☑	FDR/SFDR approved
12	4	SOL	Metropolitan Transportation Commission	80	I-80 Eastbound Cordelia Truck Scales Relocation *[SHOPP/TCIF]*			09/30/15	12/31/15	12/31/15		$88,392	$38,292	$61,892	$59,187	☑	
15.3	7	LA	Alameda Corridor East Construction Authority		San Gabriel Valley Grade Separation Program *[Brea Canyon Grade Separation - Match]*				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]*				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]*				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]*				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]*				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			11/18/12	06/30/11	12/14/12	06/13/13	$14,700	$7,200	$13,200	$9,742	◆	FDR approval pending Audit results.
36	12	ORA	Orange County Transportation Authority		Placentia Avenue Undercrossing			06/30/15	05/01/17	12/30/17		$72,843	$9,548	$54,050	$34,558	☑	
38	12	ORA	Orange County Transportation Authority		Kraemer Boulevard Undercrossing			06/30/15	05/01/17	12/31/17		$68,799	$21,009	$53,743	$39,088	☑	
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
45	8	RIV	City of Riverside		Iowa Avenue Grade Separation			10/21/14	05/01/14	12/01/14	06/01/15	$32,000	$13,000	$24,500	$19,378	☒	
58	8	SBD	San Bernardino Associated Governments	10	Route 10 Riverside Ave Interchange Reconstruction							$31,170	$9,837	$27,262	$27,262	☑	FDR/SFDR approved
67	11	SD	San Diego Association of Governments	905	State Route 905				07/12/13	12/31/14	06/30/15	$82,953	$66,804	$82,454	$71,373	☑	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]*				04/01/18	04/01/18		$12,300	$0	$0		☑	Segmented Project. FDR/SFDR due when full project is complete.

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	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	COMMENTS
69	11	SD	Port of San Diego	5/15	Bay Marina Drive at I-5 At-Grade Improvements			10/11/14	11/07/14	11/07/14		$3,172	$792	$2,367	$1,735	☒	
70	11	SD	Port of San Diego		10th Avenue/Harbor Drive At-Grade Improvements			03/30/15	08/25/17	03/30/15		$4,551	$748	$2,364	$475	☑	
72	11	SD	Port of San Diego	5	Civic Center Drive at Harbor Drive and I-5 At-Grade Improvements			10/14/14	11/07/14	11/07/14		$2,193	$361	$1,325	$840	☒	
75.1	11	SD	San Diego Association of Governments		Southline Rail Improvements - Mainline Improvements *[Phase 1 - Aerial Cabling]*				09/30/12	07/31/14		$4,458	$4,458	$4,458	$4,458	☑	Segmented Project. FDR/SFDR due when full project is complete.
75.2	11	SD	San Diego Association of Governments		Southline Rail Improvements - Mainline Improvements *[Phase 2 - Signaling for Reverse Running and*			01/01/16	10/31/13	07/30/15		$10,431	$10,431	$10,431	$10,431	☑	Segmented Project. FDR/SFDR due when full project is complete.
76	11	SD	San Diego Association of Governments		LOSSAN N Rail Corridor at Sorrento							$44,000	$10,800	$35,649	$35,694	☑	FDR/SFDR approved
77	11	IMP	Imperial Valley Association of Governments	78/ 111	Brawley Bypass State Route 78/111				05/31/16	08/20/14	02/20/15	$70,305	$43,122	$44,030	$42,600	☒	FDR approved
81	10	SJ	Northern California Trade Corridors Coalition		Sperry Road Extension			04/01/15	12/31/13	09/01/15	09/31/15	$56,582	$23,582	$43,582	$36,552	☑	
83	8	SBD	Caltrans / BNSF / UP		Colton Crossing Project				12/31/14	08/30/14	02/29/16	$138,536	$27,847	$96,547	$73,784	☑	
87.1	7	LA	Port of Los Angeles		Cargo Transportation Improvement Emission Reduction Program - Phase 1			10/24/14	05/31/15	04/30/15	12/30/15	$26,695	$12,705	$25,410	$38,893	☑	Segmented Project. FDR/SFDR due when full project is complete.
92.1	3	YOL	Port of West 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 West Sacramento		West Sacramento/Port of West Sacramento Rail Plan *[Phase 2 - Cemex Track/Unit Track 2]*				06/28/12			$1,800	$0	$1,700		☑	Segmented Project. FDR/SFDR due when full project is complete.
												$ 1,087,766	**$ 348,043**		**$ 624,858**		

TCIF Project Action Plan Report
Third Quarter FY 2014-15

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: Completion of construction is delayed due to the upfront delays in obtaining environmental clearance and right of way acquisition. Anticipate completion by October 2015.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
3	4	ALA		Outer Harbor Intermodal Terminals (OHIT) – Segment 2, Rail Access Improvements and Manifest Yard	$65,800	$74,600	Schedule

Project Action Plan: Connecting the lead track with the rail yard requires an additional agreement between Union Pacific and the Port, which has affected the schedule. Additionally, staff is coordinating the construction of this new connection to minimize impacts on current operations, which has resulted in a longer duration of this work than initially anticipated. Construction is anticipated to be complete by March 2016.

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 Deepening Projects	$7,200	$15,000	Schedule

Project Action Plan: The US Army Corps of Engineers issued a solicitation for a three year Construction contract in 2012. In 2013 the contract was terminated due to non-performance and a new solicitation was issued in 2014. This resulted in dredging delays and loss of production which has caused the current schedule to be delayed by two dredging seasons or two years.

The construction contact was re-awarded for the 2014 dredging season and will be the contractor for the next three years. Due to US Army Corps of Engineers contract award delays this year, the current dredging contract and season did not commence as scheduled and is approximately 3 months behind. The current schedule will not be met and additional time will be needed to complete the 2014 dredging next year. In order to increase efficiencies and regain lost construction time, adding another dredging machine to the project is being contemplated for the 2015 dredging season. This corrective action will enable the port to complete the project in FY 2016, in line with the current terms of the US Army Corps of Engineers contract.

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

Project Action Plan: Additional funds may be needed to complete construction, settle claims and to closeout construction contract. At a future date, subsequent supplemental funds may be needed to settle a remaining claim to address cracked jointed concrete pavement that may go to arbitration. Caltrans is evaluation claims and is negotiation with contractor to minimize potential supplement amount.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
23	7	LA	710	Gerald Desmond Bridge Replacement	$299,795	$1,288,000	Budget

Project Action Plan: Project is being implemented by the Port of Long Beach as a design build project. The project contingency budget has been reduced to as small balance after settlement of all the time related claims. It is anticipated that additional funds may be necessary to complete project for a number of known future expenditures, as well as potential risks identified in the Risk Management Plan.

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 Budget
25				Ports Rail System – Tier I (Track Realignment at Ocean Boulevard)	$16,216	$44,756	

Project Action Plan: The project cost has risen approximately 8.4% for Project #24 and approximately 14.2 % for Project #25. The increase is due to the projects encountering numerous unforeseen subsurface and site conditions that have required re-design. In addition, despite an extensive soil investigation conducted prior to bidding this project, testing performed during construction of the project has determined most of the soil to be unsuitable for re-use within the Harbor District, which has contributed to the project cost increase.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
32.1	7	LA		Ports Rail System – Tier 1 (West Basin Road Rail Access Improvements Segment 1 – Berth 200 Rail Yard Improvements)	$40,718	$111,956	Schedule
32.2				Ports Rail System – Tier 1 (West Basin Road Rail Access Improvements Segment 2 – Berth 200 Rail Yard Track Connections)	$10,512	$25,700	Schedule

Project Action Plan: Project construction was considered substantially complete on October 15, 2014. Final construction punch list corrective work is ongoing and anticipated to be completed by April 30, 2015. Design record drawings are now in the process of being prepared.

Project construction has been delayed an additional 14 months due to unforeseen existing utility substructure conflicts. Revised end of construction date is April 30, 2015.

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
47	8	RIV		Streeter Avenue Grade Separation	$15,500	$36,000	Schedule

Project Action Plan: This project includes constructing two bridges, a precast pre-stressed concrete box (railroad) bridge and a cast-in-place post-tensioned concrete (highway) bridge. It was necessary to extend the original construction duration of this project by 11 months, from 18 months to 29 months, as it was determined that the two bridges could not be built concurrently and had to be phased one after the other.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
59	8	SBD		Glen Helen Parkway Grade Separation	$7,172	$25,885	Schedule

Project Action Plan: Upfront delays in the finalization the environmental document due to the Kangaroo Rat Habitat along with weather and scheduling of railroad flagging has contributed in construction completion delay.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
74	11	SD		Southline Rail Improvements – San Ysidro Yard Expansion	$25,900	$40,460	Schedule

Project Action Plan: Construction is anticipated to be complete in July 2016. The delay is due to grading challenges near the right-of-way and environmentally cleared project boundaries, which required additional survey and redesign. Additional issues with the unanticipated relocation of communication lines and the need to construct a new water line also contributed to the delay.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
75	11	SD		Southline Rail Improvements – Mainline Improvements (Phase 3 – Palomar Siding and Mainline Track Improvements)	$3,445	$3,445	Schedule

Project Action Plan:
The end of construction has been slightly delayed to unanticipated field conditions including relocation of utility lines by utility owners and the delay to starting a portion of the work caused by a concurrent project being undertaken by the City of Chula Vista.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
88	7	LA		Baldwin Avenue Grade Separation	$33,559	$77,391	Schedule

Project Action Plan: Legal action in a ROW condemnation court case resulted in delays to the Start and End Construction dates as well a the Begin and End Closeout dated. Agency does not anticipate any further legal action delays because final condemnation order in favor of the Agency was entered. No further corrective action is needed. It is anticipated the Final Delivery Report will be submitted in June 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 was delayed in order to re-evaluate the environmental document and permits due to concerns expressed by the Department of Fish and Wildlife. Anticipate starting construction on June 8, 2015.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 67

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 25, 2015

Reference No.: 3.10
Information Item

From: NORMA ORTEGA
Chief Financial Officer

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

Subject: **FY 2014-15 THIRD QUARTER PROJECT DELIVERY REPORT**

Attached is the California Department of Transportation's Fiscal Year 2014-15 Third Quarter Project Delivery Report.

Attachment

CALIFORNIA DEPARTMENT OF TRANSPORTATION

Third Quarter
Fiscal Year 2014-15
Project Delivery Report

Quarterly Report to the California Transportation Commission

Contents

Executive Summary

Purpose of Report ---------- Pg 1
Project Milestones and Accomplishments ---------- Pg 1
Performance Measures ---------- Pg 2
Project Watch List ---------- Pg 3

Report

Delivery ---------- Pg 12
Project Approval, Environmental Documents ---------- Pg 15
Right of Way ---------- Pg 17
Construction ---------- Pg 19
Closeout Costs ---------- Pg 21
Appendix: ---------- Pg 24
(A) Project Milestones, Accomplishments Reported in Prior Quarters ---------- Pg 25
(B) Caltrans Fiscal Year 2014-15 State Transportation Improvement Program Project Closeout ---------- Pg 27
(C) Caltrans Fiscal Year 2014-15 State Highway Operations and Protection Program Project Closeout ---------- Pg 29

The project delivery report is prepared quarterly approximately 45 days after the end of the quarter in November, February, May, and November.

Executive Summary

Purpose of Report

This report provides project delivery information on transportation projects for which the California Department of Transportation (Caltrans) was fully responsible for the development and construction management. The report is intended to cover reporting requirements required by California statutes and California Transportation Commission resolutions. This report fulfills Caltrans' project delivery reporting requirements.

Project Milestones and Accomplishments

Caltrans is highlighting projects that achieved a major milestone or significant accomplishment in the past quarter. Project milestones and accomplishments from prior quarters are provided in the appendix for the end-of-year annual report.

Project Approved, Environmental Document Completed (major projects):

- *Santa Barbara State Route 101 South Coast High Occupancy Vehicle Lanes project approved. $330 million project completed environmental document and project approval.*

Open to Traffic:

- *Prunedale Improvement Project ribbon cutting was October 27, 2014. This project has constructed major operational and safety improvements including interchanges to address the safety and congestion issues on State Route 101 within the Prunedale Corridor.*
- *Fresno / Madera - 99 San Joaquin River 6-Lane project ribbon cutting is scheduled on May 29, 2015. The Route 99 Corridor program funded this project to add one lane in the median in each direction and to replace the San Joaquin River bridges. This project has reduced congestion, contributed to more efficient travel of goods, and improved safety.*

Corridor Mobility Improvement Account Program bond projects completed in the past quarter:

- *Santa Maria Bridge Widening*
- *I-5 North Coast Corridor HOV Lanes*

State Route 99 Corridor Program bond projects completed in the past quarter:

- *Chico Auxiliary Lanes.*
- *Manteca Widening – Widen and add auxiliary lanes.*

Innovation:

- *First High Tension Cable Barrier installed on US 101 in Monterey county, in the San Luis Obispo District.*

Performance Measures

Our Commitment to Delivery

Delivery of capital programs is one of the most essential functions that Caltrans does to preserve, protect, and enhance system performance of the state highway system. Operational improvement projects help the existing highway system function more efficiently. System preservation projects (such as bridge rehabilitation and pavement rehabilitation) help the highway system last longer and decrease maintenance costs. Safety projects reduce traffic accident fatalities and serious injuries. System expansion projects add capacity by adding lanes or constructing new highways to reduce congestion.

Measuring and reporting performance on project milestones shows how well we are meeting our commitments to deliver projects as committed in our primary work programs: the State Transportation Improvement Program and the State Highway Operations and Protection Program and for local projects where we are providing project services.

Measure	Year-To-Date thru 3rd Quarter			Annual Commitment		Year-End Projection		Goal	Status
	Delivered	Plan	Percent	Plan	Percent	Forecast	Percent	Percent	
Projects Ready for Construction	152	197	77	343	44	337	98	100	☒ 6 very high risk projects
Capital Value Ready for Allocation (millions)	$572.4	$1,323.0	43	$2,633.1	22	$2,581.2	98	100	☒ 6 very high risk projects
Projects Approved	171	211	81	258	66	237	92	90	✓ On target to meet goal
Draft Environmental Documents Completed	51	61	84	74	69	68	92	80	✓ On target to meet goal
Projects Certified	214	223	96	335	64	328	98	100	☒ 6 very high risk projects
Allocation Funds Committed	$104.9	NA	NA	$163.0	64	$163.0	100	100	✓ On target to meet goal
Contracts Accepted	129	141	91	174	74	161	93	95	△ high risk to meeting goal
State Transportation Improvement Program Costs	36	NA	95	NA	95	NA	95	< 100	✓ On target to meet goal
State Highway Operations and Protection Program Costs	132	NA	93	NA	93	NA	93	< 100	✓ On target to meet goal

✓ It is expected that Caltrans will meet the delivery goal.
△ There is high risk on enough projects that Caltrans may not meet the delivery goal.
☒ It is likely that Caltrans will not meet the delivery goal.

Project Watch List

Caltrans identifies projects deemed "at risk" for budget or schedule on a watch list. Projects are continuously monitored to ensure issues affecting the budget, scope, or schedule are brought to the attention of managers and transportation stakeholders to resolve or minimize issues.

The project watch list will change from one quarter to another (projects dropped or added) as supplemental funds are approved, budget risks are mitigated, and schedule risks are resolved. Since the report is prepared quarterly, in order to keep projects on track to award, there may be supplemental funds request or costs requiring additional funds prior to award presented to the Commission for approval on new projects between reports.

Budget Risk (Supplemental Funds)

In managing construction capital budgets, Caltrans balances risk in project budgeting with the need to ensure that an appropriate mix of projects are brought forward in sufficient quantities to use our annual federal obligation authority. Complete and reasonable estimates are necessary to avoid undesired consequences, including loss of federal or local funds. Before presenting budget change requests to the Commission, Caltrans robustly examines each request to validate costs and evaluate options. In the past five years, 97 percent of construction projects were completed within the Commission's capital allocation and Caltrans delegated funding authority.

Caltrans currently has 608 projects valued at $11.0 billion under construction. We have identified risks below on 29, or 4.7 percent of the projects in construction.

Caltrans is categorizing risks and the potential for supplemental funds as follows:

Status	Projects	Construction Capital	Construction Support	Risk	Approved Budget	Notes
Completed or Nearly Complete	12	11		$ 25-30 million	Construction Capital $ 246 million	If supplemental funds are needed, this will occur in the next six months.
			1	$ 3-5 million	Construction Support $ 27 million	If supplemental funds are needed, this will occur in 6 months to 2 years (or more).
Construction in Progress	17		3			
		13		$ 90-100 million	Construction Capital $ 841 million	If supplemental funds are needed, this will occur in 6 months to 2 years (or more).
		3		Doyle Drive, Gerald Desmond Bridge, and Willits Bypass are special cases and carry unique risks.		
TOTALS	29	27	4			

Risks are categorized as: VH Very High H High M Moderate L Low

Category trends are defined as: ↑ Higher = Same ↓ Lower than last report
A Project added D Project to be dropped

Notes: ✶ STIP - State Transportation Improvement Program, SHOPP State Highway Operations and Protection Program, CMAQ - Congestion Management and Air Quality Program
◊ Costs are in millions. Capital costs include right of way and construction.

Construction Projects Completed or Nearly Complete

Cty	Rte	Description	Program✶	Capital $◊	Support $◊	Risk		Component
Ed	50	Water Quality Improvements	STIP, SHOPP	$33.4	$18.1	VH	↑	Construction Capital
Proposed for the June meeting is a request for supplemental funds to close-out the construction contract. Issues include claims for utility relocations, unforeseen utility conflicts, and design changes. Caltrans has evaluated claims and negotiated with contractor to minimize potential supplemental amount.								
Mer	99	Bridge Enhancement	STIP TEA	$0.9	$0.6	VH	A	Construction Support
Proposed for the August meeting will be a request for supplemental funds to close out the construction contract. The support cost overrun was caused by major increase in working days from an original planned 45 days to 123 actual days. The increased working days were due to weather constraints, specification for anti-graffiti coating, and under estimation of roadway excavation.								
Sol	80	Relocate Cordelia Truck Scales	Bond, SHOPP	$31.8	$29.1	H	↓	Construction Capital
Supplemental funds may be needed to settle a remaining claim to address cracked jointed concrete pavement that may go to arbitration. ~~Caltrans is evaluating claims and is negotiating with contractor to minimize potential supplemental amount. Additional funds may be needed to complete construction, settle claims and to closeout construction contract. (a) On the March agenda is a supplemental funds request for change orders and potential claims that have been resolved, for modifications to the fire protection supply line, unsuitable materials, additional settlement of the embankment, highway patrol infrastructure design changes, revisions to utility connections, and waterproofing~~ (funds approved at March meeting).								
Ala	880	Replace High Street Bridge	SHOPP	$84.8	$32.4	H	=	Construction Capital
Potential claims include claims for rebar escalation, item adjustment, contaminated soil disposal. Caltrans is evaluating claims and is negotiating with contractor to minimize potential supplemental amount.								
LA	10	Metal Beam Guardrail	SHOPP	$2.7	$3.3	H	=	Construction Capital
Additional funds may be needed to close-out construction contract. Issues include quantities (to meet field conditions), right of way delay, and costs to remove a fixed object. During construction, contractor encountered existing underground electrical systems and buried man-made objects that conflicted with contract work. Crash cushions hit and damaged during construction need to be replaced. Work is safety related, not recommended to eliminate safety elements.								
LA	405	Widen Highway	SHOPP	$22.3	$13.5	H	=	Construction Capital
Additional funds may be needed to close-out construction contract and pay interest on claims with merit. Project is completed. Caltrans is evaluating claims and is negotiating with contractor to minimize potential supplemental amount.								
Tuo	108	Sonora Bypass	Bond, STIP	$27.0	$14.4	H	=	Construction Capital
Storm water fine exceeds remaining budget. Responsibility for payment of fine to be resolved. Potential for additional funds is dependent on whether state or contractor is determined to be responsible for payment.								
Ora	39	Curb Ramps	SHOPP	$2.4	$1.9	H	A	Construction Capital
Additional funds may be needed to close-out the construction contract due to notices of potential claims for delays due to additional construction surveys needed and to fund change orders. The contract is complete.								
Ora	39	Sidewalk, Culvert	Minor	$1.1	Minor	H	=	Construction Capital
Additional funds may be needed to close-out the construction contract due to notices of potential claims for unsuitable material or additional import borrow. The contract was completed and accepted. Three claims were determined to have no merit, and change orders for three others were presented to the contractor which he has not agreed to.								

Cty	Rte	Description	Program★	Capital $◊	Support $◊	Risk		Component
But	99	Chico Auxiliary Lanes	STIP, Bond	$28.0	$9.9	M	A	Construction Capital

Additional funds may be needed to close-out the construction contract due to notices of potential claims the department is currently evaluating. The contract is complete.

SM	1	Pond Repair	STIP	$1.3	$1.3	M	=	Construction Capital

Additional funds may be needed to resolve environmental requirements. There is an environmental obligation for mitigation requirements. The district is evaluating options to meet project obligation within available funding options.

SBd	62	Colorado Bridge Replacement	SHOPP	$29.9	$10.5	M	↓	Construction Capital

Additional funds may be needed to close-out construction contract. Currently, project has a forecasted positive balance. Contractor has requested additional compensation beyond the State's forecast. Caltrans is evaluating claims and is negotiating with contractor to minimize potential supplemental amount. All roadwork has been completed and project is in plant establishment period.

Construction Projects In Progress

Cty	Rte	Description	Program★	Capital $◊	Support $◊	Risk		Component
Sac	80	Sac I-80 Across The Top	STIP, SHOPP, Bond	$105.8	$27.2	H	=	Construction Capital

Potential for additional funds rising from need to replace cracked pavement in newly constructed lanes. Issues claimed include mix design changes, cost escalation, time related overhead, interest, material and labor costs. Caltrans is evaluating claims and is negotiating with contractor to minimize potential supplemental amount.

SF	101	Doyle Drive	STIP	$852.0		H	=	Construction Capital

Commissioners on the project delivery council were briefed on the project on March 18, 2015. The project team continues to work through substantial completion (anticipated Sep. 2015). ~~Proposed for the May meeting is a request for additional funds for differing site conditions and proposed settlement of certain contract disputes.~~ (funds approved at May meeting)

Son	12	Laguna De Santa Rosa Bridge	SHOPP	$11.2	$6.8	H	=	Construction Capital

Additional funds may be needed due to delay in the gas and electric utility relocation which caused an additional construction season. Contractor had planned to start work in the creek in August 2014, but was unable to do so.

Tul	99	Goshen to Kingsburg 6 Lane	Bond	$78.8	$22.6	H	=	Construction Capital
						H	=	Construction Support

Potential for additional funds to settle claims. Caltrans is evaluating claims and is negotiating with contractor to minimize potential supplemental amount. Support costs have increased because the project has been extended from three years to four years.

Tul	99	Tulare to Goshen North 6-Lane	Bond, STIP	$38.7	$10.8	H	A	Construction Capital
						H	A	Construction Support

Potential for additional funds to settle claims. Capital and support costs have been increased due to discovering unexpected utility conflicts.

LA	710	Gerald Desmond Bridge	Local, Bond, SHOPP	$1,156.0	Design Build	H	A	Construction Capital

Project is being implemented by the Port of Long Beach as a design build project. The project contingency budget has been reduced to a small balance after settlement of all the time related claims. It is anticipate that additional funds may be necessary to complete project for a number of known future expenditures, as well as potential risks identified in the Risk Management Plan.

LA	710	Long-life pavement	SHOPP	$119.3	$31.2	H	=	Construction Capital

Potential need for additional funds to settle outstanding claims. Working to identify potential conflicts in upcoming stages and phases of the work.

LA	1	Repair failed slope	SHOPP	$7.3	$3.5	H	=	Construction Capital

As a result of inverse law suit from adjacent property owner, additional funds is required for the lawsuit settlement, and to redesign and construct a taller wall. Since project has been under suspension for an extended period of time, Contractor would be requesting a contract price adjustment, requiring additional funding.

SBd	138	Widening (Phase 1A)	STIP	$52.0	$30.3	H	A	Construction Support

Construction support may increase due to the need for full time environmental monitoring during construction, and support cost escalation.

Cty	Rte	Description	Program✶	Capital $◊	Support $◊	Risk	Component
SJ	12	Bouldin Island Rehabilitation	SHOPP	$35.9	$9.7	H ↑	Construction Capital
There is a potential for additional funds due to discrepancies in bid items and larger than anticipated settlement of fill material. Evaluating new alignments to avoid areas where failure of the subsurface soils has occurred. Value engineering change proposals have been proposed to save money. Temporary drainage and irrigation pipelines have been eliminated to reduce costs due to the dry weather. Recently, there has been an embankment failure at one location on constructed improvements, which will necessitate additional costs to correct.							
Sha	5	Bridge Replacement	SHOPP	$125.0	$43.0	M =	Construction Capital
Additional funds may be needed to settle 27 outstanding claims due to differing site conditions on foundations. Dispute resolution hearings for all but three of the claims have been held. Working though results and disputes with legal. Caltrans believes claims have no merit.							
Men	101	Willits Bypass	STIP	$209.1	$99.7	M =	Construction Capital
Additional funds for construction capital were approved Dec. 10, 2014, based on a 50 percent confidence level of risks. Significant risks remain to complete the construction project. A Risk Management Plan has been implemented. The Project Delivery Team continues to monitor all identified risks and update the risk management plan on a regular basis to complete the project within the funds approved in December, 2014. Risks are being mitigated by accelerating work at the Southern Interchange and Floodway Viaduct, and by redesigning the Northern Interchange to avoid impacts to wetlands and to avoid a potential one year delay.							
SCl	9	Realignment	SHOPP	$5.7	$4.9	M =	Construction Capital
Additional funds may be needed as a result of differing site condition at location 3. The cost impact of this change is to be determined.							
LA	10	Flyover Connector	SHOPP	$67.5	$12.7	M =	Construction Capital
Project contingency budget (over $4 million) was used to pay for the relocation of transmission towers and lines. Two transmission towers were in direct conflict with the flyover connector (carrying high power electric lines crossing the freeway) and they were replaced by eight power poles. The strategy to purchase the poles and build their foundations by utilizing design-build contractor (through contract change orders) helped expedite the project and eliminated a major risk. Caltrans may need additional funds to pay for contractor's claims in order to close out the project.							
LA	47	Schuyler Heim Bridge	SHOPP	$247.3	$32.6	M =	Construction Capital
Potential for additional funds due to differing site conditions in foundations, right of way delay issues with port, and to settle potential claims. To minimize potential claims, Caltrans is: (a) Going through contract dispute resolution process for each potential claim. (b) Evaluating Value Engineering Cost Proposals and other cost and time saving opportunities. (c) Reaching out to federal highways for expertise in foundation and geotechnical design. In addition to the construction support cost for Caltrans staff, Caltrans has an agreement with Alameda Corridor Transportation Authority to fund support cost for their staff and consultants. It is anticipated that there will be additional support effort needed to reimburse their effort for the remainder of the project.							
SBd	15	Point of Entry, Truck Enforcement	SHOPP	$41.6	$24.1	M ↓	Construction Capital
Potential for additional funds due to time-related overhead delays by fire marshal site reviews, well drilling, and painting issues. Cost reductions have been implemented by eliminating non-essential landscape features, reducing Highway Patrol requested changes, office funding, and by modifying pavement mix designs. Cost have been managed by denying request for building upgrades, reduced delay claims by accelerating external agency permit approvals, establishing early coordination with contractor on potential cost increases, and negotiated re-painting to reduce costs. The remaining balance of Caltrans delegated funding authority (G-12) was approved to settle claims made to date. However, there is a low risk of potential future claims that may require the need for supplemental funds.							
SCr	9	Pollution Control	SHOPP	$1.9	$3.0	L =	Construction Capital
Potential for additional funds due to differing site conditions.							
Son	101	College Avenue Widening	STIP	$6.5	$2.4	D D	Construction Capital Construction Support
~~Project is on the May meeting agenda. Additional funds are needed to complete construction due to grade differential, design changes to drainage items, aggregate base quantities, hot mix asphalt concrete leveling and associated delays.~~ (funds approved at the May meeting)							
LA	101	Structure Rehabilitation – Upgrade Bridge Railings	SHOPP	$3.2	$2.1	D	Construction Capital
~~Additional funds may be needed to replenish construction capital and support funds to complete construction due to CCO's to address different site conditions.~~ Budget risks have been mitigated through securing Office of Traffic Safety funds.							

Right of Way Adjustments to be made at Completion of Construction

Senate Bill 853 (2014) requires Caltrans to report STIP right of way expenditures at time of construction contract acceptance. If the right of way expenditures exceed 120 percent of the programmed amount, a debit will be made against county or Interregional Improvement Program shares for the subsequent STIP programming cycle. Caltrans estimates right of way risks as follows:

Right of Way Risks	Risk	Approved Budget (STIP portion)	Notes
Right of Way costs for projects in construction that exceed 120 percent of programmed budget.	$ 60 - 65 million	Right of Way $ 107 million	Adjustments (debits) to right of way costs, if needed will occur after construction is complete.

Cty	Rte	Description	Program★	Capital $◊	Support $◊	Risk		Component
Mad	*99*	*Avenue 12 Interchange*	*Bond, STIP*	*$69.4*	*$14.8*	VH	↑	*Right of Way Capital*
Right of way costs have exceeded 120 percent of the programmed amount due to pending final judgments for eminent domain actions. There will be a county share debit adjustment of right of way at completion of construction.								
LA	*5*	*Carmenita Interchange*	*STIP, Local*	*$340.2*	*$54.9*	VH	A	*Right of Way*
Current STIP right of way expenditures exceed the STIP programmed budget by more than 120 percent. Expenditures incurred to acquire parcels have exceeded the estimated costs. The project financial plan is being updated to move local funds around to balance the plan as much as possible, and to cover the increased right of way costs. At completion of construction, the final estimated right of way costs will be updated, and there may be a subsequent debit made (dependent on local money added) against county shares in the subsequent STIP programming cycle.								
SBd	*138*	*Widening (Phase 1A)*	*STIP*	*$52.0*	*$30.3*	H	A	*Right of Way*
Right of way costs are forecasted to exceed 120 percent of the programmed amount due to litigation and pending final judgments for eminent domain actions. Depending on final judgments, there may be a county share debit adjustment of right of way at completion of construction.								
Sta	*219*	*Widen to four lanes*	*STIP, Bond*	*$32.8*	*$9.9*	H	=	*Right of Way*
Right of way costs are forecasted to exceed 120 percent of the programmed amount due to litigation and pending final judgments for eminent domain actions. Depending on final judgments, there may be a county share debit adjustment of right of way at completion of construction.								
Men	*101*	*Willits Bypass*	*STIP*	*$209.1*	*$99.7*	H	=	*Right of Way*
Current right of way costs committed for the subsequent mitigation projects are forecasted to exceed 120 percent of the programmed right of way budget. There may be a county share debit adjustment of right of way at completion of construction.								

Preconstruction Projects

Caltrans estimates construction capital risks for preconstruction projects as follows:

Preconstruction Projects Construction Capital Risk	Risk	Approved Budget	Notes
Projects being re-advertised - 3	$20-25 million	Construction Capital $ 34 million	Results dependent on bid results, likely within next six months.
Project estimates for allocation that exceed 120 percent of construction capital budget - 6	$40-45 million	Construction Capital $ 139 million	If additional funds are needed, it will most likely occur within the next six months.

Projects Being Re-Advertised

Cty	Rte	Description	Program★	Capital $◊	Support $◊	Risk		Component
Men	101	Willits Mitigation Riparian	STIP	$43.0	$3.0	H	=	Construction Capital

Initial bids were rejected. Original contract has been split into smaller biddable and buildable contracts so they can be re-advertised and awarded. Caltrans continues negotiations with the Army Corps to determine extent of mitigation requirements to be implemented with the remaining contracts. Current estimates for remaining contracts indicate a potential need for additional funds to satisfy mitigation requirements.

ED	89	Storm water Improvements	SHOPP	$9.4	$6.6	H	=	Construction Capital

Initial bids were high and subsequently rejected. Contract being repackaged and re-advertised. Changes to construction staging and contract specifications were made in an effort to reduce bid costs. Contract advertisement date is May 11, 2015 with a bid opening of June 30, 2015. Potential remains for supplemental funds being needed when bids are opened for the second time.

Ala	260	Guardrail Replacement and Building Restoration	SHOPP	$7.6	$3.1	M	A	Construction Capital

Initial bids were high and subsequently rejected. Additional funds to re-advertise were secured through an Office of Traffic Safety Grant. Moderate risk remains pending bid opening and award.

Fre	168	Enhance Vista Point	STIP	$1.5	$1.6		D	Construction Capital

~~Initial bids rejected. Project was repackaged, items removed and re-advertised. Bids were opened on March 17. Preliminary bid results indicate project may be awarded within budget.~~ Awarded within budget on May 15, 2015.

SM	101	Bridge Replacement	SHOPP	$9.7	$7.1		D	Construction Capital

~~Caltrans repackaged the contract plans and the project has been re-advertised.~~ Awarded within budget on April 28, 2015.

LA	1	Repair Drainage	SHOPP	$6.7	$1.9		D	Construction Capital

~~Additional funds to award were approved in Dec. 2014. Bid results (informal contract) would have required additional funds to award. Project scope and budget is being re-evaluated.~~ Project is being repackaged and re-delivered with more engineering details in an effort to reduce potential bid results.

Project Estimates for Allocation That Exceed 120 Percent of Construction Capital Budget

Cty	Rte	Description	Program★	Capital $◊	Support $◊	Risk		Component
LA	10	High Occupancy Vehicle Lanes	Local, CMAQ	$180.9	$53.9	VH	A	Construction Capital

Project was delivered on April 17, 2015 and is requesting an allocation at the August meeting. The final project cost estimate is greater than 120 percent of the programmed amount. The sponsor of the high occupancy vehicle lanes (LA Metro) has committed additional funding to cover the cost increase related to the high occupancy vehicle lanes. Additional funding in construction capital is being requested for allocation from the SHOPP for pavement preservation work.

Tuo	120	Bridge Rehabilitation	SHOPP	$13.7	$5.8	VH	=	Construction Capital

Additional funds to award is needed to advertise due to unique construction, environmental and tourists constraints which increased the estimate. Approval will be requested when the funds request is submitted for allocation.

DN	199	Construct Buttress	SHOPP	$1.3	$0.9	H	=	Construction Capital

Increase in cost estimate due to geotechnical engineering recommendation of using a higher cost soldier pile wall instead of the lower cost bio-engineered buttress assumed when the project was originally programmed.

SLO	46	Convert to 4 Lane Expressway	STIP	$58.0	$16.5	H	A	Construction Support

Additional funds may be needed for Construction Support due to: (a) 13 percent increase in contract working days based on constructability review (b) Increased support due to updated cost rates.

Ala	880	Median Barrier	SHOPP	$35.7	$12.5	M	=	Construction Capital

Additional funds may be needed to advertise project. Potential increase in estimate due to constructability issues. Caltrans is still evaluating the estimate and alternatives.

Pla	193	Curve Improvement and	SHOPP	$12.5	$4.9	L	=	Construction Capital

Current estimate for allocation at the May meeting is within 120% of the programmed budget. Low risk remains pending bid opening and award.

Hum	299	Cedar Creek Curve	SHOPP	$1.4	$1 .1		D	Construction Capital

~~Project is on the May meeting agenda. Additional funds to advertise will be needed for increased costs, due to additional excavation of the hillside for roadway and shoulder widening. The excavation will require blasting and additional costs for stage construction traffic handling and two construction seasons.~~ Funds approved at the May meeting.

Schedule Risk (Allocation Extension)

In managing delivery, Caltrans is taking intelligent and reasonable risks to deliver projects. In the past nine years, Caltrans has delivered 2,389 out of 2,408 projects committed, or 99.2 percent.

Contract For Delivery Projects with Significant Risk to Miss Delivery in Fiscal Year

Caltrans currently has 343 projects valued at $2.6 billion in the Contract for Delivery. We have identified 18, or 5 percent of committed projects at risk in the delivery contract. Caltrans is forecasting 6 projects (2 percent) valued at $51.9 million (2 percent) of committed projects as not likely being delivered.

Risks are categorized as: VH Very High H High M Moderate L Low

Category trends are defined as: ↑ Higher = Same ↓ Lower than last report
A Project added D Project to be dropped

Notes: ✶ STIP - State Transportation Improvement Program, SHOPP State Highway Operations and Protection Program, CMAQ - Congestion Management and Air Quality Program
◊ Costs are in millions. Capital costs include right of way and construction.

Project issues listed typically identify current pending issues to meet delivery in the current year. Previous issues in different program areas may have contributed to the overall delivery risk for the projects listed below.

High to Very High Risk Delivery

Cty	Rte	Description	Program✶	Capital $◊	Support $◊	Risk		Component
Plu	147	Replace Bridge	SHOPP	$8.3	$4.8	VH	↑	Fiscal Year Delivery

Caltrans prepared a Categorical Exemption for the project. The California Department of Fish and Wildlife (CDFW) felt a Mitigated Negative Declaration was needed. Several months of meetings and field visits between staff and management of both Caltrans and CDFW ensued before arriving at a resolution. District is now moving forward with the preparation of an Initial Study/Negative Declaration, which will begin circulation shortly. Consequently, this will not allow for the project to be delivered this year as planned.

Ala	680	Freeway Performance Initiative	Local	$17.7	$9.5	VH	=	Fiscal Year Delivery
Ala	880	Freeway Performance Initiative	Local	$11.0	$5.5	VH	=	Fiscal Year Delivery
Mrn	101	Freeway Performance Initiative	Local	$8.6	$7.2	VH	=	Fiscal Year Delivery

These three projects were funded with local funds. Projects were put on hold in September when cost changes were identified. In April 2015, a funding plan was agreed upon to fully fund these projects to be delivered next year in FY 2015-16.

CC	4	Landscaping Replanting	Local			VH	A	Fiscal Year Delivery

Drought restriction issue. Water purveyor unwilling to supply water source. Local sponsor is not willing to execute the construction cooperative agreement due to the Governor's drought order. Recycled water unavailable

Son	Var	Landscaping	STIP	$2.5	$0.5	VH	A	Fiscal Year Delivery

Drought restriction issue. Water purveyor unwilling to supply water source. Recycled water unavailable

LA	710	Long-life Pavement, Widen	SHOPP	$149.7	$28.8	H	=	Fiscal Year Delivery

Project delivery is still on track pending the finalization of the Construction and Maintenance agreements with Union Pacific Railroad and BNSF. Construction schedule is being staged to allow the railroad companies adequate time for the Railroads to relocate the service utilities. BNSF railroad construction and maintenance agreement language agreed upon, now with attorneys for review and approval. UPRR railroad construction and maintenance agreement language finalized, still negotiating real estate compensation. An agreement has been reached with the City of Commerce and should be finalized next week.

Cty	Rte	Description	Program★	Capital $◊	Support $◊	Risk	Component
LA	103	Paint Bridge	SHOPP	$4.8	$2.4	H =	Fiscal Year Delivery

R/W cert is pending with 9 temporary construction easements from the Port of Long Beach. There is a concern with the Port since one area has a tenant . Caltrans is to discuss with tenants to make sure they satisfied with the work proposal. Right of Way Deputy is involved in negotiations with Port and is in process of setting up a meeting with Port's tenants to resolve their concerns, so the Port can sign the agreements.

SBd	138	Realign Roadway	SHOPP	$32.4	$8.4	H =	Fiscal Year Delivery

Permit risks. Working with Army Corps and US Fish & Wildlife to secure permits and mitigation bank.

Ora	Var	Traffic Management Security	SHOPP	$3.0	$1.7	H =	Fiscal Year Delivery

Intelligent transportation system project challenges due to procurement and approvals. Features of the project that are determined to be technology in nature will follow a technology procurement process rather than the typical construction contract advertisement process. Projects are being split into technology and construction contracts. Staff is working with information technology to secure approval for procurement.

SON	116	Construct Retaining Wall	SHOPP	$3.9	$2.8	D	Fiscal Year Delivery

~~Permitting agency requires higher level environmental document which requires additional time for analysis and circulation for public comments.~~ Risks have been mitigated.

Moderate to Low Risk Delivery

Cty	Rte	Description	Program★	Capital $◊	Support $◊	Risk	Component
PLA	80	Widening Eastbound Roadway	SHOPP	$38.0	$11.4	M A	Fiscal Year Delivery

Resolution of utility conflicts still in progress. Project Delivery Team is in constant contact with utility companies to resolve conflicts.

LA	5	Widen Freeway	Local, CMAQ	$545.8	$69.4	M =	Fiscal Year Delivery

Permits, right of way work around, railroad agreement, and utilities. Establishing work around dates for construction staging (right of way certification "3W" will be used to deliver project). Caltrans is working with Chevron to relocate oil lines. Caltrans is working with Army Corps, Los Angeles County Flood Control, and Regional Water Quality Board to secure permits. Working with Union Pacific Railroad to secure construction and maintenance agreement.

Ora	Var	Arterial Field Infrastructure Traffic Management System	SHOPP	$2.1	$0.9	M ↓	Fiscal Year Delivery
Ora	Var	Advanced Traffic Management System	SHOPP	$1.7	$0.9	M ↓	Fiscal Year Delivery

Intelligent transportation system project challenges due to procurement and approvals. Features of the project that are determined to be technology in nature will follow a technology procurement process rather than the typical construction contract advertisement process. Projects are being split into technology and construction contracts. Staff is working with information technology to secure approval of the design.

Riv	371	Left-turn Lane	SHOPP	$0.6	$0.9	M ↑	Fiscal Year Delivery

Utility relocation and financial impacts with a small company utility owner. Working with utility company to explore options. Another utility line was discovered during potholing, and the ownership of the utility needs to be determined.

Fre	180	Kings Canyon Expressway Seg 3	STIP	$73.6	$17.4	L ↓	Fiscal Year Delivery

Securing of permits in progress and nearly complete. On agenda for securing Flood Protection Permit. Time remaining to certify right of way (type "3w") is on the critical path. Right of way certification is being submitted and needs approval by federal highways.

SBd	247	Construct Paved Shoulder	SHOPP	$19.5	$9.7	L ↓	Fiscal Year Delivery

Condemnation (3 parcels with approved resolutions of necessity). Target date of June 1, 2015 for right of way certification with work around due to date of orders of possession.

Tuo	120	Replace Bridge Deck, Retrofit	SHOPP	$13.7	$5.8	L =	Fiscal Year Delivery

Getting cooperative agreement approval from local agency for Stage construction, use of local road detour, and compensation for local road repair. Caltrans is devoting resources to work through risks and address concerns.

Hum	299	Cedar Creek Curve	SHOPP	$1.4	$1 .1	D	Fiscal Year Delivery

~~Delivery risk is for obtaining the Water Quality Board permit. Project is currently prioritized behind five other projects. Caltrans has been in contact with the Water Board, and have agreed to provide bio-swale mitigation as required.~~ Project has been delivered.

Cty	Rte	Description	Program★	Capital $◊	Support $◊	Risk	Component
LA	39	Replace Bridge	SHOPP	$6.3	$3.4	M	D Fiscal Year Delivery
~~Right of way includes United States Forest Service land. To secure use permit, Forest Service needs to approve an environmental document. Approach and actions are under discussion, but may require time to complete. District Director met with Forest Service. Additional permits needed may be on hold until Forest Service acts.~~ Risks have been mitigated.							
LA	10	High Occupancy Vehicle Lanes	Local, CMAQ	$180.9	$53.9		D Fiscal Year Delivery
~~Possession and use agreement with Cal Poly Pomona parcel. Utility line needs to be relocated. Elevating Cal Poly parcel to District Director for resolution. Evaluating options for relocation of Southern California Edison utility line.~~ Project has been delivered.							
LA	405	Paint Structure	SHOPP	$8.1	$3.1		D Fiscal Year Delivery
~~High cost for flagging contract needs exemption approvals. Caltrans seeking exemption approvals for high cost railroad flagging contracts.~~ Project has been delivered.							

Delivery

Summary

Our Contract to Deliver
Each year since fiscal year 2005–06, the Caltrans Director has signed a Contract for Delivery with each of our 12 District Directors committing to deliver projects on schedule for construction. The Contract for Delivery includes a list of major state highway projects for which Caltrans will complete project plans, specifications and estimates and secure rights-of-way and permits in that fiscal year. This allows us to advertise and award construction contracts and begin construction.

In fiscal year 2014–15, we committed in the Contract for Delivery to deliver 343 projects, valued at $2.6 billion. Through the end of the third quarter, we delivered 152, or 44 percent of the annual commitment, with an estimated value of $572 million.

Program Delivery
Program delivery includes the contract for delivery and additional projects not in the contract for delivery. Additional projects include: Program amendments, projects advanced from a future program year, Minor, Major Maintenance, and Emergency projects.

Through the end of the third quarter, fiscal year 2014-15, Caltrans:
- *delivered 12, or 75 percent of planned State Transportation Improvement Program construction contracts with an estimated value of $46 million, or 47 percent of committed funding.*
- *delivered 153, or 46 percent of planned State Highway Operations and Protection Program construction contracts with an estimated value of $502 million, or 23 percent of committed funding.*
- *delivered 95 additional emergency response, minor program and major maintenance program projects with an estimated value of $125 million.*

The sum of all projects delivered from all program funding sources is 272 projects, valued at $776 million.

Measure: Projects Delivered – 3rd Quarter Fiscal Year 2014-15

Fiscal Year 2014-15 Contract for Delivery

	Year-to-Date thru 3rd Quarter			Annual Commitment		Year-End Projection		Goal
	Delivered	Plan	Percent	Plan	Percent	Forecast	Percent	Percent
Projects Delivered	**152**	**197**	**77**	**343**	**44**	**337**	**98**	**100**

Projects Delivered - Five-Year Trend

	Year-to-Date thru 3rd Quarter					Annual Commitment thru 3rd Quarter				
	10-11	11-12	12-13	13-14	14-15	10-11	11-12	12-13	13-14	14-15
Projects Delivered	98%	92%	81%	87%	77%	70%	60%	54%	47%	44%

Five-Year Trend Analysis: The five-year trends for projects delivered is comparable to recent years.

Measure: Capital Value Delivered – 3rd Quarter Fiscal Year 2014-15

Fiscal Year 2014-15 Contract for Delivery

	Year-to-Date thru 3rd Quarter			Annual Commitment		Year-End Projection		Goal
	Delivered	Plan	Percent	Plan	Percent	Forecast	Percent	Percent
Capital Value Delivered (millions)	**$572.4**	**$1,323.0**	**43**	**$2,633.1**	**22**	**$2,581.2**	**98**	**100**

Construction Capital Value – Delivered Five-Year Trend

	Year-to-Date thru 3rd Quarter					Annual Commitment thru 3rd Quarter				
	10-11	11-12	12-13	13-14	14-15	10-11	11-12	12-13	13-14	14-15
Capital Value Delivered	89%	69%	70%	71%	43%	44%	44%	41%	36%	22%

Five-Year Trend Analysis: The five-year trends for capital value delivered are lower than past years. This can be attributed to four projects with high capital values not being delivered in the quarters planned. These four projects are forecast to be delivered within the year.

Program Delivery

The table below identifies capital funding programs used to fund projects being reported as delivered.

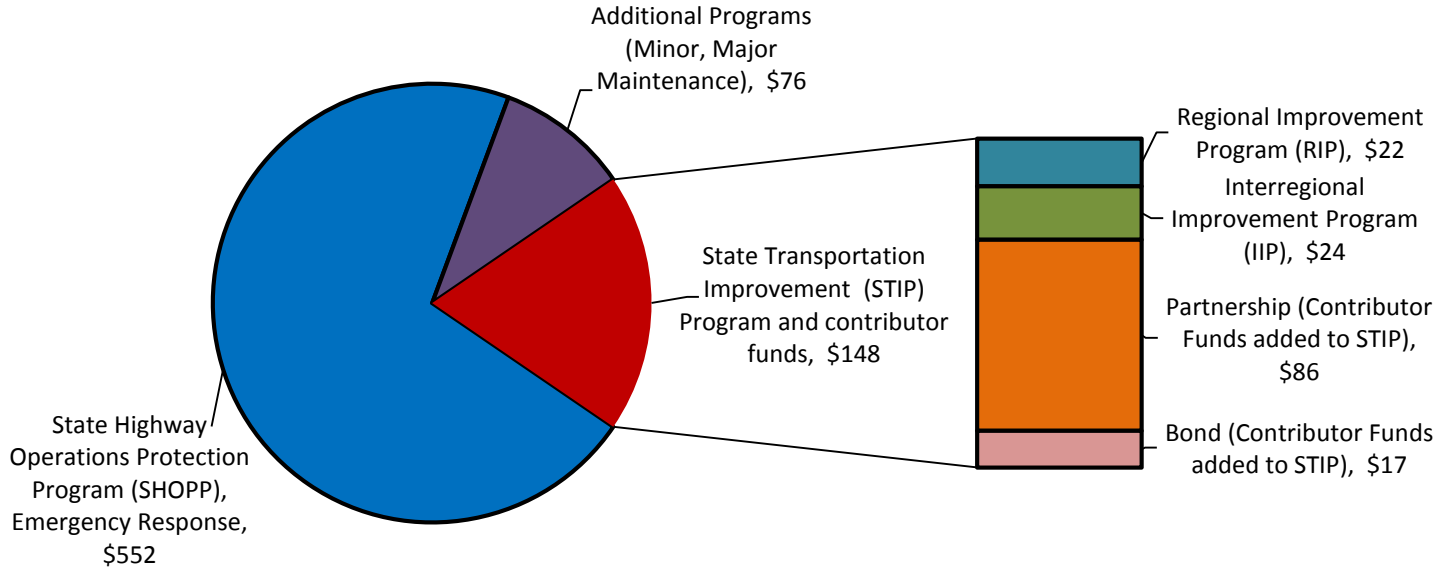
Costs are in millions.	Capital Value Committed	Capital Value Delivered	Capital Value Delivered	Projects Committed	Projects Delivered	Projects Delivered
State Transportation Improvement Program	$ 83.6	$ 32.0		10	6	
State Transportation Improvement Program Rail	$ 13.0	$ 13.0		5	5	
Amended State Transportation Improvement Program	$ 0.5	$ 0.5		1	1	
Advanced State Transportation Improvement Program		$ 0.0			0	
Subtotal **State Transportation Improvement Program**	$ 97.1	$ 45.5	47 %	16	12	75 %
State Highway Operations and Protection Program	$ 2,123.9	$ 444.9		317	136	
Amended State Highway Operations and Protection Program	$ 57.5	$ 57.5		17	17	
Advanced State Highway Operations and Protection Program		$ 0.0			0	
Subtotal **State Highway Operations and Protection Program**	$ 2,169.3	$ 502.4	23 %	334	153	46 %
Partnership (Local and regional funding contributions)	$ 408.9	$ 75.1		18	10	
Amended Partnership Program	$ 10.9	$ 10.9		1	1	
Proposition 1B Bond	$ 16.5	$ 16.5		1	1	
Minor Program Funds in Contract for Delivery	$ 0.2	$ 0.2		0	0	
Emergency Response – Emergency Openings		$ 49.5			45	
Minor Program		$ 6.0			11	
Major Maintenance Program		$ 69.9			39	
Total Delivery **All Program Funding Sources**		$ 776.0			272	

Contract for Delivery support costs (152 projects delivered): Budget $ 137.3 million, Expended $ 116.5 million.

Project Delivery Outcomes

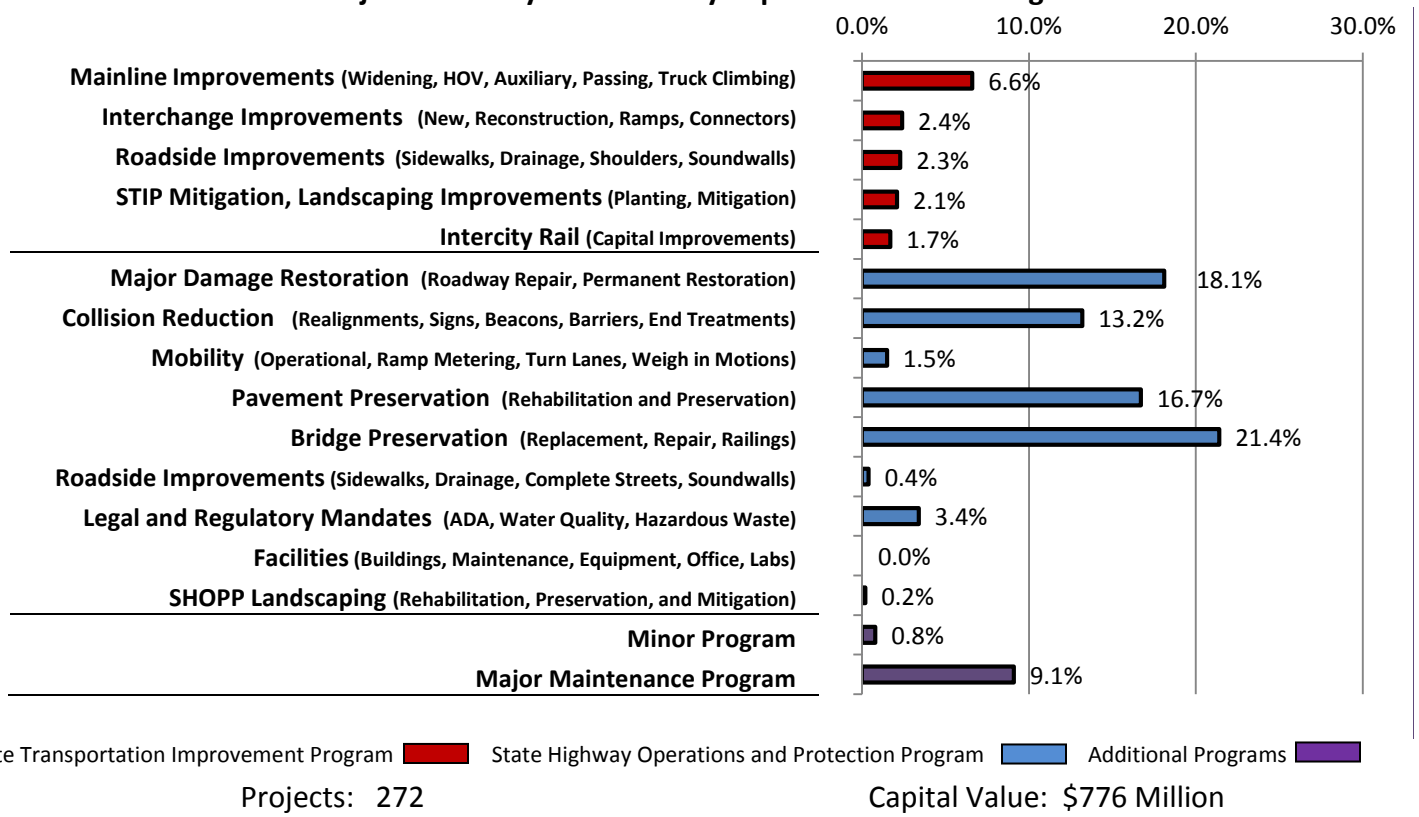
The chart below provides a distribution of transportation program dollars on projects that have been delivered to date in fiscal year 2014-15.

Value of Projects Delivered – Construction Capital (millions)



The bar chart below shows the distribution of construction capital value percentages by project improvement categories for projects delivered to date in fiscal year 2014-15.

Projects Delivery Outcomes by Capital Value Percentages



Projects: 272

Capital Value: $776 Million

Project Approval, Environmental Documents

Summary

Caltrans achieves several major project milestones throughout the year. This is important because most major projects take several years to complete. If a project misses an interim milestone, the project most likely will not be completed on schedule.

Project Approval
Project approval is also commonly referred to as "PA&ED," which is an abbreviation for the Project Approval and Environmental Document project milestone. Project approval is achieved when the project report has been signed. The project report includes the selection of the preferred project alternative and includes the project's environmental document.

In fiscal year 2014-15, we committed to deliver 258 project approvals and environmental documents. Through the end of the third quarter, fiscal year 2014-15, Caltrans has approved a total of 171, or 66 percent of the annual commitment.

Draft Environmental Documents Completed
The project team conducts environmental studies to analyze the effect of various project alternatives. The result of the studies is an environmental document. The type of environmental document depends on the significance of the impacts.

In fiscal year 2014-15, we committed to deliver 74 draft environmental documents. Through the end of the third quarter, fiscal year 2014-15, Caltrans has completed a total of 51, or 69 percent of the annual commitment.

Measure: Projects Approved, Environmental Documents – 3rd Quarter Fiscal Year 2014-15

Fiscal Year 2014-15 Projects Approved

	Year-to-Date thru 3rd Quarter			Annual Commitment		Year-End Projection		Goal
	Approved	Plan	Percent	Plan	Percent	Forecast	Percent	Percent
Number of Projects Approved	**171**	**211**	**81**	**258**	**66**	**237**	**92**	**90**

Projects Approved - Five-Year Trend

	Year-to-Date thru 3rd Quarter					Annual Commitment thru 3rd Quarter				
	10-11	11-12	12-13	13-14	14-15	10-11	11-12	12-13	13-14	14-15
Projects Approved	89%	87%	74%	82%	81%	73%	77%	60%	68%	66%

Five-Year Trend Analysis: The number of project approvals and environmental documents to date is comparable to past years. 21 project approvals are forecast outside of the current year. Caltrans, however, remains on track to meet the goal for 90 percent of committed project approvals by the end of the year.

Measure: Draft Environmental Documents Completed – 3rd Quarter Fiscal Year 2014-15

Fiscal Year 2014-15 Draft Environmental Documents

	Year-to-Date thru 3rd Quarter			Annual Commitment		Year-End Projection		Goal
	Completed	Plan	Percent	Plan	Percent	Forecast	Percent	Percent
Number of Draft Environmental Documents Completed	**51**	**61**	**84**	**74**	**69**	**68**	**92**	**80**

Environmental Documents Completed - Five-Year Trend

	Year-to-Date thru 3rd Quarter					Annual Commitment thru 3rd Quarter				
	10-11	11-12	12-13	13-14	14-15	10-11	11-12	12-13	13-14	14-15
Draft Environmental Documents Completed	59%	59%	66%	73%	x%	54%	45%	49%	61%	yy%

Five-Year Trend Analysis: The number of draft environmental documents completed to date is comparable to past years. 6 draft environmental documents are forecast outside of the current year. Caltrans, however, remains on track to meet a goal of 80 percent completed by the end of the year.

Right of Way

Summary

Project Certifications
Right of way certification is achieved when all needed properties have been obtained, either by easement or acquisition, and all railroad and utility constraints are cleared.

In fiscal year 2014-15, we committed to certify right of way for 335 projects. Through the end of the third quarter, fiscal year 2014-15, Caltrans has certified a total of 214, or 64 percent of the annual commitment.

Allocation Funds Committed
The Division of Right of Way prepares an annual right of way capital plan and receives an annual allocation approved by the California Transportation Commission. Caltrans reports quarterly how funds have been committed against the plan and prepares a report for the Commission after the year has closed.

For fiscal year 2014-15, the Right of Way Capital Plan outlines funding needed to keep programmed projects on track for delivery as planned. Caltrans requested and received an allocation of $163.0 million. Through the end of the third quarter, fiscal year 2014-15, Caltrans has committed $105 million, or 64 percent of the annual right of way allocation approved by the Commission.

Measure: Projects Certified – 3rd Quarter Fiscal Year 2014-15

Fiscal Year 2014-15 Project Certifications

	Year-to-Date thru 3rd Quarter			Annual Commitment		Year-End Projection		Goal
	Certified	Plan	Percent	Plan	Percent	Forecast	Percent	Percent
Number of Projects Certified	**214**	**223**	**96**	**335**	**64**	**329**	**98**	**100**

Projects Certified - Five-Year Trend

	Year-to-Date thru 3rd Quarter					Annual Commitment thru 3rd Quarter				
	10-11	11-12	12-13	13-14	14-15	10-11	11-12	12-13	13-14	14-15
Projects Certified	109%	100%	93%	102%	96%	77%	73%	66%	64%	64%

Five-Year Trend Analysis: The number of projects certified to date is comparable to recent years. A few projects are very high risk and will likely not be delivered.

Measure: Allocation Funds Committed – 3rd Quarter Fiscal Year 2014-15

Fiscal Year 2014-15 Right of Way Allocation

	Annual Commitment			Year-End Projection		Goal
	Committed	Plan	Percent	Forecast	Percent	Percent
Allocation Funds Committed (millions)	**$ 104.9**	**$ 163.0**	**64**	**$ 163.0**	**100**	**100**

Allocation Funds Committed - Five-Year Trend

	Annual Commitment thru 3rd Quarter				
	10-11	11-12	12-13	13-14	14-15
Allocation Funds Committed	55%	70%	48%	74%	64%

Five-Year Trend Analysis: Funds committed to date are comparable to recent years. Caltrans anticipates that we will stay within the annual allocation.

Right of Way Capital Plan

The table below shows different categories of planned right of way capital expenditures. The table shows the allocation and the actual funds committed by category.

Category	Allocation (millions)	Committed (millions)	Percent Committed
Capital Projects			
State Transportation Improvement Program	$ 94.6	$ 57.9	*61*
State Highway Operations and Protection Program	$ 34.8	$ 34.1	*98*
Subtotal	$ 129.4	$ 92.0	*71*
Specific Categories			
Post-certification	$ 25.1	$ 7.8	*31*
Permit Fees	$ 1.0	$ 1.1	*110*
Damage to Property (Inverse)	$ 7.5	$ 4.0	*53*
Subtotal	$ 33.6	$ 12.9	*38*
TOTAL	$ 163.0	$ 104.9	*64*

Construction

Summary

Contracts Accepted
Construction entails building improvements as shown on the contract plans. Caltrans oversees the contractors work and administers the contract by authorizing payments to the contractor for completed work. The contract is complete when the contract has been accepted by the state resident engineer.

- *In fiscal year 2014-15, we committed to accept 174 construction contracts. Through the end of the third quarter, fiscal year 2014-15, Caltrans has accepted 129, or 74 percent of the annual commitment.*
- *At the end of the third quarter, fiscal year 2014-15, Caltrans had 608 projects valued at $11.0 billion under construction.*

Measure: Planned Contracts Accepted – 3rd Quarter Fiscal Year 2014-15

Fiscal Year 2014-15 Contracts Accepted

	Year-to-Date thru 3rd Quarter			Annual Commitment		Year-End Projection		Goal
	Accepted	Plan	Percent	Plan	Percent	Forecast	Percent	Percent
Number of Planned Contracts Accepted	**129**	**141**	**91**	**174**	**74**	**161**	**93**	**95**

Contracts Accepted - Five-Year Trend

	Year-to-Date thru 3rd Quarter					Annual Commitment thru 3rd Quarter				
	10-11	11-12	12-13	13-14	14-15	10-11	11-12	12-13	13-14	14-15
Planned Contracts Accepted	93%	87%	80%	90%	91%	64%	69%	64%	75%	74%

Five-Year Trend Analysis: The number of contracts accepted to date is comparable to recent years. 13 contract completions are forecast outside of the year. The year-end projection is forecast below the 95 percent goal. Given that delivery percentages in the five-year trend is comparable or higher than past years, the performance goal is likely an ambitious goal.

Construction Program Quarterly Status Notes

Contractor Payments: To date, in fiscal year 2014-15, $2,198 million has been paid to contractors.

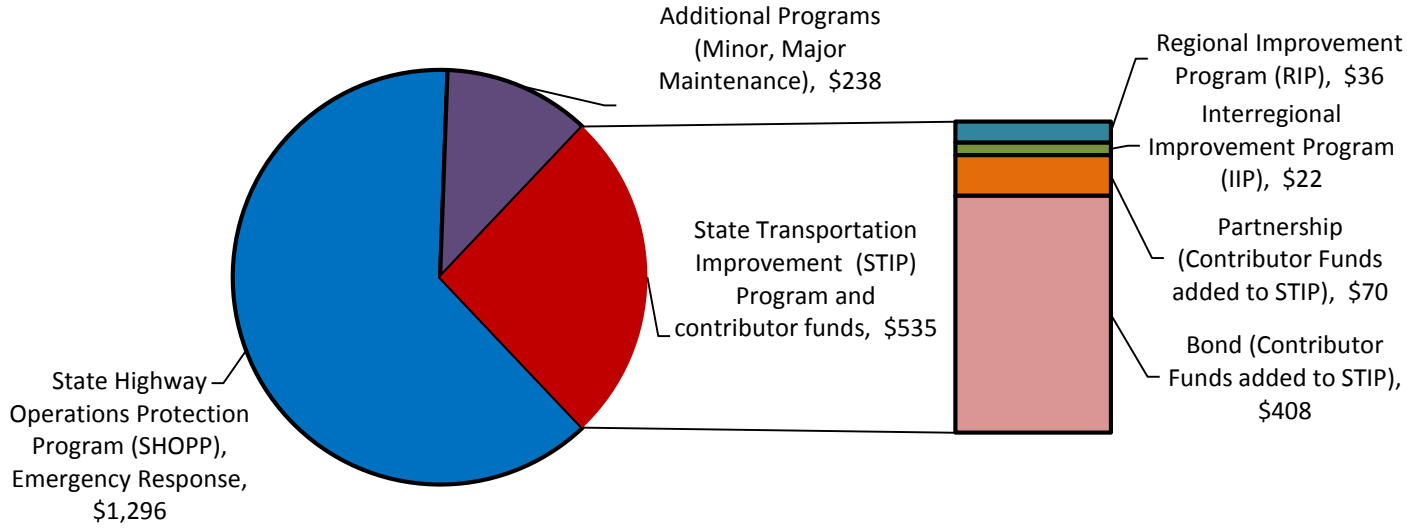
Construction Starts and Completions: 111 construction contracts valued at $799 million were started (including minor A, minor B, emergency repairs, and major maintenance projects that are not programmed), and 97 construction contracts valued at $1.1 billion were completed during the past quarter.

Claims and Arbitration: Caltrans has 61 construction contracts in post-contract acceptance with notice of potential claims in the amount of $44 million. During the third quarter, we received three new arbitration cases and resolved and paid three cases. At the end of the third quarter, we have 17 unresolved arbitration cases valued at $38 million.

Constructed Outcomes

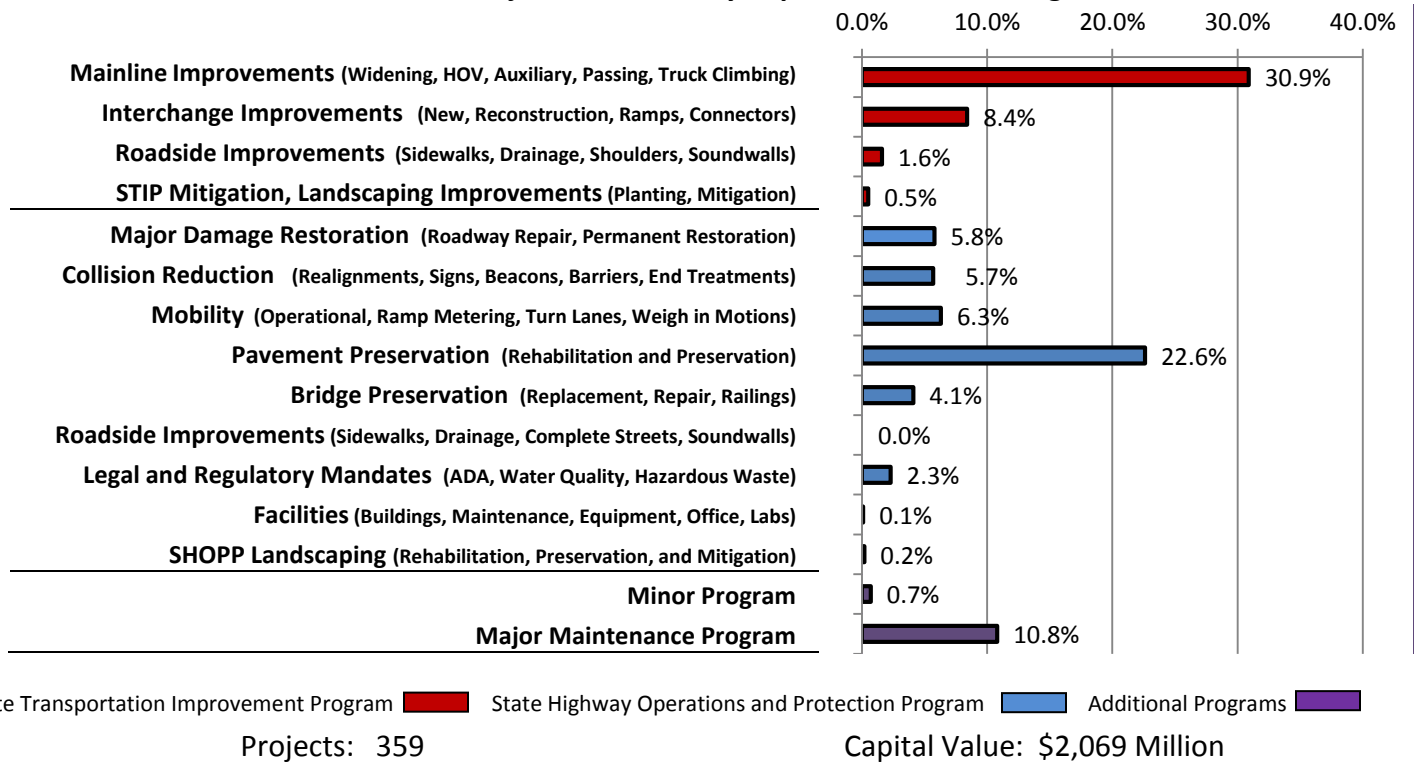
The chart below provides a distribution of transportation program dollars on projects that construction contracts have been accepted to date in fiscal year 2014-15. The contracts include planned projects as well as additional projects for emergency repairs, program amendments, major maintenance program contracts, and minor program contracts.

Value of Planned and Additional Contracts Accepted - Construction Capital (millions)



The bar chart below shows the distribution of construction capital value percentages by project improvement categories on contracts accepted to date in fiscal year 2014-15.

Constructed Project Outcomes by Capital Value Percentages



Projects: 359 Capital Value: $2,069 Million

Closeout Costs

Summary

Program Costs
Pursuant to State Transportation Improvement Program guidelines and statutory requirements, Caltrans is reporting project closeout after project completion by comparing actual costs to final approved budgets. In consultation with Commission staff, project closeout reporting reflects projects where the construction contract was accepted two quarters ago, to capture costs after the preliminary final estimate payment to the contractor has been prepared by the state resident engineer.

- *Through the end of the third quarter, fiscal year 2014-15, Caltrans is reporting closeout of 36 State Transportation Improvement Program projects. The final approved budget for these projects was $575 million. The actual cost to complete these projects was $548 million, or 95 percent of the final approved budget.*
- *Through the end of the third quarter, fiscal year 2014-15, Caltrans is reporting closeout of 132 State Highway Operations and Protection Program projects. The final approved budget for these projects was $1,131 million. The actual cost to complete these projects was $1,047 million, or 93 percent of the final approved budget.*

Measure: Program Costs – 3rd Quarter Fiscal Year 2014-15

Fiscal Year 2014-15 Program Costs

	Actual Cost Percent of Final Approved Budget	
	State Transportation Improvement Program	State Highway Operations and Protection Program
Program Costs	95	93

Program Costs - Five-Year Trend

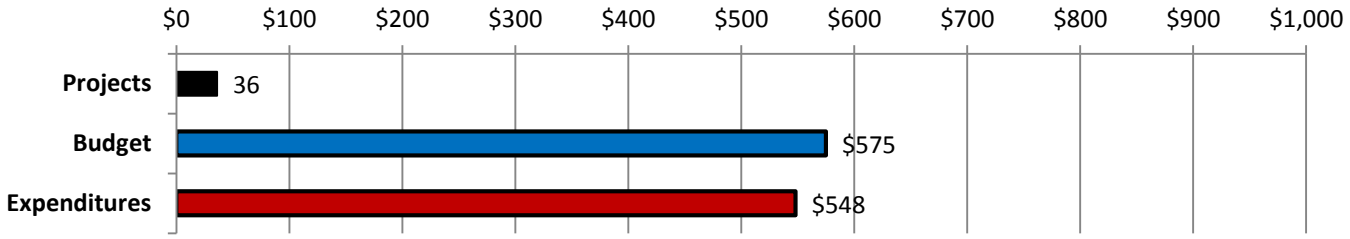
	State Transportation Improvement Program					State Highway Operations and Protection Program				
	Year-to-Date thru 3rd Quarter					Year-to-Date thru 3rd Quarter				
	10-11	11-12	12-13	13-14	14-15	10-11	11-12	12-13	13-14	14-15
Program Cost	93%	97%	87%	92%	95%	70%	69%	74%	80%	93%

Five Year Trend Analysis: Total program actual costs remain under the approved program's budgets.

Program Budget versus Program Expenditures (all components)

The tables below provides program closeout cost information for completed construction projects. Information provided is a requirement of Senate Bill 486 (2014). The approved capital and support budgets and expenditures is provided for each project at construction contract acceptance (list of projects included in the appendix).

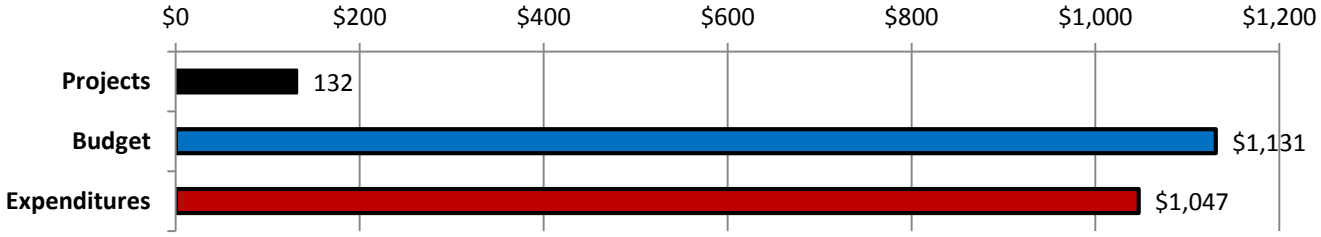
State Transportation Improvement Program[1] Closeout – Program Costs (millions)



There were a total of 36 State Transportation Improvement Program projects that were completed to date in fiscal year 2014-15. The budget for these projects was $575 million. The actual cost of the projects completed was $548 million, which is 95 percent of the approved budget.

[1] *State Transportation Improvement Program includes projects with one or more components funded from the State Transportation Improvement Program funds, and all contributor funds on all project components.*
A list of State Transportation Improvement Program closeout projects is included in the appendix, "(B) Caltrans Fiscal Year 2014-15 State Transportation Improvement Program Project Closeout".

State Highway Operations and Protection Program Closeout – Program Costs (millions)



There were a total of 132 State Highway Operations and Protection Program projects that were completed to date in fiscal year 2014-15. The budget for these projects was $1,131 million. The actual cost of the projects completed was $1,047 million which is 93 percent of the approved budget.

A list of State Highway Operations and Protection Program closeout projects is included in the appendix, "(C) Caltrans Fiscal Year 2014-15 State Highway Operations and Protection Program Project Closeout".

Commission Allocation, Final Approved Costs, and Expended Costs for Allocated Construction Components

The tables below provides a comparison between the Commission's original allocation, final approved costs and expended costs for construction for projects that had allocated support and capital components that completed construction in fiscal year 2014-2015. This provides an indication of how adjustments subsequently made after the initial vote (Commission approved supplemental funds or Caltrans delegated funding authority) compare to the original allocated amounts for each program. Information provided is a requirement of Senate Bill 1102 (2012).

State Transportation Improvement Program Closeout – Construction Costs

Construction Capital ($1,000's)			
Program	Commission Initial Allocation	Final Approved Costs	Expended Costs
STIP[1]	$ 99,663	$ 83,246	$ 77,792
CMIA[1] Bond	$ 234,871	$ 141,186	$ 132,772
SR99[1] Bond	$ 52,150	$ 45,183	$ 40,624
TCIF[1] Bond	$ 1,890	$ 983	$ 924
TLSP[1] Bond	$ 8,000	$ 4,545	$ 4,428
ARRA[1]	$ 1,332	$ 982	$ 901
SHOPP[1] Contribution	$ 26,206	$ 21,062	$ 19,704
Total	$ 424,112	$ 297,187	$ 277,145

Construction Support ($1,000's)			
Program	Commission Initial Allocation	Final Approved Costs	Expended Costs
STIP[1]	$ 870	$ 870	$ 966
CMIA[1] Bond	$ 35,837	$ 35,837	$ 31,316
SR99[1] Bond	$ 8,000	$ 8,000	$ 7,066
TCIF[1] Bond	$ 170	$ 170	$ 163
TLSP[1] Bond	$ 1,000	$ 1,000	$ 773
ARRA[1]	$ 167	$ 167	$ 239
Total	$ 46,044	$ 46,044	$ 40,523

State Highway Operations and Protection Program Closeout – Construction Costs

Construction Capital ($1,000's)			
Program	Commission Initial Allocation	Final Approved Costs	Expended Costs
SHOPP[1]	$ 946,917	$ 832,518	$ 747,885

Notes: [1] STIP - State Transportation Improvement Program; CMIA - Corridor Mobility Improvement Program; SR99 – State Route 99 Corridor Program; TCIF - Trade Corridors Improvement Fund; TLSP – Traffic Light Synchronization Program; ARRA – America Recovery and Reinvestment Act; SHOPP State Highway Operations and Protection Program.

Appendix

(A) Project Milestones, Accomplishments Reported in Prior Quarters

(B) Caltrans Fiscal Year 2014-15 State Transportation Improvement Program Project Closeout

(C) Caltrans Fiscal Year 2014-15 State Highway Operations and Protection Program Project Closeout

(A) Project Milestones, Accomplishments Reported in Prior Quarters

The project delivery report is prepared quarterly for the California Transportation Commission. Project milestones and accomplishments reported in the report are for the current quarter. The fourth quarter, End-Of-Year project delivery report is also submitted to the Governor's Office and Legislature as Caltrans Annual Project Delivery report. Therefore, project milestones and accomplishments reported in earlier quarters are provided here to provide information from all quarters of the fiscal year as part of the annual report.

2nd Quarter Project Milestones and Accomplishments

Caltrans is highlighting projects that achieved a major milestone or significant accomplishment in the past quarter. Project milestones and accomplishments from prior quarters are provided in the appendix for the end-of-year annual report.

Promoting Goods Movement:

Ker-99 South Bakersfield widening was completed September, 2014. This State Route 99 bond program funded project added one lane in each direction south of Bakersfield. This project has reduced congestion and contributed to more efficient travel of goods.

Open to Traffic:

Fre-180 Kings Canyon Expressway-Segment 2 ribbon cutting was November 14, 2014. This 2.7-mile segment replaced the existing highway with a new four-lane expressway to improve traffic flow within this rural area, extending State Route 180. Route serves as a gateway to Kings Canyon and Sequoia National Parks.

Fre-180 Braided Ramps project was completed on December 22, 2014. This is the third design-build project built by Caltrans. The main features of the project are two newly constructed grade-separation ramps connections between two interchanges. This project has significantly reduced congestion and enhanced safety.

SJ-5 French Camp Road interchange project ribbon-cutting ceremony was in October, 2014. Project valued at $53 million was completed in partnership with San Joaquin Council of Governments and the City of Stockton.

Corridor Mobility Improvement Account Program bond projects completed in the past quarter:

- *Mrn Son-101 Sonoma Narrows segment 5. Northbound High Occupancy Vehicle lanes added. Third corridor project completed to date.*
- *Pla-65 Lincoln Bypass Extension. Construction of two southbound lanes.*
- *SBd-10 Westbound mixed flow lanes added.*
- *SBd-215 High Occupancy Vehicle lanes and mixed flow lanes added.*
- *SLO 46 Whitley (segment 1) conversion of two lane highway to four lane expressway.*

(A) Project Milestones, Accomplishments Reported in Prior Quarters

1st Quarter Project Milestones and Accomplishments

Promoting Goods Movement:

Sha-99-Capstone project on Highway 299 awarded. This project is the last of six projects with a combined construction value of $64 million to improve the alignment of Buckhorn Grade, allowing large trucks to travel from Redding to the coast on highway 299, improving goods movement.

Project Approved, Environmental Document Completed:

Ora-5-Freeway widening project approved. $357 million project completed environmental document and project approval. Project is being designed as three segments for construction.

Open to Traffic:

But-99-Chico Auxiliary Lanes ribbon cutting Sep. 4, 2014. $27 million partnership project with good community, local agency, and Caltrans interaction.

Mer-99-Freeway conversion ribbon cutting Dec. 5, 2014. $78 million project for expressway to freeway conversion in Merced County between Buchanon Hollow Rd. to Child Ave. and new Arboleda interchange.

Ora-High Occupancy Vehicle Connectors opened. $217 million project for four freeway to freeway connectors opened to traffic in Dec. 2014. (Routes 22, 405, 605.)

Ora-57-Freeway widening opened. $68 million project for freeway widening of Route 57 was completed in Nov. 2014.

Innovation:

Mpa-140-Ferguson Slide project awarded for removal of material blocking highway. This is the first "Construction Manager / General Contractor" contract awarded.

(B) Caltrans Fiscal Year 2014-15 State Transportation Improvement Program[1] Project Closeout

Project Description			Support ($1,000's)		Capital ($1,000's)		Program ($1,000's)	
			Approved Support Budget[2]	Actual Support Costs	Approved Capital Budget[2]	Actual Capital Costs	Approved Project Budget[2]	Actual Project Costs
[1] State Transporation Improvement Program includes projects with one or more components funded from State Transportation Improvement Program funds and all contributor funds on all project components. [2] Budget information includes only budget information that expenditures are reflected in State data systems. Excludes local budgets with local expenditures.								
1st Quarter								
SHA	044	Landscape	$ 144	$ 446	$ 672	$ 634	$ 816	$ 1,080
YOL	005	Tree Planting	$ 158	$ 176	$ 499	$ 498	$ 657	$ 674
SM	101	Plant Establishment	$ 33	$ 65	$ 195	$ 114	$ 228	$ 179
MON	001	Salinas IC	$ 11,373	$ 12,496	$ 20,318	$ 19,667	$ 31,691	$ 32,163
SLO	046	Replace Bridge	$ 2,485	$ 2,290	$ 4,185	$ 4,115	$ 6,670	$ 6,405
LA	138	Rte 138 Widening	$ 12,205	$ 9,691	$ 18,939	$ 14,939	$ 31,144	$ 24,630
LA	101	Widen Ramps	$ 3,683	$ 4,252	$ 5,478	$ 5,165	$ 9,161	$ 9,417
TUO	108	Sonora Bypass	$ 14,440	$ 15,827	$ 38,952	$ 38,909	$ 53,392	$ 54,736
2nd Quarter								
Nev	49	La Barr Meadows Widening	$ 11,072	$ 11,660	$ 18,947	$ 16,551	$ 30,019	$ 28,211
Ala	92	Freeway Performanc Initiative	$ 3,022	$ 2,888	$ 6,195	$ 5,597	$ 9,217	$ 8,485
SCl	880	I-880 Widening (SR 237/US 101)	$ 9,810	$ 6,106	$ 38,225	$ 31,786	$ 48,035	$ 37,892
Ker	99	99 Corridor Bridge Enhancement	$ 514	$ 638	$ 1,138	$ 1,057	$ 1,652	$ 1,695
LA	5	I-5 Western I/C Modification	$ 9,322	$ 8,974	$ 24,711	$ 24,729	$ 34,033	$ 33,703
SBd	18	Beautification and Modernization	$ 1,020	$ 1,332	$ 1,240	$ 1,187	$ 2,260	$ 2,519
Riv	91	Landscape Enhancement	$ 758	$ 715	$ 836	$ 670	$ 1,594	$ 1,385
SJ	205	Tree Planting	$ 827	$ 683	$ 806	$ 765	$ 1,633	$ 1,448
SD	5	At Grade Improvements	$ 2,309	$ 2,275	$ 2,025	$ 1,957	$ 4,334	$ 4,232
SD	805	805 Managed Lns (Palomar/54)	$ 21,154	$ 15,868	$ 34,278	$ 32,933	$ 55,432	$ 48,801
Ora	5	Camino Capistrano Interchange	$ 6,045	$ 6,589	$ 11,192	$ 10,434	$ 17,237	$ 17,023
Ora	57	NB Widen (Yorba Linda/Lambert)	$ 10,191	$ 9,526	$ 32,670	$ 32,345	$ 42,861	$ 41,871
Ora	405	Widen Ramp for Deceleration	$ 1,320	$ 1,352	$ 1,910	$ 1,748	$ 3,230	$ 3,100
3rd Quarter								
Mod	139	Install CCTV And RWIS	$ 407	$ 423	$ 316	$ 297	$ 723	$ 720
Sut	099	Construct 99/113 Interchange	$ 3,900	$ 3,990	$ 14,333	$ 12,449	$ 18,233	$ 16,439
Ed	050	Highway Planting	$ 398	$ 309	$ 367	$ 283	$ 765	$ 592
Ala	580	Install Ramp Metering And TOS	$ 4,416	$ 4,723	$ 7,256	$ 5,790	$ 11,672	$ 10,513
SCl	101	Replacement Highway Planting	$ 786	$ 660	$ 523	$ 342	$ 1,309	$ 1,002
SM	082	Install Traffic Operation System	$ 1,540	$ 1,197	$ 6,785	$ 6,572	$ 8,325	$ 7,769
Ker	099	Widen Freeway 6 To 8 Lanes	$ 6,500	$ 6,170	$ 22,872	$ 20,827	$ 29,372	$ 26,997
Ker	099	Widen Freeway 6 To 8 Lanes	$ 2,900	$ 2,279	$ 8,528	$ 7,379	$ 11,428	$ 9,658
SBd	215	Add Hov Lanes (Local Constr)	$ 10,906	$ 10,943	$ 49,704	$ 52,288	$ 60,610	$ 63,231
SBd	071	Highway Planting And Irrigation	$ 982	$ 815	$ 664	$ 556	$ 1,646	$ 1,371

(B) Caltrans Fiscal Year 2014-15 State Transportation Improvement Program[1] Project Closeout

Project Description			Support ($1,000's)		Capital ($1,000's)		Program ($1,000's)	
			Approved Support Budget[2]	Actual Support Costs	Approved Capital Budget[2]	Actual Capital Costs	Approved Project Budget[2]	Actual Project Costs
[1] State Transporation Improvement Program includes projects with one or more components funded from State Transportation Improvement Program funds and all contributor funds on all project components. [2] Budget information includes only budget information that expenditures are reflected in State data systems. Excludes local budgets with local expenditures.								
Mer	099	Paint Bridge And Slope Paving	$ 622	$ 825	$ 1,026	$ 885	$ 1,648	$ 1,710
Mer	099	Highway Planting And Irrigation	$ 718	$ 805	$ 360	$ 301	$ 1,078	$ 1,106
Mer	140	Replace Bridge, Widen Roadway	$ 10,756	$ 14,189	$ 30,474	$ 30,732	$ 41,230	$ 44,921
Ora	005	Remove And Prune Trees	$ 528	$ 591	$ 982	$ 901	$ 1,510	$ 1,492
Ora	142	Native Planting Enhancement	$ 75	$ 158	$ 450	$ 319	$ 525	$ 477
			$ 167,319	$ 161,926	$ 408,051	$ 385,721	$ 575,370	$ 547,647

(C) Caltrans Fiscal Year 2014-15 State Highway Operations and Protection Program Project Closeout

Project Description			Support ($1,000's)		Capital ($1,000's)		Program ($1,000's)	
			Approved Support Budget	Actual Support Costs	Approved Capital Budget	Actual Capital Costs	Approved Project Budget	Actual Project Costs
1st Quarter								
HUM	255	Rehab Bridge	$ 625	$ 292	$ 2,005	$ 1,781	$ 2,630	$ 2,074
HUM	096	Repair Slipout	$ 800	$ 1,071	$ 5,110	$ 5,099	$ 5,910	$ 6,171
LAK	020	Damage Fires	$ 150	$ 133	$ 1,210	$ 528	$ 1,360	$ 662
HUM	036	Repair Culvert	$ 150	$ 96	$ 410	$ 199	$ 560	$ 296
MEN	001	Bridge, Fish Weir	$ 2,791	$ 3,746	$ 4,720	$ 4,630	$ 7,511	$ 8,375
LAK	053	Widen Roadway	$ 5,534	$ 7,285	$ 14,370	$ 13,226	$ 19,904	$ 20,511
PLU	089	Bridge Slab	$ 2,191	$ 2,325	$ 3,071	$ 2,829	$ 5,262	$ 5,154
SAC	012	Rehab Pavement	$ 1,550	$ 1,310	$ 4,491	$ 4,000	$ 6,041	$ 5,309
SCL	082	Signals Ramps	$ 640	$ 846	$ 704	$ 694	$ 1,344	$ 1,540
ALA	084	Erosion Control	$ 170	$ 117	$ 201	$ 146	$ 371	$ 263
SON	012	Traffic Signal	$ 3,027	$ 4,405	$ 3,987	$ 4,413	$ 7,014	$ 8,818
ALA	880	Roadway Rehab	$ 4,860	$ 6,637	$ 16,225	$ 14,733	$ 21,085	$ 21,370
SCL	009	Shoulder Widen	$ 1,302	$ 969	$ 1,052	$ 638	$ 2,354	$ 1,607
ALA	080	Bikeway	$ 2,095	$ 2,773	$ 2,477	$ 2,044	$ 4,572	$ 4,816
SM	101	Ramp Metering	$ 2,903	$ 5,126	$ 11,505	$ 10,568	$ 14,408	$ 15,694
ALA	880	Copper Wires	$ 300	$ 360	$ 1,000	$ 911	$ 1,300	$ 1,271
ALA	680	Repair Pavement	$ 875	$ 161	$ 3,500	$ 2,574	$ 4,375	$ 2,735
SCL	880	Eletrical Systems	$ 400	$ 366	$ 1,500	$ 1,500	$ 1,900	$ 1,866
NAP	029	Slope And Culverts	$ 2,831	$ 3,268	$ 3,070	$ 2,589	$ 5,901	$ 5,857
SON	001	Culvert,Rock Slope	$ 440	$ 483	$ 425	$ 301	$ 865	$ 785
MON	001	Bridge Rock Shed	$ 10,854	$ 11,095	$ 34,234	$ 33,312	$ 45,088	$ 44,406
MON	001	Soldier Pile	$ 1,363	$ 493	$ 5,505	$ 5,439	$ 6,868	$ 5,932
KER	058	Replace Bridge	$ 1,125	$ 1,571	$ 1,871	$ 1,610	$ 2,996	$ 3,181
KER	099	Replace Pavement	$ 5,104	$ 6,321	$ 91,789	$ 80,562	$ 96,893	$ 86,883
KIN	041	Rehab Roadway	$ 6,916	$ 7,081	$ 11,627	$ 9,856	$ 18,543	$ 16,936
LA	005	Median Barrier	$ 2,668	$ 4,283	$ 5,349	$ 5,297	$ 8,017	$ 9,580
LA	005	Restore Roadway	$ 5,300	$ 5,886	$ 11,520	$ 10,540	$ 16,820	$ 16,426
LA	210	Flume Liner	$ 495	$ 545	$ 586	$ 532	$ 1,081	$ 1,078
LA	001	Bridge Preservation	$ 1,425	$ 1,442	$ 3,016	$ 2,728	$ 4,441	$ 4,170
LA	605	Bridge Decks	$ 680	$ 960	$ 2,428	$ 2,297	$ 3,108	$ 3,257
RIV	074	Widen Intersection	$ 1,145	$ 1,723	$ 1,316	$ 1,006	$ 2,461	$ 2,729
RIV	086	Median Cross Over	$ 210	$ 290	$ 591	$ 536	$ 801	$ 825
SBD	040	Bridge Abutment	$ 165	$ 51	$ 500	$ -	$ 665	$ 51
AMA	012	Ada Curb Ramps	$ 1,411	$ 861	$ 195	$ 172	$ 1,606	$ 1,033
SD	075	Paint Bridge	$ 644	$ 1,389	$ 2,835	$ 2,470	$ 3,479	$ 3,859
2nd Quarter								
HUM	169	Repair Slipout	$ 320	$ 76	$ 614	$ 618	$ 934	$ 694
HUM	299	Storm Damage Repair Slide	$ 1,080	$ 421	$ 3,100	$ 2,994	$ 4,180	$ 3,416

(C) Caltrans Fiscal Year 2014-15 State Highway Operations and Protection Program Project Closeout

Project Description			Support ($1,000's)		Capital ($1,000's)		Program ($1,000's)	
			Approved Support Budget	Actual Support Costs	Approved Capital Budget	Actual Capital Costs	Approved Project Budget	Actual Project Costs
DN	101	Repair Slipout	$ 130	$ 97	$ 320	$ 311	$ 450	$ 408
HUM	000	Metal Guard Railing	$ 838	$ 937	$ 2,619	$ 1,891	$ 3,457	$ 2,829
HUM	299	Repair Slide Drainage	$ 3,318	$ 3,795	$ 5,733	$ 5,295	$ 9,051	$ 9,090
ED	050	Cold Plane Hma Overlay	$ 3,690	$ 4,068	$ 3,839	$ 3,252	$ 7,529	$ 7,320
BUT	070	Retrofit Members, Bridge	$ 3,600	$ 3,310	$ 7,101	$ 6,369	$ 10,701	$ 9,678
ED	193	Improve Superelevation	$ 855	$ 761	$ 662	$ 305	$ 1,517	$ 1,066
PLA	080	Reconstruct Roadway	$ 27,282	$ 21,540	$ 105,161	$ 95,990	$ 132,443	$ 117,529
BUT	070	Pavement Rehabilitation	$ 1,825	$ 1,245	$ 7,526	$ 6,406	$ 9,351	$ 7,651
SOL	080	Widen Bridge, Drainage	$ 2,698	$ 3,886	$ 1,815	$ 1,465	$ 4,513	$ 5,351
CC	580	Bridge Deck Replacement	$ 6,200	$ 8,771	$ 19,279	$ 16,393	$ 25,479	$ 25,164
SON	037	Reconstruct Finger Joint	$ 120	$ 173	$ 350	$ 346	$ 470	$ 519
ALA	880	Repair Damaged Electrical Systems	$ 400	$ 289	$ 1,500	$ 1,466	$ 1,900	$ 1,755
SM	084	Construct Tieback Wall	$ 736	$ 1,399	$ 1,561	$ 1,383	$ 2,297	$ 2,782
SLO	101	Highway Rehabilitation	$ 10,300	$ 12,824	$ 40,085	$ 37,321	$ 50,385	$ 50,145
MON	101	Install Median Barrier	$ 2,118	$ 2,525	$ 7,138	$ 7,079	$ 9,256	$ 9,603
SB	246	Left-Turn Channelization	$ 576	$ 650	$ 825	$ 741	$ 1,401	$ 1,391
SCR	017	Stabilize Roadway Drainage	$ 140	$ 451	$ 370	$ 133	$ 510	$ 584
MON	001	Clear Roadway Of Slide	$ 248	$ 378	$ 1,500	$ 1,268	$ 1,748	$ 1,646
FRE	033	Retrofit Bridges With Composite	$ 1,399	$ 3,011	$ 3,854	$ 3,277	$ 5,253	$ 6,287
MAD	099	Pavement Rehabilitation	$ 3,869	$ 4,626	$ 33,020	$ 29,024	$ 36,889	$ 33,650
TUL	137	Install Guardrail, Extend Culverts	$ 2,082	$ 1,920	$ 1,196	$ 997	$ 3,278	$ 2,917
KER	005	Replace Ac Panels With Pcc	$ 735	$ 571	$ 1,601	$ 1,340	$ 2,336	$ 1,911
LA	110	Construct Auxiliary Lanes	$ 20,066	$ 19,182	$ 31,287	$ 26,567	$ 51,353	$ 45,749
LA	014	Slab Replacement Grinding Hma	$ 5,520	$ 4,431	$ 34,526	$ 30,963	$ 40,046	$ 35,393
LA	014	Plane Place Hma Replace Slabs	$ 3,120	$ 2,409	$ 9,803	$ 8,805	$ 12,923	$ 11,213
LA	005	Updgrade Mbgr Crash Cushions	$ 1,630	$ 1,205	$ 1,349	$ 1,198	$ 2,979	$ 2,403
LA	005	Install And Upgrade Signal	$ 373	$ 785	$ 516	$ 493	$ 889	$ 1,278
LA	091	Highway Planting And Irrigation	$ 918	$ 577	$ 1,387	$ 1,276	$ 2,305	$ 1,853
LA	710	Construct Rock Blanket,Inlets	$ 736	$ 1,107	$ 724	$ 553	$ 1,460	$ 1,660
LA	010	Reconst Slope Retain Wall	$ 563	$ 675	$ 279	$ 249	$ 842	$ 923
VEN	118	Replace Failed Modular Expansion	$ 348	$ 291	$ 995	$ 934	$ 1,343	$ 1,224
LA	001	Construct Curb Ramps Sidewalk	$ 624	$ 521	$ 595	$ 172	$ 1,219	$ 693
VEN	001	Repr Fire Damagepost-Fire Rock	$ 370	$ 572	$ 4,720	$ 3,965	$ 5,090	$ 4,537
VEN	033	Remove Large Rocks	$ 150	$ 104	$ 750	$ 2	$ 900	$ 106
RIV	074	Install Traffic Signals	$ 652	$ 865	$ 353	$ 272	$ 1,005	$ 1,136
RIV	074	Install Metal Beam Guardrail	$ 953	$ 836	$ 568	$ 528	$ 1,521	$ 1,364
SBD	015	Install Traffic Signals Curb Ramps	$ 676	$ 738	$ 311	$ 259	$ 987	$ 997
SBD	040	Bridge Siesmic Retrofit	$ 1,094	$ 646	$ 259	$ 172	$ 1,353	$ 818

(C) Caltrans Fiscal Year 2014-15 State Highway Operations and Protection Program Project Closeout

Project Description			Support ($1,000's)		Capital ($1,000's)		Program ($1,000's)	
			Approved Support Budget	Actual Support Costs	Approved Capital Budget	Actual Capital Costs	Approved Project Budget	Actual Project Costs
RIV	010	Construct Concrete Barrier	$ 1,222	$ 1,215	$ 3,076	$ 2,772	$ 4,298	$ 3,987
SBD	040	Place Rock Slope Protection	$ 807	$ 633	$ 414	$ 323	$ 1,221	$ 956
SJ	005	Install Traffic Monitoring Stations	$ 1,899	$ 2,264	$ 2,514	$ 2,037	$ 4,413	$ 4,301
STA	099	Rehabilitate Concrete Pavement	$ 4,571	$ 5,118	$ 85,564	$ 82,428	$ 90,135	$ 87,546
AMA	088	Roadway Rehabilitation	$ 7,615	$ 11,134	$ 18,056	$ 14,196	$ 25,671	$ 25,330
SD	052	Pavement Rehabilitation	$ 3,231	$ 3,726	$ 16,659	$ 13,217	$ 19,890	$ 16,943
SD	056	Install Cctv, Ramp Metering	$ 3,102	$ 3,345	$ 6,139	$ 5,357	$ 9,241	$ 8,702
SD	005	Culvert Rehabilitation	$ 2,783	$ 2,152	$ 2,630	$ 1,620	$ 5,413	$ 3,771
IMP	098	Pavement Rehabilitation	$ 2,160	$ 1,310	$ 3,781	$ 3,527	$ 5,941	$ 4,836
SD	094	Reconstruct MBGR	$ 584	$ 491	$ 742	$ 732	$ 1,326	$ 1,224
SD	008	Concrete Barrier And Mbgr	$ 1,087	$ 1,300	$ 2,552	$ 2,444	$ 3,639	$ 3,743
ORA	091	Replace Concrete Pavement	$ 9,536	$ 6,847	$ 19,876	$ 17,324	$ 29,412	$ 24,171
ORA	057	Construct Concrete Barrier	$ 138	$ 74	$ 513	$ 513	$ 651	$ 587
ORA	005	Modify Traffic Signals Left Tn Ln	$ 775	$ 758	$ 477	$ 425	$ 1,252	$ 1,183
3rd Quarter								
Hum	101	Install Median Barrier	$ 706	$ 703	$ 1,195	$ 1,007	$ 1,901	$ 1,709
Men	101	Install High Friction Surface Treat	$ 670	$ 264	$ 837	$ 600	$ 1,507	$ 864
Hum	101	Seismic Retrofit	$ 3,557	$ 2,240	$ 2,337	$ 2,115	$ 5,894	$ 4,355
Tri	299	Rail Upgrade, Widen	$ 1,173	$ 1,044	$ 1,114	$ 1,009	$ 2,287	$ 2,053
Tri	299	Repair Slides.	$ 286	$ 335	$ 263	$ 222	$ 549	$ 557
Sha	005	Improve Roadway Drainage.	$ 664	$ 614	$ 1,717	$ 810	$ 2,381	$ 1,424
ED	050	Hma Concrete Sufacing And Drainage	$ 6,549	$ 6,979	$ 5,602	$ 4,747	$ 12,151	$ 11,726
ED	049	Left Turn Channelization	$ 760	$ 1,097	$ 1,163	$ 1,052	$ 1,923	$ 2,149
Col	020	Hma Overlay	$ 755	$ 608	$ 1,672	$ 198	$ 2,427	$ 806
Pla	049	Install Metal Beam Guard Rail At Various Lo	$ 590	$ 1,120	$ 1,501	$ 1,432	$ 2,091	$ 2,552
Var	VAR	Replace Toilets, Urinals, Faucets, And Show	$ 210	$ 64	$ 400	$ 94	$ 610	$ 158
Ala	880	Remove Existing Median Double Metal Bea	$ 1,015	$ 2,092	$ 3,941	$ 3,356	$ 4,956	$ 5,448
SM	035	Construct Soldier Beam Retaining Wall	$ 812	$ 1,141	$ 746	$ 588	$ 1,558	$ 1,729
Mrn	001	Replace Culvert And Install Rock Slope Prot	$ 1,730	$ 1,405	$ 659	$ 279	$ 2,389	$ 1,684
SCl	017	Construct Headwall And Soil Wall, Drainage	$ 575	$ 1,792	$ 539	$ 428	$ 1,114	$ 2,220
Son	001	Install 1-Way Traffic Signalization System	$ 125	$ 144	$ 500	$ 413	$ 625	$ 557
SF	001	Repair Damaged TOS	$ 750	$ 799	$ 3,000	$ 628	$ 3,750	$ 1,427
CC	024	Install Downdrain, Grading And Replace Fai	$ 750	$ 1,411	$ 624	$ 497	$ 1,374	$ 1,909
SB	154	Construct Rural Roundabout	$ 2,153	$ 2,027	$ 3,978	$ 3,718	$ 6,131	$ 5,745
SB	101	Construct Median Barrier And Rumble Strip	$ 1,310	$ 673	$ 1,039	$ 912	$ 2,349	$ 1,585
SB	101	Place High Friction Surface Treatment At Sp	$ 309	$ 147	$ 358	$ 291	$ 667	$ 439
SB	101	Restore Highway Planting	$ 1,562	$ 1,203	$ 1,915	$ 1,741	$ 3,477	$ 2,943
Mad	099	Construct Median Barrier	$ 864	$ 1,024	$ 2,114	$ 1,657	$ 2,978	$ 2,681

(C) Caltrans Fiscal Year 2014-15 State Highway Operations and Protection Program Project Closeout

Project Description			Support ($1,000's)		Capital ($1,000's)		Program ($1,000's)	
			Approved Support Budget	Actual Support Costs	Approved Capital Budget	Actual Capital Costs	Approved Project Budget	Actual Project Costs
LA	010	Const Maintenance Vehicle Pullouts Aadd	$ 750	$ 508	$ 1,217	$ 1,131	$ 1,967	$ 1,639
Ven	150	Construct Rock Weir System	$ 1,635	$ 2,557	$ 4,922	$ 4,496	$ 6,557	$ 7,053
LA	210	Install Traffic Signal,Ada Ramps	$ 348	$ 446	$ 345	$ 305	$ 693	$ 751
LA	002	Repair Fire Damaged Bridge/Connectr *Dir	$ 6,300	$ 1,282	$ 6,847	$ 4,320	$ 13,147	$ 5,602
LA	1	Remove Replace Failed Bridge Deck	$ 120	$ 192	$ 600	$ 288	$ 720	$ 481
SBd	018	Left Turn In Both Directions, Widen Should	$ 1,451	$ 2,316	$ 1,157	$ 733	$ 2,608	$ 3,049
SBd	040	Hma Overlay And Mbgr	$ 3,370	$ 3,089	$ 20,723	$ 18,502	$ 24,093	$ 21,591
Riv	010	Build A New Admistrative Bldg Install A Ne	$ 1,612	$ 2,648	$ 2,376	$ 2,298	$ 3,988	$ 4,946
SBd	038	Add Left Turn Pockets	$ 1,132	$ 1,304	$ 925	$ 607	$ 2,057	$ 1,911
Riv	015	Replace Existing Guardrail With Concrete B	$ 1,248	$ 1,101	$ 2,285	$ 2,015	$ 3,533	$ 3,116
SBd	002	Modify Levee And Place Rip Rap	$ 405	$ 404	$ 247	$ 199	$ 652	$ 603
SBd	062	Remove Debris, Repair Damaged Shoulder	$ 150	$ 103	$ 1,250	$ 281	$ 1,400	$ 384
Riv	010	Repair Damaged Pavement, Remove Debris	$ 95	$ 73	$ 400	$ 400	$ 495	$ 473
Iny	395	Cold In-Place Recycle Capm	$ 780	$ 787	$ 5,617	$ 4,705	$ 6,397	$ 5,492
Mno	395	Cold Inplace Pavement, Hma Overlay	$ 441	$ 415	$ 2,492	$ 2,342	$ 2,933	$ 2,757
Mer	005	Remodel Weigh Station And Ramps	$ 1,279	$ 2,091	$ 1,084	$ 952	$ 2,363	$ 3,043
Sta	004	Shoulder Widening With Rumble Strips	$ 977	$ 761	$ 381	$ 336	$ 1,358	$ 1,097
SJ	026	Curve Realignmentreplace Bridge	$ 2,429	$ 2,133	$ 3,341	$ 2,595	$ 5,770	$ 4,727
SD	005	Clean And Treat Bridge Deck With Methacr	$ 777	$ 1,357	$ 2,371	$ 2,213	$ 3,148	$ 3,569
Ora	022	Existing Systems To Reduce	$ 185	$ 170	$ 617	$ 561	$ 802	$ 730
			$ 278,360	$ 291,459	$ 852,987	$ 755,810	$ 1,131,347	$ 1,047,269

M e m o r a n d u m

Tab 68

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 25, 2015

Reference No.: 4.8
Action

From: WILL KEMPTON
Executive Director

Subject: **TRADE CORRIDORS IMPROVEMENT FUND (TCIF) PROGRAM AMENDMENT RESOLUTION TCIF-P-1415-14**

ISSUE:

Should the California Transportation Commission (Commission) amend the TCIF Program to add the *Citrus Avenue Grade Crossing Improvement Project, Ramona Boulevard Grade Crossing Improvement Project, and Control Point Soledad Speed Increase Project* in Los Angeles County as TCIF Projects 111, 112 and 113 at a cost of $1.455 million, $1.455 million and $2.708 million respectively in TCIF funds?

RECOMMENDATION:

Commission staff recommends the Commission approve the proposed TCIF Program Amendment to add into the TCIF Program projects 111, 112 and 113, the *Citrus Avenue Grade Crossing Improvement Project, Ramona Boulevard Grade Crossing Improvement Project, and Control Point Soledad Speed Increase Project*.

BACKGROUND:

Project 111

The Southern California Consensus Group (SCCG) and the Southern California Regional Rail Authority (SCRRA) propose to amend the TCIF program by including the Citrus Avenue Grade Crossing Improvement Project as Project 111 in the Los Angeles/Inland Corridor element of the TCIF Program and program $1.455 million of TCIF funds to the project.

The proposed project will make improvements at the Citrus Avenue Grade Crossing in the City of Covina on the San Bernardino Railroad Line. The improvements include new raised median island gate arms, flashing signals, right of way swing gates, advance signal preemption, track panel upgrades, pedestrian treatments, traffic signals, sidewalks, curbs, gutters, utility relocation and lighting upgrades. These improvements will improve operations and enhance safety which will benefit passenger and freight trains, roadway vehicles and pedestrians.

Since award savings in TCIF funds were realized in the Los Angeles/Inland Corridor, SCCG and SCRRA propose to place TCIF savings on this project (see attached letters). The total cost of the project is estimated at $3.485 million. Construction is expected to begin in September 2016.

Project 112
The Southern California Consensus Group (SCCG) and the Southern California Regional Rail Authority (SCRRA) propose to amend the TCIF program by including the Ramona Boulevard Grade Crossing Improvement Project as Project 112 in the Los Angeles/Inland Corridor element of the TCIF Program and program $1.455 million of TCIF funds to the project.

The proposed project will make improvements at the Ramona Boulevard Grade crossing in the City of Baldwin Park on the San Bernardino Railroad Line. The improvements include new raised median islands, flashing signals, right of way swing gates, advance signal preemption, track panel upgrades, pedestrian treatments, traffic signals, sidewalk, curb gutters, utility relocation, and widening the turning radii at Ramona Boulevard. These improvements will increase the safety of the crossing for pedestrians and vehicles, reduce collisions and associated property damage, reduce potential injuries and loss of life, as well as reduce the number of delays to both train and street traffic resulting from collisions and near-misses.

Since award savings in TCIF funds were realized in the Los Angeles/Inland Corridor, SCCG and SCRRA propose to place TCIF savings on this project (see attached letters). The total cost of the project is estimated at $3.485 million. Construction is expected to begin in October 2016.

Project 113
The Southern California Consensus Group (SCCG) and the Southern California Regional Rail Authority (SCRRA) propose to amend the TCIF program by including the Control Point Soledad Speed Increase Project as Project 113 in the Los Angeles/Inland Corridor element of the TCIF Program and program $2.708 million of TCIF funds to the project.

The proposed project will make improvements to the track system, signal and communication systems at Control Point Soledad in the City of Santa Clarita on the Antelope Valley Railroad Line. The improvements include upgrading turnouts, rehabilitating the spur track and siding track, improving drainage and other related improvements. The proposed improvements will support speed increases from 20 mph to 35 mph. The increase in speed will allow trains to move through the siding faster with an overall time savings for freight trains of approximately 10-15 minutes.

Since award savings in TCIF funds were realized in the Los Angeles/Inland Corridor, SCCG and SCRRA propose to place TCIF savings on this project (see attached letters). The total cost of the project is estimated at $6.648 million. Construction is expected to begin in October 2016.

RESOLUTION TCIF-P-1415-12
Be it Resolved, that the California Transportation Commission does hereby amend the TCIF program by adding the Citrus Avenue Grade Crossing Improvement Project, Ramona Boulevard Grade Crossing Improvement Project, and Control Point Soledad Speed Increase Project in Los Angeles County as TCIF Project 111, TCIF Project 112 and TCIF Project 113.

Attachments
- Letters of Support

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

Metro

May 7, 2015

Mr. Will Kempton
Executive Director
California Transportation Commission
1120 "N" Street, Mail Stop: 52
Sacramento, CA 94273-0001

Dear Mr. Kempton:

The Southern California Consensus Group has discussed and is in agreement with the TCIF programming requested by our partner agency. It is our understanding that the Southern California Regional Rail Authority (SCRRA) is requesting to seek funding of $1,455,000 in TCIF for the construction of the Citrus Avenue Grade Crossing Improvement.

Please see the attached letter detailing the programming request. We understand SCRRA intends to submit a formal application to the CTC for action in June 2015. Please direct any questions or comments regarding this issue to me at (213) 922-2887.

We appreciate the ongoing support and guidance provided by you and your staff.

Sincerely,

Wil Ridder
Executive Officer

cc: Southern California Consensus Group
Stephen Maller

METROLINK®

Southern California Regional Rail Authority

UPDATED
May 7, 2015

Mr. Will Kempton
Executive Director
California Transportation Commission
1120 N Street, Room 2221, MS-52
Sacramento, CA 95814

Re: Request to Program and Approve the Baseline Agreement for $1.455,000 in TCIF Funding for Citrus Avenue Crossing Improvement Project on the San Bernardino Line at the June 24-25, 2015 CTC Meeting

Dear Will:

In our February 9, 2015 request letter we asked for an allocation of $2,910,000 in TCIF funds for Citrus Avenue and Ramona Boulevard grade crossing improvements. We would now like to decouple the two crossings and submit each as separate projects. The total amount we are requesting for Citrus Avenue, which is located in Covina in Los Angeles County, is 50% of the $2,910,000 or $1,455,000. We will ask for the balance of $1,455,000 for Ramona Boulevard in a separate request letter.

Please accept this letter as an update to original request. We are asking that the CTC program funding for the Citrus Avenue grade crossing project at its June 24-25, 2015 meeting. If approved, we expect to request an allocation in the spring of 2016, no later than June. The Citrus Avenue crossing is located on the San Bernardino Line, the third busiest shared freight and passenger rail route that SCRRA dispatches. It requires enhancements to reduce opportunities for unsafe driving and walking. By adding treatments such as flashing signals, advanced signal preemption, pedestrian gates and vehicular gates at the crossing, reliability, throughput and velocity of freight traffic will be improved. Congestion and emissions will also be reduced.

The project request is for $1,455,000 which is matched by local funds. Again, the project is ready for programming and baseline agreement approval.

If you have any questions, please contact me at ricea@scrra.net or 213-452-0211.

Sincerely,

Anne Louise Rice
Assistant Director, Grants

cc: Stephen Maller
Teresa Favila

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

Metro

May 7, 2015

Mr. Will Kempton
Executive Director
California Transportation Commission
1120 "N" Street, Mail Stop: 52
Sacramento, CA 94273-0001

Dear Mr. Kempton:

The Southern California Consensus Group has discussed and is in agreement with the TCIF programming requested by our partner agency. It is our understanding that the Southern California Regional Rail Authority (SCRRA) is requesting to seek funding of $1,455,000 in TCIF for the construction of the Ramona Blvd. Grade Crossing Improvement.

Please see the attached letter detailing the programming request. We understand SCRRA intends to submit a formal application to the CTC for action in June 2015. Please direct any questions or comments regarding this issue to me at (213) 922-2887.

We appreciate the ongoing support and guidance provided by you and your staff.

Sincerely,

Wil Ridder
Executive Officer

cc: Southern California Consensus Group
Stephen Maller

METROLINK.

Southern California Regional Rail Authority

UPDATED
May 7, 2015

Mr. Will Kempton
Executive Director
California Transportation Commission
1120 N Street, Room 2221, MS-52
Sacramento, CA 95814

Re: Request to Program and Approve the Baseline Agreement for $1.455,000 in TCIF Funding for Ramona Boulevard Crossing Improvement Project on the San Bernardino Line at the June 24-25, 2015 CTC Meeting

Dear Will:

In our February 9, 2015 request letter we asked for an allocation of $2,910,000 in TCIF funds for Ramona Boulevard and Citrus Avenue grade crossing improvements. We would now like to decouple the two crossings and submit each as separate projects. The total amount we are requesting for Ramona Boulevard, which is located in Baldwin Park in Los Angeles County, is 50% of the $2,910,000 or $1,455,000. We will ask for the balance of $1,455,000 for Citrus Avenue in a separate request letter.

Please accept this letter as an update to original request. We are asking that the CTC program funding for the Ramona Boulevard grade crossing project at its June 24-25, 2015 meeting. If approved, we expect to request an allocation in the spring of 2016, no later than June. The Ramona Boulevard crossing is located on the San Bernardino Line, the third busiest shared freight and passenger rail route that SCRRA dispatches. It requires enhancements to reduce opportunities for unsafe driving and walking. By adding treatments such as flashing signals, advanced signal preemption, pedestrian gates and vehicular gates at the crossing, reliability, throughput and velocity of freight traffic will be improved. Congestion and emissions will also be reduced.

The project request is for $1,455,000 which is matched by local funds. Again, the project is ready for programming and baseline agreement approval.

If you have any questions, please contact me at ricea@scrra.net or 213-452-0211.

Sincerely,

Anne Louise Rice
Assistant Director, Grants

cc: Stephen Maller
Teresa Favila

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

Metro

May 7, 2015

Mr. Will Kempton
Executive Director
California Transportation Commission
1120 "N" Street, Mail Stop: 52
Sacramento, CA 94273-0001

Dear Mr. Kempton:

The Southern California Consensus Group has discussed and is in agreement with the TCIF programming requested by our partner agency. It is our understanding that the Southern California Regional Rail Authority (SCRRA) is requesting to seek funding of $2,707,500 in TCIF for the construction of the Control Point Soledad Speed Increase Project.

Please see the attached letter detailing the programming request. We understand SCRRA intends to submit a formal application to the CTC for action in June 2015. Please direct any questions or comments regarding this issue to me at (213) 922-2887.

We appreciate the ongoing support and guidance provided by you and your staff.

Sincerely,

Wil Ridder
Executive Officer

cc: Southern California Consensus Group
Stephen Maller

METROLINK

Southern California Regional Rail Authority

February 9, 2015

Mr. Will Kempton
Executive Director
California Transportation Commission
1120 N Street, Room 2221, MS-52
Sacramento, CA 95814

Re: Request to Program and Approve the Baseline Agreement for $2,707,500 in TCIF Funding for the Control Point Soledad Speed Increase Project on the Antelope Valley Line at the May 27-28, 2015 CTC Meeting

Dear Will:

On behalf of the Southern California Regional Rail Authority (SCRRA), operator of Metrolink commuter rail service, I am writing to request the California Transportation Commission approve our request to place the Control Point Soledad Speed Increase on the Antelope Valley Line Project on its March 25-26, 2015 meeting agenda. This project, located on the busiest shared freight and passenger rail route that SCRRA dispatches, will enable freight speeds to increase by 43% so that it matches the mainline speed in this same segment. This project will additionally improve safety, reliability and throughput while also reducing congestion and emissions.

The project request is for $2,707,500 which is matched by local funds. Again, the project is ready for programming and baseline agreement approval.

If you have any questions, please contact Ms. Anne Louise Rice, Assistant Director, Grants at ricea@scrra.net or 213-452-0211.

Sincerely,

Sam Joumblat
Interim Chief Executive Officer

cc: Stephen Maller
Teresa Favila

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 25, 2015

Reference No.: 4.9
Action

From: WILL KEMPTON
Executive Director

Subject: **TRADE CORRIDORS IMPROVEMENT FUND (TCIF) PROGRAM PROJECT BASELINE AGREEMENTS – RESOLUTION TCIF-P-1415-15B**

ISSUE:

Should the California Transportation Commission (Commission) approve the project Baseline Agreements for the following TCIF projects?

- Project 110 - Hellman Avenue Grade Crossing Improvement Project
- Project 111 - Citrus Avenue Grade Crossing Improvement Project
- Project 112 - Ramona Boulevard Grade Crossing Improvement Project
- Project 113 - Control Point Soledad Speed Increase Project

RECOMMENDATION:

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

BACKGROUND:

In accordance with the Commission's TCIF Guidelines, the projects' Sponsor Agency, the Southern California Regional Rail Authority, has provided executed Project Baseline Agreements. Commission staff reviewed the Project Baseline Agreements and determined that the agreements set forth the proposed project scope, measurable expected performance benefits, delivery schedule, project budget and funding plan, are consistent with the Commission's TCIF Guidelines, and include the required signatures.

RESOLUTION TCIF-P-1415-15B

Be it Resolved, that the California Transportation Commission does hereby approve the Project Baseline Agreements for TCIF Project 110 - Hellman Avenue Grade Crossing Improvement Project, TCIF Project 111 - Citrus Avenue Grade Crossing Improvement Project, TCIF Project 112 - Ramona Boulevard Grade Crossing Improvement Project, and TCIF Project 113 - Control Point Soledad Speed Increase Project.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 70

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 25, 2015

Reference No.: 4.5
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Gary Cathey, Chief
Division of Aeronautics

Subject: **DIVISION OF AERONAUTICS DRAFT CAPITAL IMPROVEMENT PLAN ELEMENT OF THE CALIFORNIA AVIATION SYSTEM PLAN**

SUMMARY:

The Capital Improvement Plan (CIP) is the basis for the biennial Aeronautics Funding Program, which consists of the airport development and Airport Land Use Compatibility Plan (ALUCP) projects selected by the California Department of Transportation (Department), Division of Aeronautics (Aeronautics), based on a priority matrix, which is adopted by the California Transportation Commission (Commission) for State funding. The 2016 Aeronautics Funding Program will come before the Commission for adoption in late spring of 2016, if funding permits. The CIP is an element of the overall California Aviation System Plan (CASP) as the underpinning of the California Aid to Airport Program. The draft CIP will be presented as an informational item at the Commission's June 2015 meeting, with recommendation for adoption at the Commission's August 2015 meeting. The CIP 2016–2025 publication expected release date is in mid-September 2015.

This draft CIP contains 2,080 airport development and ALUCP projects desired by airport sponsors with a fiscally unconstrained cost estimate of $3.21 billion (see attachment). Regional Transportation Planning Agencies and Airport Land Use Commissions are encouraged to coordinate with airport sponsors to update ALUCP documents. The federal funding split is 2.9 percent for State funding participation ($92.7 million), 88.1 percent for federal-only funding ($2.83 billion), and 9.0 percent for the local match participation ($287.9 million). Of the total $3.21 billion, 57.2 percent ($1.84 billion) is for commercial service primary airports, 2.3 percent ($74.6 million) is for commercial service non-primary airports, 17.4 percent ($557.0 million) is for reliever airports, and 22.2 percent ($713.1 million) is for general aviation airports, which are all part of the National Plan of Integrated Airport Systems (NPIAS). The remaining 0.9 percent ($27.3 million) is for general aviation airports that are not in the NPIAS (non-NPIAS).

The CIP also integrates the General Aviation System Needs Assessment (GASNA) element as part of the CASP. The GASNA is a list of fiscally unconstrained airport improvement projects recommended from the perspective of the Department instead of airport sponsors. The recommended projects are those the Department considers to be of greatest benefit to improving the safety, capacity, and capability of the statewide system of public-use airports as well as an airport itself. A broader discussion of the GASNA is provided in the Executive Summary of the CIP.

BACKGROUND:

The CIP element of the CASP is required by the California Public Utilities Code, Sections 21702–21706 as a ten-year capital improvement plan for each eligible airport and is updated every two years. Aeronautics develops the State's CIP in collaboration with Regional Transportation Planning Agencies, airport sponsors, and the Federal Aviation Administration for improvement projects at public-use publicly-owned airports. A priority matrix is used to select projects from the CIP based on safety first, capability improvements that enhance system capacity second, and security enhancements third. A project must be in the CIP in order to obtain State funding.

Attachment

Executive Summary of the Capital Improvement Plan – California Aviation System Plan 2016-2025.
Note: Due to the size of the document (378 pages), a copy of the CIP is not attached. However the document can be viewed at:
http://www.dot.ca.gov/hq/planning/aeronaut/documents/casp/2015_DRAFT_CIP.pdf

EXECUTIVE SUMMARY

The California Aviation System Plan (CASP) is a multi-element plan prepared by the California Department of Transportation (Caltrans), Division of Aeronautics (Division), with the goal of developing and preserving a system of airports to promote the development of a safe, efficient, and sustainable air transportation system that meets the integrated mobility needs of the State.

The California Public Utilities Code (PUC), section 21702-21706, of the State Aeronautics Act (SAA) requires that the CASP include as one of its elements the Capital Improvement Plan (CIP). The CIP is a ten-year compiled listing of capital projects submitted to Caltrans for inclusion in the CASP predominantly based on general aviation airport master plans or other comparable long-range planning documents. The CIP allows Caltrans' partners to actively participate and assist in the coordination of its ongoing, statewide, aviation system planning and project funding effort. The CIP is updated biennially (every two years) in accordance with PUC, section 21704.

Biennial updates to the CIP provide the basis for the development of the funding program, which consists of airport Acquisition and Development (A&D) and Airport Land Use Compatibility Plan (ALUCP) projects selected by Caltrans based on a priority matrix. The California Transportation Commission adopts the Aeronautics Program from the projects listed in the CIP. Therefore, projects must be listed in the CIP to obtain State funding. The CIP is published every odd year, and the Aeronautics Program, based on the CIP, is adopted every even year.

The list of projects shown in the CIP is contained in a database that includes the capital needs for California's publicly owned, public-use airports. The CIP serves as an unconstrained fiscal estimate for current and future airport development projects desired by the airport sponsors and for funding airport land use compatibility planning documents in California. Not all projects listed in the CIP will be programmed.

The Priority Ranking Matrix (see Appendix A) is used to rank projects for the upcoming fiscal three-year Aeronautics Program. The ranking is in order of State importance starting with the category of safety, followed by capability improvements that enhance system capacity, then security enhancements. Nearly all projects fit into these three categories.

Ground access projects, located outside of an airport's operations areas, are listed separately in the CIP and are not eligible for either federal Airport Improvement Program (AIP) or California Aid to Airports Program (CAAP) funds. Funding for these projects is typically from local agencies or the State transportation improvement program.

This airport CIP contains 2,088 airport A&D and ALUCP projects desired by airport sponsors with a fiscally unconstrained cost estimate of $ 3.20 billion. Regional

transportation planning agencies and airport land use commissions are encouraged to coordinate with airport sponsors to update ALUCP documents.

The Division promotes the development of an air transportation system of airports that will meet the majority of needs of the aviation community, air travelers, emergency relief, goods movement, fire suppression, law enforcement, medical response, and recreational services. The Division also uses technical expertise to spend State dollars wisely to provide sustainable aviation facilities to operate safely, economically, efficiently, and environmentally.

National Connection

The National Plan of Integrated Airport Systems (NPIAS) is a federal document that identifies airports that are significant to national air transportation and are eligible to receive grants under the Federal Aviation Administration (FAA) AIP.

Many of the projects listed in the CIP will be funded by federal AIP, CAAP AIP, and local funds. The State contribution is five percent of the federal grant amount. The broad aim of the AIP is to assist in the development of the nationwide system of public-use airports. The CIP represents California's participation in the nationwide effort. For more information and details of the AIP, refer to FAA Order 5100.38C entitled "Airport Improvement Program (AIP) Handbook." For more information on the NPIAS and FAA airport categories listed in this CIP, please refer to the FAA website: http://www.faa.gov/airports/planning_capacity/npias/.

California Aid to Airports Program

The purpose of the CAAP is to assist in establishing and improving a statewide system of safe and environmentally compatible airports for general aviation. Caltrans is attempting to synchronize the CAAP process with the federal programming process by creating a unified federal and State project request form. This coordination with FAA will reduce duplicative efforts and provide better service to Caltrans' customers, who are local airport sponsors, airport land use commissions, regional transportation planning agencies, the FAA, the aviation community, and the public.

All projects in the CIP are subject to the provisions of the SAA and the CAAP. In addition, the inclusion of an airport development project or an ALUCP in the CIP does not imply promise of funding or that the project complies with the National Environmental Policy Act or the California Environmental Quality Act.

Federal, State, and local sources fund airport capital improvement projects. Information on federal airport CIP funding can be found at the FAA's website: http://www.faa.gov/airports/aip/. State CAAP funding information is located in the "State Dollars for Your Airport" document found on the Division of Aeronautics' website at http://www.dot.ca.gov/hq/planning/aeronaut/.

Ground Access Projects

The purpose of airport ground access projects is to optimize ground transportation to and from airports. Ground access to airports includes improvements to off-airport roadways, highways, public transit systems, passenger shuttle systems, parking lots, and other transportation-related modes and facilities. Enhancements to these facilities seek to provide more convenient and predictable access for passengers, employees, air cargo traffic, and general aviation users. Planning for ground access and public transportation to airports generally requires joint participation by airports, the private sector, local jurisdictions, transit agencies, Caltrans, congestion management agencies, and regional transportation agencies.

Airports are key assets to communities and regions for both the economy and the overall quality of life. Thus, ground access to airports is perceived to be a critical issue facing the aviation system. This includes improved access and improved intermodal connections.

This airport CIP contains information about ground access to airports; however, these projects are not funded by the State. Along with the requested airport projects, airport sponsors and regional transportation planning agencies provided information on various ground access projects, start dates, and costs.

General Aviation System Needs Assessment

The General Aviation System Needs Assessment (GASNA) is a living document that encourages airport improvement projects. The Division considers these projects important in order to improve the efficiency and safety of the overall system of airports in California. These projects may include runway extensions, widening, and pavement repairs, as well as visual aids, instrument approach procedures, automated weather observation systems, or fueling system upgrades or replacements. These types of projects benefit airport safety, capacity, and the capability of the statewide system of public-use airports. The Division requests that airport sponsors consider these types of projects as they compile their biennial CIP project list. Yearly updates on meeting these improvements can be viewed from the Division's GASNA Appendix IV Table Update webpage at:
http://www.dot.ca.gov/hq/planning/aeronaut/documents/casp/

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 71

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 25, 2015

Reference No.: 4.6
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Gary Cathey, Chief
Division of Aeronautics

Subject: **AERONAUTICS PROGRAM 2014 ACQUISITION AND DEVELOPMENT PROGRAM AMENDMENT**
RESOLUTION G-15-16, AMENDING RESOLUTION G-14-22

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) amend the 2014 Acquisition and Development (A&D) Aeronautics Program by moving two projects from Fiscal Year (FY) 2014–15 to FY 2015–16 and by removing one project from the program.

ISSUE:

The sponsor agencies for the following two projects have not been able to secure permits to remove the necessary obstructions and request to be moved from FY 2014–15 to FY 2015–16.

Airport	Project Description	State Share	Sponsor Agency
Blue Canyon	Obstruction Removal (Trees)	$27,000	Placer County
Blue Canyon	Runway and Taxiway Light Repair	$23,000	Placer County

The sponsor agency for the following project has decided not to seek allocation and requests to be removed from the 2014 A&D Aeronautics Program.

Airport	Project Description	State Share	Sponsor Agency
Taft	Airport Land Use Compatibility Plan Update	$221,000	Kern County

BACKGROUND:

At the August 2014 meeting, the Commission adopted the Department's 2014 A&D Aeronautics Program. The 2014 A&D Aeronautics Program is a two-year program including FY 2014–15 and FY 2015–16.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 72

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 25, 2015

Reference No.: 2.7a.(1)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Gary Cathey, Chief
Division of
Aeronautics

Subject: **FINANCIAL ALLOCATION FOR LOCALLY ADMINISTERED AERONAUTICS PROJECTS AT PUBLIC-USE AIRPORTS**
RESOLUTION FDOA-2014-09

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission), allocate $857,000 for five California Aid to Airports Program Acquisition and Development projects programmed in the 2014 Aeronautics Program.

ISSUE:

The attached list describes five locally administered Aeronautics projects totaling $857,000. The agencies for these projects are ready to proceed and are requesting allocations at this time.

FINANCIAL RESOLUTION:

Resolved, that $857,000 be allocated from the Aeronautics Fund, Non-Budget Act Item 2660-602-0041, for five locally administered Aeronautics projects, as described in the attached Financial Vote List.

Attachment

2.7a(1) **Aeronautic Financial Matters**

Project # Allocation Amount Recipient County	Location Project Description Project Number	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.7a.(1) Aeronautics - Acquisition and Development Program		**Resolution FDOA-2014-09**	
1 $89,000 Cameron Park Airport District El Dorado	Cameron Air Park Runway Crack Repair and Slurry Seal ED-6-14-1	2014–15 602-0041 10.10.020.200	$89,000
2 $135,000 Riverside County Airport Land Use Commission Riverside	Jacqueline Cochran Regional Airport Amend Regional Airport Land Use Compatibility Plan, Incorporate Additional Compatibility Policies for the Community of Vista Santa Rosa, and Amend Countywide Policies. RIV-2-14-1	2014–15 602-0041 10.10.020.200	$135,000
3 $135,000 Border Coast Regional Airport Authority Del Norte	Andy McBeth Airport Obstruction Removal (Trees) DN-3-14-1	2014–15 602-0041 10.10.020.200	$135,000
4 $430,000 County of Riverside Riverside	Chiriaco Summit Airport Runway Paving and Grading RIV-4-14-1	2014–15 602-0041 10.10.020.200	$430,000
5 $68,000 City of Montague Siskiyou	Montague/Yreka Field Install Precision Approach Path Indicator on Runway #14 SIS-2-14-1	2014–15 602-0041 10.10.020.200	$68,000

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 73

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 25, 2015

Reference No.: 2.7a.(2)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Gary Cathey, Chief
Division of Aeronautics

Subject: **FINANCIAL ALLOCATION FOR FISCAL YEAR 2015–16 AERONAUTICS SET-ASIDE TO MATCH FEDERAL AIRPORT IMPROVEMENT PROGRAM GRANTS RESOLUTION FDOA-2014-10**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve Resolution FDOA-2014-10, allocating $1.0 million for Fiscal Year (FY) 2015–16 to match federal Airport Improvement Program (AIP) grants.

ISSUE:

The Aeronautics Program includes an annual set-aside used to match federal AIP grants. The attached resolution proposes to renew the delegation for the allocation of State funds to match the federal AIP grants.

BACKGROUND:

Each year the Commission approves a set-aside to match federal AIP grants. This allocation provides the authority for the Department to subvent matching funds to individual projects as requested by airport sponsors.

The Department provides Commission staff with quarterly reports on allocations for AIP Matching grant funds. The reports show the sponsor name, the airport name, a project description, the AIP grant amount, the State matching amount, and an explanation of any portions of the AIP grant that were not matched. Because the Aeronautics Account is continuously appropriated, any unused remainder of this allocation would be available in FY 2015–16 to fund additional Aeronautics Program projects.

Attachment

CALIFORNIA TRANSPORTATION COMMISSION

Allocation of Funds to Match
Federal Airport Improvement Program Grants

Resolution FDOA-2014-10

1.1 WHEREAS, pursuant to Section 21683.1 of the California Public Utilities Code (PUC), the California Transportation Commission (Commission) is authorized to allocate funds for a portion of the local match for federal Airport Improvement Program (AIP) grants to certain airports; and

1.2 WHEREAS, the Commission sponsored the legislation that enacted PUC section 21683.1 in order to maximize the amount of federal airport funds that can be allocated to California; and

1.3 WHEREAS, the Federal Aviation Administration (FAA) requires airport sponsors to certify that matching funds are available as a condition of accepting a federal grant; and

1.4 WHEREAS, on August 6, 2013, the Commission approved the Capital Improvement Program, which is an element of the California Aviation System Plan and lists needed federal airport improvement projects from all funding sources.

2.1 NOW, THEREFORE BE IT RESOLVED, that, regarding federal AIP grants made by the FAA to public entities in this State received by the California Department of Transportation from July 1, 2015, through June 30, 2016, with the approval of the Department, at such time as the federal grant offer is accepted by the public entity applicant, there is allocated to each applicant from the Aeronautics Account, five percent of that portion of the grant for which the primary benefit is for general aviation in order to provide a part of the local match for the grant in accordance with the provisions of PUC section 21683.1 (b) until the total of all such allocations equals $1,000,000 million; and

2.2 BE IT FURTHER RESOLVED, that the Department shall provide Commission staff with quarterly status reports on sponsors' matching fund applications that have been approved by the Department.

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 24-25, 2015

Reference No.: 2.7a.(2)
Action Item

From: NORMA ORTEGA
Acting Chief Deputy Director

Prepared by: Gary Cathey, Chief
Division of
Aeronautics

Subject: **FINANCIAL ALLOCATION FOR FISCAL YEAR 2015-16 AERONAUTICS SET-ASIDE TO MATCH FEDERAL AIRPORT IMPROVEMENT PROGRAM GRANTS RESOLUTION FDOA-2014-10**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve Resolution FDOA-2014-10, allocating $1,000,000 for Fiscal Year (FY) 2015-16 to match federal Airport Improvement Program (AIP) grants.

ISSUE:

The Aeronautics Program includes an annual set-aside used to match federal AIP grants. The attached resolution proposes to renew the delegation for the allocation of State funds to match the federal AIP grants.

BACKGROUND:

Each year the Commission approves a set-aside to match Federal AIP grants. This allocation provides the authority for the Department to subvent matching funds to individual projects as requested by airport sponsors.

The Department provides Commission staff with quarterly reports on allocations for AIP Matching grant funds. The reports show the sponsor name, the airport name, a project description, the AIP grant amount, the State matching amount, and an explanation on any portions of the AIP grant that were not matched. Because the Aeronautics Account is continuously appropriated, any unused remainder of this allocation would be available in FY 2015-16 to fund additional Aeronautics Program projects.

Attachment

CALIFORNIA TRANSPORTATION COMMISSION

Allocation of Funds to Match
Federal Airport Improvement Program (AIP) Grants

Resolution FDOA-2014-10

1.1 WHEREAS, pursuant to Section 21683.1 of the Public Utilities Code (PUC), the California Transportation Commission (Commission) is authorized to allocate funds for a portion of the local match for federal Airport Improvement Program (AIP) grants to certain airports; and

1.2 WHEREAS, the Commission sponsored the legislation that enacted PUC section 21683.1 in order to maximize the amount of federal airport funds that can be allocated to California; and

1.3 WHEREAS, the Federal Aviation Administration requires airport sponsors to certify that matching funds are available as a condition of accepting a federal grant; and

1.4 WHEREAS, on August 6, 2013, the Commission approved the Capital Improvement Program, which is an element of the California Aviation System Plan, and lists needed federal airport improvement projects from all funding sources.

2.1 NOW, THEREFORE BE IT RESOLVED, that, regarding federal Airport Improvement Program grants made by the Federal Aviation Administration to public entities in this State received by the Department of Transportation (Department) from July 1, 2015 through June 30, 2016, with the approval of the Department, at such time as the federal grant offer is accepted by the public entity applicant, there is allocated to each applicant from the Aeronautics Account, 5 percent (5%) of that portion of the grant whose primary benefit is for general aviation in order to provide a part of the local match for the grant in accordance with the provisions of Public Utilities Code section 21683.1 (b) until the total of all such allocations equals $1,000,000; and

2.2 BE IT FURTHER RESOLVED, that the Department shall provide Commission staff with quarterly status reports on sponsors' matching fund applications that have been approved by the Department.

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 25, 2015

Reference No.: 2.2b (1)
Action

From: WILL KEMPTON
Executive Director

Subject: **COMMENTS ON DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE STATE ROUTE 710 NORTH STUDY PROJECT**

ISSUE:

Should the Commission, as a Responsible Agency, provide comments in response to the Draft Environmental Impact Report (DEIR) for the State Route 710 North Study Project located in Los Angeles County?

RECOMMENDATION:

Staff recommends that the Commission make no comments regarding the environmental issues addressed in the DEIR. However, staff recommends that a letter be sent to Caltrans that states the following:

- The Commission has no comments with respect to the alternatives or environmental impacts addressed in the DEIR.
- The final environmental document should not be brought forward to the Commission for project funding decisions or other purposes until a cost benefit analysis is distributed through a process that ensures sufficient opportunity for the public to review and provide comment.
- Early communication and coordination with the Commission is encouraged if it is anticipated that the Commission will be requested to approve the project for delivery through a public private partnership or for construction approval to allow for financing and tolling approval by the California Transportation Financing Authority.
- If, in the future, funds or other actions under the purview of the Commission are anticipated, notification should be provided to the Commission as a Responsible Agency.

BACKGROUND:

Caltrans is the designated CEQA Lead Agency responsible for this project. The DEIR can be viewed at http://www.dot.ca.gov/dist07/resources/envdocs/docs/710study/draft_eir-eis/.

Attachment:
Draft letter to Caltrans

LUCETTA DUNN, Chair
BOB ALVARADO, Vice Chair
DARIUS ASSEMI
YVONNE B. BURKE
JAMES EARP
DARIO FROMMER
JAMES C. GHIELMETTI
CARL GUARDINO
FRAN INMAN
JAMES MADAFFER
JOSEPH TAVAGLIONE

SENATOR JIM BEALL, Ex Officio
ASSEMBLY MEMBER JIM FRAZIER, Ex Officio

WILL KEMPTON, Executive Director

STATE OF CALIFORNIA

EDMUND G. BROWN Jr., Governor

CALIFORNIA TRANSPORTATION COMMISSION

1120 N STREET, MS-52
SACRAMENTO, CA 95814
P. O. BOX 942873
SACRAMENTO, CA 94273-0001
FAX (916) 653-2134
(916) 654-4245
http://www.catc.ca.gov

DRAFT

June 25, 2015

Mr. Garrett Damrath,
California Department of Transportation, District 7
Division of Environmental Planning
100 S. Main Street, MS-16A
Los Angeles, CA 90012

RE: Draft Environmental Impact Report/Draft Environmental Impact Statement for SR 710 North Study Project, 07-LA-710

Dear Mr. Damrath,

The California Transportation Commission (Commission), received the Draft Environmental Impact Report (DEIR) prepared by the California Department of Transportation (Caltrans) for the State Route 710 North Study Project in Los Angeles County. The DEIR examined the potential environmental impacts of the alternatives being considered for the SR 710 North Study. The DEIR identified a No-Build alternative and four build alternatives that are under consideration. The estimated project cost ranges from $105 million to $5.650 billion, depending on the alternative selected.

The Commission has no comments pertaining to the environmental impacts or the alternatives considered in the DEIR. However, the final environmental document should not be brought forward to the Commission for project funding decisions or other purposes until a cost benefit analysis is distributed through a process that ensures sufficient opportunity for the public to review and provide comment.

The Commission also recommends Caltrans and its partners ensure early communication and coordination with the Commission in the event it is anticipated that the Commission will be requested to approve the project for delivery through a public private partnership procurement consistent with provisions of Senate Bill 4 (SBX2 4, Statutes of 2009), or for construction approval to allow for financing and tolling approval by the California Transportation Financing Authority as provided for in Assembly Bill 798 (AB 798, Statutes of 2009).

The Commission should be notified as soon as the environmental process is complete since the Commission cannot allocate funds to a project for design, right of way, or construction until the final environmental document is complete and the Commission has considered the environmental impacts of the project and approved the environmentally cleared project for future consideration of funding.

If you have any questions, please contact Teresa Favila, Senior Transportation Planner, at (916) 653-2064.

Sincerely,

WILL KEMPTON
Executive Director

c: Katrina Pierce, Chief, Caltrans Division of Environmental Analysis

DRAFT

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 25, 2015

Reference No.: 2.2b (1)
Action

From: WILL KEMPTON
Executive Director

Subject: **COMMENTS ON DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE STATE ROUTE 710 NORTH STUDY PROJECT**

ISSUE:

Should the Commission, as a Responsible Agency, provide comments in response to the Draft Environmental Impact Report (DEIR) for the State Route 710 North Study Project located in Los Angeles County?

RECOMMENDATION:

Staff recommends that the Commission make no comments regarding the environmental issues addressed in the DEIR. However, staff recommends that a letter be sent to Caltrans that states the following:

- The Commission has no comments with respect to the alternatives or environmental impacts addressed in the DEIR.
- The final environmental document should not be brought forward to the Commission for project funding decisions or other purposes until a cost benefit analysis is distributed through a process that ensures sufficient opportunity for the public to review and provide comment.
- Early communication and coordination with the Commission is encouraged if it is anticipated that the Commission will be requested to approve the project for delivery through a public private partnership or for construction approval to allow for financing and tolling approval by the California Transportation Financing Authority.
- If, in the future, funds or other actions under the purview of the Commission are anticipated, notification should be provided to the Commission as a Responsible Agency.

BACKGROUND:

Caltrans is the designated CEQA Lead Agency responsible for this project. The DEIR can be viewed at http://www.dot.ca.gov/dist07/resources/envdocs/docs/710study/draft_eir-eis/.

Attachment:
Draft letter to Caltrans

LUCETTA DUNN, Chair
BOB ALVARADO, Vice Chair
DARIUS ASSEMI
YVONNE B. BURKE
JAMES EARP
DARIO FROMMER
JAMES C. GHIELMETTI
CARL GUARDINO
FRAN INMAN
JAMES MADAFFER
JOSEPH TAVAGLIONE

SENATOR JIM BEALL, Ex Officio
ASSEMBLY MEMBER JIM FRAZIER, Ex Officio

WILL KEMPTON, Executive Director

STATE OF CALIFORNIA

EDMUND G. BROWN Jr., Governor

CALIFORNIA TRANSPORTATION COMMISSION

1120 N STREET, MS-52
SACRAMENTO, CA 95814
P. O. BOX 942873
SACRAMENTO, CA 94273-0001
FAX (916) 653-2134
(916) 654-4245
http://www.catc.ca.gov

DRAFT

June 25, 2015

Mr. Garrett Damrath,
California Department of Transportation, District 7
Division of Environmental Planning
100 S. Main Street, MS-16A
Los Angeles, CA 90012

RE: Draft Environmental Impact Report/Draft Environmental Impact Statement for SR 710 North Study Project, 07-LA-710

Dear Mr. Damrath,

The California Transportation Commission (Commission), received the Draft Environmental Impact Report (DEIR) prepared by the California Department of Transportation (Caltrans) for the State Route 710 North Study Project in Los Angeles County. The DEIR examined the potential environmental impacts of the alternatives being considered for the SR 710 North Study. The DEIR identified a No-Build alternative and four build alternatives that are under consideration. The estimated project cost ranges from $105 million to $5.650 billion, depending on the alternative selected.

The Commission has no comments pertaining to the environmental impacts or the alternatives considered in the DEIR. However, the final environmental document should not be brought forward to the Commission for project funding decisions or other purposes until a cost benefit analysis is distributed through a process that ensures sufficient opportunity for the public to review and provide comment.

The Commission also recommends Caltrans and its partners ensure early communication and coordination with the Commission in the event it is anticipated that the Commission will be requested to approve the project for delivery through a public private partnership procurement consistent with provisions of Senate Bill 4 (SBX2 4, Statutes of 2009), or for construction approval to allow for financing and tolling approval by the California Transportation Financing Authority as provided for in Assembly Bill 798 (AB 798, Statutes of 2009).

The Commission should be notified as soon as the environmental process is complete since the Commission cannot allocate funds to a project for design, right of way, or construction until the final environmental document is complete and the Commission has considered the environmental impacts of the project and approved the environmentally cleared project for future consideration of funding.

If you have any questions, please contact Teresa Favila, Senior Transportation Planner, at (916) 653-2064.

Sincerely,

WILL KEMPTON
Executive Director

c: Katrina Pierce, Chief, Caltrans Division of Environmental Analysis

DRAFT

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 74

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 25, 2015

Reference No.: 2.2b.(1)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Katrina C. Pierce, Chief
Division of
Environmental Analysis

Subject: **COMMENTS ON DRAFT ENVIRONMENTAL IMPACT REPORT**

RECOMMENDATION:

That the California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) review and comment at the May Commission meeting on the following Draft Environmental Impact Report (DEIR):

ISSUE:

07-LA-710, PM 26.7/32.1T

This project in Los Angeles County will study ways to improve the efficiency of the freeway and transit networks and reduce congestion on arterials on State Route 710, while minimizing the environmental impacts. The project is not fully funded. The project has $780,000,000 in local funding available and the agency is working to identify additional funds. Depending on the alternative selected, the total estimated project cost is between $105,000,000 and $5,650,000,000.

Alternatives considered for the proposed project include:

- Transportation System Management/Transportation Demand Management (TSM/TDM) Alternative : This alternative consists of strategies and improvements to increase efficiency and capacity for all modes in the transportation system with lower capital cost investments and/or lower potential impacts. TSM strategies include Intelligent Transportation Systems, local street and intersection improvements, and Active Traffic Management. The TDM strategies include expanded bus service, bus service improvements, and bicycle improvements. ($105,000,000)

- Bus Rapid Transit (BRT) Alternative: This alternative would provide high-speed high-frequency bus service through a combination of new and existing dedicated bus lanes, and mixed-flow traffic lanes to key destinations between Los Angeles and Pasedena. ($241,000,000)

- Light Rail Transit (LRT) Alternative: This alternative would include passenger rail

operated along a dedicated guideway similar to other Metro light rail lines. The LRT Alternative would begin on Mednik Avenue adjacent to the existing East Los Angeles Civic Center Station on the Metro Gold Line and end at Raymond Avenue, adjacent to the existing Fillmore Station on the Metro Gold Line. ($2,420,000,000)

- Freeway Tunnel Alternative: This alternative would start at the existing southern stub of State Route 710 (SR-710) in Alhambra, just north of Interstate 10, and connect to the existing northern stub of SR 710, south of the Interstate 210/State Route 134 interchange in Pasadena. The Freeway Tunnel Alternative has two design variations: a dual-bore tunnel ($5,650,000,000) and a single-bore tunnel ($3,150,000,000).

- No Build Alternative.

The decision to prepare an EIR was made due to the scope of the project, the substantial amount of public controversy surrounding the project, and the anticipated significant impacts to environmental resources associated with the project. Impacts of the project include:

- Cultural Resources
- Transportation and Traffic
- Land Use and Planning
- Visual/Aesthetics
- Cumulative Impacts

The proposed project includes measures to minimize harm and an Environmental Commitment Record has been prepared and is included in the DEIR.

Attachment

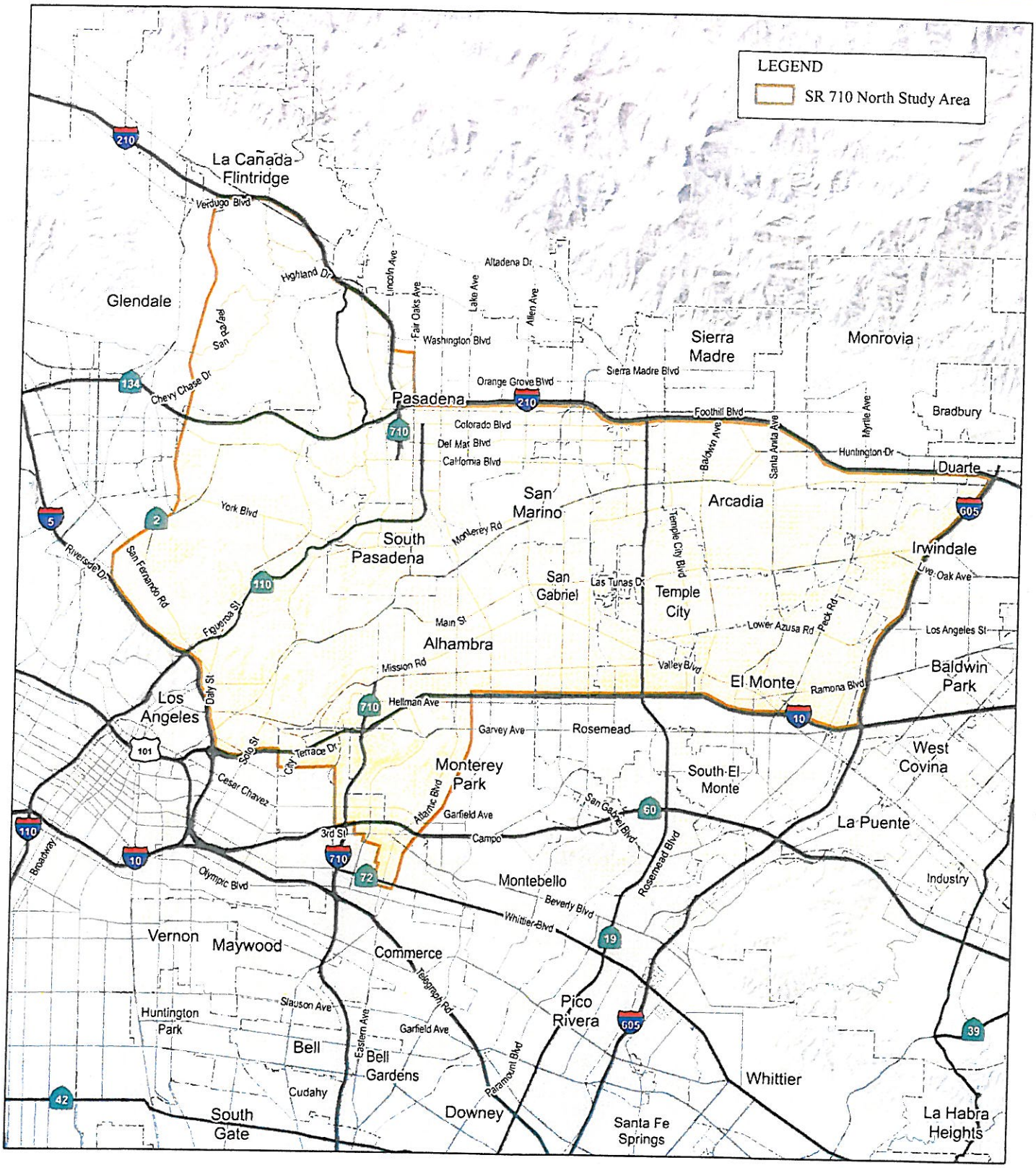


Figure ES-1: SR 710 North Study Area

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 25, 2015

Reference No.: 2.2c.(2)
Action

From: WILL KEMPTON
Executive Director

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING FINAL ENVIRONMENTAL IMPACT REPORT FOR THE 6TH STREET VIADUCT SEISMIC IMPROVEMENT PROJECT (RESOLUTION E-15-35)**

ISSUE:

Should the Commission, as a Responsible Agency, accept the Final Environmental Impact Report (FEIR), Findings of Fact, Statement of Overriding Considerations and Addendum for the 6th Street Viaduct Seismic Improvement Project in Los Angeles County for future consideration of funding?

RECOMMENDATION:

Staff recommends the Commission accept the FEIR, Findings of Fact, Statement of Overriding Considerations and Addendum and approve the project for future consideration of funding.

BACKGROUND:

The City of Los Angeles (City) is the CEQA lead agency for the project. The proposed project will replace the seismically and structurally deficient 6th Street Viaduct over the Los Angeles River and the 6th Street Overcrossing which is a portion of the US-101 Hollywood Freeway. The project will also include active transportation improvements that will include sidewalks, bike lanes, Americans with Disabilities Act compliant ramps, striping and pedestrian lighting improvements.

On November 18, 2011, the Los Angeles City Council approved and certified the FEIR, Findings of Facts, Statement of Overriding Considerations, and a Mitigation Monitoring and Reporting Program for the project. An addendum to the 2011 FEIR was prepared in April 2015 to address the addition of the active transportation elements. The City certified that the circumstances surrounding the project and the area's social, economic, and environmental setting remain essentially the same as they were when the FEIR was approved in 2011.

The FEIR determined that impacts related to land use, community, traffic and transportation/pedestrian facilities, emergency services, visual and aesthetics, cultural resources, air quality, biological resources and cumulative effects would be significant and unavoidable.

The City found that there were several benefits that outweigh the unavoidable adverse environmental effects of the project. These benefits include, but are not limited to: a new viaduct that meets the current seismic standards; a new structure that meets current design standards, including crash-resistant railings, shoulders for bike lanes, a safety median and wider sidewalks; and enhanced transportation and connectivity between Boyle Heights and Downtown. The County established a Mitigation Monitoring and Reporting Program to ensure that the mitigation measures specified for the project are implemented.

On May 13, 2015, the City confirmed that the 2011 FEIR remains valid and there are no new identified impacts requiring mitigation since adoption of the FEIR in 2011. On June 4, 2015, the City also confirmed that the active transportation elements added through the Addendum are consistent with the project programmed by the Commission.

The total cost of the project is estimated to cost $401,200,000. The Active Transportation Program components are estimated to cost $2,552,000 and will be funded entirely with Active Transportation Program funds. Construction is estimated to begin in fiscal year 2015/16.

Attachment
- Resolution E-15-35
- Project Location
- Findings of Fact and Statement of Overriding Considerations

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
07– Los Angeles County
Resolution E-15-35

1.1 **WHEREAS,** the City of Los Angeles has completed a Final Environmental Impact Report and Addendum pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:

- 6th Street Viaduct Seismic Improvement Project

1.2 **WHEREAS,** the City of Los Angeles has certified that the Final Environmental Impact Report and Addendum were completed pursuant to CEQA and the State CEQA Guidelines; and

1.3 **WHEREAS,** the project will replace the seismically and structurally deficient 6th Street Viaduct over the Los Angeles River and the 6th Street Overcrossing which is a portion of the US-101 Hollywood Freeway. The project includes active transportation improvements that will include sidewalks, bike lanes, Americans with Disabilities Act compliant ramps, striping, and pedestrian lighting improvements; and

1.4 **WHEREAS,** the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Final Environmental Impact Report and Addendum; and

1.5 **WHEREAS,** Findings of Fact made pursuant to CEQA Guidelines indicate that specific unavoidable significant impacts related to land use, community, traffic and transportation/pedestrian facilities, emergency services, visual and aesthetics, cultural resources, air quality, biological resources, and cumulative effects make it infeasible to avoid or fully mitigate to a less than significant level the effects associated with the project; and

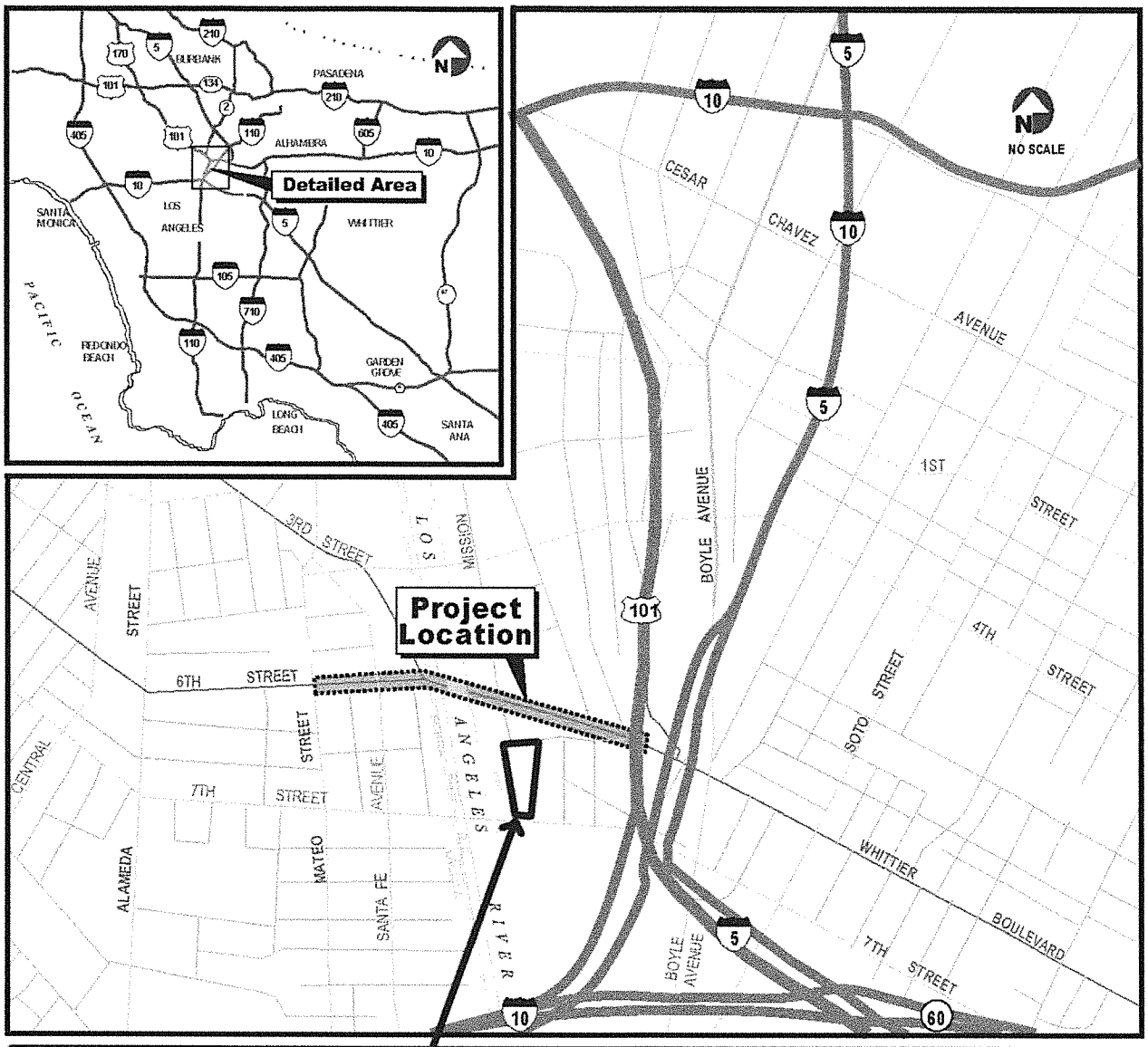
1.6 **WHEREAS,** the City of Los Angeles adopted a Statement of Overriding Considerations for the project finding that the project benefits outweigh the unavoidable adverse environmental effects; and

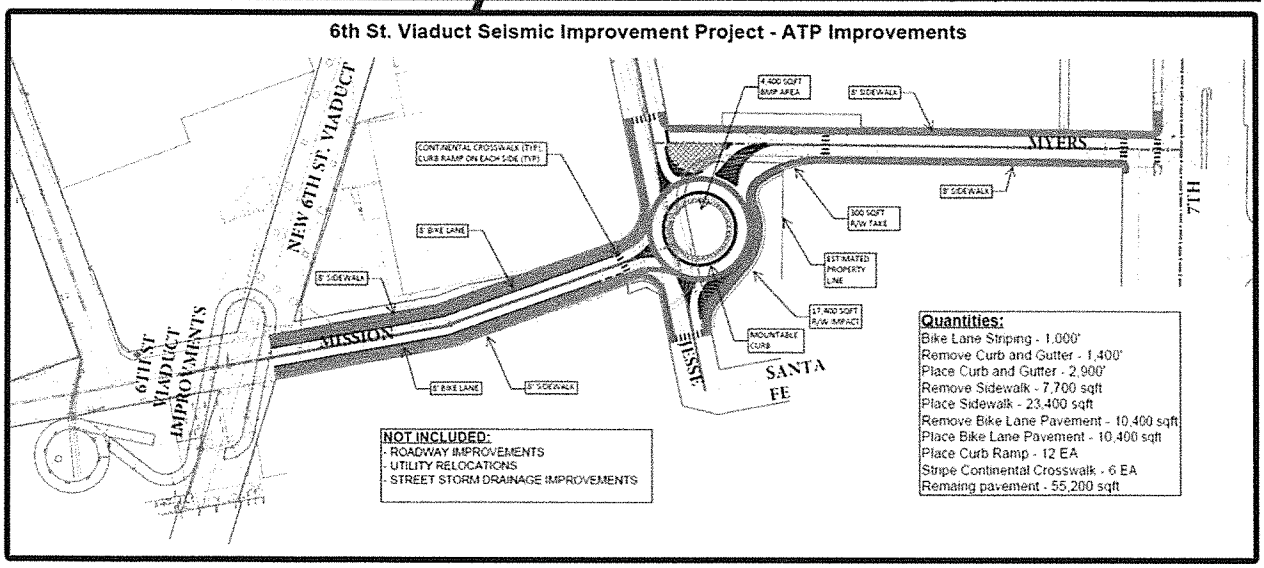
1.7 **WHEREAS,** the City of Los Angeles adopted a Mitigation Monitoring and Reporting Program for the project; and

1.8 **WHEREAS,** the above significant effects are acceptable when balanced against the facts as set forth in the Statement of Overriding Considerations.

2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby accept the Final Environmental Impact Report, Findings of Fact, Statement of Overriding Considerations, and Addendum and approves the above referenced project to allow for future consideration of funding.

6th Street Viaduct Seismic Improvement Project/ATP Improvements
Project Location and Vicinity Maps





CITY OF LOS ANGELES
CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDINGS
FOR THE
6TH STREET VIADUCT SEISMIC IMPROVEMENT PROJECT
October 2011

Section 21081 of the California Environmental Quality Act (CEQA) (California Public Resources Code, Division 13) and Section 15091 of the CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3) require a public agency, prior to approving a project, to identify the significant environmental effects of the project and make one or more written findings for each of those significant effects. The findings contained herein for the 6th Street Viaduct Seismic Improvement Project (project) are based on the final environmental impact report /environmental impact statement, hereinafter referred to as final EIR/EIS, and the mitigation monitoring and reporting program (MMRP) prepared for this project.

Record of Proceedings

The documents and other materials that constitute the record of proceedings upon which the City of Los Angeles project approval is based are located in the offices of the city clerk, and at the Department of Public Works Bureau of Engineering, located at 1149 S. Broadway, Suite 750, Los Angeles, California 90015.

Findings

The final EIR/EIS identifies several significant effects of the project. Pursuant to *Public Resources Code* Section 21081, the Los Angeles City Council hereby makes the following findings for each significant impact.

Land Use

Significant Environmental Impact:

The project will require some land acquisition within the new viaduct alignment which is designated "industrial preservation and employment protection zone" in the Adelante Eastside Community Redevelopment Plan of the Los Angeles Community Redevelopment Agency. The loss of industrial and commercial uses is inconsistent with this plan.

Finding:

Specific economic, legal, social, technological or other considerations, incuding considerations for the provision of employment oppportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the final EIR/EIS.

The replacement alternative and the alignment for the new viaduct were selected to optimize safety and functionality while minimizing overall impacts. The final EIR/EIS found other alignments to be inferior in these regards. Other locations for the bridge replacement would result in far greater impacts to industrial lands. The retrofit alternative would still result in significant impacts to the historic integrity of the viaduct, and it would only meet a "no collapse" standard for a major earthquake and

major damage could occur. Though it has a lower construction cost, it has the highest life-cycle cost. Neither it nor the no-project (no build) alternative would stop the ASR, correct the geometric deficiencies or allow for bicycle lanes consistent with the 2010 Bicycle Plan, and the viaduct would likely require replacement following major damage. The Bureau of Engineering has agreed to work with affeced businesses and to design the viaduct to minimize the impact to industrial properties to the extent feasible. Nevertheless, loss of some commercial/industrial land uses in the vicinity of the viaduct corridor cannot be avoided. The impact is significant and unavoidable.

Community

Significant Environmental Impact:

Temporary roadway blockage and disruptions to remaining businesses within the vicinity of the project site are expected to occur throughout the four-year construction period.

Finding:

Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant effect as identified in the final EIR/EIS.

Mitigation measures MM3-1 through MM3-7 to minimize disruptions to business and community life have been made conditions of approval and included in the mitigation monitoring and reporting plan. The impact is less than significant with mitigation.

Traffic and Transportation/Pedestrian Facilities

Significant Environmental Impact:

Closure of the 6th Street Viaduct for up to four years will require traffic detours along the street network east and west of the river, significantly impacting area residents with higher traffic volumes and related congestion. Up to 13 intersections will be adversely affected, 11 of which cannot be mitigated without causing substantial additional right-of-way impacts to the local area.

Finding:

Specific economic, legal, social, technological or other considerations, incuding considerations for the provision of employment oppportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the final EIR/EIS.

Mitigation measures MM3-5, MM3-8 and MM3-9 have been made conditions of approval and included in the mitigation monitoring and reporting plan. However, as explained in the final EIR/EIS, additional mitigation at 11 of the13 impacted intersections was found to cause additional significant ROW impacts and is thus not feasible. The impact is significant and unavoidable.

Emergency Services

Significant Environmental Impact:

During the four-year construction period, increases in emergency response time could occur due to closure of the 6th Street Viaduct and related traffic congestion at intersections along the detour routes.

Finding:

Specific economic, legal, social, technological or other considerations, incuding considerations for the provision of employment oppportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the final EIR/EIS.

Mitigation measures MM3-1, MM3-5, MM3-8 and MM3-9 have been made conditions of approval and included in the mitigation monitoring and reporting plan. However, even with implementation of these mitigation measures to minimize traffic impacts and coordinate with emergency response agencies, traffic congestion is expected to be substantial and delays in emergency response could occur during the four-year construction period as a result. Further mitigation to reduce traffic congestion is not feasible, as explained above and in the final EIR/EIS. The impact is significant and unavoidable.

Visual and Aesthetics

Significant Environmental Impact:

Replacement of the 6th Street Viaduct and the loss of this historic resource will change the visual character of the landmark.

Finding:

Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant effect as identified in the final EIR/EIS.

Mitigation measures MM3-3 and MM3-10 have been made conditions of approval and included in the mitigation monitoring and reporting plan. The visual qualities of unity, vividness, and intactness would be replaced with the new viaduct, and an aesthetics advisory committee would contribute to the final design. The impact is less than significant with mitigation.

Cultural Resources

Significant Environmental Impact:

The project area has the potential for buried archaeological materials to be encountered during ground disturbance. Construction could also cause adverse impacts to a historic-era archaeological site (LAN 19-003683) located at one of the potential construction laydown areas.

Finding:

Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant effect as identified in the final EIR/EIS.

Mitigation measure MM3-18 to protect the resources has been made a condition of approval and included in the mitigation monitoring and reporting plan. The impact is less than significant with mitigation.

Significant Environmental Impact:

The project will remove the 6th Street Viaduct, an individual resource eligible for listing in the California Register of Historical Resources (CRHR), and designated as Los Angeles Historic-Cultural Monument (HCM) #905.

Finding:

Specific economic, legal, social, technological or other considerations, incuding considerations for the provision of employment oppportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the final EIR/EIS.

As explained in the final EIR/EIS, the loss of the historic resource cannot be avoided without creating substantial, additional, severe ROW and other impacts and/or substantially higher costs in the long run, and the viaduct would eventually require replacement, resulting in the same impacts. The replacement alternative and the alignment for the new viaduct were selected to optimize safety and functionality while minimizing overall impacts. Other locations for the bridge replacement would result in far greater impacts to industrial lands and is not economically feasible. The retrofit alternative would not avoid significant impacts to the historic integrity of the viaduct (it would not allow the viaduct to maintain its eligibility for the CRHR or its HCM designation), and it would only meet a "no collapse" standard for a major earthquake and major damage could occur. Though it has a lower construction cost, it has the highest life-cycle cost. Neither it nor the no-project (no build) alternative would stop the ASR, correct the geometric deficiencies or allow for bicycle lanes consistent with the 2010 Bicycle Plan, and the viaduct would likely require replacement following major damage.

Mitigation measures MM3-11 through MM3-17 have been made conditions of approval and included in the mitigation monitoring and reporting plan. Nevertheless, the impact is significant and unavoidable.

<u>Air Quality</u>

Significant Environmental Impact:

On the worst-case day of the construction period, the emissions of nitrogen oxides (NO_X) would exceed the regional daily significance threshold set forth by the South Coast Air Quality Management District (SCAQMD).

Finding:

Specific economic, legal, social, technological or other considerations, incuding considerations for the provision of employment oppportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the final EIR/EIS.

Mitigation measures MM3-20 through MM3-22 have been made conditions of approval and included in the mitigation monitoring and reporting plan. However, these mitigation measures cannot reduce the regional emissions of nitrogen oxide (NO_X) to a level that is below the SCAQMD CEQA significance threshold during the most intense construction activities of the four-year construction period. Alternatives considered do not avoid this impact. The impact is significant and unavoidable.

<u>Cumulative Impacts</u>

Significant Environmental Impact:

Construction of the project could occur at the same time as construction of several other projects within very close proximity. As a result, the project could contribute to significant cumulative traffic impacts, which are in turn contributory to significant impacts to air quality and noise.

Finding:

Specific economic, legal, social, technological or other considerations, incuding considerations for the provision of employment oppportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the final EIR/EIS.

As discussed above, traffic and air quality impacts cannot be fully mitigated even for the project alone. The impact is significant and unavoidable.

Significant Environmental Impact:

The 6th Street Viaduct is a Los Angeles Historic-Cultural Monument, along with 11 other bridges over the L. A. River. Implementation of the project would result in the viaduct's demolition, impacting the city's historic-cultural monument bridges on a cumulative basis.

Findings:

Specific economic, legal, social, technological or other considerations, incuding considerations for the provision of employment oppportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the final EIR/EIS.

As discussed above and in the final EIR/EIS, the alternatives are not found to be feasible and the mitigation measures, which include documentation of the resource and its place among the other L. A. River bridges, cannot fully mitigate this impact. The impact is significant and unavoidable.

Mandatory Findings of Significance

Significant Environmental Impact:

Loss of the historic viaduct would eliminate an important example of a major period of California history.

Findings:

Specific economic, legal, social, technological or other considerations, incuding considerations for the provision of employment oppportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the final EIR/EIS. The impact is significant and unavoidable.

CITY OF LOS ANGELES
STATEMENT OF OVERRIDING CONSIDERATIONS
FOR THE
6TH STREET VIADUCT SEISMIC IMPROVEMENT PROJECT
October 2011

The California Environmental Quality Act (CEQA) requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered acceptable. (California Code of Regulations Title 14, Chapter 3, Section 15093.)

Based on the joint Environmental Impact Report/Environmental Impact Statement for the 6th Street Viaduct Seismic Improvement Project (project), the City of Los Angeles, as the lead agency under CEQA, has determined that the project may result in the following significant and not fully mitigatable impacts:

- Loss of industrial and commercial land uses in the area designated "industrial preservation and employment protection zone" of the Community Redevelopment Agency's Adelante Eastside Redevelopment Area.
- Increase in traffic congestion at 11 roadway intersections along the detour route during construction.
- Increases in emergency response time due to closure of the 6th Street Viaduct and related traffic congestion during construction.
- Loss of historic 6th Street Viaduct.
- Exceedance of air pollutant (NO_x) regional limits during construction.
- Contribution to cumulative effects during construction from increased traffic congestion and related impacts such as elevated air pollutant emissions and traffic noise levels, if other projects are concurrently under construction in the vicinity of the 6th Street Viaduct project site and the traffic detour route.
- Affecting the overall integrity of the City of Los Angeles historic-cultural monument bridges on a cumulative basis.

The benefits of the project consist of the following:

- Provision of a new viaduct that meets the current seismic standards, ensuring the long-term safety of the 6th Street Viaduct in major earthquakes and protecting this critical east-west link between Boyle Heights and Downtown Los Angeles.
- Provision of a new structure that meets current design standards, including crash-resistant railings, shoulders for bike lanes, a safety median and wider sidewalks, as well as improved sight distance to reduce accidents by removal of the kink in the viaduct alignment over the river.
- Enhancement of the transportation and connectivity between Boyle Heights and Downtown by providing a facility that respects the needs of both pedestrians and bicyclists in addition to automobile drivers.

The Los Angeles City Council concludes, based upon the whole record, that the economic, social, and technological benefits of the Project outweigh the unavoidable adverse environmental effects and determines that the adverse environmental effects are, therefore, acceptable.

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 25, 2015

Reference No.: 4.10
Action

From: WILL KEMPTON
Executive Director

Subject: **ADOPTION OF THE 2015 ACTIVE TRANSPORTATION PROGRAM GUIDELINES MPO COMPETITIVE COMP0NENT - SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS, AND FRESNO COUNCIL OF GOVERNMENTS RESOLUTION G-15-17**

ISSUE:

Senate Bill 99 (Chapter 359, Statutes of 2013) allows the Commission, at the request of a metropolitan planning organization (MPO), to adopt guidelines for administering the MPO competitive component of the Active Transportation Program (ATP). The Southern California Association of Governments (SCAG) and the Fresno Council of Governments (FCOG) requested that the Commission adopt amendments to the 2015 ATP Guidelines for use in administering their MPO competitive selection process.

RECOMMENDATION:

Staff recommends that the Commission adopt amendments to the 2015 Active Transportation Program Guidelines for the project selection criteria proposed by SCAG and FCOG.

Project selection criteria amendments proposed by each MPO are set forth in the following attachments:

- Southern California Association of Governments (Attachment 1)
- Fresno Council of Governments (Attachment 2)

BACKGROUND:

The Commission adopted statewide guidelines for administering the 2015 Active Transportation Program at its March 2015 meeting. While the statewide guidelines may be used for administering the MPO competitive component of the ATP, the nine MPOs charged with programming funds to projects in the MPO competitive component were provided discretion in Senate Bill 99 to develop MPO guidelines with regard to project selection. Guidelines prepared by the MPOs and adopted by

the Commission may differ from the Commission's adopted statewide guidelines in the following areas:

- Supplemental call for projects
- Definition of disadvantaged community
- Match requirement
- Scoring criteria and weighting
- Minimum project size

The 2015 ATP schedule requires MPOs to submit their guidelines to the Commission by June 1, 2015 for adoption at the June Commission meeting.

The SCAG and FCOG requested adoption by the Commission of proposed amendments for administering the MPO competitive component of the program. Staff reviewed the MPO guidelines with respect to the areas for which the Commission provided flexibility and found those areas consistent with the statewide ATP Guidelines. The following summarizes the areas proposed for amendment:

	SCAG	FCOG
Scoring criteria and weighting	X	X
Minimum project size		X
Match requirement		
Definition of disadvantaged community		X
Supplemental call for projects		X

Southern California Association of Governments

Each of the six county transportation commissions in the SCAG region will add up to ten points to supplement the state scores for consistency with local/regional plans within their respective county.

Fresno Council of Governments

- No minimum fund award request required.
- Modifies the definition of disadvantaged communities to include severely disadvantaged communities. Applicants must clearly demonstrate a direct, meaningful, and assured benefit to a community in an area identified as among the most disadvantaged 10% in the state according to the CalEPA and based on the latest versions of the California Communities Environmental Health Screening Tool (CalEnviroScreen) scores.
- Awards additional points to projects benefitting severely disadvantaged communities.
- Requires applicants to submit a supplemental application.

The Commission adopted 2015 ATP Guidelines proposed by the Metropolitan Transportation Commission at the March Commission meeting (Resolution G-15-05) and adopted 2015 ATP guidelines proposed by the Sacramento Area Council of Governments, the San Diego Association of Governments, and the Tulare County Association of Governments at the May Commission meeting (G-15-11).

The remaining MPOs, the San Joaquin Council of Governments and the Stanislaus Council of Governments, plan to hold a supplemental call for projects, but do not propose amendments to the 2015 ATP Guidelines. The Kern Council of Governments does not plan to hold a supplemental call for projects and does not propose amendments to the 2015 ATP Guidelines.

Attachments

1. CTC Resolution G-15-17
2. Southern California Association of Governments 2015 ATP Guidelines Proposal
3. Fresno Council of Governments 2015 ATP Guidelines Proposal

CALIFORNIA TRANSPORTATION COMMISSION
Adoption of the 2015 Regional Active Transportation Program Guidelines
Southern California Association of Governments and
Fresno Council of Governments
June 25, 2015

RESOLUTION G-15-17

1.1 WHEREAS the Active Transportation Program was created by Senate Bill 99 (Chapter 359, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking, and

1.2 WHEREAS Streets and Highways Code Section 2382(k) allows the Commission to adopt separate guidelines for the metropolitan planning organizations charged with allocating funds to projects pursuant to Streets and Highways Code Section 2381(a)(1) relative to project selection, and

1.3 WHEREAS the Active Transportation Program Guidelines (Resolution G-15-04) requires the Commission to adopt a metropolitan planning organization's use of different project scoring criteria or weighting, minimum project size, match requirement, or definition of disadvantaged communities, and

1.4 WHEREAS the Active Transportation Program Guidelines (Resolution G-15-04) require metropolitan planning organizations to submit their guidelines to the Commission by June 1, 2015, and

1.5 WHEREAS metropolitan planning organization guidelines were submitted by the Southern California Association of Governments on May 18, 2015; by the Fresno Council of Governments on May 29, 2015.

2.1 NOW THEREFORE BE IT RESOLVED that the Commission adopts the project selection criteria proposed by the Southern California Association of Governments, and the Fresno Council of Governments for administering their respective 2015 metropolitan planning organization competitive programs, as presented by Commission Staff on June 25, 2015, and

2.2 BE IT FURTHER RESOLVED that these guidelines do not preclude any project nomination or any project selection that is consistent with the implementing legislation.

REPORT

AGENDA ITEM NO. 3

DATE: April 2, 2015

TO: Regional Council (RC)
Executive Administration Committee (EAC)
Community, Economic and Human Committee (CEHD)
Energy and Environment Committee (EEC)
Transportation Committee (TC)

FROM: Huasha Liu, Director, Land-Use Planning & Environment, liu@scag.ca.gov, 213-236-1838

SUBJECT: 2015 Active Transportation Program (ATP) Regional Guidelines

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION EAC, TC:
Recommend the Regional Council approve the 2015 Active Transportation Program Regional Guidelines.

RECOMMENDED ACTION RC:
Approve the 2015 Active Transportation Program Regional Guidelines and authorize the Executive Director to submit the guidelines to the California Transportation Commission for final approval.

RECOMMENDED ACTION CEHD, EEC:
Receive and File

EXECUTIVE SUMMARY:
On March 26, 2015, the California Transportation Commission (CTC) adopted the Active Transportation Program (ATP) Statewide Guidelines and announced the 2015 Call for Projects. The 2015 ATP budget is anticipated to be approximately $300 million and will cover fiscal years 2016/17-2018/19. Approximately 60% of the total funding awards will be recommended by the CTC through the Statewide Program and Small Urban/Rural Program components. Forty percent of the total funding awards will be recommended by regional MPOs; SCAG's share of the MPO component is approximately $70 million. Similar to the 2014 ATP, SCAG is required to collaborate with the County Transportation Commissions to adopt regional guidelines that outline the criteria and process for selecting projects that are recommended for funding as part of the MPO component. After approval of the Regional Council, the attached 2015 Active Transportation Program Regional Guidelines will be submitted to the California Transportation Commission for adoption. The 2015 ATP Statewide Guidelines retain many of the same requirements as the 2014 Statewide Guidelines.

STRATEGIC PLAN:
This item supports SCAG's Strategic Plan Goal 2: Obtain Regional Transportation Infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities; Objective 1: Identify new infrastructure funding opportunities with State, Federal and private partners

BACKGROUND:
The California Active Transportation Program (ATP) was created by Senate Bill 99 (Chapter 359, Statutes 2013) and Assembly Bill 101 (Chapter 354, Statutes 2013), to encourage increased use of active modes of transportation, such as biking and walking, as well as to ensure compliance with the federal transportation authorization Moving Ahead for Progress in the 21st Century (MAP-21). The goals of the Active Transportation Program are to:

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

Funds awarded through the ATP program are selected by the state (60% of total funds) as well as regional MPOs (40% of total funds).

Regional Guidelines

The ATP Regional Guidelines (Guidelines) outline the process by which SCAG in collaboration with the county transportation commissions intends to meet its requirements for implementing the project selection process for the 2015 ATP Regional Program. The Guidelines must be consistent with direction established in the Statewide Guidelines and be approved by the Regional Council and the CTC. The 2015 ATP Statewide Guidelines retain many of the same requirements as the 2014 Statewide Guidelines. Consequently, the 2015 Regional Guidelines remain largely unchanged. Key elements of the guidelines are outlined below:

- Projects selected for the regional program must be submitted as part of a Consolidated (Statewide + Regional) Call for Projects conducted by the CTC between March 26 and May 31, 2015.
- Preliminary scoring will be completed through the Consolidated Call for Projects managed by CTC.
- Projects not selected for the statewide program will be considered for funding in the regional program.
- Each county will have the ability to modify preliminary scores by adding up to 10 points (on a 110 point scale) to projects that are consistent with local and regional plans within each county.
- Geographic equity will be achieved by establishing a preliminary recommended funding list that dedicates no less than 95% of the total regional funds to Implementation Projects proportionate to the population of each county. Implementation Projects may include capital projects as well as non-infrastructure projects, such as Safe Routes to School programs and other educational and enforcement activities.

- Up to 5% of the funding in the regional program will be reserved for the development of active transportation plans. The intent of this reserve to ensure a broad spectrum of projects is funded per the goals of SB 99, while also allowing but not exceeding the requirement that no more than 5% of the regional program be spent on planning.
- SCAG retains the authority to modify the preliminary recommended project list in order to ensure 25% of the total regional program is dedicated to projects benefitting disadvantaged communities, as required by state law.
- The final recommended project list will be reviewed by the CEOs of the county transportation commissions, Caltrans and CTC staff to make any final adjustments and achieve consensus prior to submitting the Regional Program of Projects to SCAG's Regional Council for approval prior to submission to the CTC.

Following approval by the Regional Council and thereafter by the State CTC of the Regional Guidelines, SCAG staff will continue its collaboration with the county transportation commissions to implement the regional project selection process. SCAG staff will provide updates to the Transportation Committee on the regional program, and return to the Regional Council with a recommended program of projects for the 2015 ATP regional program as early as November 2015.

FISCAL IMPACT:
Work associated with this item is included in the current FY2014/15 Overall Work Program (050.SCG00169.01: Regional Active Transportation Strategy) and FY2015/1016 Overall Work Program (050.SCG00169.06: Active Transportation Program).

ATTACHMENT:
2015 ATP Regional Guidelines

2015 Active Transportation Program
Southern California Association of Governments Regional Guidelines

The intent of this document is to successfully implement the active transportation related programs and funding components of the Moving Ahead for Progress in the 21st Century Act (MAP-21) and California Senate Bill 99 (SB 99). The following Regional Guidelines outline the roles, responsibilities and processes for selecting projects to receive funding from the SCAG region's dedicated share of the 2015 California Active Transportation Program (ATP). The SCAG region's annual share is approximately $25 million, which includes 100% of SCAG's federal Transportation Alternative Program apportionments (approximately $14 million) plus approximately $11 million/year from other federal and state funding programs that were consolidated by SB 99 into the ATP. These Guidelines relate to the 2015 California Active Transportation Program only, which includes three years of funding in Fiscal Year 2016/17, FY 2017/18 and FY 2018/19. The Guidelines may be revisited and modified for future rounds of funding.

Background

- The goals of the ATP program are to:
    - Increase the proportion of trips accomplished by biking and walking.
    - Increase the safety and mobility of non-motorized users.
    - Advance the active transportation efforts of regional agencies to achieve greenhouse gas reductions goals as established pursuant to SB 375.
    - Enhance public health, including reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding.
    - Ensure that disadvantaged communities fully share in the benefits of the program.
    - Provide a broad spectrum of projects to benefit many types of active transportation users.
- The 2015 Active Transportation Program Statewide Guidelines describe the policy, standards, criteria and procedures for the development, adoption and management of ATP.
- Per the requirements of SB 99 and Map-21, 40% of the funds for the ATP program must be distributed by Metropolitan Planning Organizations (MPO) in urban areas with populations greater than 200,000, with funds distributed to each MPO based on total MPO population.
- The funds distributed by the MPOs must be programmed and allocated to projects selected through a competitive process in accordance with the ATP Guidelines.
- Per SB 99 and the Statewide Guidelines, the following requirements apply specifically to SCAG:
    - SCAG must consult with the county transportation commission, the California Transportation Commission (CTC), and the State Department of Transportation (Caltrans) in the development of the competitive project selection criteria. The

criteria should include consideration of geographic equity, consistent with program objectives;
    - SCAG must place priority on projects that are consistent with plans adopted by local and regional governments within the county where the project is located; and
    - SCAG must obtain concurrence from the county transportation commissions.
- A MPO choosing to use the same project selection criteria and weighting, minimum project size, match requirement, and definition of disadvantaged communities as used by the CTC for the statewide competition may defer its project selection to the CTC.
- 25% of the regional funds must benefit disadvantaged communities.
- A large MPO may make up to 5% of its funding available for active transportation plans in disadvantaged communities.
- Non-infrastructure projects are eligible for funding; however, there is not a specific set-aside or cap for this purpose. Non-infrastructure funding is available for start-up or pilot projects that support education, encouragement, and enforcement activities—not ongoing efforts.

Regional Project Selection

In order to expedite the administrative approval process and accelerate project implementation, SCAG intends to build upon the CTC scoring and ranking process and forgo its option to issue a supplemental regional call for projects. This means that an evaluation committee will not be required at the county or regional level within the SCAG region to separately score projects.

- Once projects have been scored and ranked by CTC for the regional program, SCAG and the county transportation commissions will review and, if necessary, recommend modifications to the regional program to ensure specific statutory requirements can be met in a manner that is consistent with the intent of the law and program guidelines.
- Regional Funding Categories
    - Two funding categories will be established for the regional program to support the review and refinement of the regional program by SCAG and the County Transportation Commissions. These categories will include:
        - **Planning Projects** may include the development of active transportation plans consistent with eligibility requirements established by the CTC. Active Transportation planning projects will be funded up to the allotted maximum 5% of the regional program budget. If active transportation plans do not satisfy the 5% maximum allotment of the Regional Program and in consideration of geographic equity, Implementation Projects shall be considered.
        - **Implementation Projects** may include the planning, design, and construction of facilities and/or non-infrastructure projects (e.g., education or traffic enforcement activities).

- No less than 95% of the total regional funds will be dedicated to funding Implementation Projects.
- Up to 5% of the total regional funds will be dedicated to funding Planning Projects, consistent with the intent of the ATP to fund a broad spectrum of projects *and* to ensure that disadvantaged communities have resources to develop ATP plans, which will be an eligibility requirement for future funding cycles. If the total request in the Planning Projects Category is less than 5% of the total regional funds, or if applications in this category fail to meet minimum requirements, then the remaining funds will be allocated to Implementation Projects.

- County Transportation Commission's Role in Project Selection
  - Prior to scoring by CTC, SCAG will provide each county with a list of **Implementation Project** applications submitted within each county.
  - The county transportation commissions will review the Implementation Project lists and determine which projects "are consistent with plans adopted by local and regional governments within the county" per the requirements of SB 99. If a project is consistent, the county will assign up to 10 points to each project. "Plan" shall be defined by each county transportation commission.
  - If a county transportation commission assigns additional points (up to 10, as noted above) to a project for which they are the lead applicant, an explanation must be provided to SCAG on how the scoring process resulted in an unbiased evaluation of projects.
  - The Board of each respective county transportation commission will approve the scoring methodology/guidelines and point assignments, and submit the scores to SCAG for inclusion in the final ranking of regional projects.
  - The Board or the Chief Executive Officer of each respective county transportation commission will adopt the final recommended project list as further described in the Recommended Regional Program of Projects section below.

- SCAG's Role in Project Selection

  - Implementation Projects Category

    - Following the release of the preliminary scores by CTC, SCAG will develop for each county a ranked Implementation Project list reflecting the base score awarded by Caltrans plus any additional point assignments (up to 10 pts as noted above) made by the respective county transportation commission.

    - The ranked list will include a preliminary funding mark, established by the county's population-based share of no less than 95% of the total regional

funds. The projects from each county above the preliminary funding mark will constitute the preliminary regional project list.

- SCAG will analyze the preliminary regional project list and calculate the total amount of funding to be awarded to disadvantaged communities for **Implementation Projects** across all of the counties.
    - If the total is more than 25%, SCAG will consider the preliminary regional project list as final and include it in the regional program.
    - If the total is less than 25%, SCAG will modify the preliminary regional project list to ensure the 25% mark is achieved, as follows:
        - Across all counties, the highest scored disadvantaged communities' project that is below the funding mark will be added to the regional project list. This project will displace the lowest scoring project that is above the funding mark and does not benefit a disadvantaged community, regardless of the county.
        - This process will be repeated until the 25% target is met.
        - This process may lead to an outcome where a county receives less than its population-based share of the funding, but is necessary to ensure the disadvantaged communities' requirements for the regional program are met.
        - As noted in Recommended Regional Program of Projects section below, the CEOs, Caltrans and CTC will have the opportunity to make any final adjustments to the preliminary regional project list to address any inequities that may result from this process.

- Planning Projects Category
    - SCAG will create a ranked list of **Planning Projects** reflecting Caltrans' selection process and scores, and delineating those projects that are above and below the funding mark.
    - SCAG will quantify the percentage of funding dedicated to disadvantaged communities within the Planning Category and determine the amount of funding that needs to be dedicated to disadvantaged communities to ensure requirements are met.

        - SCAG will largely defer to the ranking of CTC in the selection of the planning projects, however, slight adjustments may be made to the ranking to ensure planning projects are supported in all counties.

- Recommended Regional Program of Projects
    - SCAG will combine the projects selected from the Planning and Implementation Projects Categories to create a preliminary Regional Program of Projects (Program).
    - The final recommended Regional Program of Projects will be reviewed by the CEOs of the county commissions, Caltrans and CTC staff to make any final adjustments and achieve consensus prior to submitting the Program to SCAG's Regional Council and the Boards or Chief Executive Officers of the county transportation commissions for approval and submission to the CTC.
    - Technical Adjustments: The SCAG CEO, the CEO of each County Transportation Commission, and their designees may make technical changes to the program as needed to ensure the timely delivery of the regionally-selected projects.

Fresno Council of Governments

2035 Tulare St., Ste. 201 tel 559-233-4148
Fresno, California 93721 fax 559-233-9645

www.fresnocog.org

May 29, 2015

Mr. Will Kempton, Executive Director
California Transportation Commission
1120 N Street Room 2221 (MS-52)
Sacramento, CA 95814

Attention: Ms. Laurie Waters

Subject: Fresno Council of Governments Revised 2015 Regional Competitive Active Transportation Guidelines for Cycle 2

Mr. Kempton:

Senate Bill 99 (Chapter 359, Statutes of 2013) allows the California Transportation Commission (Commission), at the request of a metropolitan planning organization (MPO), to adopt guidelines for administering the MPO competitive component of the Active Transportation Program (ATP). Therefore, the Fresno Council of Governments (Fresno COG) is pleased to submit for your review and consideration at the upcoming Commission meeting scheduled for June 25th our revised 2015 REGIONAL Active Transportation Program Guidelines as unanimously approved by the Fresno COG Policy Board on May 28, 2015 (Resolution 2015-13).

The proposed Fresno COG guidelines (enclosed) are consistent with the goals of the statewide 2015 ATP guidelines. However, Fresno COG respectfully submits the areas proposed below that differ from the ATP Guidelines for the Commission's consideration:

- Supplemental call for projects
- Definition of disadvantaged community
- Selection criteria and weighting
- Minimum project size

The supplemental application and guidelines for Cycle 2 of the 2015 Fresno Council of Governments Regional Competitive Active Transportation Program were revised and adopted after undergoing an open and transparent process that involved the members of the ATP Multidisciplinary Advisory Group and were taken through the various regional committee processes that allowed for public involvement and comment. No formal comments were received.

Included with this letter are the following attachments;
Attachment A – Summary of Revisions to the Cycle 2 Regional ATP Guidelines

City of Clovis
City of Coalinga
City of Firebaugh
City of Fowler
City of Fresno
City of Huron
City of Kerman
City of Kingsburg
City of Mendota
City of Orange Cove
City of Parlier
City of Reedley
City of San Joaquin
City of Sanger
City of Selma
County of Fresno

Attachment B – Revised 2015 Cycle 2 Fresno COG Regional Competitive ATP Guidelines
Attachment C – Revised 2015 Cycle 2 Fresno COG Regional Competitive ATP Supplemental Application
Attachment D – List of the Fresno COG Regional Competitive ATP Multi-Disciplinary Advisory Group members
Attachment E – Resolution 2015-13, signed on May 28, 2015 by the Fresno COG Policy Board for the adoption of the Revised 2015 Cycle 2 Fresno COG Regional Competitive ATP Guidelines

This information is also available online at the Fresno COG website at www.fresnocog.org.

If any additional information is needed or if you should have any questions or comments, please feel free to call Melissa Garza at (559) 233-4148, ext. 210.

Sincerely,

Tony Boren

Tony Boren, Executive Director
Fresno Council of Governments

cc: Laurel Janssen, California Transportation Commission
Laurie Waters, California Transportation Commission

ATTACHMENT A

Summary of Revisions to the Cycle 2 Regional ATP Guidelines

Summary of Changes to Cycle 2 of the 2015 Fresno COG Active Transportation Program Regional Guidelines

SECTION OF THE GUIDELINES	2014 CYCLE 1	2015 CYCLE 2
Milestone Dates	Call for Projects June 26th – August 27th, 2014	**ADJUSTED:** Call for Projects: June 26th-August 7th, 2015 *(Page 3-4 of Guidelines)*
Matching Requirements (to be further updated)	Must include at least 11.47% in matching funds to be eligible. However projects predominantly benefiting a disadvantaged community only need to meet one of the three following options: either provide a local match of at least 11.47%, provide proof that the project is shovel ready or provide proof that the implementing agency has and will continue to partner with an outside agency to implement the project, such as a school district.	**SUBSTATIVE CHANGE:** Eliminates match requirement to be consistent with the statewide guidelines and further adds (in the scoring criteria) that points will be awarded based on the amount of the non-ATP funding pledged/leveraged to the project, *see scoring criteria under Leveraging of non-ATP funds:* *(Page 5 of Guidelines)*
Minimum Request	No minimum fund award request required	**NO UPDATE:** No minimum fund award request required *(Page 5 of Guidelines)*
Maximum Request	No Maximum, but encouraged establishing an ATP funding maximum not to exceed $1 million per project	**TECHNICAL CORRECTION:** "Encourage" ATP fund awards of $1 million or less per project *(Page 5 of Guidelines)*
Funding Set-Asides	No set-aside or minimum requirement for SRTS, Recreational Trails or Active Transportation Plans	**NO UPDATE:** No set-aside or minimum requirement for SRTS, Recreational Trails or Active Transportation Plans *(Page 5 of Guidelines)*
Disadvantaged Communities	Median household income is less than 80% of statewide median or Lowest 10% of CalEnviroScreen or 75% of public school students are eligible to receive free or reduced-price meals	**UPDATED TO BE CONSISENT WITH THE STATEWIDE GUIDELINES:** For a project to contribute toward the Disadvantaged Communities funding requirement of 25%, the project must clearly demonstrate a direct, meaningful, and assured benefit to a community that meets any of the following criteria: (1) an area where median household income is 80% or less the statewide average **(no change);**

		(2) an area among the 25% most disadvantaged areas per the CalEnviroScreen scoring tool **(changed from 10% to 25% to be consistent with the statewide guidelines)**; (3) an area where at least 75% of public school students qualify for free or reduced price meals **(no change);**. **THE FOLLOWING CHANGE IS NEW AND CONSIDERED A SUBSTANTIVE CHANGE:** In order for a project to qualify for "severely" disadvantaged community status, it must clearly demonstrate a direct, meaningful, and assured benefit to a community in an area identified as among the most disadvantaged **10%** in the state according to the CalEPA and based on the latest versions of the California Communities Environmental Health Screening Tool (CalEnviroScreen) scores. *(Page 9 of Guidelines)*
Project Application	10 hard copies and one electronic copy (via cd or portable hard drive) of a complete application. Applications must be submitted by the application deadline.	**UPDATED:** 7 hard copies and one electronic copy (via cd or portable hard drive) of a complete application. Applications must be postmarked by the application deadline. ** The scoring committee should be set at 7 scorers *Page 10 of Guidelines*
Scoring Criteria	Benefit to disadvantaged communities. **(0 to 10 points)**	**SUBSTANTIVE CHANGE:** 1. Benefit to "disadvantaged communities". **(0 to 5 points)** 2. Benefit to "severely disadvantaged communities". **(5 to 10 points)** **Description of update:** 1. Benefit to disadvantaged communities change point structure from **(0 to 10 points)** to **(0 to 5 points)** 2. NEW CRITERIA added that would allow projects that are in "severely disadvantaged communities" to qualify for **5 to 10 points** if the project/program/plan proposed warrants the points and provides a direct,

		meaningful, and assured benefit to members of a "severely disadvantaged community". *The definition for a severely disadvantaged community, includes areas identified as among the most disadvantaged **10%** in the state according to the CalEPA and based on the latest version of the California Communities Environmental Health Screening Tool (CalEnviroScreen) scores* *(Page 11 of Guidelines)*
Scoring Criteria	No criteria for leveraging non-ATP funds	**UPDATED: NEW AND UPDATED FOR CONSISTENCY WITH THE STATEWIDE GUIDELINES:** Leveraging of non-ATP funds on the ATP project scope proposed. **(0 to 5 points)** Points will be awarded based on the amount of the non-ATP funding pledged to the project, as follows: 1 point: For committing the leveraging funds to a phase(s) of the project where the applicant is requesting new ATP funding. (i.e. not for the completion of a prior phase.) The committed funding must be at least 1% of the total ATP funding requested for the project. Plus: 1 point: 1% to 11.4% of total project cost 2 points: 11.5% to 14.9% of total project cost 3 points: 15% to 19.9% of total project cost 4 points: 20% or more of total project cost *(Page 12 of Guidelines)*
Scoring Criteria	A category included that provides points for shovel ready projects	**UPDATED:** Eliminate the "shovel ready" category from scoring criteria *(Page 12 of Guidelines)*
Project Evaluation Committee		**UPDATED: NEW REQUIREMENT:** Members are not allowed to provide input, verbally or in writing, regarding their project/plan/program during the evaluation period. *(Page 13 of Guidelines)*

Funding Active Transportation Plans (up to 5%)	No fund set-aside for active transportation plans	**NEW AND ADDED FOR CONSISTENCY WITH STATEWIDE GUIDELINES:** No set-aside for active transportation plans; however, the statewide guidelines state that a large MPO, such as Fresno COG, in administering its portion of the program, may make up to 3% of its funding available for active transportation plans in disadvantaged communities within the MPO boundaries. Though, Fresno COG does not intend to set-aside funding for active transportation plans, no more than 3% of the total ATP regional funds should be used to fund active transportation plans in disadvantaged communities. *The CTC intends to decrease this set aside to 2% in the 2017 cycle, and reassess the set aside for plans in future program cycles.* *(Page 19 of Guidelines)*
Supplemental Application/Questionnaire		UPDATED: NEW OPTION ADDED: **Project Phasing and Segmentation** Agencies are now allowed to phase or segment a project for the Regional ATP if the project was submitted and considered in the statewide call for projects. The agency must show that the project phase or segment submitted for consideration in the Regional ATP is a functional segment and meets all eligibility requirements for ATP funding. In addition, the agency must include a detailed description of the changes proposed, revised project cost estimates, and cost/benefits changes associated with the revision(s). ***This option was recommended after the Cycle 1 process because projects well over $1 million that were submitted to the statewide call, and were not successful, did not have an option to reduce the project funding request for the Regional ATP. It is possible that the funding request may have been considered too large for the amount of funding available in the Regional ATP.*

ATTACHMENT B

Revised

2015 Cycle 2 Fresno COG Regional Competitive ATP

Guidelines

Fresno Council of Governments

Cycle 2

2015 REGIONAL COMPETITIVE
ACTIVE TRANSPORTATION PROGRAM

GUIDELINES
Adopted by Fresno COG Policy Board on 5-28-15

To be approved by the
California Transportation Commission 6-24-15

TABLE OF CONTENTS

Introduction	
Background	3
Program Goals	3
Program Schedule	3
Funding	
Source	4
Distribution	5
Matching Requirements	5
Reimbursement	5
Minimum and Maximum Funding Award Request	5
Funding Set-Asides	5
Eligibility	
Eligible Applicants	6
Partnering with Implementing Agencies	7
Eligible Projects	7
Example Projects	8
Project Type Requirements	9
Disadvantaged Communities	9
Project Selection Process	
Regional Competitive ATP Project Selection	9
Project Application	10
Screening Criteria	10
Scoring Criteria	11
Project Evaluation Committee	13
Programming	13
Contingency Project List	14
Allocations	14
Project Delivery	15
Project Inactivity	16
Federal Requirements	16
Design Standards	16
Project Reporting	16
Roles and Responsibilities	
California Transportation Commission (CTC)	17
California Department of Transportation (Caltrans)	18
Metropolitan Planning Organizations (MPOs) with large urbanized areas	18
Project Applicant	19
Regional Active Transportation Plan	19
Program Evaluation	19

DRAFT

INTRODUCTION

BACKGROUND

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

These guidelines describe the policy, standards, criteria, and procedures for the development, adoption and management of the Regional Competitive Fresno Council of Governments (FCOG) Active Transportation Program. The guidelines were developed in consultation with FCOG's Programming Sub-Committee and an Active Transportation Program Multidisciplinary Advisory Group (MAG). The MAG includes a representative from Caltrans, other government agencies, and active transportation stakeholder organizations with expertise in public health and pedestrian and bicycle issues, including Safe Routes to School programs.

The California Transportation Commission (CTC) must approve these guidelines so that FCOG may carry out the Active Transportation Program at the Metropolitan Planning Organization (MPO) level.

PROGRAM GOALS

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

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

PROGRAM SCHEDULE

The Cycle 2 Statewide guidelines for the 2015 two-year program of projects were adopted on March 26, 2015 by the CTC. This second program of projects must be adopted by the CTC by December 2015. Subsequent programs must be adopted no later than April 1 of each odd-numbered year; however, the CTC may alternatively elect to adopt a program annually.

The following schedule lists the major milestones for the development and adoption of the 2015 Active Transportation Program:

- CTC adopts ATP Fund Estimate – March 26, 2015
- FCOG DRAFT ATP Regional Guidelines to TTC/PAC for approval – May 15, 2015
- FCOG DRAFT ATP Regional Guidelines to FCOG Policy Board for adoption – May 28, 2015
- Submit FCOG ATP Regional Guidelines to CTC – June 1, 2015
- CTC approves or rejects FCOG Final ATP Regional Guidelines – June 24-25, 2015
- Regional Competitive FCOG ATP Call for Projects – June 26-August 7, 2015

DRAFT

- CTC staff recommendation for statewide portions of the ATP – September 15, 2015
- FCOG Multidisciplinary Advisory Group reviews and scores regional level projects – September 15-23, 2015
- FCOG selected draft project list to TTC/PAC for recommendation of approval – October 9, 2015
- CTC adopts statewide ATP program of projects – October 21-22, 2015
    - *Projects not selected in statewide program compete in the FCOG Regional ATP*
- FCOG selected draft project list to FCOG Policy Board for adoption – October 29, 2015
- Deadline for MPO project programming recommendations to CTC – November 16, 2015
- CTC adopts MPO selected projects – December 9-10, 2015
- FCOG programs selected ATP projects as an amendment to the2015 FTIP-February 2015

FUNDING

SOURCE

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

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

In addition to furthering the goals of this program, all Active Transportation Program projects must meet eligibility requirements specific to at least one Active Transportation Program funding source.

DISTRIBUTION

Active Transportation Program (ATP) funds from the State of California provide an important funding source for active transportation projects. State and federal law segregate the Active Transportation Program into multiple, overlapping components. The Active Transportation Program Fund Estimate must indicate the funds available for each of the program components.

Forty percent of ATP funds must be distributed to Metropolitan Planning Organizations (MPO) in urban areas with populations greater than 200,000. These funds must be distributed based on total MPO population.

Per the 2015 ATP Fund Estimate, $3.9 million will be available in the second cycle, that is, $1.9 million per year for Fiscal Year 16/17, 17/18, and 18/19 for the Fresno COG Regional Competitive ATP for FCOG. Per Senate Bill 99, ATP guidelines include a process to ensure that no less than 25 % of overall program funds shall benefit disadvantaged communities.

The funds programmed and allocated under this paragraph must be selected through a competitive process by the MPOs in accordance with these guidelines. Projects selected by MPOs may be in either large urban, small urban or rural areas.

MATCHING REQUIREMENTS

Although FCOG encourages the leveraging of additional funds for a project submitted to the regional competitive ATP, matching funds are not required to be eligible. **However, if an agency chooses to provide match funds, points will be awarded based on the amount of the non-ATP funding pledged to the project.** Matching funds cannot be expended prior to the CTC allocation of Active Transportation Program funds in the same project phase (permits and environmental studies; plans, specifications, and estimates; right-of- way; and construction). Matching funds must be expended concurrently and proportionally to the Active Transportation Program funds. Matching funds may be adjusted before or shortly after contract award to reflect any substantive change in the bid compared to the estimated cost of the project. This is applicable to all project categories. The source of the matching funds may be any combination of local, private, state or federal funds.

REIMBURSEMENT

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

MINIMUM FUNDING AWARD REQUEST

There is no minimum ATP award request required for FCOG's Regional Competitive ATP which is different than the statewide requirement. This applies to all project categories.

MAXIMUM FUNDING AWARD REQUEST

FCOG "encourages" ATP funding awards of $1,000,000 or less per project**.**

FUNDING SET-ASIDES

The Fresno COG Regional Competitive ATP does not include any set-aside funding for Safe Routes to School projects, Recreational Trails projects, or Active Transportation Plans. These infrastructure, Non-Infrastructure and combined Infrastructure/Non-Infrastructure projects will compete within the same funding source and will be scored accordingly.

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

Trail projects that are primarily recreational should meet the federal requirements of the Recreational Trails Program as such projects may not be eligible for funding from other sources (http://www.fhwa.dot.gov/environment/recreational_trails/).

A city, county, county transportation commission, regional transportation planning agency, MPO, school district, or transit district may prepare an active transportation plan (bicycle, pedestrian, safe-routes-to-

DRAFT

school, or comprehensive). An active transportation plan prepared by a city or county may be integrated into the circulation element of its general plan or a separate plan which is compliant or will be brought into compliance with the Complete Streets Act, Assembly Bill 1358 (Chapter 657, Statutes of 2008). An active transportation plan must include, but not be limited to, the following components or explain why the component is not applicable:

Funding for active transportation plans must be consistent with the plan requirements identified in the CTC adopted ATP Guidelines. Please refer to the section PROJECT APPLICANT on page 19 for more information regarding the funding of plans.

ELIGIBILITY

ELIGIBLE APPLICANTS

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

- Local, Regional or State Agencies-Examples include city, county, MPO*, and Regional Transportation Planning Agency.
- Transit Agencies -Any agency responsible for public transportation that is eligible for funds under the Federal Transit Administration.
- Natural Resource or Public Land Agencies -Federal, Tribal, State, or local agency responsible for natural resources or public land administration. Examples include:
    - State or local park or forest agencies
    - State or local fish and game or wildlife agencies
    - Department of the Interior Land Management Agencies
    - U.S. Forest Service
- Public schools or School districts.
- Tribal Governments -Federally-recognized Native American Tribes.
- Private nonprofit tax-exempt organizations may apply for recreational trails and trailheads, park projects that facilitate trail linkages or connectivity to non-motorized corridors, and conversion of abandoned railroad corridors to trails. Projects must benefit the general public, and not only a private entity.
- Any other entity with responsibility for oversight of transportation or recreational trails that the CTC determines to be eligible.

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

As noted above, all applicants must comply with the federal aid process. Agencies applying for infrastructure funding that are not familiar with the federal aid process and federal policies and

DRAFT

procedures shall partner with a local agency that possesses expertise in these funding program requirements. See below for more information on partnering opportunities.

PARTNERING WITH IMPLEMENTING AGENCIES

Entities that are unable to apply for Active Transportation Program funds or that are unable to enter into a Master Agreement with the State must partner with an eligible applicant that can implement the project. Entities that are unfamiliar with the requirements to administer a Federal-Aid Highway Program project may partner with an eligible applicant that can implement the project. If another entity agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement (e.g., letter of intent) must be submitted with the project application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the request for allocation.

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

ELIGIBLE PROJECTS

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

- Infrastructure Projects: Capital improvements that will further the goals of this program. This typically includes the environmental, design, right -of-way and construction phases of a capital (facilities) project. A new infrastructure project will not be programmed without a complete project study report (PSR) or PSR equivalent. The application will be considered a PSR equivalent if it defines and justifies the project scope, cost and schedule. The PSR or equivalent may focus on the project components proposed for programming, it must provide at least a preliminary estate of costs for all components. PSR guidelines are posted on the CTC's website: http://www.catc.ca.gov/programs/ATP.htm

  A capital improvement that is required as a condition for private development approval or permits is not eligible for funding from the Active Transportation Program.

- Plans: The development of a community wide bicycle, pedestrian, safe routes to school, or active transportation plan in a disadvantaged community.

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

EXAMPLE PROJECTS

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

eligible if they further the goals of the program. Important—components of an otherwise eligible project may not be eligible. For information on ineligible components, see the Caltrans Local Assistance/ATP website.

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

PROJECT TYPE REQUIREMENTS

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

DRAFT

DISADVANTAGED COMMUNITIES

For a project to contribute toward the Disadvantaged Communities funding requirement of 25%, the project must clearly demonstrate a direct, meaningful, and assured benefit to a community that meets any of the following criteria:

- The median household income is less than 80% of the statewide median based on the most current census tract level data from the American Community Survey. Data is available at http://factfinder2.census.gov/faces/nav/jsf/pages/index.xhtml
- An area identified as among the most disadvantaged 25% in the state according to the CalEPA and based on the latest versions of the California Communities Environmental Health Screening Tool (CalEnviroScreen) scores. This list can be found at the following link under SB 535 List of Disadvantaged Communities: http://www.calepa.ca.gov/EnvJustice/GHGInvest/
    - In order for a project to qualify for "severely" disadvantaged community status, it must clearly demonstrate a direct, meaningful, and assured benefit to a community in an area identified as among the most disadvantaged **10%** in the state according to the CalEPA and based on the latest versions of the California Communities Environmental Health Screening Tool (CalEnviroScreen) scores.
- At least 75% of public school students in the project area are eligible to receive free or reduced-price meals under the National School Lunch Program. Data is available at http://www.cde.ca.gov/ds/sd/sd/filessp.asp. Applicants using this measure must indicate how the project benefits the school students in the project area or, for projects not directly benefiting school students, explain why this measure is representative of the larger community.

If a project applicant believes a project benefits a disadvantaged community but the project does not meet the aforementioned criteria, the applicant must submit for consideration a quantitative assessment of why the community should be considered disadvantaged, or how the project connects a disadvantaged community to outside resources or amenities.

PROJECT SELECTION PROCESS

REGIONAL COMPETITIVE ATP PROJECT SELECTION

The project applications received in this competitive process will be considered along with those not selected through the statewide competition. In administering a competitive selection process, FCOG will use a multidisciplinary advisory group (MAG) to assist in evaluating project applications. Following the competitive selection process, FCOG will submit its programming recommendations to the CTC along with:

- Project applications that were not submitted through the statewide program
- List of the members of its multidisciplinary advisory group
- Description of unbiased project selection methodology
- Program spreadsheet with the following elements
    - All projects evaluated
    - Projects recommended with total project cost, request amount, fiscal years
- Board resolution approving program of projects
- Updated Project Programming Requests (PPRs)

DRAFT

PROJECT APPLICATION

The FCOG Regional Competitive Active Transportation Program project applications and supporting information are available at: www.fresnocog.org/ftip.

Projects not selected for programming in the statewide competition must be considered in the FCOG Regional Competitive ATP and must include a supplemental application. Per the CTC's guidelines, a copy of the application submitted to the state MUST be submitted to FCOG at the same time.

A project application must include the signature of the Chief Executive Officer or other officer authorized by the applicant's governing board. Where the project is to be implemented by an agency other than the applicant, documentation of the agreement between the project applicant and implementing agency must be submitted with the project application. A project application must also include documentation of all other funds committed to the projects. All letters of support and resolutions must be included with the application and not mailed separately.

Project applications should be addressed or delivered to:
Fresno Council of Governments
Attn: Melissa Garza
2035 Tulare Street Suite 201
Fresno, CA 93721

Please submit 7- hard copies and one electronic copy (via cd or portable hard drive) of a complete application. Applications must be postmarked by the application deadline. .

For questions or concerns, please contact Melissa Garza at mgarza@fresnocog.org or Lindsey Chargin at lindseyc@fresnocog.org. You may also contact us by phone at 559-233-4148.

SCREENING CRITERIA

Demonstrated needs of the applicant: A project that is already fully funded will not be considered for funding in the Active Transportation Program. ATP funds cannot be used to supplant other committed funds.

Projects must be consistent with FCOG's Regional Transportation Plan (RTP): All projects submitted should be "consistent" with the relevant adopted regional transportation plan that has been developed and updated pursuant to Government Code Section 65080. Applicants must provide the supporting language cited from the adopted RTP that shows that the submitted project is consistent with the plan.

Applications will be screened for eligibility. Applications will be removed from the competitive process if found ineligible based on the guidelines/ criteria, and if the project application is incomplete. Projects not selected for programming in the statewide competition, but deemed eligible for the regional program will be considered; however, applicants will be required to complete and attach the FCOG supplemental application.

SCORING CRITERIA

Proposed projects will be scored and ranked on the basis of applicant responses to the below criteria. Project programming recommendations may not be based strictly on the rating criteria given the various

DRAFT

components of the Active Transportation Program and requirements of the various fund sources.

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

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

3. Public participation and Planning**. (0 to 15 points)**

    a. Identification of the community-based public participation process that culminated in the project proposal, which may include noticed meetings and consultation with local stakeholders. Project applicants must clearly articulate how the local participation process (including the participation of disadvantaged community stakeholders) resulted in the identification and prioritization of the proposed project.
    b. For projects costing $1 million or more, an emphasis will be placed on projects that are prioritized in an adopted city or county bicycle transportation plan, pursuant to Section 891.2, pedestrian plan, safe routes to school plan, active transportation plan, trail plan, or circulation element of a general plan that incorporated elements of an active transportation plan*. In future funding cycles, the CTC expects to make consistency with an approved active transportation plan a requirement for large projects.*

4. Improved public health through the targeting of populations with high risk factors for obesity, physical inactivity, asthma or other health issues, with a description of the intended health benefits of the proposed project. **(0 to 10 points)**

5. Benefit to "disadvantaged communities". **(0 to 5 points)**
   Applicants must:

    a. Demonstrate how the project connects the disadvantaged community(ies) to commonly identified resources or amenities such as medical facilities, employers, parks, community centers and grocery stores.
    b. Provide a map that delineates the specific disadvantaged census tract(s) or school(s) that will benefit from the project in relationship to the project site.

6. Benefit to "severely disadvantaged communities". **(5 to 10 points)**
   Applicants must:

    a. Demonstrate how the project connects the disadvantaged community(ies) to commonly identified resources or amenities such as medical facilities, employers, parks, community centers and grocery stores.
    b. Provide a map that delineates the specific disadvantaged census tract(s) or school(s) that will benefit from the project in relationship to the project site.

DRAFT

7. Cost-effectiveness. **(0 to 10 points)**

    a. Applicants must discuss the relative costs and benefits of the range of alternatives considered as well as quantify the safety and mobility benefit in relationship to both the total project cost and the funds provided.

    Caltrans has developed a first generation benefit/cost model for infrastructure and non-infrastructure active transportation projects in order to improve information available to decision makers at the state and MPO level. Applicants must use the benefit/cost model for active transportation projects developed by Caltrans when responding to this criterion (a link to the model is posted on the Commission's website under Programs/ATP). Applicants are encouraged to provide feedback on instructions, ease of use, inputs, etc. This input will be useful in determining future revisions of the model.

8. Leveraging of non-ATP funds on the ATP project scope proposed. **(0 to 5 points)**

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

    The California Conservation Corps can be contacted at atp@ccc..ca.gov. Qualified Community conservation corps can be contacted at inquiry@atpcommunitycorps.org.

    Direct contracting with the California Conservation Corps or a qualified community conservation corps without bidding is permissible provided that the implementing agency demonstrates cost effectiveness per 23 CFR 635.204 and obtains approval from Caltrans. A copy of the agreement between the implementing agency and the proposed conservation corps must be provided to Caltrans.

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

PROJECT EVALUATION COMMITTEE

FCOG formed a Multidisciplinary Advisory Group (MAG) to assist in the development of the guidelines, scoring criteria and will participate in the evaluation of the project applications. In forming the MAG, staff sought participants with expertise in bicycling and pedestrian transportation, including Safe Routes to Schools type projects, and in projects benefiting disadvantaged communities. The representatives are geographically balanced representing tribal agencies, state agencies, FCOG, local jurisdictions in Fresno County, and non-governmental organizations. Priority for participation in the MAG was given to those who would not represent a project applicant, or would not benefit from projects submitted by others; if they do, they must recuse themselves from scoring their application. In addition, members are not

allowed to provide input, verbally or in writing, regarding their project/plan/program during the evaluation period.

The MAG will prioritize, rank the applications, and ensure that 25% of available funds are dedicated to projects and programs benefiting Disadvantaged Communities as identified in the CTC ATP guidelines. The MAG will then present the recommended project list to the Programming Subcommittee, TTC, PAC and to the Policy Board for approval before requesting final approval from the CTC of the program of projects.

PROGRAMMING

The Active Transportation Program must be developed consistent with the fund estimate and the amount programmed in each fiscal year must not exceed the amount identified in the fund estimate.

The program of projects for each fiscal year will include, for each project, the amount to be funded from the Active Transportation Program, and the estimated total cost of the project. In the case of a large project delivered in segments, include the total cost of the segment for which ATP funds are requested. Project costs in the Active Transportation Program will include costs for each of the following components:

(1) Permits and environmental studies;
(2) Plans, specifications, and estimates;
(3) Right-of-way
(4) Construction

The cost of each project component will be listed in the Federal Transportation Improvement Program (FTIP) no earlier than in the fiscal year in which the particular project component can be implemented.

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

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

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

Program. For federal discretionary funds, the commitment may be by federal approval of a full funding grant agreement or by grant approval.

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

CONTINGENCY PROJECT LIST

FCOG will adopt a list of projects for programming the Regional Competitive ATP that is financially constrained with the amount of ATP funding available (as identified in the CTC's approved ATP Fund Estimate). In addition, FCOG will include a list of contingency projects, ranked in priority order based on the project's evaluation score. FCOG intends to fund projects on the contingency list should there be any project failures in the Cycle 2 Regional Competitive ATP. This will ensure that the regional competitive ATP will fully use all ATP funds.

ALLOCATIONS

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

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

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

In order to ensure the timely use of all program funds, the CTC will, in the last quarter of the fiscal year, allocate funds to projects programmed in a future fiscal year on a first-come, first served basis. If there are insufficient funds, the CTC may delay the allocation of funds to a project until the next fiscal year without requiring an extension. Should requests for allocations exceed available capacity; the CTC will give priority to projects programmed in the current-year.

<u>Allocation requests for all ATP projects must include a recommendation by the MPO.</u>

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

DRAFT

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

Any amount allocated for environmental may also be expended for design. In addition, a local agency may expend an amount allocated for environmental, design, right of way, or construction for another allocated project component, provided that the total expenditure shifted to a component in this way is not more than 20 percent of the amount actually allocated for either component. This means that the amount transferred by a local agency from one component to another may be no more than 20 percent of whichever of the components has received the smaller allocation from the Commission.

PROJECT DELIVERY

Active Transportation Program allocations must be requested in the fiscal year of project programming, and construction allocations are valid for award for six months from the date of allocation unless the CTC approves an extension. Applicants may submit and the CTC will evaluate extension requests in the same manner as for STIP projects (see section 66 of the STIP guidelines) **except** that extension to the period for project allocation and for project award will be limited to twelve months. Extension requests for all ATP projects must include a recommendation by FCOG, consistent with the preceding requirements.

If there are insufficient funds, the CTC may delay the allocation of funds to a project until the next fiscal year without requiring an extension.

Whenever programmed funds are not allocated within the fiscal year they are programmed or within the time allowed by an approved extension, the project will be deleted from the Active Transportation Program. Funds available following the deletion of a project may be allocated to a programmed project advanced from a future fiscal year. FCOG, in administering its competitive portion of the Active Transportation Program, must determine which projects to advance and make that recommendation to the CTC. Unallocated funds in one fiscal year will carry over and be available for projects in the following fiscal year.

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

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

It is incumbent upon the implementing agency to develop accurate project cost estimates. If the amount of a contract award is less than the amount allocated, or if the final cost of a component is

less than the amount allocated, the savings generated will not be available for future programming.

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

FEDERAL REQUIREMENTS

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

DESIGN STANDARDS

Streets and Highways Code Section 891 requires that all city, county, regional, and other local agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted utilize all minimum safety design criteria established by Caltrans, except that an agency may utilize other minimum safety design criteria if specific conditions are met, as described in Streets and Highways Code Section 891(b). Refer to the CTC guidelines; section VII, for specific requirements.

PROJECT INACTIVITY

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

PROJECT REPORTING

As a condition of the project allocation, the CTC will require the implementing agency to submit semi-annual reports on the activities and progress made toward implementation of the project and a final delivery report. An agency implementing a project from the FCOG Regional Competitive ATP must submit copies of its semi-annual reports and of its final delivery report to FCOG. The purpose of the reports is to ensure that the project is executed in a timely fashion and is within the scope and budget identified when the decision was made to fund the project.

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

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

DRAFT

- Actual use of the California Conservation Corps or qualified community conservation corps as compared to the use described in the project application.

Please note that the final delivery report required by this section is in addition to the aforementioned Final Report of Expenditures.

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

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

ROLES AND RESPONSIBILITIES

CALIFORNIA TRANSPORTATION COMMISSION (CTC)

The CTC responsibilities include:

- Adopt guidelines and policies for the Active Transportation Program.
- Adopt Active Transportation Program Fund Estimate.
- Evaluate, score and rank projects, including forming and facilitating the Project Evaluation Committee.
- Recommend and adopt a program of projects, including:
    - The statewide component of the Active Transportation Program,
    - The small urban and rural component of the Active Transportation Program and,
    - <u>The MPO selected portion of the program based on the recommendations of the MPOs.</u>
    - Ensure that at least 25% of the funds benefit disadvantage communities.
- Post recommendations and final adopted list of approved projects on the Commission's website
- Allocate funds to projects.
- Evaluate and report to the legislature.

CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS)

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

- Assist in the Project Evaluation process as a member of the MAG.
- Perform eligibility and deliverability reviews of Active Transportation Program projects and inform the CTC of any identified issues as they arise.
- Recommend project allocations (including funding type) to the Commission)
- Track and report on project implementation, including project completion.
- Audit a selection of projects.
- Serve as the main point of contact in project implementation

DRAFT

METROPOLITAN PLANNING ORGANIZATIONS (MPOS) WITH LARGE URBANIZED AREAS

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

- Ensure that at least 25% of the funds in the FCOG call for projects benefit disadvantage communities.
- FCOG is using a different definition of a disadvantaged community, project selection criteria, weighting, and minimum project size for its regional competitive ATP selection process than the statewide guidelines. Therefore, FCOG must obtain CTC approval prior to the regional call for projects.
- The projects within FCOG boundaries that were not selected through the statewide competition must be considered along with those received in the supplemental call for projects. FCOG must notify the CTC of their intent to have a supplemental call no later than the application deadline.
- In administering a regional competitive ATP selection process, FCOG must use a multidisciplinary advisory group to assist in evaluating project applications.
- In administering a regional competitive ATP selection process, FCOG must explain how the projects recommended for programming include a broad spectrum of projects to benefit pedestrians and bicyclists. The explanation must include a discussion of how the recommended projects benefit students walking and cycling to school.
- FCOG elects to have a contingency list of projects to be amended into the program in the event a programmed project is delivered for less or fails. FCOG will approve and recommend such amendments for Commission approval. This contingency list will be provided to the Commission and will be in effect only until the adoption of the next statewide program.
- Recommend allocation requests for a project in the FCOG regional competitive ATP.
- Determine which projects to advance and make that recommendation to the CTC.
- Submit an annual assessment of FCOG's regional competitive ATP in terms of its effectiveness in achieving the goals of the overall Active Transportation Program.

PROJECT APPLICANT

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

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

ACTIVE TRANSPORTATION PLANS

The Active Transportation Program provides for the creation of Active Transportation Plans. Funding from the Active Transportation Program may be used to fund the development of community wide

active transportation plans in disadvantaged communities, including bike, pedestrian, safe routes to schools, or comprehensive active transportation plans. A list of the components that must be included in an active transportation plan can be found in Section 13, subsection E of the statewide guidelines.

Please note: The statewide guidelines state that a large MPO, in administering its portion of the program, may make up to 3% of its funding available for active transportation plans in disadvantaged communities within the MPO boundaries. **Although Fresno COG does not intend to set-aside funding for active transportation plans, no more than 3% of the total ATP regional funds can be used to fund active transportation plans in disadvantaged communities.** Furthermore, the CTC intends to decrease this set aside to 2% in the 2017 cycle, and reassess the set aside for plans in future program cycles. Refer to section 7 of the statewide guidelines for detailed information on "Funding for Active Transportation Plans" and the funding priorities that will be used when evaluating the potential to fund active transportation plan in disadvantaged communities.

PROGRAM EVALUATION

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

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

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

DRAFT

ATTACHMENT C

Revised

2015 Cycle 2 Fresno COG Regional Competitive ATP

Supplemental Application

Fresno Council of Governments

REGIONAL COMPETITIVE ACTIVE TRANSPORTATION PROGRAM

CYCLE 2

SUPPLEMENTAL APPLICATION

Please read the Application Instructions at
http://www.fresnocog.org/ftip
prior to filling out this application

Project name:

I. SUPPLEMENTAL QUESTIONNAIRE

Project name:

1. **Project Eligibility and Application Completeness**
   Applications will be screened for eligibility. Applications will be removed from the competitive process if found ineligible based on the guidelines and if the project application is incomplete. Projects not selected for programming in the statewide competition, but deemed eligible for the regional program, will be considered; however, applicants are required to submit this short supplemental questionnaire.

   This project was submitted to the statewide competition. Y / N ☐
   If no, please be advised that a complete application is required.

   This project meets all eligibility guidelines. Y / N ☐

   The project application is complete. Y / N ☐

2. **Recreational Trails Projects Only**

   ☐ Through consultation with the California Department of Parks and Recreation it has been determined that this project meets the federal requirements of the Recreational Trails Program.

   ☐ Not applicable

3. **Severely Disadvantaged Communities (Refers to Question #6 of the Regional Guidelines)** *(5 to10 points)*

   For a project to contribute toward the "Severely" Disadvantaged Communities points, the project must clearly demonstrate a direct, meaningful, and assured benefit to a community that meets the following criteria:

   An area identified as among the most disadvantaged **10%** in the state according to the CalEPA and based on the latest versions of the California Communities Environmental Health Screening Tool (CalEnviroScreen) scores. This list can be found at the following link under SB 535 List of Disadvantaged Communities:
   http://www.calepa.ca.gov/EnvJustice/GHGInvest/

Applicants must:

a. Demonstrate how the project connects the disadvantaged community(ies) to commonly identified resources or amenities such as medical facilities, employers, parks, community centers and grocery stores.
b. Provide a map that delineates the specific disadvantaged census tract(s) or school(s) that will benefit from the project in relationship to the project site.

☐ Project does not directly benefit a disadvantaged community(ies); therefore, does not meet the requirements for disadvantage community funding consideration.

☐ Project benefits a disadvantaged community(ies) but is not within the most severely disadvantaged 10% in the state according to the CalEPA and based on the latest versions of the CalEnviroScreen scores.

☐ Project benefits a disadvantaged community(ies) and is within the most "severely" disadvantaged 10% in the state according to the CalEPA and based on the latest versions of the CalEnviroScreen scores

4. Project Phasing and Segmentation

Agencies are allowed to phase or segment a project for the Regional ATP if the project was submitted and considered in the statewide call for projects. The agency must show that the project phase or segment submitted for consideration in the Regional ATP is a functional segment and meets all eligibility requirements for ATP funding. In addition, the agency must include a detailed description of the changes proposed, revised project cost estimates, and cost/benefits changes associated with the revision(s). The following documents must be submitted:

a. Cover letter describing in detail the project revisions and an explanation of how the revised project is a functional segment and include a description of how the project continues to meet the eligibility requirements of the ATP.
b. Revised engineer's cost estimate.
c. Revised Project Programming Request (PPR) form
d. Description of Cost/Benefit changes as a result of the project revisions.

☐ Project was submitted for consideration in the statewide call for projects and has been altered for consideration in the Regional ATP

☐ Project was submitted for consideration in the statewide call for projects and has NOT been altered for consideration in the Regional ATP

☐ Not Applicable

ATTACHMENT D

List of the Fresno COG Regional Competitive ATP Multi-Disciplinary Advisory Group Members

Fresno COG Regional ATP Cycle 2					
Multidisciplinary Advisory Group Members					
Updated 4/9/2015					
Requirement	**Agency**	**Name**			
Expertise in Bike & Ped projects	Fresno Cycling Club	Nick Paladino	ndpaladino@sbcglobal.net		
Expertise in SRTS projects	CCROPP	Genoveva Islas-Hooker	genoveva@ccropp.org		
Expertise in Disadvantaged Communities	Valley LEAP (Alternate=Leadership Counsel)	Rey Leon (Alternate = Veronica Garibay)	rleon@valleyleap.org	vgaribay@leadershipcounsel.org	
State agency	Caltrans	Pedram Mafi (Alternate=Jim Perrault)	pedram.mafi@dot.ca.gov	james.perrault@dot.ca.gov	
MPO	FCOG	Clark Thompson	clarkt@fresnocog.org		
Local jurisdictions	City of Fresno	Randy Bell (Alternates=Sara Pomare & Jill Gormley)	Randy.Bell@fresno.gov	sara.pomare@fresno.gov	jill.gormley@fresno.gov
	City of Clovis	Shonna Halterman	shonnah@cityofclovis.com		
	Fresno County	Mohammed Alimi (Alternate=Steven Son)	mohammada@co.fresno.ca.us	sson@co.fresno.ca.us	
	Westside Cities Rep.	Danny Reed	dreed@gouveiaengineering.com		
	Eastside Cities Rep.	John Robertson	john.robertson@reedley.com		
School Districts	Fresno Unified	Mary Gonzalez (Alternate=Michael Cortes)	maryj.gonzalez@fresnounified.org	michael.cortes@fresnounified.org	
	FCOE	Lisa Birrell	lbirrell@fcoe.org		
Non-governmental organizations	Maddy Institute	Mark Keppler	mkeppler@csufresno.edu		
	Table Mountain	Angela Karst	akarst@tmr.org		

Cannot participate

BEFORE THE
FRESNO COUNCIL OF GOVERNMENTS POLICY BOARD
RESOLUTION NO. 2015-13

In the Matter of:
Adoption of the Fresno COG Regional Competitive Active Transportation Program (ATP) Guidelines

WHEREAS, the Fresno Council of Governments (FCOG) is the regional transportation planning agency for Fresno County and it's fifteen cities pursuant to Government Code Section 66500 *et seq*.; and

WHEREAS, FCOG has adopted and periodically revises, pursuant to Government Code Sections 66508 and 65080, a Regional Transportation Plan (RTP); and

WHEREAS, FCOG is the designated Metropolitan Planning Organization (MPO) for Fresno County and its fifteen cities and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes federal funds; and

WHEREAS, FCOG is the designated recipient for federal funding administered by the Federal Highway Administration (FHWA) assigned to the MPO/RTPA of Fresno County for the programming of projects (regional federal funds); and

WHEREAS, the California State Legislature passed and the Governor signed into law Senate bill 99 (Chapter 359, Statutes 2013) and Assembly Bill 101 (Chapter 354, Statutes 2013) establishing the Active Transportation Program (ATP); and

WHEREAS, FCOG adopts, pursuant to Streets and Highways Code Section 2381(a)(1), an Active Transportation Program of Projects using a competitive process consistent with guidelines adopted by the California Transportation Commission (CTC) pursuant to Streets and Highways Code Section 2382(a), that is submitted to the CTC and the California Departments of Transportation (Caltrans); and

WHEREAS, FCOG has developed, in cooperation with CTC, Caltrans, tribal agencies, state agencies, local jurisdictions in Fresno County, and non-governmental organizations, program guidelines to be used in the development of the ATP; and

WHEREAS, a multi-disciplinary advisory group (MAG) evaluates and recommends candidate ATP projects for FCOG to be included in the Program of Projects; and

WHEREAS, the Active Transportation Program is subject to public review and comment.

NOW THEREFORE BE IT RESOLVED, that FCOG approves the guidelines to be used in the evaluation of candidate projects for inclusion in the FCOG Regional Competitive Active Transportation Program as set forth in Attachment A of this resolution.

BE IT FURTHER RESOLVED that the Fresno COG Executive Director or designee is granted delegated authority for non-substantive changes to the final MPO Guidelines if changes are requested by the California Transportation Commission after the Fresno COG Executive Director has consulted with the Chairs and Vice Chairs of the TTC, PAC and Policy Board.

BE IT FURTHER RESOLVED that the Executive Director or designee is authorized to revise the program of projects as necessary in accordance with the guidelines to reflect the programming of projects after the projects are selected.

BE IT FURTHER RESOLVED that Fresno COG will establish a list of contingency projects, ranked in priority order based on the project's evaluation score to be used should there be any project

ATTACHMENT E

Resolution 2015-13, signed on May 28, 2015 by the Fresno COG Policy Board for the adoption of the Revised 2015 Cycle 2 Fresno COG Regional Competitive ATP Guidelines

failures, major delays or savings in the ATP. The contingency list is valid until the adoption of the next ATP Cycle.

BE IT FURTHER RESOLVED that the Fresno COG Executive Director shall forward a copy of this resolution and such other information as may be required to the CTC, Caltrans and to such other agencies as maybe appropriate.

THE FOREGOING RESOLUTION was passed and adopted by the FCOG Policy Board on the 28th day of May, 2015.

AYES: Clovis, Coalinga, Firebaugh, Fowler, Fresno, Huron, Kerman, Kingsburg, Mendota, Orange Cove, Parlier, Reedley, San Joaquin, Sanger, Selma and Fresno County

NOES: None

ABSTAIN:

ABSENT:

Signed: _____
Amarpreet Dhaliwal, Chairman

ATTEST:
I hereby certify that the foregoing is a true copy of a resolution of the Fresno Council of Governments duly adopted at a regular meeting thereof held on the 28th day of May, 2015.

Signed:

_____
Tony Boren, Executive Director

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 25, 2015

Reference No.: 2.1w
Action

From: WILL KEMPTON
Executive Director

Subject: **AMENDMENT OF THE 2014 ATP MPO COMPETITIVE COMPONENT FOR THE METROPOLITAN TRANSPORTATION COMMISSION RESOLUTION ATP-14-02, AMENDING RESOLUTION ATP-14-01**

ISSUE:

Under Active Transportation Program (ATP) Guidelines for 2014, projects were programmed for the 2014 ATP Metropolitan Planning Organization (MPO) component at the November 2014 Commission Meeting. At that time the Metropolitan Transportation Commission (MTC) programmed 11 projects for a total of $30,979,000. This program included $7,713,000 for the Bay Area Bike Share Expansion Project. Since programming, MTC approved transitioning to a public-private partnership model for its bike share activities, making the ATP funds previously programmed to the Bay Area Bike Share Expansion Project available for projects on MTC's contingency list. Furthermore, MTC has $3,503,000 currently unprogrammed as a result of deprogramming the Santa Rosa Jennings Avenue Railroad Crossing project. Therefore, MTC has $11,216,000 available for programming to new ATP projects on the existing competitive list. To program these funds, MTC is requesting that the Commission amend the MTC 2014 ATP Program of Projects as follows:

- De-program the Bay Area Bike Share Expansion Project ($7,713,000);
- Program ATP funds totaling $11,216,000 to the following projects from MTC's contingency list of projects in competitive/priority order:
    - San Francisco Municipal Transportation Agency (SFMTA) Vision Zero Safety Investment Project ($4,058,000)
    - City of Oakland Improvements for Safe Routes to School Project ($1,236,000)
    - Contra Costa County Port Chicago Highway and Willow Pass Road Bicycle and Pedestrian Facility Project ($800,000)
    - City of Oakland High Street - Courtland Avenue – Ygnacio Avenue Intersection Improvements Project ($1,128,000)
    - Alameda County Ashland Avenue Bicycle and Pedestrian Safe Routes to School Project ($708,000)
    - Pleasant Hill Contra Costa Boulevard Improvements from Beth to Harriet Project ($1,556,000)
    - Sonoma County Safe Routes to School High School Pilot Project ($872,000)

- Alameda County Hillside Elementary School Safe Routes to School Project ($858,000)

RECOMMENDATION:

Commission staff recommends that the Commission de-program $7,713,000 in competitive funds for the Bay Area Bike Share Expansion Project and program ATP funds totaling $11,216,000 to the eight projects listed above.

BACKGROUND:

The ATP was created by Senate Bill 99 and Assembly Bill 101 to encourage increased use of active modes of transportation, such as biking and walking. State and federal law segregates the ATP into multiple, overlapping components. Forty percent of ATP funds are distributed to MPOs in urban areas with populations greater than 200,000. The projects programmed through the ATP MPO component must be selected through a competitive process by the MPOs in accordance with the ATP Guidelines. MPOs may elect to have a contingency list of projects to be amended into the program in the event a programmed project is delivered for less or fails. MTC has confirmed that the projects recommended for programming in this action have been selected through a competitive process and placed on a contingency list for programming if funds become available. Commission approval must be obtained for any amendment to add projects from the MPO contingency list.

Attachments

1. CTC Resolution ATP-14-02
2. Metropolitan Transportation Commission 2014 ATP MPO Competitive Component Program Amendment Request

2014 Active Transportation Program Amendment
Metropolitan Transportation Commission MPO Component
Resolution ATP-14-02, Amending ATP-14-01

($1,000s)

ID	Co	Agency	Project Title	Total Project Cost	Total Fund Request	SOF	14-15	15-16	RW	CON	PAED	PSE	DAC	Plan	SRTS	SRTS-NI
0111	ALA	Alameda	Cross Alameda Trail (includes SRTS component)	2,520	2,231		226	2,005		2,005		226	2,231		718	123
0115	ALA	Alameda Co	Be Oakland, Be Active: A Comprehensive SRTS Program	988	988	SOF	988			988			988		988	988
0124	ALA	Berkeley	SRTS Improvements for LeConte Elementary	758	682		82	600		600		82	682		682	
0130	ALA	Livermore	Marylin Ave Elementary SRTS	359	358	SOF		358		275		83	359		358	
0138	ALA	Oakland	Lake Merritt to Bay Trail Bicycle Ped Gap Closure Project	16,212	3,210	SOF		3,210	325			2,885	3,210			
0147	CC	CCTA	Riverside Ave Ped Overcrossing	4,885	2,000			2,000		2,000			341			
0148	CC	East Bay Regional Park District	San Francisco Bay Trail, Pinole Shores to Bay Front Park	7,100	4,000		4,000			4,000						
0192	SCL	VTA	VTA's Central and South County Bicycle Corridor Plan	500	443	SOF	443			443			443	443		
0208	SM	San Mateo	City of San Mateo SRTS Program	2,515	2,515		795	1,720		2,110		405	629		2,515	390
~~0231~~	~~VAR~~	~~MTC~~	~~Bay Area Bike Share Expansion~~	~~- 19,831~~	~~- 7,713~~			~~- 7,713~~		~~- 7,713~~			~~4,628~~			
0196	SF	SFMTA	Citywide Bicycle Wayfinding	1,145	792	**SOF**		792		792			238			
	ALA	Alameda Co Pub. Works	Safe Routes to School	668	668			668		668					668	
0189	SCL	Santa Clara County	Gilroy Moves SRTS	1,876	1,876			1,876		1,876			1,876		1,876	
0200	**SF**	**SFMTA**	**Vision Zero Safety Investment Project**	**4,584**	**4,058**			**4,058**		**3,408**	**300**	**350**	**2,706**			
0136	**ALA**	**Oakland**	**City of Oakland Improvements for SRTS**	**1,496**	**1,236**			**1,236**		**1,236**			**1,236**		**1,236**	
0146	**CC**	**Contra Costa County**	**Port Chicago Highway/Willow Pass Road Bike/Ped Improvements**	**1,613**	**800**			**800**		**800**			**1,000**		**1,000**	
0131	**ALA**	**Oakland**	**High Street-Courtland Ave-Ygnacio Ave Intersection Improvements**	**1,278**	**1,128**			**1,128**		**1,128**			**1,128**		**1,128**	
0116	**ALA**	**Alameda Co Pub. Works**	**Ashland Avenue Bicycle and Pedstrian SRTS**	**910**	**708**			**708**		**708**			**708**		**708**	
0151	**CC**	**Pleasant Hill**	**Contra Costa Blvd Improvement (Beth Drive to Harriet Drive)**	**3,153**	**1,556**			**1,556**		**1,556**					**1,556**	
	SON	**Sonoma County**	**Sonoma County Safe Routes to School High School Pilot Program**	**896**	**872**			**872**		**872**					**872**	
0117	**ALA**	**Alameda Co**	**Hillside Elementary School SRTS**	**970**	**858**			**858**		**858**			**858**		**858**	
			TOTAL	**54,426**	**30,979**		**6,534**	**24,445**	**325**	**26,323**	**300**	**4,031**	**18,633**	**443**	**15,163**	**1,501**

SOF: State-only Funding. Designations apply only to 2014 ATP funds programmed on this list. Future phases may be designated differently.
RW: Right of Way Phase
CON: Construction Phase
PAED: Project Approval/Environmental Document Phase
PSE: Plans, Specifications & Estimate Phase
DAC: Benefit to Disadvantaged Communities
Plan: Active Transportation Plan
SRTS: Safe Routes to School
NI: Non-Infrastructure

June 25, 2015

CALIFORNIA TRANSPORTATION COMMISSION
Program Amendment to the 2014 Active Transportation Program (ATP) Metropolitan Planning Organization (MPO) Competitive Component for the Metropolitan Transportation Commission (MTC)
Resolution No. ATP-14-02
Amending Resolution No. ATP-14-01

1.1 WHEREAS the California Transportation Commission adopted the 2014 Active Transportation Program (ATP) Statewide and Small Urban & Rural Components under Resolution No. G-14-17 on August 20, 2014; and

1.2 WHEREAS the California Transportation Commission adopted the 2014 Active Transportation Program (ATP) MPO Component under Resolution No. G-14-25 on November 12, 2014; and

1.3 WHEREAS the MTC program of projects adopted under Resolution No. G-14-25 consisted of 11 projects including the Bay Area Bike Share Expansion Project; and

1.4 WHEREAS the California Transportation Commission adopted the Program Amendment to the 2014 ATP MPO Competitive Component for the MTC under Resolution No. ATP-14-01 on May 28, 2015; and

1.5 WHEREAS the MTC has subsequently determined that the Bay Area Bike Share Expansion Project will be transitioned to a private company and should, therefore, be de-programmed; and

1.6 WHEREAS the ATP Guidelines adopted by the Commission on March 26, 2015 under Resolution No. G-15-05 allow for the MPOs to have a contingency list of projects to be amended into the program in the event a programmed project is delivered for less or fails; and

1.7 WHEREAS the MTC has requested that eight projects from their 2014 ATP MPO Competitive Component contingency list be awarded the savings resulting from the de-programming of the Bay Area Bike Share Expansion Project and the Santa Rosa Jennings Avenue Railroad Crossing Project deprogrammed at the May 2015 Commission meeting; and

1.8 WHEREAS Commission staff, in consultation with staff from Caltrans and MTC, identified that the program amendment set forth in the attachment to this resolution is consistent with the ATP Guidelines.

2.1 NOW THEREFORE BE IT RESOLVED that the California Transportation Commission approves the program amendment as shown in strikethrough and bold on the attachment to this resolution; and

2.2 BE IT FURTHER RESOLVED that Resolution ATP-14-01 is hereby amended.

METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
TEL 510.817.5700
TTY/TDD 510.817.5769
FAX 510.817.5848
E-MAIL info@mtc.ca.gov
WEB www.mtc.ca.gov

Dave Cortese, Chair
Santa Clara County

Jake Mackenzie, Vice Chair
Sonoma County and Cities

Alicia C. Aguirre
Cities of San Mateo County

Tom Azumbrado
U.S. Department of Housing and Urban Development

Jason Baker
Cities of Santa Clara County

Tom Bates
Cities of Alameda County

David Campos
City and County of San Francisco

Dorene M. Giacopini
U.S. Department of Transportation

Federal D. Glover
Contra Costa County

Scott Haggerty
Alameda County

Anne W. Halsted
San Francisco Bay Conservation and Development Commission

Steve Kinsey
Marin County and Cities

Sam Liccardo
San Jose Mayor's Appointee

Mark Luce
Napa County and Cities

Julie Pierce
Association of Bay Area Governments

Bijan Sartipi
California State Transportation Agency

Libby Schaaf
Oakland Mayor's Appointee

James P. Spering
Solano County and Cities

Adrienne J. Tissier
San Mateo County

Scott Wiener
San Francisco Mayor's Appointee

Amy Rein Worth
Cities of Contra Costa County

Steve Heminger
Executive Director

Alix Bockelman
Deputy Executive Director, Policy

Andrew B. Fremier
Deputy Executive Director, Operations

May 29, 2015

Mr. Will Kempton
Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95812

Attn: Laurel Janssen

RE: <u>MTC Regional Active Transportation Program (Cycle 1) Amendments</u>

Dear Mr. Kempton:

The Metropolitan Transportation Commission requests amending the 2014 Cycle 1 Regional (MPO) Competitive Active Transportation Program to reflect project programming changes. The MTC approved these amendments at its meeting on May 27, 2015.

In summary, the original ATP Program included $7.7 million for the Bay Area Bike Share Expansion project. Since programming, MTC approved transitioning Bike Share to a public-private partnership model. This private company will grow the Bay Area Bike Share system to 7,000 bikes without further public investment in the defined expansion cities of San Francisco, Oakland, Berkeley, Emeryville, and San Jose. Therefore, MTC requests the California Transportation Commission amend the 2014 Cycle 1 ATP as follows, and as summarized in the attachment:

- Delete the Bay Area Bike Share Expansion project ($7.7 million);
- Add SFMTA's Vision Zero Safety Investment project ($4.0 million), which includes $3.503 million in ATP de-programmed from the Santa Rosa Jennings Avenue Railroad Crossing project at the May CTC meeting;
- Add Oakland's Improvements for Safe Routes to School project ($1.2 million);
- Add Contra Costa County's Port Chicago Highway and Willow Pass Road Bicycle and Pedestrian Facility project ($0.8 million);
- Add Oakland's High St.-Courtland Ave.-Ygnacio Ave. Intersection Improvements project ($1.1 million);
- Add Alameda County's Ashland Ave. Bicycle and Pedestrian Safe Routes to School project ($0.7 million);
- Add Pleasant Hill's Contra Costa Blvd. Improvements from Beth to Harriet project ($1.6 million);

- Add Sonoma County's Safe Routes to School High School Pilot project ($0.9 million); and
- Add Alameda County's Hillside Elementary School Safe Routes to School project ($0.9 million).

MTC chose the replacement projects based on the project's regional ATP score and deliverability. Further discussion of this amendment is available in the staff memo to the MTC Programming and Allocations Committee (http://apps.mtc.ca.gov/events/agendaView.akt?p=2408).

Project applications have already been submitted to Caltrans and CTC staff electronically. Attached to this request are revised Project Programming Request (PPR) forms for each of the revised projects.

If you have any questions about this request, please contact Kenneth Kao at (510) 817-5768, or via email at kkao@mtc.ca.gov. Thank you for your assistance.

Sincerely,

Steve Heminger
Executive Director

Attachments

cc: Sylvia Fung, Caltrans District 4 Local Assistance
Xi Zhang, Caltrans District 4 Local Assistance
April Nitsos, Caltrans HQ Local Assistance/ Active Transportation
Ted Davini, Caltrans HQ Local Assistance/ Active Transportation
Winton Emmett, Caltrans HQ Local Assistance
Greg Wong, Caltrans HQ Office of CTC Liaison
Laurel Janssen, California Transportation Commission
Laurie Waters, California Transportation Commission

J:\PROJECT\Funding\T4-MAP21\MAP21 - TAP and ATP\ATP\Regional ATP\2014 rATP (Cycle 1)\Final Submittal\Amendment 2015-05\Ltr- rATP1 Amendment 2015-05.docx

Attachment B
Metropolitan Transportation Commission
2014 Active Transportation Program (ATP)
Cycle 1
FY 2014-15 and FY 2015-16
Regional ATP Cycle 1 list of Projects
May 2015

MTC Resolution No. 4132
Attachment B
Adopted: 04/23/14-C
Revised: 09/24/14-C
04/22/15-C
05/27/15-C

Regional ATP Cycle 1 Projects

County	Implementing Agency	Project	Regional ATP
Alameda	Alameda (City)	Cross Alameda Trail (includes SRTS component)	$2,231,000
Alameda	Alameda County	Be Oakland, Be Active: A Comprehensive SRTS Program	$988,000
Alameda	Berkeley	LeConte Elementary Schools SRTS Imps.	$682,000
Alameda	Livermore	Marylin Avenue Elementary Safe Routes to School	$358,000
Alameda	Oakland	Lake Merritt to Bay Trail Bike/Ped Gap Closure (PS&E/ROW)	$3,210,000
Contra Costa	CCTA	Riverside Ave Ped Overcrossing Replacement	$2,000,000
Contra Costa	EBRPD	San Francisco Bay Trail, Pinole Shores to Bay Front Park	$4,000,000
~~Regional~~	~~MTC~~	~~Bay Area Bike Share Expansion~~	~~$0~~
San Mateo	San Mateo (City)	City of San Mateo Safe Routes to School Program	$2,515,000
Santa Clara	Santa Clara VTA	Central and South County Bicycle Corridor Plan	$443,000
San Francisco	SFMTA	San Francisco Citywide Bicycle Wayfinding	$792,000
Alameda	Alameda County	Safe Routes to School Alameda County	$668,000
Santa Clara	Santa Clara County	Gilroy Moves! (SRTS)	$1,876,000
San Francisco	SFMTA	Vision Zero Safety Investment	$4,058,000
Alameda	Oakland	City of Oakland Improvements for SRTS	$1,236,000
Contra Costa	Contra Costa County	Port Chicago Hwy and Willow Pass Rd Bike/Ped Facility	$800,000
Alameda	Oakland	High St-Courtland Ave-Ygnacio Ave Intersection Imps.	$1,128,000
Alameda	Alameda County	Ashland Ave. Bicycle and Pedestrian SRTS	$708,000
Contra Costa	Pleasant Hill	Contra Costa Blvd. Improvements (Beth-Harriet)	$1,556,000
Sonoma	Sonoma County	Sonoma County SRTS High School Pilot	$872,000
Alameda	Alameda County	Hillside Elementary School SRTS	$858,000
		TOTAL:	$30,979,000

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\May PAC\[tmp-4132_Attachment-B REVISED.xlsx]ATP Cycle 1 05-27-15

Regional ATP Cycle 1 Contingency List

County	Implementing Agency	Project	Regional ATP
San Francisco	SFMTA	Accessible Transit Wayfinding Toolkit	$390,000
Alameda	San Leandro	Floresta / Monterey Intersection Improvements	$621,000
		TOTAL:	$1,011,000

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\May PAC\[tmp-4132_Attachment-B REVISED.xlsx]ATP Cycle 1 05-27-15

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 78

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 25, 2015

Reference No.: 2.5w.(1)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of
Budgets

Subject: **FINANCIAL ALLOCATION FOR ACTIVE TRANSPORTATION PROGRAM PROJECTS RESOLUTION FATP-1415-08**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission allocate $8,008,000 for 30 Active Transportation Program (ATP) projects.

ISSUE:

The attached vote list describes 30 ATP projects totaling $8,008,000. The local agencies are ready to proceed with these projects and are requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that $8,008,000 be allocated from the Budget Act of 2013 and Budget Act of 2014, Budget Act Items 2660-108-0042 and 2660-108-0890 for the ATP 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
2.5w.(1) Active Transportation Program Projects				**Resolution FATP-1415-08**
1 $98,000 Town of Paradise BCAG 03-Butte	**Maxwell Drive SR2S.** In the Town of Paradise on Maxwell Drive, between Skyway and Elliott Road and between the Memorial Trailway (a Class I bicycle path) and Paradise High School. Construct sidewalk, curb and gutter along one side of Maxwell Drive; widen shoulders to facilitate addition of Class I bicycle lanes on both sides of Maxwell Drive from Skyway and Elliott Road. (Small Urban and Rural – ID 0051) (CEQA – NOE, 03/11/2015.) Outcome/Output: The overall project will construct sidewalk and bicycle lanes to provide students walking and biking to Paradise High with a safe path. The completion of this project will encourage students to walk and bike to school. Non-motorized transportation usage will be increased.	03-1017 ATP/14-15 PS&E $98,000 0315000051	2013-14 108-0042 SHA 20.30.720.100	$98,000
2 $181,000 Town of Paradise BCAG 03-Butte	**Pearson Road SR2S Connectivity.** In the Town of Paradise on Pearson Road, between Black Avenue Drive and Academy Drive: Construct sidewalk, curb and gutter. (Statewide – ID 0052) (CEQA – NOE, 03/11/2015.) Outcome/Output: The overall project will connect the existing sidewalk along Pearson Road with a new section of sidewalk, curb and gutter that will finalize a series of infrastructure improvements connecting the greater Paradise area to three area schools.	03-1018 ATP/14-15 PS&E $181,000 0315000050	2013-14 108-0042 SHA 20.30.720.100	$181,000
3 $448,000 City of Marysville SACOG 03-Yuba	**City of Marysville Safe Routes to School.** Infrastructure improvements including signing & striping, crosswalks, and student loading zones. Non-infrastructure improvements including education, encouragement and evaluation programs designed to encourage more families to walk or bicycle to school. Various locations in the vicinity of Covillaud Elementary, Kynoch Elementary and McKenney Intermediate schools. (Statewide – ID 0109) (CEQA – NOE, 11/24/2014.) Outcome/Output: Provide infrastructure and non-infrastructure improvements to encourage safe walking and biking by students.	03-2012 ATP/14-15 CON $448,000 0315000047	2013-14 108-0042 SHA 20.30.720.100	$448,000

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
2.5w.(1) Active Transportation Program Projects				**Resolution FATP-1415-08**
4 $82,000 City of Berkeley MTC 04-Alameda	**City of Berkeley Safe Routes to School.** This project will construct eight curb bulb-outs, post pedestrian warning signs and in-pavement pedestrian yield signs and stripe red curb parking restrictions around LeConte Elementary. (MPO – ID 0124) (CEQA – ND, 06/22/2010.) (Concurrent Consideration of Funding under Resolution E-15-36; June 2015.) Outcome/Output: The project will improve bicycle and pedestrian routes and encourage students and families to walk or bike for the school commute.	04-2190G ATP/14-15 PS&E $82,000 0415000225	2013-14 108-0042 SHA 20.30.720.100	$82,000
5 $405,000 City of San Mateo MTC 04-San Mateo	**City of San Mateo Safe Routes to School.** This project will develop and implement a Safe Routes to School Program in the City of San Mateo within 0.1 to 0.5 mile radius around each of the 15 elementary and middle schools. The scope of work includes design and construction of pedestrian infrastructure improvements including, new curb ramps, crosswalks, rectangular rapid flash beacons (RRFB), curb extensions, median refuge islands, signage, pedestrian paths, sidewalk, curb, and gutter, widened sidewalk and sidewalk repair. (MPO - ID 0208) (CEQA – NOE, 03/18/2015.) Outcome/Output: The project will increase walking and riding to school mode share and safety.	04-1040C ATP/14-15 PS&E $405,000 0415000271	2013-14 108-0042 SHA 20.30.720.100	$405,000
6 $71,000 University of California Santa Cruz SCCRTC 05-Santa Cruz	**Great Meadow Bike Path Safety Improvements.** This project will realign a section of the Great Meadow Bike path near and at the intersection of the bike path with Village Road on the campus of the University of California, Santa Cruz. (Small Urban/Rural - ID 0269) (CEQA – MND, 04/23/2015.) (Future Consideration of Funding approved under Resolution E-15-25; May 2015.) Outcome/Output: Bike safety improvements to reduce high accident rate, better sight lines and better bike control.	05-2612 ATP/14-15 PS&E $71,000 0515000103	2013-14 108-0042 SHA 20.30.720.100	$71,000

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
2.5w.(1) Active Transportation Program Projects				**Resolution FATP-1415-08**
7 $32,000 City of Fresno Fresno COG 06-Fresno	**Butler Avenue Bicycle Lane.** Re-striping Butler Avenue between Hazelwood Avenue and Peach Avenue to create a Class II Bike Lane. (MPO - ID 0290) (CEQA - NOE, 04/22/2015.) (NEPA -CE, 06/09/2015.) Outcome/Output: The City of Fresno wants to establish and maintain a continuous, safe and easily accessible bikeways system throughout the metropolitan area that will facilitate bicycling as both a viable transportation alternative and a recreational activity that will reduce vehicle use, improve air quality, improve quality of life, and provide public health benefits.	06-6757 ATP/14-15 PS&E $32,000 0615000164	2013-14 108-0890 FTF 20.30.720.100	$32,000
8 $34,000 City of Fresno Fresno COG 06-Fresno	**Traffic Signal Installation at Clinton and Thorne.** Installation traffic signals at the intersection Thorne Avenue and Clinton Avenue. (MPO - ID M004) (CEQA – NOE, 04/17/2015.) (NEPA –CE, 06/08/2015.) Outcome/Output: Installation of a Signals / providing a safe crossing point for Elementary School Students (Hamilton Elementary School) and safe turning movements for school buses and other vehicles.	06-6760 ATP/14-15 PS&E $34,000 0615000166	2013-14 108-0890 FTF 20.30.720.100	$34,000
9 $580,000 City of Arvin Kern COG 06-Kern	**T02 Sidewalk Improvements.** Project is located on the west part of the City of Arvin bound by Comanche Drive, Sycamore Road, Derby Street, and Varsity Avenue. The scope involves the construction of a safe route to school using paved walkways, access ramps, and crosswalks along various streets connecting to elementary schools. (MPO - ID 0304) (CEQA – NOE, 12/30/2014.) Outcome/Output: Construct sidewalk improvements. Enhance mobility and create safe routes to schools.	06-6769 ATP/14-15 CON $580,000 0615000171	2013-14 108-0042 SHA 20.30.720.100	$580,000

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
2.5w.(1) Active Transportation Program Projects				**Resolution FATP-1415-08**
10 $379,000 Tulare County TCAG 06-Tulare	**Tooleville Sidewalk Improvement.** Approximately 515 linear feet of 6.5 foot wide concrete sidewalk is proposed on the east side of Road 204 (Spruce Street) between Morgan Avenue and Alfred Avenue and approximately 250 feet north of Alfred Avenue To the north of Alfred Avenue, an approximately 150 feet long and 8.5 foot wide school bus drop off lane will be constructed to accommodate two school buses. The school bus lane will be a concrete section with valley gutter. Existing drainage system will be replaced with new inlets and RCP's. (MPO - ID 0359) (CEQA – NOE, 05/01/2015.) (NEPA-CE, 05/20/2015.) Outcome/Output: As a result of this allocation, approximately 515 linear feet of sidewalk and a school bus pullout will be constructed in the community of Tooleville. This will enhance the safety for pedestrians walking to and utilization the school bus stop on Road 204.	06-6780 ATP/14-15 CON $379,000 0615000264	2013-14 108-0890 FTF 20.30.720.100	$379,000
11 $397,000 Tulare County TCAG 06-Tulare	**Terra Bella Sidewalk Improvement.** Design and construct sidewalk, curb and gutter on one side of Ave 94 (Acacia) between Rd 236 and Rd 238. The existing 60' right of way would allow for a 12' vehicle lane, 8' parking lane, and 10' area for sidewalk and parkstrip on the side of the road being improved. Sidewalk is assumed to be 5' wide. Existing palm trees would be retained within the park strip adjacent to the road. Approximately 1,200 linear feet of curb, gutter and sidewalk would be installed. (MPO - ID 0360) (CEQA – NOE, 05/01/2015.) (NEPA -CE, 05/11/2015.) Outcome/Output: As a result of this allocation, approximately 1,200 linear feet of sidewalk will be constructed in the community of Terra Bella. This will enhance the safety for pedestrians walking to school along Ave 94.	06-6781 ATP/14-15 CON $397,000 0615000263	2013-14 108-0890 FTF 20.30.720.100	$397,000

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
2.5w.(1) Active Transportation Program Projects				**Resolution FATP-1415-08**
12 $126,000 City of Glendale LACMTA 07-Los Angeles	**Safe Route to School Improvements.** The funds will be used for pedestrian & bicycle infrastructure improvements along heavily –traveled routes to schools in Glendale, including routes to school to Hoover High School, Toll Middle School and Keppel Elementary School and along East Chevy Chase Drive, which connects densely populated residential neighborhoods in southern Glendale from six schools along its route to the Adams Square Business District, Library and Park. Improvements include improving accessibility and ADA compliance, repairing damaged infrastructure, and providing trees and bicycle lanes or sharrows (shared bicycle lane markings). (Statewide - ID 0396) (CEQA – NOE, 04/16/2015.) (NEPA – CE, 04/27/2015.) Outcome/Output: The project benefits include promoting active transportation for student and families who safely walk or bicycle from school, or transit riders connecting to their residence, business or leisure activities.	07-4907 ATP/14-15 PS&E $126,000 0715000243	2013-14 108-0890 FTF 20.30.720.100	$126,000
13 $600,000 City of Santa Monica LACMTA 07-Los Angeles	**4th Street Walking/Biking Upgrades for Expo Station, Downtown and Civic Center.** The funds will be used for pedestrian improvements proposed for the sidewalk between Broadway and Colorado. Bike improvements are proposed for the northbound and southbound curb lanes between Broadway and Olympic Boulevards, including Class III bike sharrow striping on the 4th Street Bridge over the I-10 Freeway. (MPO - ID 0479) (CEQA – NOE, 03/25/2015.) Outcome/Output: The project will improve safety, functionality and comfort of pedestrian and bike facilities, providing first mile/last mile connections to transit and between destinations. It will also facilitate increase active transportation and transit use reducing vehicle trips and greenhouse emissions thus improving air quality and public health.	07-4912 ATP/14-15 CON $600,000 0715000256	2013-14 108-0042 SHA 20.30.720.100	$600,000

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
2.5w.(1) Active Transportation Program Projects				**Resolution FATP-1415-08**
14 $500,000 City of Los Angeles LACMTA 07-Los Angeles	**Sixth Street Viaduct Replacement Project: Bike/Pedestrian Facilities.** For Bicycle and Pedestrian Facilities project along Mission Street and Myers Street between Willow, the Sixth Street Viaduct and Seventh Street Viaduct. (This Project is an integral part of Sixth Street Viaduct Replacement Project) The ATP project scope of work would provide street, sidewalk and lighting improvements. (MPO - ID 0439) (CEQA – FEIR, 10/03/2011.) (NEPA – EIS, 10/03/2011.) (Concurrent Consideration of Funding under Resolution E-15-35; June 2015.) Outcome/Output: The project will improve mobility, access and safety for non-motorized users, in the vicinity of the Sixth street viaduct, the surrounding community and future bike paths and lanes.	07-4931 ATP/14-15 PS&E $500,000 0715000290	2013-14 108-0890 FTF 20.30.720.100	$500,000
15 $47,000 City of Compton LACMTA 07-Los Angeles	**Wilmington Avenue Safe Streets Pedestrian and Bicycle Improvements. Serve the communities adjacent to the Wilmington Avenue transportation** corridor by developing safer pedestrian crossing & bicycle safety improvements, include installation of wider and colored crosswalks, high visibility crosswalk striping, countdown pedestrian signals and enhanced pedestrian lighting. The project is located along Wilmington Avenue between El Segundo Boulevard and Rosecrans Avenue; Rosecrans Avenue between Wilmington Avenue and Compton Creek. (Statewide - ID 0382) (CEQA – NOE, 04/13/2015.) Outcome/Output: The project improves bicycle/pedestrian safety by providing non-motorized alternatives and enhancing safety to both pedestrians and bicyclist. Benefits include an overall reduction in traffic congestion, increased air quality and reduced vehicular trips. Bike Lanes provide north-south connectivity to Metro Blue and Green Light Rail Lines. Pedestrian improvements provide safe crossing and encourage walking.	07-4933 ATP/14-15 PS&E $47,000 0715000288	2013-14 108-0042 SHA 20.30.720.100	$47,000
16 $100,000 City of Norwalk LACMTA 07-Los Angeles	**Foster Road Side Panel SRTS Improvement.** The funds will be used to improve an existing asphalt pathway (called a side panel) as part of a Safe Route to School (SRTS) Improvement Project located along Foster Road between Studebaker Rd and Pioneer Avenue. The project will replace approximately 4,000 linear feet of 60 year- old uneven, cracked and root-buckled side panels, along with 94 large bottlebrush trees. (MPO - ID 0456) (CEQA – NOE, 04/21/2015.) Outcome/Output: The resultant of this project will decrease pedestrian incidents and encourage the use of a safe and separate route to school.	07-4935 ATP/14-15 PS&E $100,000 0715000164	2013-14 108-0042 SHA 20.30.720.100	$100,000

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
2.5w.(1) Active Transportation Program Projects				**Resolution FATP-1415-08**
17 $400,000 City of Huntington Park LACMTA 07-Los Angeles	**Randolph Street Shared Use Bike/Rails to Trails Project Study.** To evaluate the feasibility of developing a bicycle facility that will provide a direct connection between Metro Blue Line Slauson Aenue Station and the Los Angeles River bike path. The study will evaluate the potential to develop a Class I bike path within a portion of the UP railroad right of way and/or Class II bike lanes along Randolph Street which runs parallel to the railroad right of way. The study area is located within the cities of Huntington Park, Bell, and Maywood; and unincorporated Los Angeles County. (MPO - ID 0399) (CEQA – NOE, 04/16/2015.) Outcome/Output: The project will produce a scope of work for the development of a four-mile, regionally-significant bicycle facility within the three cities and unincorporated Los Angeles County. This project will extend the county's regional bicycle network by providing a direct connection between the Los Angeles River bike trail and the Slauson Avenue Blue Line Station; provide safe bicycle access to local destinations including schools, retail, and employment centers; improve safety for bicyclist; and promote increased use of active transportation within economically disadvantaged communities.	07-4936 ATP/14-15 CON $400,000 0715000295	2013-14 108-0042 SHA 20.30.720.100	$400,000
18 $21,000 City of Huntington Park LACMTA 07-Los Angeles	**State Street Complete Street.** Improvements on State Street between Randolph Santa Ana Streets by reducing the number of travel lanes from two to ne in each direction installing a center shared left turn lane, installing Class II bike lanes in each direction including signage and pavement stencils. The new 56 foot roadway section will consist of two 8 foot on-street parking zones, two 5 foot bike lanes, two 10 foot travel lanes (one in each direction) and one 10 foot shared left turn lane. (MPO - ID 0400) (CEQA – NOE, 04/16/2015.) Outcome/Output: The project improvements will help reduce the high number of traffic collisions involving both bicyclists and pedestrians, improve safety for children walking and bicycling in schools, connect to other bike lanes and paths proposed in Huntington Park and neighboring cities improve access to transit, and promote increase physical activities as a means of addressing the the city's public health issues.	07-4937 ATP/14-15 PS&E $21,000 0715000296	2013-14 108-0042 SHA 20.30.720.100	$21,000

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
2.5w.(1) Active Transportation Program Projects				**Resolution FATP-1415-08**
19 $350,000 Riverside County Department of Public Health RCTC 08-Riverside	**City of Perris SRTS Active Transportation Program.** The project will educate, encourage, enforce and evaluate activities to increase student walking and bicycling to ten schools within the Perris Elementary School and Perris Union High Districts. (Statewide - ID 0768) (CEQA – NOE, 01/12/2015.) Outcome/Output: The project outcome will promote greater student physical activity and to demonstrate walking and bicycling as safe modes of transportation.	08-1149 ATP/14-15 CON $350,000 0815000092	2013-14 108-0042 SHA 20.30.720.100	$350,000
20 $500,000 Riverside County Department of Public Health RCTC 08-Riverside	**City of Indio SRTS.** The project will educate, encourage, enforce, and evaluate activities to increase student walking and bicycling to 15 schools within the Desert Sands Unified School District. (Statewide - ID 0770) (CEQA – NOE, 01/12/2015.) Outcome/Output: The project outcome will promote greater student physical activity and to demonstrate walking and bicycling as safe modes of transportation.	08-1150 ATP/14-15 CON $500,000 0815000094	2013-14 108-0042 SHA 20.30.720.100	$500,000
21 $500,000 Riverside County Department of Public Health RCTC 08-Riverside	**City of Jurupa Valley SRTS.** The project will educate, encourage, enforce, and evaluate activities to increase student walking and bicycling to fifteen schools within the Jurupa Unified School District. (Statewide - ID 0769) (CEQA – NOE, 01/12/2015.) Outcome/Output: The project outcome will promote greater student physical activity and to demonstrate walking and bicycling as safe modes of transportation.	08-1154 ATP/14-15 CON $500,000 0815000093	2013-14 108-0042 SHA 20.30.720.100	$500,000
22 $300,000 City of Barstow SANBAG 08-San Bernardino	**Barstow Active Transportation Plan.** The project will create goals, policies, and implement a unified plan to develop safe routes to schools, pedestrian corridors, bicycle routes, and non-motorized pathways. (MPO - ID 0541) (CEQA – NOE, 03/20/2015.) Outcome/Output: The project outcome will promote greater student physical activity and to demonstrate walking and bicycling as safe modes of transportation.	08-1148 ATP/14-15 CON $300,000 0815000132	2013-14 108-0042 SHA 20.30.720.100	$300,000

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
2.5w.(1) Active Transportation Program Projects				**Resolution FATP-1415-08**
23 $265,000 City of Colton SANBAG 08-San Bernardino	**Colton Active Transportation Plan.** The project will engineer, educate, encourage, enforce, and evaluate activities to increase student walking and bicycling to schools within the Colton Unified School District. (Statewide - ID 0546) (CEQA – NOE, 02/25/2015.) Outcome/Output: The project outcome will promote greater student physical activity by removing physical barriers and to demonstrate walking and bicycling as safe modes of transportation.	08-1157 ATP/14-15 CON $265,000 0815000146	2013-14 108-0042 SHA 20.30.720.100	$265,000
24 $166,000 City of Fontana SANBAG 08-San Bernardino	**City of Fontana SRTS.** The project will construct sidewalk and Class II bike lanes including curb and gutter, ADA-compliant curb ramps, and signage on Arrow Boulevard from Alder Avenue to Maple Avenue and on Fontana Avenue from Randall Avenue to Poplar Avenue. (MPO - ID 0547) (CEQA – NOE, 04/2/2015.) Outcome/Output: The project outcome will provide students a safer means of walking or bicycling to nineteen neighboring schools.	08-1169 ATP/14-15 PS&E $116,000 R/W $50,000 0815000174	2013-14 108-0042 SHA 20.30.720.100	$166,000
25 $1,095,000 Town of Apple Valley SANBAG 08-San Bernardino	**Apple Valley SRTS.** The project will construct sidewalk, a multi-use trail, and modify traffic signals on Yucca Loma Road from Kasanka Trail to Apple Valley Road. (Statewide - ID 0540) (CEQA – MND, 12/14/2010.) (NEPA –FONSI, 01/07/2011.) (Future Consideration of Funding under Resolution E-13-55; June 11, 2013). Outcome/Output: The project outcome will increase walkability, cycling, and safe access to community resources for pedestrians and bicyclists.	08-1172 ATP/14-15 CON $1,095,000 0815000181	2014-15 108-0042 SHA 20.30.720.100	$1,095,000
26 $70,000 City of Tehachapi KernCOG 09-Kern	**Tehachapi SRTS. C**onstruct sidewalk, curb and gutter, ADA-compliant curb ramps, class II bike lanes, and improved crosswalks to close existing facility gaps on Curry Street, Valley Boulevard, Anita Drive, and Dennison Road. (MPO - ID 0581) (CEQA – NOE, 01/23/2015.) (NEPA –CE, 04/10/2015.) Outcome/Output: The project outcome will to provide a safer means of transportation and promote a greater number of students to walk or bike to school.	09-2614 ATP/14-15 PA&ED ~~$5,000~~ **$0** PS&E ~~$65,000~~ **$70,000** 0915000032	2013-14 108-0890 FTF 20.30.720.100	$70,000

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
2.5w.(1) Active Transportation Program Projects				**Resolution FATP-1415-08**
27 $45,000 City of Lathrop SJCOG 10-San Joaquin	**5th Street Sidewalk Improvement.** On the east side of the 5th Street between O and H Street. The work includes Bike/Pedestrian and ADA Improvements. (MPO - ID 0602) (CEQA – NOE, 05/06/2015.) Outcome/Output: This project will provide a safe dedicated path of travel for residents and students accessing Lathrop Elementary.	10-3105 ATP/14-15 PS&E $45,000 1015000152	2013-14 108-0042 SHA 20.30.720.100	$45,000
28 $69,000 City of Ceres STANCOG 10-Stanislaus	**SRTS on Hackett & Kinser Road (Sinclair Elementary School and Blaker-Kinser Junior High School) .** The project will improve SRTS along Hackett Road and Kinser Road and will include infill and accessible sidewalks, ADA compliant curb ramps, and improve traffic striping crosswalks, install in-road lighted crosswalks and traffic signage. (MPO - ID M015) (CEQA – NOE, 02/23/2015.) (NEPA –CE, 05/14/2015.) Outcome/Output: Provide safe routes to school with dedicated and accessible sidewalks, curb ramps, and improve crosswalks and traffic signage. Increase safety and non-motorized users.	10-6001 ATP/14-15 PS&E $69,000 1015000097	2013-14 108-0890 FTF 20.30.720.100	$69,000
29 $94,000 City of San Clemente OCTA 12-Orange	**Concordia School Pedestrian and Bicycle Improvements.** The project will widen existing bicycle lanes and construct 0.5-mile of sidewalk on a stretch of Avenida Del Presidente from Avenida Valencia to the south city limits near Cristianitos Road. (MPO- ID 0747) (CEQA – NOE, 03/17/2015.) Outcome/Output: The project outcome will eliminate sidewalk gaps to provide students with a safer means of walking or bicycling to school.	12-2170N ATP/14-15 PS&E $94,000 1215000115	2013-14 108-0042 SHA 20.30.720.100	$94,000
30 $53,000 City of San Juan Capistrano OCTA 12-Orange	**San Juan Capistrano Bikeway Gap Closure.** The project will construct approximately three miles of bikeway improvements to connect seven bikeway gaps located throughout the City. (MPO - ID 0749) (CEQA – NOE, 04/28/2015.) Outcome/Output: The project outcome will connect existing bikeway systems within the City, provide connections to multimodal transportation systems, provide a safer means of transportation, and increase bicycle use as an alternative mode of transportation.	12-2170O ATP/14-15 PS&E $53,000 1215000127	2013-14 108-0042 SHA 20.30.720.100	$53,000

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 79

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 25, 2015

Reference No.: 2.5w.(2)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of
Budgets

Subject: **FINANCIAL ALLOCATION FOR ACTIVE TRANSPORTATION PROGRAM PROJECTS (ADVANCEMENTS)**
RESOLUTION FATP-1415-09

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission allocate $474,000 for two Active Transportation Program (ATP) projects programmed in Fiscal Year 2015-16. Availability of funds in the current Fiscal Year allows for the allocation of these projects at this time.

ISSUE:

The attached vote list describes two ATP projects totaling $474,000. The local agencies are ready to proceed with these projects and are requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that $474,000 be allocated from the Budget Act of 2013, Budget Act Items 2660-108-0042, for two ATP 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
2.5w.(2) Active Transportation Program Projects (ADVANCEMENTS)				**Resolution FATP-1415-09**
1 $229,000 City of Mendota Fresno COG 06-Fresno	**Mendota Elementary Pedestrian Improvements.** Installation of curb ramps, sidewalk at two intersections: Bass Avenue at Second Street and Perez Street at Lozano Street. Installation of crosswalk markings with in-roadway lights and Rectangular Rapid Flash Beacon (RRFB) at Bass Avenue and 2nd Street. (MPO - ID 0297) (CEQA – NOE, 04/02/2015.) Outcome/Output: Improve pedestrian safety and facilities at high traffic locations near the new Mendota Elementary School.	06-6767 ATP/15-16 CON $229,000 0615000252	2013-14 108-0042 SHA 20.30.720.100	$229,000
2 $245,000 City of Woodlake TCAG 06-Tulare	**SRTS Improvements.** Castle Rock Street between Orangewood Drive and Sierra Avenue Construct pedestrian facilities, including 12 ADA ramped returns, 815 linear feet of sidewalk and 5 intersections of crosswalks**.** (MPO - ID 0374) (CEQA – NOE, 11/25/2014.) Outcome/Output: The purpose of this project is to address the safety of the students walking to and from school. The lack of sidewalks forces students to walk in the roadway. With the construction of sidewalks, ADA ramps, striping and signage along Castle Rock Street will eliminate the gaps in sidewalks so that school children have a safe path of travel to and from school eliminating the potential of fatal accidents occurring between motor vehicles and school children. Construction of these facilities will not only discourage pedestrian travel in the roadway but will also lower the chance of motor vehicle and pedestrian collisions.	06-6783 ATP/15-16 CON $245,000 0615000262	2013-14 108-0042 SHA 20.30.720.100	$245,000

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 80

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 25, 2015

Reference No.: 3.14
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce De Terra, Acting Chief
Division of Transportation
Programming

Subject: **REPORT OF FINAL RIGHT OF WAY EXPENDITURES FOR STATE TRANSPORTATION IMPROVEMENT PROGRAM PROJECTS**

SUMMARY:

The California Department of Transportation (Department) is presenting this as an informational item to report final Right of Way capital and support expenditures for four State Transportation Improvement Program (STIP) projects.

BACKGROUND:

Current STIP Right of Way reporting policy, adopted by the California Transportation Commission (Commission) in August 2014, requires the reporting of Department administered STIP Right of Way capital and support expenditures at the time of construction contract acceptance (CCA). This policy is consistent with Senate Bill 853, which was signed by the Governor in June 2014.

The attached spreadsheet contains final expenditure details for four STIP projects that have reached the CCA milestone. The Department has notified the regional transportation planning agencies of this report.

Attachment

Report of Final Right of Way Expenditures at Construction Contract Acceptance for STIP Projects ($ x 1,000)

Project	Dist	Co	Rte	PPNO	R/W Estimate at Construction Allocation (R/W Support + Capital)		Final R/W cost at Construction Contract Acceptance (CCA) (R/W Support + Capital)	Construction Contract Acceptance (CCA) Date
1	02	MOD	139	3383				
	Project Description							
	Install Closed Circuit Television and Roadside Weather Information System				Programmed	Estimated Expenditures	Final Cost (CCA)	7/18/14
	Program			RIP	$47	$25	$18	
				IIP	$0	$0	$0	

Project	Dist	Co	Rte	PPNO	R/W Estimate at Construction Allocation (R/W Support + Capital)		Final R/W cost at Construction Contract Acceptance (CCA) (R/W Support + Capital)	Construction Contract Acceptance (CCA) Date
2	05	SLO/SB	101	A4459				
	Project Description							
	Replace Structure, add northbound and southbound lane				Programmed	Estimated Expenditures	Final Cost (CCA)	3/12/15
	Program			RIP (SLO)	$82	$58	$64	
				RIP (SB)	$82	$58	$64	
				IIP	$300	$221	$246	

Project	Dist	Co	Rte	PPNO	R/W Estimate at Construction Allocation (R/W Support + Capital)		Final R/W cost at Construction Contract Acceptance (CCA) (R/W Support + Capital)	Construction Contract Acceptance (CCA) Date
3	10	MER	99	0546Y				
	Project Description							
	Highway Planting and Irrigation				Programmed	Estimated Expenditures	Final Cost (CCA)	7/7/14
	Program			RIP	$0	$0	$0	
				IIP	$10	$1	$0	

Project	Dist	Co	Rte	PPNO	R/W Estimate at Construction Allocation (R/W Support + Capital)		Final R/W cost at Construction Contract Acceptance (CCA) (R/W Support + Capital)	Construction Contract Acceptance (CCA) Date
4	10	MER	140	5645				
	Project Description							
	Replace Bridge and Widen Roadway				Programmed	Estimated Expenditures	Final Cost (CCA)	9/23/14
	Program			RIP	$4,388	$4,933	$5,146	
				IIP	$0	$0	$0	

IIP - Interregional Improvement Program
RIP - Regional Improvement Program

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 81

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 25, 2015

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-14-58

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission allocate $23,847,000 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 $23,847,000, plus $173,000,000 from other sources. The Department is ready to proceed with these projects and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that $3,482,000 be allocated from the Budget Act of 2013, Budget Act Item 2660-301-0042 for construction and $20,365,000 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-14-58**
1 $3,857,000 Department of Transportation MTC 04-Mrn-101 18.6/~~27.6~~ **25.8**	Marin Sonoma Narrows (MSN). In Marin County from Route 37 in Novato to the Marin/Sonoma County Line. Implement required mitigation follow-up landscaping and construct a soundwall. Final Project Development : N/A Final Right of Way : N/A (CEQA – EIR, 04/28/2015.) (NEPA – EIS, 04/29/2015.) (Future Consideration of Funding approved under Resolution E-09-70; September 2009.) (CONST savings of $888,000 to be returned to Marin County regional shares.) (R/W Cert Type #1, Date 04/20/2015.) Outcome/Output: Plant 552 trees and 464 shrubs and construct 1,620 foot long soundwall.	04-0360L RIP/14-15 CON ENG $675,000 CONST ~~$4,070,000~~ **$3,182,000** 0414000221 4 264H33&4	001-0042 SHA 2013-14 301-0042 SHA 20.20.075.600	$675,000 $3,182,000
2 $300,000 ~~City of St. Helena~~ **Department of Transportation** MTC Napa 04-Nap-29 27.9/28.1	Route 29/Grayson Avenue Traffic Signal. In the City of St. Helena, install a three-way signal at the intersection of State Route 29 and Grayson Avenue. Final Project Development : N/A Final Right of Way : N/A (CEQA – NOE, 02/03/2015.) This will be a Financial Contribution Only to 04-25941 added as a Contract Change Order to that project. Outcome/Output: Construct a new traffic signal.	04-2130Q RIP/14-15 CONST $300,000 0415000341 4 4J4004	2013-14 301-0042 SHA 20.20.075.600	$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-14-58**
3 $19,690,000 Department of Transportation LACMTA 07-LA-5 0.0/1.5	I-5 Carpool Lane-Orange CL to I-605 (Segment 2). In La Mirada, from Artesia Boulevard to Coyote Creek Overcrossing. Widen with HOV and mixed flow lanes Final Project Development (IIP) Support Estimate: $15,130,000 Programmed Amount: $11,747,000 Adjustment: $3,383,000 (Debit) Final Project Development (RIP) Support Estimate: $1,440,000 Programmed Amount: $1,152,000 Adjustment: $ 288,000 (Debit) Final Right of Way : N/A (Time extension for FY 2013-14 CON ENG expires on June 30, 2015.) (R/W Cert Type #3W on 5/XX/2015.) (Final Right of Way to be reported within 12 months of allocation.) (STIP Project EA 21592 is combined for construction with SHOPP Project EA 31320 under new EA 07-2159U. Concurrent SHOPP allocation under Resolution FP-14-56) (CEQA – EIR, 06/29/2007.) (NEPA – EIS, 06/29/2007.) (Future Consideration of Funding under Resolution E-08-09; August 2008.) (Contributions from other sources (including SHOPP): $173,000,000) Outcome/Output: Construction of one HOV lane and one mixed flow lane in each direction; reconstruction of an interchange, a bridge and adjacent frontage roads.	07-2808 RIP/13-14 CON ENG $19,690,000 0700001832 3 215923	001-0890 FTF	$19,690,000

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 82

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 25, 2015

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-14-59

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission allocate $450,000 for the locally administered State Transportation Improvement Program (STIP) Route 46/Union Road Intersection Improvements (PPNO 2528) project in San Luis Obispo County, on the State Highway System.

ISSUE:

The attached vote list describes one locally administered STIP project on the State Highway System totaling $450,000. The local agency is ready to proceed with this project and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that $450,000 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-14-59**
1 $450,000 City of Paso Robles SLOCOG San Luis Obispo 05-SLO-46 31.7/32.3	Route 46/Union Road Intersection Improvements. In Paso Robles, at the Route 46/Union Road Intersection. Construct intersection improvements. Outcome/Output: Construction of new local roads and interchange.	05-2528 RIP/14-15 PA&ED $450,000 0512000070 4PAED 1C1500	2013-14 301-0042 SHA 301-0890 FTF 20.20.075.600	$52,000 $398,000

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 83

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 25, 2015

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-14-60**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission allocate $12,888,000 for 17 locally administered State Transportation Improvement Program (STIP) projects off the State Highway System, as follows:

- $12,456,000 for 13 STIP projects; and
- $432,000 for four STIP Programming, Planning, and Monitoring projects.

ISSUE:

The attached vote list describes 17 locally administered STIP projects off the State Highway System totaling $12,888,000, plus $2,787,000 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 $12,888,000 be allocated from the Budget Acts of 2013 and 2014, Budget Act Items 2660-101-0042 and 2660-101-0890 for 17 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-14-60**
1 $2,880,000 City of Portola PCTC 02-Plumas	A15 Reconstruction-Phase II. In Portola, on County Road A15 from Colorado Street to Commercial Street. Reconstruct pavement, sidewalks, curb and gutter drainage systems. (CEQA- MND, 04/10/2013.) (Future Consideration of Funding approved under Resolution E-13-48; June 2013.) Outcome/Output: Reconstruct 0.6 miles of existing lane miles according to City Rehabilitation Plan.	02-2480 RIP/14-15 CON $2,880,000 0200020123	2014-15 101-0042 SHA 20.30.600.621	$2,880,000
2 $50,000 Tehama County Tehama CTC 02-Tehama	Evergreen Road Bridge at South Fork Cottonwood Creek. Near Red Bluff, on Evergreen Road at Cottonwood Creek, Bridge number 8C-008. Replace bridge. (CEQA- MND, 11/07/2012.) (NEPA- CE, 05/01/2015.) (Future Consideration of Funding approved under Resolution E-12-71; December 2012.) Outcome/Output: This project replaces a seismically deficient, functionally obsolete structure with one that meets current standards.	02-2379 RIP/14-15 R/W $50,000 0200000352	2014-15 101-0042 SHA 20.30.600.620	$50,000
3 $592,000 City of Orland GCTC 03-Glenn	Papst Avenue Reconstruction. In the City of Orland, on Papst Avenue between State Route 32 and Bryant Street. Construct curb, gutter, sidewalks, drainage improvements, pavement delineation, utility relocation, irrigation canal work, and roadway reconstruction. (CEQA- NOE, 03/03/2015.) Outcome/Output: Improve traffic circulation and connectivity between commercial and residential areas, provide additional pedestrian facilities, and extend the roadway service life by at least 10 years.	03-3781 RIP/14-15 CON $592,000 0315000173	2014-15 101-0042 SHA 20.30.600.621	$592,000
4 $1,600,000 Sacramento County SACOG 03-Sacramento	Fair Oaks Boulevard Improvements Phase II. In Sacramento County along Fair Oaks Boulevard, between Landis Avenue and Eagle Avenue. Construct sidewalks, landscaped median, Class II bike lanes, bus stop enhancements, bus pullouts and roadway improvements. (CEQA- EIR, 09/14/2011.) (NEPA- CE, 04/24/2013.) (Future Consideration of Funding approved under Resolution E-15-13; March 2015.) (Contributions for other sources: $2,787,000.) Outcome/Output: Proposed improvements are to stripe bike lanes to increase bike capacity. Improve bicycle operations and enhance safety. Provide access to alternative modes of travel to reduce vehicle trips.	03-6579 RIP/14-15 CON $1,600,000 0312000256	2013-14 101-0890 FTF 20.30.600.620	$1,600,000

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-14-60**
5 $15,000 Sierra County SCTC 03-Sierra	Smithneck Creek Road Rehabilitation. Smithneck Creek Road from SR 49 to Antelope Valley Road. Rehabilitate 9,350 feet of roadway. Outcome/Output: Rehabilitate 9,350 feet of existing pavement that is showing signs of distress, including areas of rutting and cracking. Extend the roadway service life and protect the public's investment in the facility.	03-1704 RIP/14-15 PA&ED $15,000 0315000214	2014-15 101-0042 SHA 20.30.600.621	$15,000
6 $50,000 Sierra County SCTC 03-Sierra	Smithneck Creek Bike Path. In Loyalton along Smithneck Road (County Road S860) between State Route 49 and Smithneck Creek County Park. Construct Class I bicycle route. Outcome/Output: The competition of this project will increase non-motorized transportation.	03-1706 RIP/14-15 PA&ED $50,000 0315000215	2014-15 101-0042 SHA 20.30.600.620	$50,000
7 $3,000,000 Sonoma Marin Area Rail Transit District MTC 04-Sonoma	SMART Multi-Use Pathway - Sonoma County Initial Operating Segment. In Rohnert Park, Sonoma County, along the SMART rail right-of-way from Southwest Boulevard to Golf Course Drive (PM 46.8 to 48.5). Construct a Class 1 bicycle and pedestrian pathway within those project limits. (CEQA- EIR, 07/01/2008.) (NEPA- CE, 04/13/2015.) (Future Consideration of Funding approved under Resolution E-09-56; August 2009.) (PPNO 5156L and PPNO 5156P are combined under one Federal Project No. RPSTPL-6411(007).) (Time extension for FY 14-15 CON expires June 2015.) Outcome/Output: This project is projected to remove approximately 1.3 million car trips from Highway 101 annually and reduce greenhouse gas emissions by 124,000 pounds per day.	04-5156L RIP/13-14 CON $3,000,000 0414000503	2013-14 101-0890 FTF 20.30.600.620	$3,000,000
8 $1,043,000 Sonoma Marin Area Rail Transit District MTC 04-Sonoma	SMART Bicycle/Pedestrian Pathway - East Cotati Avenue to Southwest Boulevard. In the City of Rohnert Park. Construct a non-motorized, multi-use Class 1 pathway within the SMART rail corridor, between East Cotati Avenue and Southwest Boulevard. (CEQA- EIR, 07/01/2008.) (NEPA- CE, 04/13/2015.) (Future Consideration of Funding approved under Resolution E-09-56; August 2009.) (PPNO 5156L and PPNO 5156P are combined under one Federal Project No. RPSTPL-6411(007).) Outcome/Output: This project is projected to remove approximately 1.3 million car trips from Highway 101 annually and reduce greenhouse gas emissions by 124,000 pounds per day.	04-5156P RIP/14-15 CON $1,043,000 0414000503	2013-14 101-0890 FTF 20.30.600.620	$1,043,000

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-14-60**
9 $1,477,000 Santa Barbara County SBCAG 05-Santa Barbara	Cabrillo Boulevard Pedestrian Improvements. In the City of Santa Barbara, on Cabrillo Boulevard, 0.1 mile south of Route 101. Replace existing railroad bridge and construct roadway improvements for bicyclists and pedestrians. Outcome/Output: Improve pedestrian and bicycle access. Project alternative require the replacement of the existing UPRR underpass to provide a wider cross-section for Cabrillo Boulevard that would accommodate pedestrian facilities.	05-1834B RIP/14-15 PA&ED ~~$0~~ **$1,477,000** PS&E ~~$200,000~~ **$0** CON ~~1,277,000~~ **$0** 0514000085	2013-14 101-0042 SHA 101-0890 FTF 20.30.600.620	$169,000 1,308,000
10 $850,000 Santa Cruz County SCCRTC 05-Santa Cruz	Redwood Lodge Storm Damage Repair. Repair storm damage near Los Gatos, on Redwood Lodge Road at PM 1.65. (CEQA- NOE, 01/12/2015.) (SB 184 Notification effective May 11, 2015.) Outcome/Output: This project will stabilize the road and improve storm drainage along with guardrail and concrete barrier.	05-2368 RIP/14-15 CON $850,000 0512000213	2014-15 101-0042 SHA 20.30.600.621	$850,000
11 $59,000 City of Capitola SCCRTC 05-Santa Cruz	Bay Avenue/Capitola Avenue Roundabout. In Capitola, at the intersection of Bay Avenue and Capitola Avenue. Construct roundabout. (CEQA- NOE, 04/21/2015.) (SB 184 Notification effective May 8, 2015.) Outcome/Output: Reduce number and severity of collisions, reduce emissions, improve LOS and improve pedestrian and bicycle access.	05-2554 RIP/14-15 PS&E $59,000 0515000117	2014-15 101-0042 SHA 20.30.600.620	$59,000
12 $377,000 Kern County KCOG 06-Kern	College Heights Boulevard Pedestrian Path. In Ridgecrest, on College Heights Boulevard, from Dolphin Avenue to Cerro Coso Community College. Construct pedestrian path and install xeriscape landscaping. (CEQA- NOE, 01/22/2015.) (NEPA- CE, 12/10/2013.) Outcome/Output: Construct a Class I Pedestrian Path to improve pedestrian access.	06-6617 RIP/14-15 CON $377,000 0614000099	2013-14 101-0890 FTF 20.30.600.620	$377,000
13 $463,000 Inyo County ICLTC 09-Inyo	Ed Powers Bike Lanes. Near West Bishop, on Ed Powers Road, from Route 168 to Route 395. Construct Class II bike lanes. (CEQA- NOE, 04/26/2013.) (NEPA- CE, 04/24/2015.) Outcome/Output: The project will widen Ed Powers Road from SR 168 to US 395 for the construction of Class II bicycle lanes in each direction of travel.	09-2598 RIP/14-15 CON $463,000 0913000021	2013-14 101-0890 FTF 20.30.600.620	$463,000

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-14-60**
14 $20,000 Trinity County Transportation Commission Trinity CTC 02-Trinity	Planning, Programming and Monitoring	02-2066 RIP/14-15 CON $20,000 0215000154	2013-14 101-0042 SHA 20.30.600.670	$20,000
15 $38,000 Colusa County Transportation Commission CCTC 03-Colusa	Planning, Programming and Monitoring	03-0L20 RIP/14-15 CON $38,000 0315000218	2014-15 101-0042 SHA 20.30.600.670	$38,000
16 $299,000 Kern Council of Governments KCOG 06-Kern	Planning, Programming and Monitoring	06-6L03 RIP/14-15 CON $299,000 0615000178	2014-15 101-0042 SHA 20.30.600.670	$299,000
17 $75,000 Kings County Association of Governments KCAG 06-Kings	Planning, Programming and Monitoring	06-6L04 RIP/14-15 CON $75,000 0615000256	2014-15 101-0042 SHA 20.30.600.670	$75,000

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 84

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 25, 2015

Reference No.: 2.5c.(4a)
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 (ADVANCEMENTS)**
RESOLUTION FP-14-61

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission allocate $21,278,000 for two State administered State Transportation Improvement Program (STIP) projects, on the State Highway System. These allocations represents funding for the Fiscal Year (FY) 2015-16 and shall be recorded against FY 2015-16 capacity.

ISSUE:

The attached vote list describes two State administered STIP projects on the State Highway System programmed in FY 2015-16 totaling $21,278,000, plus $752,000 from other sources. The Department is ready to proceed with these projects and is requesting an allocation at this time; however, the allocation is contingent on the passage of the 2015 Budget Act.

FINANCIAL RESOLUTION:

Resolved, that $17,948,000 be allocated from the Budget Act of 2015, Budget Act Items 2660-301-0042 and 2660-301-0890 for construction and $3,330,000 for construction engineering for the 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.(4a) State Administered STIP Projects on the State Highway System (ADVANCEMENTS)				**Resolution FP-14-61**
1 $20,800,000 Department of Transportation TCAG Tulare 06-Tul-99 35.2/37.3	Middle Segment (Caldwell) 6-Lane. Near Visalia, from 1.2 mile south of Avenue 280 to 0.9 mile south of West Visalia Overhead. Widen from four to six lanes. (CEQA – ND, 10/30/2008.) (NEPA – FONSI, 10/30/2008.) (Future Consideration of Funding approved under Resolution E-09-67; September 2009.) (R/W Cert Type #1, Date 1/20/2015.) Outcome/Output: Project will save an average annual benefit of 421,431 vehicle-hours of delay. **CONTINGENT ON THE PASSAGE OF THE 2015 BUDGET ACT.**	06-6400C RIP/15-16 CON ENG $1,550,000 CONST $6,750,000 IIP/15-16 CON ENG $1,550,000 CONST $10,950,000 0612000241 4 360233&4	001-0890 FTF 2015-16 301-0890 FTF 20.20.075.600 001-0890 FTF 2015-16 301-0890 FTF 20.20.025.700	$1,550,000 $6,750,000 $1,550,000 $10,950,000
2 $478,000 Department of Transportation OCTA Orange 12-Ora-5/74 0.0/0.2	I-5/SR 74 Interchange improvements (landscaping/replacement planting). In San Juan Capistrano, from I-5 to just east of the city limit. Landscape/replacement planting for I-5/SR-74 Interchange reconstruction. Final Project Development Support Estimate: $ 216,000 Programmed Amount: $ 210,000 Adjustment: $0 (<20 percent) Final Right of Way : N/A (Construction Capital decrease of $752,000; Construction Engineering increase of $20,000; Net savings of $732,000 to return to Orange County share balance.) (R/W Cert Type #1, Date 11/14/2014.) (Concurrent allocation under Resolution FP-14-65 for federal Interstate Maintenance Discretionary (IMD) funds.) (Contributions from other sources (IMD): $752,000.) (Future Consideration of Funding approved under Resolution E-10-62; July 2010.) Outcome/Output: Seven acres of roadside planting with new irrigation systems. Two chain link walk gates for maintenance access. Two new web-based smart irrigation controllers. **CONTINGENT ON THE PASSAGE OF THE 2015 BUDGET ACT.**	12-4102A RIP/15-16 CON ENG ~~$210,000~~ **$230,000** CONST ~~$1,000,000~~ **$248,000** 1200020340 4 0E31A4	001-0890 FTF 2015-16 301-0042 SHA 301-0890 FTF 20.20.075.600	$230,000 $23,000 $225,000

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 85

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 25, 2015

Reference No.: 2.5c.(4b)
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 (ADVANCEMENTS)**
RESOLUTION FP-14-62

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission allocate $177,000 for two locally administered State Transportation Improvement Program (STIP) projects, off the State Highway System. These allocations represents funding for the Fiscal Year (FY) 2015-16 and shall be recorded against FY 2015-16 capacity.

ISSUE:

The attached vote list describes two locally administered STIP projects off the State Highway System programmed in FY 2015-16, totaling $177,000. The local agencies are ready to proceed with these projects and are requesting an allocation at this time; however, the allocation is contingent on the passage of the 2015 Budget Act.

FINANCIAL RESOLUTION:

Resolved, that $177,000 be allocated from the Budget Act of 2015, Budget Act Item 2660-101-0042 for two 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.(4b)	**Locally Administered STIP Projects off the State Highway System (ADVANCEMENTS)**			**Resolution FP-14-62**
1 $27,000 City of Blue Lake HCAOG 01-Humboldt	Railroad Avenue Improvements (E to G Streets). In Blue Lake on Railroad Avenue, from E Street to G Street. Road Rehabilitation, upgrade ADA access at intersections. Provide striping for bike lanes and add traffic calming features on Railroad Avenue at F Street. Outcome/Output: This project will improve safety for bikes and pedestrians; increases ADA accessibility; improves access to critical transportation corridor; reduces vehicle speeds with proposed traffic calming. **CONTINGENT ON THE PASSAGE OF THE 2015 BUDGET ACT.**	01-2390 RIP/15-16 PA&ED $27,000 0114000094	2015-16 101-0042 SHA 20.30.600.620	$27,000
2 $150,000 Santa Cruz County Regional Transportation Commission SCCRTC 05-Santa Cruz	Highway 1 Freeway Service Patrol. In the cities of Santa Cruz and Aptos, from State Park Drive to Route 9. Freeway Service Patrol. Outcome/Output: Reduce non-recurrent congestion, improve safety, and reduce fuel consumption/air pollution/GHG. B/C ration is 5:1. **CONTINGENT ON THE PASSAGE OF THE 2015 BUDGET ACT.**	05-0923 RIP/15-16 CON $150,000 0515000116	2015-16 101-0042 SHA 20.30.600.620	$150,000

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 86

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 25, 2015

Reference No.: 2.5c.(4c)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of
Budgets

Subject: **FINANCIAL ALLOCATION FOR LOCALLY ADMINISTERED STIP PROGRAMMING, PLANNING, AND MONITORING PROJECTS (ADVANCEMENTS) RESOLUTION FP-14-63**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission allocate $2,604,000 for nine locally administered State Transportation Improvement Program (STIP) Programming, Planning, and Monitoring (PPM) projects. These allocations represent PPM funding for the Fiscal Year (FY) 2015-16 and shall be recorded against FY 2015-16 capacity.

ISSUE:

The attached vote list describes nine locally administered STIP PPM programmed in FY 2015-16 totaling $2,604,000. The local agencies are ready to proceed with these projects and are requesting an allocation at this time; however, the allocation is contingent on the passage of the 2015 Budget Act.

FINANCIAL RESOLUTION:

Resolved, that $2,604,000 be allocated from the Budget Act of 2015, Budget Act Item 2660-101-0042 for nine locally administered STIP PPM 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.(4c)	**Local STIP Planning, Programming and Monitoring Projects (ADVANCEMENTS)**			**Resolution FP-14-63**
1 $35,000 El Dorado County Transportation Commission EDCTC 03-El Dorado	Planning, Programming and Monitoring **CONTINGENT ON THE PASSAGE OF THE 2015 BUDGET ACT.**	03-0L14 RIP/15-16 CON $35,000 0315000206	2015-16 101-0042 SHA 20.30.600.670	$35,000
2 $142,000 Placer County Transportation Planning Agency PCTPA 03-Placer	Planning, Programming and Monitoring **CONTINGENT ON THE PASSAGE OF THE 2015 BUDGET ACT.**	03-0L11 RIP/15-16 CON $142,000 0315000213	2015-16 101-0042 SHA 20.30.600.670	$142,000
3 $824,000 Sacramento Area Council of Governments SACOG 03-Various	Planning, Programming and Monitoring (This allocation combines 4 projects programmed in the 2015 STIP: PPNO 0L30 (Sacramento) for $609,000, PPNO 1L53 (Sutter) for $55,000, PPNO 0L37 (Yolo) for $118,000, PPNO 0L41 (Yuba) for $42,000.) **CONTINGENT ON THE PASSAGE OF THE 2015 BUDGET ACT.**	03-Various RIP/15-16 CON $824,000 0315000216	2015-16 101-0042 SHA 20.30.600.670	$824,000
4 $213,000 Transportation Agency for Monterey TAMC 05-Monterey	Planning, Programming and Monitoring **CONTINGENT ON THE PASSAGE OF THE 2015 BUDGET ACT.**	05-1165 RIP/15-16 CON $213,000 0515000119	2015-16 101-0042 SHA 20.30.600.670	$213,000
5 $45,000 Council of San Benito County Governments AMBAG 05-San Benito	Planning, Programming and Monitoring **CONTINGENT ON THE PASSAGE OF THE 2015 BUDGET ACT.**	05-2043 RIP/15-16 CON $45,000 0515000120	2015-16 101-0042 SHA 20.30.600.670	$45,000
6 $218,000 San Luis Obispo Council of Governments SLOCOG 05-San Luis Obispo	Planning, Programming and Monitoring **CONTINGENT ON THE PASSAGE OF THE 2015 BUDGET ACT.**	05-0942 RIP/15-16 CON $218,000 0515000121	2015-16 101-0042 SHA 20.30.600.670	$218,000
7 $96,000 Santa Cruz County Regional Transportation Commission SCCRTC 05-Santa Cruz	Planning, Programming and Monitoring **CONTINGENT ON THE PASSAGE OF THE 2015 BUDGET ACT.**	05-0921 RIP/15-16 CON $96,000 0515000115	2015-16 101-0042 SHA 20.30.600.670	$96,000

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.(4c)	**Local STIP Planning, Programming and Monitoring Projects (ADVANCEMENTS)**			**Resolution FP-14-63**
8 $200,000 San Joaquin Council of Governments SJCOG 10-San Joaquin	Planning, Programming and Monitoring **CONTINGENT ON THE PASSAGE OF THE 2015 BUDGET ACT.**	10-7952 RIP/15-16 CON $200,000 1015000159	2015-16 101-0042 SHA 20.30.600.670	$200,000
9 $831,000 Orange County Transportation Authority OCTA 12-Orange	Planning, Programming and Monitoring **CONTINGENT ON THE PASSAGE OF THE 2015 BUDGET ACT.**	12-2132 RIP/15-16 CON $831,000 1215000132	2015-16 101-0042 SHA 20.30.600.670	$831,000

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 87

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 25, 2015

Reference No.: 2.5c.(5)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of
Budgets

Subject: **FINANCIAL ALLOCATION FOR ASSEMBLY BILL (AB 3090) REIMBURSMENT STIP PROJECTS (ADVANCEMENT)**
RESOLUTION FP-14-64

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission allocate $1,034,000 for the State administered Assembly Bill 3090 (AB 3090) Reimbursement State Transportation Improvement Program (STIP) project in Placer County. This allocation represents funding for Fiscal Year (FY) 2015-16 and shall be recorded against FY 2015-16 capacity.

ISSUE:

The attached vote list describes one locally administered STIP AB 3090 reimbursement project for $1,034,000. This AB 3090 reimbursement is for the AB 3090 Reimbursement project in Placer County. AB 3090 reimbursement authority allows local agencies to use local funds to start work on their specific project programmed in the STIP and be reimbursed with State funds in a future year when funds were made available. For one agency with an approved AB 3090 Reimbursement agreement, as identified on the attached vote list, the year of reimbursement is FY 2015-16. The agency has requested an allocation at this time; however, the allocation is contingent on the passage of the 2015 Budget Act.

FINANCIAL RESOLUTION:

Resolved, that $1,034,000 be allocated from the Budget Act of 2015, Budget Act Items 2660-301-0042 and 2660-301-0890 for the STIP AB 3090 project, programmed in FY 2015-16, as 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.(5) AB 3090 Reimbursement for STIP Project (ADVANCEMENT)				**Resolution FP-14-64**
1 $1,034,000 Placer County TRPA 03-Pla-28 9.2/10.3	AB 3090 Reimbursement. Reimbursement is based on STIP Amendment 12S-018 approved at the May 2013 CTC meeting. Funds originally programmed under PPNO 03-4679 (SR 28 Kings Beach.) **CONTINGENT ON THE PASSAGE OF THE 2015 BUDGET ACT.**	03-4679A RIP/15-16 CONST $1,034,000 0300000020 4 0C9304	2015-16 301-0042 SHA 301-0890 FTF 20.20.075.600	 $21,000 $1,013,000

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 88

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 25, 2015

Reference No.: 2.5c.(6)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of
Budgets

Subject: **FINANCIAL ALLOCATION FOR FEDERAL EARMARKED – STATE ADMINISTERED PROJECT ON THE STATE HIGHWAY SYSTEM**
RESOLUTION FP-14-65

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission allocate $752,000 in federally earmarked Interstate Maintenance Discretionary (IMD) funds for the State administered I-5/SR 74 Interchange Improvements (Landscaping/Replacement Planting) project (PPNO 4102A) in Orange County.

This project has dedicated federal funds with obligation authority. One hundred percent federal participation was pledged for all eligible costs related to this project as part of the Interstate Maintenance Discretionary program federally authorized under Section 1111 of the Safe Accountable Flexible Efficient Transportation Equality Act – A Legacy for Users.

ISSUE:

The attached vote list describes one State administered federal earmarked project for $752,000. The Department is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that $752,000 be allocated from the Budget Act of 2013, Budget Act Item 2660-301-0890, 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	PPNO Program/Year Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(6)	**Federal Earmarked – State Administered Project on the State Highway System**			**Resolution FP-14-65**
1 $752,000 Department of Transportation OCTA Orange 12-Ora-74 0.0/0.2	I-5/SR 74 Interchange improvements (landscaping/replacement planting). In San Juan Capistrano, from I-5 to just east of the city limit. Landscape/replacement planting for I-5/SR-74 Interchange reconstruction. (R/W Cert Type #1, Date 11/14/2014.) (Concurrent STIP allocation under Resolution FP-14-61.) (Future Consideration of Funding approved under Resolution E-10-62; July 2010.) Outcome/Output: Seven acres of roadside planting with new irrigation systems. Two chain link walk gates for maintenance access. Two new web-based smart irrigation controllers.	12-4102A IMD/14-15 $752,000 1200020340 4 0E31A4	2013-14 301-0890 FTF 20.20.400.300	$752,000

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 89

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 25, 2015

Reference No.: 3.12
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 MARCH 31, 2015**

SUMMARY:

As of March 31, 2015, about $267 million, or 17 percent, of the $1.6 billion that has been allocated by the California Transportation Commission (Commission) for Federal Fiscal Year (FFY) 2015 has been sub-allocated to 306 local projects. The majority of the sub-allocations (approximately $215 million) are for 174 projects in the following three categories:

- Regional Surface Transportation Program (RSTP) – 64 projects, $88 million
- National Highway Performance Program (NHPP) & RSTP Bridge – 82 projects, $85 million
- High Priority Projects/Demonstration Projects/Emergency Relief – 28 projects, $43 million

The remaining $52 million was sub-allocated for 132 projects in other categories (as referenced with an asterisk on the attachment).

BACKGROUND:

The California Department of Transportation's (Department) Division of Local Assistance (DLA) 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.

Consistent with historical trends, the Department anticipates using all funds allocated by the Commission for FFY 2015.

Attachment

LOCAL ASSSISTANCE LUMP SUM ALLOCATIONS
Period Ending March 31, 2015
(Dollars in Thousands)

Reference No.: 3.12
June 25, 2015
Attachment

Fund Description	Commission Allocation			Total Sub-Allocations				Allocation Balance			Percent Sub- Allocated
	State	Federal	Total	State	Federal	Total		State	Federal	Total	Total
Local Administered & Miscellaneous Programs											
Regional Surface Transportation Program (RSTP)[1]		449,848	449,848		87,571	87,571			362,277	362,277	19%
Surface Transportation Program State Match and Exchange	57,849		57,849	0		0	*	57,849		57,849	0%
Congestion Mitigation & Air Quality Program[3]		449,000	449,000		14,978	14,978	*		434,022	434,022	3%
Freeway Service Patrol	25,479		25,479	22,429		22,429	*	3,050		3,050	88%
High Priority Projects/Demonstration Projects/Emergency Relief		227,000	227,000		42,566	42,566			184,434	184,434	19%
Miscellaneous	3,250		3,250	999		999	*	2,251	-	2,251	31%
Bridge Programs											
Bridge Inspection	735		735	0		0	*	735	0	735	0%
National Highway Performance Program (NHPP) & RSTP Bridge[2]		295,909	295,909		84,595	84,595			211,314	211,314	29%
Rail Programs											
Railroad Grade Crossing Maintenance	2,000		2,000	0		0	*	2,000		2,000	0%
Railroad Grade Separation	15,000		15,000	2,041		2,041	*	12,959		12,959	14%
Safety Programs											
Highway Safety Improvement Program		74,000	74,000		12,293	12,293	*	0	61,707	61,707	17%
Total Local Assistance Subvention Funds	104,313	1,495,757	1,600,070	25,469	242,003	267,472		78,844	1,253,754	1,332,598	17%

Notes

Allocations for state funds reflect the October 2014 Commission meeting vote, Item 2.5h.
Allocations for federal funds reflect the October 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] NHPP consists of on-system bridges (about $221 million) while RSTP bridge projects consist of off-system bridge (about $75 million).

Number of Total
64
0
55
11
28
2
0
82
0
1
63
306

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 90

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 25, 2015

Reference No.: 2.5h.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of
Budgets

Subject: **FISCAL YEAR 2015-16 LUMP SUM ALLOCATION FOR LOCAL ASSISTANCE – STATE FUNDS**
RESOLUTION FM-14-03

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve the allocation of $106,078,000 in state funds as a lump sum for administering the Local Assistance subvention budget for Fiscal Year 2015-16, contingent upon passage of the Budget Act of 2015.

ISSUE:

The Department requests an annual lump sum allocation each year to administer the Local Assistance subvention budget under the authority of the Commission. The Department is requesting authority to sub-allocate state subvention funds, consistent with and contingent upon passage of the Budget Act of 2015.

BACKGROUND:

The Department's Local Assistance Program administers the subvention budget under delegated authority from the Commission. The Department requests an annual lump sum allocation each year for these funds consistent with the Budget Act.

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 California Government Code. Resolution G-01-08, approved by the Commission on February 22, 2001, delegates to the Department the authority to adjust allocations between expenditures and 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 $106,078,000 be allocated from the Budget Act of 2015, Budget Act Item 2660-102-0042(1), contingent upon passage of the Budget Act of 2015.

LUMP SUM ALLOCATION
FISCAL YEAR 2015-16 FUNDS FOR 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	3,765		3,765
Miscellaneous Unassigned Local Programs	3,250		3,250
Freeway Service Patrol	25,479		25,479
Total Local Programs	**$106,078**		**$106,078**

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 91

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 25, 2015

Reference No.: 3.13
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce de Terra, Acting Chief
Division of
Transportation Programming

Subject: **PRELIMINARY CLOSE OUT REPORT ON FY 2014-15 SHOPP MINOR PROGRAM LUMP SUM ALLOCATION**

SUMMARY:

As of May 18, 2015, the California Department of Transportation (Department) sub-allocated and the California Transportation Commission (Commission) allocated a total of $65,430,197 (80 percent) of the $81,926,000 capital available for Fiscal Year 2014-15 State Highway Operation and Protection Program (SHOPP) Minor Program.

BACKGROUND:

On July 14, 2005, the Commission approved Resolution G-05-05, delegating to the Department authority to allocate funds for Minor A projects included on a concurrent list of projects approved 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 $281,001 and up to $1,000,000.

Initially the Commission approved a construction allocation for Fiscal Year 2014-15 of $81,926,000. The SHOPP Minor Program is a one-year program in which projects must be awarded in the fiscal year allocated.

As of May 18, 2015, the Department utilized $35,261,000 in construction funding for Minor A SHOPP projects, consisting of $29,429,000 sub-allocated by the Department and $5,832,000 allocated by the Commission for substitute projects. In addition, $29,891,626 in construction funding for Minor B SHOPP projects was sub-allocated, and $277,570 was sub-allocated for right of way acquisition. The total capital allocated is $65,430,197.

The Fiscal Year 2014-15 Final SHOPP Minor Program Close-Out Report will be reported at the October 2015 Commission meeting.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 92

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 25, 2015

Reference No.: 2.5j.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of
Budgets

Subject: **ANNUAL FY 2015-16 LUMP SUM MINOR CONSTRUCTION PROGRAM ALLOCATION RESOLUTION FM-14-05.**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve Resolution FM-14-05 allocating a lump sum amount of $84,783,000 for the Fiscal Year (FY) 2015-16 Minor Program. The FY 2015-16 Minor Program includes $82,671,000 for construction capital and $2,112,000 for estimated Right of Way expenditures.

ISSUE:

Commission Resolution G-05-05 authorizes the Department to sub-allocate and adjust Minor Program project allocations. The Commission must first approve the annual Minor Program lump sum allocation and project list prior to the funds being sub-allocated by the Department.

BACKGROUND:

At its July 2005 meeting, the Commission passed Resolution G-05-05 delegating to the Department the sub-allocation and adjustment authority for Minor Program projects. The resolution requires the Department to annually present its Minor Program to the Commission for review and allocation. The resolution states that the program will include the project location, description and estimated construction, Right-of-Way and capital outlay support costs for each Minor A project (projects with a construction cost in excess of $281,001 and up to $1,000,000) in the program. The program will also include a lump sum amount for the construction cost of Minor B projects (projects with a construction cost of $281,000 or under) and lump sum amount for Right-of-Way expenditures for Minor projects to be incurred in the upcoming fiscal year.

Consistent with Resolution G-05-05, the Department reviewed the Minor Program projects on the attached document with Commission staff.

RESOLUTION:

Resolved that the amount of $84,783,000 be allocated from Budget Act of 2015, Budget Act Items 2660-302-0042, 2660-302-0890 and 2660-303-0042, as a lump sum amount for the Minor Program for FY 2015-16, contingent upon the passage of the Budget Act of 2015.

Attachment

2015/16 FY Minor Construction Program Project List
Districts 01-12
($1,000)

District	County	Route	Postmile	Work Description	EA-5	Program Code	CTC Estimated Construction State/Federal Cost	CTC Estimated Right of Way Cost	Est. Capital Outlay Support (Life of Project) Cost
01	Del Norte	197	4.5/7.2	Widen shoulders and realign roadway to accommodate off tracking of Surface Transportation Assistance Act (STAA) vehicles.	48110	201.310	$ 480	$ -	$ 1,693
01	Mendocino	128/253	30.1/48.4	Replace and rehabilitate culverts and downdrains and modify inlets.	37813	201.151	$ 1,000	$ 42	$ 830
				District 01 Total			**$ 1,480**	**$ 42**	**$ 2,523**
02	Modoc	299	52.2/54.7	Overlay asphalt near the Town of Cedarville from 4.7 miles west to 2.1 miles west of Patterson Street.	4G220	201.121	$ 1,000	$ 5	$ 320
02	Plumas	147	0.0/2.0	Overlay asphalt and add shoulders in and near Canyon Dam from Route 89 to 2.1 miles north of Lake Almanor Safety Roadside Rest Area (SRRA).	4G260	201.120	$ 1,000	$ 5	$ 812
02	Shasta	5/44	Various	Install fiber hubs from Tormey Drain Bridge to 0.2 mile south of Churn Creek Bridge and from Liberty Street to Route 5.	4G840	201.315	$ 1,000	$ 5	$ 400
02	Shasta	299	88.9/89.2	Widen pavement near Fall River Mills from 1.9 miles to 1.6 miles west of Fall River Golf Road.	4G650	201.310	$ 780	$ 12	$ 420
02	Siskiyou	161	2.7/4.5	Overlay asphalt and add shoulders about 5.0 miles east of Dorris from 2.7 miles east to 4.5 miles east of Route 97.	4E800	201.120	$ 1,000	$ -	$ 575
02	Tehama	5	R24.8/R26.7	Overlay asphalt at the ramps in the City of Red Bluff from 0.6 mile south to 1.3 miles north of Sacramento River Bridge.	4F710	201.121	$ 1,000	$ -	$ 400
02	Tehama	32	21.5/24.9	Overlay asphalt at about 15.0 miles east of Forest Ranch from Deer Creek Bridge to Route 36.	4G330	201.121	$ 1,000	$ -	$ 320
				District 02 Total			**$ 6,780**	**$ 27**	**$ 3,247**
03	El Dorado	193	24.2	Reconstruct embankment and highway at 1.0 mile West of South Fork American River (Br# 25-33).	2F420	201.150	$ 800	$ -	$ 585
03	Nevada	80	19.3	Rehabilitate Inspection Facility and add water supply system at the Donner Pass California Highway Patrol (CHP) Truck Inspection facility.	0H180	201.321	$ 484	$ -	$ 303
03	Sacramento	5/51	Various	Modify traffic signals on Route 5 at 43rd Street.	2F460	201.310	$ 500	$ 10	$ 320
03	Sacramento	5/80	Various	Remove trees at various locations in Yolo, Sacramento, Placer, Colusa and Glenn counties on Routes 5 and 80 to improve recovery area for errant vehicles and to reduce the potential for hit object collisions.	4F940	201.015	$ 800	$ 5	$ 505

2015/16 FY Minor Construction Program Project List
Districts 01-12
($1,000)

District	County	Route	Postmile	Work Description	EA-5	Program Code	CTC Estimated Construction State/Federal Cost	CTC Estimated Right of Way Cost	Est. Capital Outlay Support (Life of Project) Cost
03	Sacramento	160	R44.8/46.4	Install Median Barrier Guardrail (MBGR), repave existing shoulders, and remove trees at the clear recovery zone.	0H060	201.015	$ 600	$ -	$ 376
03	Yolo	50	2.8	Rebuild crew quarters at West Sacramento Maintenance Station.	1F510	201.352	$ 975	$ -	$ 611
03	Various	Various	Various	Upgrade overhead sign structures on various routes in Sacramento, Colusa, Nevada and Butte Counties.	2F070	201.170	$ 400	$ -	$ 251
				District 03 Total			**$ 4,559**	**$ 15**	**$ 2,951**
04	Alameda	80	4.3/6.0	Replace failed concrete slabs and profile grind concrete slabs under University Avenue Overcrossing and Route 13 Overcrossing.	3J570	201.121	$ 800	$ 5	$ 500
04	San Francisco	101	2.0/4.2	Reconstruct uneven paved surface, chain-link fence and replace pull box covers with lockable lids for roadside worker safety and to deter vandalism.	1J960	201.235	$ 500	$ 1	$ 600
04	Santa Clara	101/237	41.1, R0.6	Replace pumps and controllers at Agnew Underpass and at Dana Street Overcrossing.	3J690	201.352	$ 1,000	$ 10	$ 600
04	Solano	80	17.1	Upgrade electrical distribution system by replacing main distribution panel, adding sub-distribution panels and appurtenant cabling and tie-in emergency diesel generator.	1J820	201.352	$ 850	$ 10	$ 680
04	Solano	113	20.4/21.2	Grind and replace existing asphalt concrete surfacing and construct Americans With Disabilities (ADA) compliant curb ramps.	3J680	201.121	$ 1,000	$ 20	$ 800
04	Solano	780	1.2/1.6	Install permanent drainage system along eastbound lanes, construct hot mix asphalt (HMA) dike, and install inside shoulder and inlets in the City of Benicia.	1J710	201.151	$ 700	$ 1	$ 500
				District 04 Total			**$ 4,850**	**$ 47**	**$ 3,680**
05	San Luis Obispo	1	5.3/5.8	Add left-turn channelization between 0.2 mile north of Willow Road and Ralcoa Way at Sheridan Road.	1C170	201.310	$ 1,000	$ 165	$ 1,664
05	San Luis Obispo	1	12.4	Construct storm drainage in the City of Oceano. Financial Contribution Only (FCO).	1A150	201.150	$ 900	$ -	$ 200
05	San Luis Obispo	1	62.3	Install pervious pavement at Elephant Seals Vista Point parking lot near the Town of Cambira at Elephant Seals Vista Point.	1G010	201.240	$ 1,000	$ -	$ 989

2015/16 FY Minor Construction Program Project List
Districts 01-12
($1,000)

District	County	Route	Postmile	Work Description	EA-5	Program Code	CTC Estimated Construction State/Federal Cost	CTC Estimated Right of Way Cost	Est. Capital Outlay Support (Life of Project) Cost
05	San Luis Obispo/ Monterey	101	Various	Rehabilitate pavement near the City of Paso Robles from 0.4 mile south of San Marcos Creek Bridge to San Luis Obispo and Monterey County Lines and in Monterey County from San Luis Obispo and Monterey County lines to approximately 0.3 mile south of East Garrison Overcrossing.	1G510	201.120	$ 1,000	$ -	$ 600
				District 05 Total			**$ 3,900**	**$ 165**	**$ 3,453**
06	Fresno	5	35.2/35.8	Install vehicle detection stations on Route 5 at various locations.	0T030	201.315	$ 900	$ -	$ 800
06	Kern	58	R53.3/R54.5	Upgrade existing non-compliant and install new Americans with Disabilities (ADA) curbs ramps along Route 58 in the City of Bakersfield.	0T000	201.361	$ 550	$ 50	$ 450
06	Kern	99	0.0/56.7	Install vehicle detection stations on Route 99 at various locations in Kern and Tulare Counties.	0T330	201.315	$ 1,000	$ -	$ 950
06	Kern	L5713	-	Demolish existing truck shed and construct new equipment storage building to accommodate large vehicles and provide positive site drainage at the Mojave Maintenance Station	0T300	201.352	$ 1,000	$ 50	$ 1,000
06	Kings	5	0.0/66.2	Install vehicle detection stations on Route 5 at various locations in Kings County.	0T020	201.315	$ 400	$ -	$ 270
06	Tulare	99	0.1/28.0	Install vehicle detection stations on Route 99 at various locations in Fresno and Madera Counties.	0T080	201.315	$ 1,000	$ -	$ 1,000
06	Tulare	137	16.5/16.6	Install ramp intersection signalization and widen northbound ramp at Routes 137/99 Junction in the City of Tulare.	0T350	201.310	$ 500	$ -	$ 600
06	Tulare	245	6.2/7.2	Construct and rehabilitate sidewalks, curb, gutter and curb ramps in and near the City of Woodlake.	0N580	201.378	$ 400	$ -	$ 600
				District 06 Total			**$ 5,750**	**$ 100**	**$ 5,670**
07	Los Angeles	60	4.0/8.5	Slab Replacement, from Woods Ave U/C to San Gabriel O/C.	4T760	201.121	$ 900	$ -	$ 500
07	Los Angeles	71	1.6/3.4	Install temporary k-rail and removal of traffic control signals at North Ranch Road and Old Pomona Road.	4T780	201.310	$ 300	$ -	$ 600
07	Los Angeles	91	12.9/13.7	Modify traffic signal and upgrade ADA curb ramps at SB Paramount Blvd on-ramp and NB Cherry Ave on-ramp. Installing additional left turn lanes, modifying signals and upgrade ADA access curb ramps.	4T770	201.310	$ 975	$ -	$ 500

2015/16 FY Minor Construction Program Project List
Districts 01-12
($1,000)

District	County	Route	Postmile	Work Description	EA-5	Program Code	CTC Estimated Construction State/Federal Cost	CTC Estimated Right of Way Cost	Est. Capital Outlay Support (Life of Project) Cost
07	Los Angeles	118	4.8	Widening of WB off-ramp at Tampa Ave to increase left-turn storage.	4T790	201.310	$ 950	$ -	$ 650
07	Los Angeles	138	44.9	Install traffic signal at intersection of Palmdale and 12th St.	4P020	201.310	$ 500	$ -	$ 500
07	Los Angeles	210	49.4	Bike and pedestrian safety improvements at EB off-ramp at Towne Ave in City of Claremont.	4T810	201.378	$ 1,000	$ -	$ 650
07	Los Angeles	405	0.6	Install traffic signal and safety lightings at SB 405 off-ramp to Studebaker Rd, upgrade the ADA ramps to current ADA standards.	4T800	201.310	$ 385	$ -	$ 385
07	Los Angeles	405	-	Replace existing main building at Pacific Place Maintenance Station L5823, to upgrade structural integrity, room capacity to offices and restroom that are mostly undersized and not conforming to current ADA requirements.	3P960	201.352	$ 990	$ -	$ 700
				District 07 Total			**$ 6,000**	**$ -**	**$ 4,485**
08	Riverside	10	R3.2/R5.3	Install changeable message signs (CMS) at various locations on Route 10.	1F920	201.315	$ 1,000	$ -	$ 875
08	Riverside	10	27.6	Construct check dam near the City of Palm Springs at 2.5 miles east of Route 111.	0L850	201.111	$ 950	$ -	$ 875
08	Riverside	10	71.8/72.3	Upgrade water treatment system at the City of Cactus Safety Roadside Rest Area (SRRA) at 15.0 miles east of the City of Indio.	0M480	201.250	$ 1,000	$ -	$ 875
08	Riverside	79	6.1/12.1	Construct 4 turn-outs on Route northbound and southbound traffic at 3.8 miles west of Routes 371/79 Junction to 0.5 mile east of Pauba Road.	0J780	201.310	$ 700	$ -	$ 675
08	Riverside	15	33.1/33.4	Install ramp metering systems near City of Corona at Weirick Road and Temescal Canyon Road (NB and SB entrance ramps).	1E300	201.310	$ 850	$ -	$ 675
08	San Bernardino	95	37.3	Widen roadway and add left-turn pocket near the City of Needles at Havasu Lake Road.	0J460	201.310	$ 800	$ -	$ 830
08	San Bernardino	L5711	-	Demolish gas house and sign shed and replace with a warehouse in the City of Running Springs near Routes 18/330 Junction at Dry Creek Maintenance Yard.	0N390	201.352	$ 800	$ -	$ 730
08	San Bernardino	L5726	-	Modify electrical system and reconstruct office building B (stage 1) at the San Bernardino Maintenance Station to comply with Americans with Disabilities Act (ADA) standards.	0K841	201.352	$ 900	$ -	$ 730
				District 08 Total			**$ 7,000**	**$ -**	**$ 6,265**

2015/16 FY Minor Construction Program Project List
Districts 01-12
($1,000)

District	County	Route	Postmile	Work Description	EA-5	Program Code	CTC Estimated Construction State/Federal Cost	CTC Estimated Right of Way Cost	Est. Capital Outlay Support (Life of Project) Cost
09	Inyo	395	75.1	Reclaim existing material site by re-contouring surfaces, replacing topsoil, and providing seedbed for natural and aided re-vegetation.	33340	201.240	$ 1,000	$ 5	$ 1,000
09	Inyo	395	117.3	Install traffic signals, relocate 5 power poles, irrigation ditch and weir, construct 3 driveways, curb, gutter and sidewalks, and replace and extend 24" culvert.	35680	201.310	$ 536	$ 605	$ 536
09	Mono	395	34.1	Construct truck shed at the Crestview Maintenance Station consisting of three equipment bays, utility room, communication room, crew room, janitors room, and bathroom.	35610	201.352	$ 1,000	$ 5	$ 1,000
				District 09 Total			**$ 2,536**	**$ 615**	**$ 2,536**
10	Amador	88	54.1	Connect utility lines from Kirkwood Meadows Public Utility District (KMPUD) to supply power at the Pedler Hill facility.	-	201.352	$ 500	$ -	$ 300
10	San Joaquin	4	2.1	Place rock slope protection to prevent further separation on the westbound direction at 1.3 miles west of Middle River Bridge.	0P840	201.15	$ 281	$ 2	$ 629
10	San Joaquin	120	3.1/6.0	Install supplemental signal heads on eastbound off-ramp to Airport Way and flashing beacons at eastbound off-ramp, and advanced curve warning system facing eastbound traffic near Yosemite Avenue Undercrossing.	1E520	201.015	$ 500	$ -	$ 300
10	Stanislaus	99	16.9/19.7	Install automated warning system, changeable message signs, closed circuit television cameras, traffic monitoring stations and maintenance vehicle pullouts in the City of Modesto.	0Y571	201.315	$ 700	$ -	$ 410
10	Stanislaus	108	33.1/33.4	Repair and stabilize slope at various locations from Eight Street to Topeka Street near the City of Riverbank.	0H480	201.15	$ 900	$ -	$ 808
10	San Joaquin	120	16.9	Widen southwest corner of Route 120 intersection and McHenry Avenue to provide access to Surface Transportation Assistance Act (STAA) vehicles.	1C660	201.31	$ 315	$ 5	$ 641
10	Tuolumne	120	24.7/29.3	Construct eastbound turnouts at 3 locations for slow moving vehicles and to allow other vehicles to pass to reduce queues and improve traffic flow.	0Y450	201.31	$ 945	$ -	$ 300
				District 10 Total			**$ 4,141**	**$ 7**	**$ 3,388**
11	San Diego	5/52	R25.7/R26.6	Overlay asphalt concrete and cold plane on-ramps and off-ramps.	41970	201.120	$ 1,000	$ -	$ 705
				District 11 Total			**$ 1,000**	**$ -**	**$ 705**

2015/16 FY Minor Construction Program Project List
Districts 01-12
($1,000)

District	County	Route	Postmile	Work Description	EA-5	Program Code	CTC Estimated Construction State/Federal Cost	CTC Estimated Right of Way Cost	Est. Capital Outlay Support (Life of Project) Cost
12	Orange	5	R24.9	Expand Park and Ride facility to increase the number of parking spaces.	0P260	201.310	$ 995	$ 10	$ 995
12	Orange	405	3.8	Widen existing two-lane on-ramp to a three-lane on-ramp to accommodate increased traffic demand from local facility.	0P250	201.310	$ 992	$ 20	$ 992
12	Orange	5	15.9	Rebuild and repair slope embankment.	0P150	201.130		$ 10	$ -
				District 12 Total			**$ 1,987**	**$ 40**	**$ 1,987**

Original/Initial Minor Program Target Allocations	
Total FY 2015-16 Minor Program Statewide Total Minor A Projects	**$ 49,983**
Total FY 2015-16 Minor B Program Lump Sum	**$ 32,688**
Total FY 2015-16 Minor A and B Program (excluding Right-of-Way)	**$ 82,671**
Total FY 2015-16 Minor Program Right-of-Way Allocation	**$ 2,112**
Total FY 2015-16 Minor Program Statewide Capital Outlay (Including Right-of-Way)	**$ 84,783**
Total FY 2015-16 Minor Program Day Labor	**$ 3,890**
Total FY 2015-16 Minor Program Statewide Capital Outlay Support	**$ 63,327**
Total FY 2015-16 Minor Program Capital Outlay Support (COS) and Capital Outlay (Construction)	**$ 152,000**

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 93

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 25, 2015

Reference No.: 2.1a.(20)/2.6e.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce De Terra, Acting Chief
Division of Transportation
Programming

Subject: **TRAFFIC CONGESTION RELIEF PROGRAM - PROJECT AND ALLOCATION AMENDMENT**
RESOLUTION TAA-14-04, AMENDING TAA-06-59
RESOLUTION TFP-14-09, AMENDING RESOLUTIONS TFP-14-07 AND TFP-06-23

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) amend Traffic Congestion Relief Program (TCRP) Project 113 – Route 46 Expressway in Kern County, and re-allocate previously allocated funds.

ISSUE:

The overall project is being delivered in four segments; Segment 1 (PPNO 3386), Segment 2 (PPNO 3380A), Segment 3 (PPNO 3386A), and Segment 4A (PPNO 3386C). The Kern Council of Governments and the Department are requesting to amend TCRP Project 113 – Route 46 Construct Expressway to:

- Allocate $170,000 of previously de-allocated construction close out savings (May 2015 Commission Meeting) from Segment 3 (PPNO 3386A) to Segment 4A (PPNO 3386C).
- De-allocate $1,459,000 TCRP close-out savings from Segment 2 Right of Way.
- Reprogram the combined savings above ($1,629,000 total) to Segment 4A as follows: $138,000 to Right of Way, $1,301,000 to construction and $190,000 to construction support and re-allocate when the components are ready.

BACKGROUND:

The project scope is to convert Route 46 to a four-lane expressway near Wasco, from the San Luis Obispo County line to Kecks Road. The overall project is being delivered in four segments: Segment 1 (PPNO 3386), Segment 2 (PPNO 3380A), Segment 3 (PPNO 3386A) and Segment 4A (PPNO 3386C). The Commission allocated a total of $7,570,000 in TCRP to the project. Segments 1, 2, and 3 are complete and open to traffic. Segment 4A is currently in Design.

Through the Design process the impact to Right of Way increased, resulting in increased workload and increased Right of Way costs. There was insufficient Right of Way staff to handle the added demand, resulting in a delay. In addition, a construction cost increase was identified for relinquishment mitigation. The revised Right of Way costs identified during Design will be funded by federal Demo funds. The TCRP savings along with increased federal Demo funding allows the project to remain fully funded. The amendment to reprogram and allocate savings addresses the increased Right of Way and construction costs.

There is a concurrent STIP amendment for approval on the Commissions June agenda, to delay Segment 4A construction programming from Fiscal Year (FY) 2015-16 to FY 2016-17.

The changes described above are tabulated on the following pages.

REVISE: TCRP Project 113 – Route 46 construct Expressway; Route 46 Expressway Near Wasco, from the San Luis Obispo County line to Kecks Road

a) - Segment 2 construction contract (PPNO 3380A)

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	3,910	3,910								991	1,619		1,300
Change	0	0								0	0		0
Proposed	3,910	3,910								991	1,619		1,300
IIP													
Existing	12,819	12,819						235	6,355	1,130	1,582	650	2,867
Change	0	0						0	0	0	0	0	0
Proposed	12,819	12,819						235	6,355	1,130	1,582	650	2,867
TCRP (Committed)													
Existing	4,690	4,690						3,740		300		650	
Change	(1,459)	(1,459)						(1,459)		0		0	
Proposed	**3,231**	**3,231**						**2,281**		300		650	
Demo													
Existing	50,275	50,275						17,110	32,000		600	100	465
Change	0	0						0	0		0	0	0
Proposed	50,275	50,275						17,110	32,000		600	100	465
Total													
Existing	71,694	71,694						21,085	38,355	2,421	3,801	1,400	4,632
Change	(1,459)	(1,459)						(1,459)	0	0	0	0	0
Proposed	**70,235**	**70,235**						**19,626**	38,355	2,421	3,801	1,400	4,632

b) **Segment 4A (PPNO 3386C) Route 46 in and near Lost Hills, from Lost Hills Road to 0.9 mile east of I-5. Widen from 2 to 4 lanes (PPNO 3386C)***

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor
Kern	6	3386C	44254	CO	2015-16	30.5	33.5	46

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

RTPA/CTC:	Kern Council of Governments
Project Title:	Route 46 Widening - Segment 4A
Location	In and near Lost Hills, from Lost Hills Road to 0.9 mile east of I-5.
Description:	Widen from 2 to 4 lanes.

(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	6,280	2,180		4,100	0			900	3,500		980	300	600
Change	0	0		(4,100)	4,100			0	0		0	0	0
Proposed	6,280	2,180		**0**	**4,100**			900	3,500		980	300	600
IIP													
Existing	400			400							400		
Change	0			0							0		
Proposed	400			400							400		
Demo													
Existing	24,600	7,850		16,750	0			3,600	14,000		3,050	1,200	2,750
Change	10,104	0		(12,258)	22,362			4,492	5,202		0	0	410
Proposed	**34,704**	7,850		**4,492**	**22,362**			**8,092**	**19,202**		3,050	1,200	**3,160**
TCRP (Committed)													
Existing	0			0	0			0	0				0
Change	1,629			138	1,491			138	1,301				190
Proposed	**1,629**			**138**	**1,491**			**138**	**1,301**				**190**
Total													
Existing	31,280	10,030		21,250	0			4,500	17,500		4,430	1,500	3,350
Change	11,733	0		(16,220)	27,953			4,630	6,503		0	0	600
Proposed	**43,013**	10,030		**5,030**	**27,953**			**9,130**	**24,003**		4,430	1,500	**3,950**

*Concurrent STIP amendment on the Commission's June agenda.

RESOLUTION TAA-14-04
RESOLUTION TFP-14-09

Resolved, with all conditions stipulated still in effect, the California Transportation Commission (Commission) hereby revises Traffic Congestion Relief Program (TCRP) Project 113 to reflect the changes described above; and

Be it further Resolved, that the 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 Highway 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 TAA-14-04** Amending Resolution TAA-06-59 **Resolution TFP-14-09** Amending Resolution TFP-14-07 and TFP-06-23	
1 ~~$4,920,000~~ **$3,461,000** California Department of Transportation 06 – Kern	**Project #113 – Route 46; widen to four lanes for 33 miles from Route 5 to San Luis Obispo County line in Kern County.** Widen conventional two-lane highway to a four-lane expressway. **<u>Amend Resolution TPF-06-23 to de-allocate $1,459,000 to reflect close-out savings.</u>**	Chapter 91 of the Statutes of 2000 899-3007 20.20.710.870	 ~~$4,920,000~~ **$3,461,000**

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 94

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 25, 2015

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-14-56

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission allocate $194,465,000 for 27 projects programmed in the 2014 State Highway Operation and Protection Program (SHOPP) and $238,579,000 for 20 additional projects amended into the SHOPP by Department action.

ISSUE:

The attached vote list describes 47 SHOPP projects totaling $433,044,000. The Department is ready to proceed with these projects and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that $433,044,000 be allocated from the Budget Act of 2013 and Budget Act of 2014, Budget Act Items 2660-302-0042 and 2660-302-0890, for 47 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-14-56**
1 $3,322,000 Del Norte 01-DN-101 22.0	Near Crescent City, at 0.6 mile south of Hamilton Road. Outcome/Output: Stabilize roadway slip-out and restore shoulder by constructing 200 foot long retaining wall, removing failed fill and reconstructing roadway. Preliminary Engineering / Programmed / Expended PA&ED $85,000 $72,458 PS&E $1,250,000 $952,740 R/W Supp $40,000 $1,570 (Construction Support: $700,000)	01-1080 SHOPP/14-15 $3,500,000 0112000114 4 0B3004	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.131	$381,000 $2,941,000
2 $1,221,000 Humboldt 01-Hum-36 35.5/40.5	Near Dinsmore, from 0.1 mile east of South Fork Van Duzen River Bridge to 0.1 east of Van Duzen River Bridge. Outcome/Output: Reconstruct roadway and drainage systems at 5 storm damaged locations, including installing rock buttress, replacing culvert, reconstructing guardrail, and restoring roadway surface. Preliminary Engineering / Programmed / Expended PA&ED $250,000 $180,833 PS&E $1,100,000 $1,113,667 R/W Supp $60,000 $2,153 (Construction Support: $336,000)	01-2334 SHOPP/14-15 $2,200,000 0112000120 4 0B3604	2013-14 302-0042 SHA 302-0890 FTF 20.20.201.131	$140,000 $1,081,000
3 $2,500,000 Alameda 04-Ala-13 4.9	In Oakland, at 0.1 mile south of Carson Street. Outcome/Output: Install 186 foot soldier pile retaining wall, repair cracked pavement, and reconstruct drainage system damaged by embankment slip-out storm damage. Work also includes reconstructing drainage system. Preliminary Engineering / Programmed / Expended PA&ED $1,000,000 $1,137,273 PS&E $1,160,000 $304,056 R/W Supp $100,000 $11,340 (Construction Support: $1,820,000)	04-0140Q SHOPP/14-15 $5,100,000 0413000228 4 1SS414	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.131	$50,000 $2,450,000
4 $1,431,000 Alameda 04-Ala-13 8.8	In Oakland, 0.3 miles south of Broadway Terrace. Outcome/Output: Repair slope slide by constructing soldier pile retaining wall, replacing damaged existing wall, and improving slope drainage. Preliminary Engineering / Programmed / Expended PA&ED $650,000 $771,162 PS&E $480,000 $698,148 R/W Supp $100,000 $5,986 (Construction Support: $570,000)	04-0144R SHOPP/14-15 $1,240,000 0412000007 4 2G8304	2013-14 302-0042 SHA 302-0890 FTF 20.20.201.131	$29,000 $1,402,000

2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description	PPNO Program/Year Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(1) SHOPP Projects				**Resolution FP-14-56**
5 $4,819,000 Alameda 04-Ala-Var. Var.	In Alameda County, on various routes at various locations. Outcome/Output: Upgrade guard rail end treatments and transition railing at 137 locations to reduce the number and severity of collisions. Preliminary Engineering / Programmed / Expended PA&ED $380,000 $392,939 PS&E $760,000 $839,935 R/W Supp $75,000 $2,481 (Construction Support: $1,140,000)	04-0107G SHOPP/14-15 $4,619,000 0414000005 4 2G5014	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.015	$96,000 $4,723,000
6 $1,760,000 Contra Costa 04-CC-4 R11.0	In Martinez, at 0.1 mile west of Milano Way, also in Napa County on Route 29 at 0.5 mile north of Route 12 (PM R9.7). Outcome/Output: Install weigh in motion systems to enhance the enforcement of truck weight limits. Preliminary Engineering / Programmed / Expended PA&ED $0 $39,431 PS&E $456,000 $498,765 R/W Supp $33,000 $329 (Construction Support: $408,000)	04-0182K SHOPP/14-15 $1,630,000 0413000088 4 286804	2013-14 302-0042 SHA 302-0890 FTF 20.20.201.321	$35,000 $1,725,000
7 $1,750,000 Marin 04-Mrn-101 3.3/4.5	In San Rafael, at Freitas Parkway Overcrossing No. 27-0080, Lucas Valley Road Undercrossing NO. 27-0059 and North San Pedro Road Undercrossing No. 27-0014S. Outcome/Output: Upgrade to new standard bridge railing and rehabilitate bridge decks at three structures. Preliminary Engineering / Programmed / Expended PA&ED $360,000 $70,807 PS&E $750,000 $771,638 R/W Supp $90,000 $4,901 (Construction Support: $600,000)	04-0355A SHOPP/14-15 $1,785,000 0412000117 4 4A0004	2013-14 302-0042 SHA 302-0890 FTF 20.20.201.112	$35,000 $1,715,000
8 $2,040,000 Marin 04-Mrn-580 3.3/4.5	In San Rafael, at Sir Francis Drake Boulevard Overcrossing No. 27-0074; also at Bellam Boulevard Undercrossing No. 27-0073L (PM 4.5). Outcome/Output: Upgrade to new standard bridge railing at two structures. Preliminary Engineering / Programmed / Expended PA&ED $357,000 $276,115 PS&E $692,000 $682,185 R/W Supp $59,000 $956 (Construction Support: $600,000)	04-0832F SHOPP/14-15 $2,040,000 0412000481 4 4G4704	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.112	$41,000 $1,999,000

2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description	PPNO Program/Year Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(1) SHOPP Projects				**Resolution FP-14-56**
9 $1,834,000 Napa 04-Nap-128 29.7	Near Winters, at 1.5 miles east of Wragg Canyon Road. Outcome/Output: Restore 200 feet of eroded roadway side-slope to prevent further storm damage by reconstructing with lightweight fill and replacing drainage system. Preliminary Engineering / Programmed / Expended PA&ED $190,000 $272,253 PS&E $480,000 $728,582 R/W Supp $80,000 $4,766 (Construction Support: $530,000)	04-0640B SHOPP/14-15 $2,100,000 040021255 4 2G9504	2013-14 302-0042 SHA 302-0890 FTF 20.20.201.131	$37,000 $1,797,000
10 $285,000 Santa Clara 04-SCl-87 4.9	In San Jose, at West Virginia Street. Outcome/Output: Restore distressed section of concrete pavement damaged by groundwater seepage. Work includes placing a permeable blanket and under drain before repaving. Preliminary Engineering / Programmed / Expended PA&ED $198,000 $76,405 PS&E $133,000 $219,231 R/W Supp $18,000 $0 (Construction Support: $161,000)	04-0428Q SHOPP/14-15 $363,000 0412000539 4 1SS484	2013-14 302-0042 SHA 20.20.201.131	$285,000
11 $3,059,000 Santa Clara 04-SCl-280 7.5/11.5	In and near Cupertino, from Stevens Creek Boulevard to Foothill Expressway. Outcome/Output: Rehabilitate on-ramp pavement and upgrade curb ramps to Americans with Disabilities Act requirements. Preliminary Engineering / Programmed / Expended PA&ED $67,000 $94,549 PS&E $311,000 $583,808 R/W Supp $12,000 $3,970 (Construction Support: $312,000)	04-0503P SHOPP/14-15 $3,742,000 0414000056 4 272054	2013-14 302-0042 SHA 302-0890 FTF 20.20.201.121	$61,000 $2,998,000
12 $839,000 San Francisco 04-SF-101 3.4	The City and County of San Francisco, at 23rd Street. Outcome/Output: Construct 110 foot long retaining wall, reconstruct failed slope, and apply erosion control to repair storm damaged slip-out. Preliminary Engineering / Programmed / Expended PA&ED $80,000 $268,352 PS&E $500,000 $887,910 R/W Supp $55,000 $3,971 (Construction Support: $400,000)	04-0600H SHOPP/14-15 $700,000 0412000014 4 3G1704	2013-14 302-0042 SHA 20.20.201.131	$839,000

2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description	PPNO Program/Year Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(1) SHOPP Projects				**Resolution FP-14-56**
13 $872,000 Sonoma 04-Son-101 11.6	Near Cotati, at 0.4 mile south of West Sierra Avenue. Outcome/Output: Remove loose material and regrade slope to stabilize from localized failure and erosion. Preliminary Engineering / Programmed / Expended PA&ED $405,000 $435,254 PS&E $270,000 $88,850 R/W Supp $40,000 $0 (Construction Support: $266,000)	04-0116R SHOPP/14-15 $874,000 0412000617 4 1SS354	2013-14 302-0042 SHA 20.20.201.131	$872,000
14 $1,240,000 Sonoma 04-Son-116 39.8	Near Petaluma, at 0.5 mile east of Lakeville Highway. Outcome/Output: Excavate loose material, place rock slope protection buttress, re-grade roadside ditch below slope, and apply erosion control to stabilize slide. Preliminary Engineering / Programmed / Expended PA&ED $220,000 $334,015 PS&E $300,000 $412,059 R/W Supp $100,000 $65,935 (Construction Support: $400,00)	04-0819Q SHOPP/14-15 $1,400,000 0400021275 4 3G1104	2013-14 302-0042 SHA 302-0890 FTF 20.20.201.131	$25,000 $1,215,000
15 $1,109,000 Sonoma 04-Son-121 10.2	Near Schellville. 0.6 mile west of Napa Road. Outcome/Output: Construct 120 foot retaining wall and under drain system to restore roadway embankment failure and repair damaged roadway surface. Preliminary Engineering / Programmed / Expended PA&ED $200,000 $171,069 PS&E $300,000 $697,000 R/W Supp $25,000 $6,216 (Construction Support: $600,000)	04-0815C SHOPP/14-15 $1,100,000 0412000618 4 1SS374	2013-14 302-0042 SHA 302-0890 FTF 20.20.201.131	$22,000 $1,087,000
16 $421,000 San Louis Obispo 05-SLO-1 R12.6	In Oceano, at Oceano Overhead. Outcome/Output: Construct 541 linear feet of sidewalk and one curb ramp to upgrade the existing pedestrian facility at the Ocean Overhead to current accessible standards per the Americans with Disabilities Act (ADA). Preliminary Engineering / Programmed / Expended PA&ED $270,000 $297,044 PS&E $480,000 $417,841 R/W Supp $95,000 $1,897 (Construction Support: $430,000)	05-2382 SHOPP/14-15 $920,000 0512000078 4 1C1304	2013-14 302-0042 SHA 20.20.201.361	$421,000

2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description	PPNO Program/Year Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(1) SHOPP Projects				**Resolution FP-14-56**
17 $2,078,000 Los Angeles 07-LA-2 18.6/19.6	In Glendale, at Route 2/134 Interchange. Outcome/Output: Construct roadside paving, construct Maintenance Vehicle Pullouts, construct access roads, improve Clear Recovery Zone, and install remote irrigation control system to improve the safety of maintenance personnel at 16 locations. Preliminary Engineering Programmed Expended PA&ED $100,000 $69,779 PS&E $500,000 $498,367 R/W Supp $5,000 $0 (Construction Support: $595,000)	07-4504 SHOPP/14-15 $2,220,000 0712000108 4 292204	2013-14 302-0042 SHA 302-0890 FTF 20.20.201.235	$42,000 $2,036,000
18 $1,545,000 Los Angeles 07-LA-101 11.5/11.8	In North Hollywood, at Route 101/134/170 interchange. Outcome/Output: Construct roadside paving, construct Maintenance Vehicle Pullouts, install access roads, improve Clear Recovery Zone, and install remote irrigation control system to improve the safety of maintenance personnel at 39 locations. Preliminary Engineering Programmed Expended PA&ED $73,000 $72,220 PS&E $371,000 $555,831 R/W Supp $1,000 $0 (Construction Support: $367,000)	07-4503 SHOPP/14-15 $2,215,000 0712000107 4 292104	2013-14 302-0042 SHA 302-0890 FTF 20.20.201.235	$31,000 $1,514,000
19 $7,925,000 Los Angeles 07-LA-405 8.7	In Carson at Dolores Yard Overhead Bridge No. 53-1168. Outcome/Output: Paint steel portion of the bridge to extend bridge service life. Preliminary Engineering Programmed Expended PA&ED $0 $0 PS&E $1,500,000 $643,778 R/W Supp $350,000 $279,233 (Construction Support: $1,200,000)	07-4386 SHOPP/14-15 $7,077,000 0700001891 4 4Y7004	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.119	$158,000 $7,767,000
20 $1,324,000 Riverside 08-Riv-91 10.8/12.9	In the city of Riverside, from east of Pierce Avenue to west of Tyler Avenue. Outcome/Output: Expand gore paving, construct safe ingress and egress to work areas, improve Clear Recovery Zone, install weed barriers at 20 locations to improve the safety of maintenance personnel. Preliminary Engineering Programmed Expended PA&ED $160,000 $118,252 PS&E $400,000 $265,839 R/W Supp $25,000 $0 (Construction Support: $360,000)	08-0080J SHOPP/14-15 $1,325,000 0812000086 4 0R4604	2013-14 302-0042 SHA 302-0890 FTF 20.20.201.235	$78,000 $1,246.000

2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description	PPNO Program/Year Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(1) SHOPP Projects				**Resolution FP-14-56**
21 $34,624,000 San Bernardino 08-SBd-10 33.3/R37.4	In and near Redlands, from Ford Street to Live Oak Canyon Road. Outcome/Output: Rehabilitate 12.5 lane miles of roadway by rehabilitating or replacing the existing concrete pavement to improve safety and ride quality. Preliminary Engineering / Programmed / Expended PA&ED $0 $0 PS&E $1,920,000 $1,701,135 R/W Supp $268,000 $18,251 (Construction Support: $3,185,000)	08-0151J SHOPP/14-15 $36,000,000 0812000099 4 0K2924	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.122	$171,000 $34,453,000
22 $12,046,000 San Bernardino 08-SBd-15 172.1/173.8	Near Mountain Pass, at Cenda Ditch Bridge (No. 54 -0620L) and Wheaton Wash Bridge (No. 54-0621L). Outcome/Output: Replace Cenda Ditch Bridge, replace portion of Wheaton Wash Bridge and rehabilitate the remainder to extend the service life of the bridges at two locations. Preliminary Engineering / Programmed / Expended PA&ED $634,000 $680,770 PS&E $3,121,000 $3,022,780 R/W Supp $100,000 $20,852 (Construction Support: $2,271,000)	08-0172X SHOPP/14-15 $10,688,000 0800000472 4 0M2804	2013-14 302-0042 SHA 302-0890 FTF 20.20.201.110	$224,000 $11,882,000
23 $66,959,000 Imperial 11-Imp-8 R45.5/R55.0	Near El Centro, from 0.6 mile west of Anderholt Road to 0.5 mile east of East Highline Canal Bridge. Outcome/Output: Remove and replace main lanes and shoulders, upgrade dikes and safety items, and rehabilitate ramps to improve safety, ride quality, and reduce future maintenance cost and frequency along 38 lane miles of roadway. Preliminary Engineering / Programmed / Expended PA&ED $711,000 $455,810 PS&E $2,125,000 $1,201,852 R/W Supp $2,000 $0 (Construction Support: $8,633,000)	11-0534 SHOPP/14-15 $66,980,000 1113000036 4 413604	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.122	$1,339,000 $65,620,000
24 $1,000,000 San Diego 11-SD-5 R20.3/R21.2	In the city of San Diego, from 0.3 mile south of Fiesta Island Road to 0.5 mile north of Tecolote Creek Bridge. Outcome/Output: Landscape mitigation on 3.2 acres. Work involves removal of dying trees and shrubs, pruning trees, upgrading existing irrigation systems, and applying new mulch. Preliminary Engineering / Programmed / Expended PA&ED $0 $0 PS&E $376,000 $421,828 R/W Supp $14,000 $0 (Construction Support: $517,000)	11-0778A SHOPP/14-15 $1,907,000 1113000115 4 002714	2013-14 302-0042 SHA 302-0890 FTF 20.20.201.310	$20,000 $980,000

2.5 Highway Financial Matters

Project # / Allocation Amount / County / Dist-Co-Rte / Postmile	Location / Project Description	PPNO / Program/Year / Prgm'd Amount / Project ID / Adv Phase / EA	Budget Year / Item # / Fund Type / Program Code	Amount by Fund Type
2.5b.(1) SHOPP Projects				**Resolution FP-14-56**
25 $1,467,000 San Diego 11-SD-79 0.0/29.6	At various locations, from 0.1 mile south of Samagatuma Creek to 0.1 mile north of Matagual Creek Bridge. Outcome/Output: Replace 1,057 linear feet of existing bridge rails on four bridges to improve public safety. Preliminary Engineering / Programmed / Expended PA&ED $0 $0 PS&E $840,000 $969,597 R/W Supp $2,000 $0 (Construction Support: $668,000)	11-1066 SHOPP/14-15 $1,610,000 1100020480 4 408004	2013-14 302-0042 SHA 302-0890 FTF 20.20.201.112	$29,000 $1,438,000
26 $20,195,000 Orange 12-Ora-133 8.8/10.9	In Irvine, at the Route 5 interchange. Outcome/Output: Stabilize embankments, inject grouting deep into embankments, repair/replace bridge drainage aprons and slope paving, and reconstruct roadway pavement, guardrail and drainage systems at three locations to rebuild and/or repair damaged roadway. Preliminary Engineering / Programmed / Expended PA&ED $1,040,000 $866,505 PS&E $2,157,000 $2,002,543 R/W Supp $51,000 $0 (Construction Support: $2,652,000)	12-4849C SHOPP/14-15 $20,200,000 1213000116 4 0N1104	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.131	$390,000 $19,805,000
27 $16,800,000 Orange 12-Ora-405 8.4	In Costa Mesa at Red Hill Avenue overcrossing southern approach. Outcome/Output: Remove and replace failing Mechanically Stabilized Earth walls and repair approach slab and bridge abutment to rebuild and/or repair damaged roadway. Preliminary Engineering / Programmed / Expended PA&ED $400,000 $412,267 PS&E $3,000,000 $2,322,792 R/W Supp $650,000 $473,755 (Construction Support: $2,350,000)	12-5011A SHOPP/14-15 $16,800,000 1214000057 4 0N5404	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.131	$265,000 $16,535,000

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-14-56**
28 $1,457,000 Humboldt 01-Hum-101 R48.7	Near Scotia at Eel River overhead No. 04-0014 Outcome/Output: Strengthen bridge deck by tying deck to girders to accommodate heavy loads and place polyester overlay to restore deck surface. Preliminary Engineering / Programmed / Expended PA&ED $163,000 $67,094 PS&E $116,000 $125,881 R/W Supp $70,000 $2,879 (Construction Support: $546,000)	01-2394 SHOPP/14-15 $2,310,000 0114000026 4 0E2304	2013-14 302-0042 SHA 302-0890 FTF 20.20.201.119	$29,000 $1,428,000

2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description	PPNO Program/Year Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(1) Projects Amended into the SHOPP by Department Action				**Resolution FP-14-56**
29 $8,422,000 Humboldt 01-Hum-299 R29.2/38.6	Near Willow Creek, from 0.1 mile east of Titlow Hill Road to 0.2 mile west of Route 96. Outcome/Output: Rehabilitate 23.5 lane miles of pavement by overlaying with rubberized asphalt and adjusting guard rail. Project will extend pavement service life and improve ride quality. Preliminary Engineering / Programmed / Expended PA&ED $225,000 $132,459 PS&E $337,000 $0 R/W Supp $41,000 $0 (Construction Support: $1,181,000)	01-2268 SHOPP/14-15 $8,415,000 0113000128 4 487404	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.121	$168,000 $8,254,000
30 $9,838,000 Butte 03-But-99 30.1/T37.5	In Chico, from 0.5 mile south of Skyway Overcrossing to 0.2 mile south of Garner Lane. Outcome/Output: Rehabilitate 29.6 lane miles by grinding and overlay to extend service life and improve ride quality. Project will also construct maintenance vehicle pullouts and reconstruct guardrail. Preliminary Engineering / Programmed / Expended PA&ED $380,000 $271,458 PS&E $750,000 $342,046 R/W Supp $85,000 $5,921 (Construction Support: $1,000,000)	03-2428 SHOPP/14-15 $8,206,000 0300020612 4 2F3304	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.121	$197,000 $9,641,000
31 $1,045,000 Sacramento 03-Sac-099 35.2/36.9	Near the city of Sacramento from 0.1 mile south of Elverta Road to 0.7 mile north of Riego Road; also extends into Sutter County (PM 0.0 to 1.7). Outcome/Output: Install 5,080 feet of double thrie-beam median barrier and place weed mat under existing barrier to improve safety and reduce the number and severity of collisions. Preliminary Engineering / Programmed / Expended PA&ED $140,000 $68,936 PS&E $149,000 $0 R/W Sup $9,000 $0 (Construction Support: $298,000)	03-6922 SHOPP/14-15 $1,000,000 0315000081 4 0H1504	2013-14 302-0042 SHA 302-0890 FTF 20.20.201.010	$21,000 $1,024,000
32 $2,591,000 Yolo 03-Yol-5 5.5/R8.3	In and near Woodland, at various locations; also, on Route 113 (PM R6.8,R10.7) at various locations. Outcome/Output: Place polyester overlay and methacrylate seal on 15 bridge decks to extend bridge service life. Preliminary Engineering / Programmed / Expended PA&ED $92,000 $18,397 PS&E $203,000 $85,794 R/W Supp $6,000 $8,611 (Construction Support: $675,000)	03-8569 SHOPP/14-15 $2,603,000 0314000029 4 0G0504	2013-14 302-0042 SHA 302-0890 FTF 20.20.201.119	$52,000 $2,539,000

2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description	PPNO Program/Year Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(1) Projects Amended into the SHOPP by Department Action				**Resolution FP-14-56**
33 $4,135,000 Yuba 03-Yub-065 R0.0/4.8	In and near Wheatland, from Bear River Bridge to 0.8 mile north of South Beale Road; also, in Placer County from PM R23.9 to PM R24.3. Outcome/Output: Grind and overlay 5.7 lane miles of roadway with rubberized asphalt to extend pavement service life and improve ride quality. Preliminary Engineering — Programmed / Expended: PA&ED $298,000 / $242,810 PS&E $566,000 / $0 R/W Supp $64,000 / $0 (Construction Support: $759,000)	03-9731 SHOPP/14-15 $5,081,000 0314000016 4 4F0404	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.121	$83,000 $4,052,000
34 $4,453,000 Alameda 04-Ala-13 4.3/R9.6	In Oakland from Route 13/580 Separation to Route 13/24 Separation. Outcome/Output: Grind and overlay 22.0 lane miles of roadway with rubberized asphalt to extend pavement service life and improve ride quality. Preliminary Engineering — Programmed / Expended: PA&ED $250,000 / $171,067 PS&E $175,000 / $168,011 R/W Supp $25,000 / $0 (Construction Support: $878,000)	04-1480W SHOPP/14-15 $4,000,000 0414000153 4 1J1904	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.121	$89,000 $4,364,000
35 $3,077,000 Alameda 04-Ala-Var. Var.	On Routes 24, 580, 680, 880 and 980 at various locations. Outcome/Output: Rehabilitate bridge decks on 31 bridges, including replacing joint seals, repairing spalls and treating decks with methacrylate resin to extend bridge service life. Preliminary Engineering — Programmed / Expended: PA&ED $30,000 / $0 PS&E $255,000 / $189,986 R/W Sup $30,000 / $0 (Construction Support: $540,000)	04-0480T SHOPP/14-15 $2,826,000 0413000284 4 4H8304	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.119	$62,000 $3,015,000
36 $1,250,000 San Mateo 04-SM-1 32.0/32.3	Near Half Moon Bay, from 0.3 mile north of Santa Ana Street to Santa Ana Street. Outcome/Output: Construct retaining wall and install rock slope protection along surfer's Beach bluff to protect Route 1 embankment from erosion, construct paved multi-use trail, and install staircase from the trail to beach to provide access for pedestrians. Preliminary Engineering — Programmed / Expended: PA&ED $0 / $188,092 PS&E $0 / $31,757 R/W Supp $0 / $0 (Construction Support: $500,000)	04-1480Y SHOPP/14-15 $1,250,000 0414000286 4 1J5904	2013-14 302-0042 SHA 302-0890 FTF 20.20.201.131	$25,000 $1,225,000

2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description	PPNO Program/Year Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(1) Projects Amended into the SHOPP by Department Action				**Resolution FP-14-56**
37 $24,808,000 Monterey 05-Mon-101 55.2/73.8	In and near Soledad, from 0.4 mile north of North Greenfield Overcrossing to 1.2 miles north of North Gonzales Overcrossing. Outcome/Output: Rehabilitate 74.4 lane miles of roadway by overlaying existing lanes and shoulders with rubberized asphalt and repairing distressed pavement locations with asphalt pavement to improve the ride quality and extend service life of the existing pavement. Ramp improvement also included. Preliminary Engineering / Programmed / Expended PA&ED $509,000 $236,577 PS&E $2,398,000 $1,896,320 R/W Sup $41,000 $5,610 (Construction Support: $2,333,000)	05-2536 SHOPP/14-15 $31,554,000 0515000041 4 1F69U4	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.121	$496,000 $24,312,000
38 $17,416,000 Kern 06-Ker-58 R88.5/R99.8	Near Bakersfield, between Tehachapi Creek Bridge and Cache Creek Bridge. Outcome/Output: Rehabilitate 45.2 lane miles of roadway by removing and replacing with a layer of asphalt and rubberized asphalt, repair failed concrete to extend pavement service life and improve ride quality. Preliminary Engineering / Programmed / Expended PA&ED $0 $0 PS&E $1,058,000 $451,788 R/W Sup $1,000 $0 (Construction Support: $1,092,000)	06-6721 SHOPP/14-15 $18,503,000 0614000041 4 0R1504	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.121	$348,000 $17,068,000
39 $26,000,000 Los Angeles 07-LA-5 0.0/1.5	In La Mirada and Santa Fe Springs, from Artesia Boulevard to Coyote Creek Overcrossing. Outcome/Output: Rehabilitate 6 lane miles of pavement by replacing asphalt with concrete pavement; replacing median barriers, signs, lighting, and ramp meters; and improving drainage. Preliminary Engineering / Programmed / Expended PA&ED $0 $0 PS&E $0 $0 R/W Supp $0 $0 (Construction Support: $2,000,000) (SHOPP project EA 31320, PPNO 4841 combined with STIP project EA 21592, PPNO 2808 for construction under EA 2159U, Project ID 0715000160). (Concurrent STIP allocation under Resolution FP-14-58)	07-4841 SHOPP/14-15 $26,000,000 0715000083 4 313204	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.121	$520,000 $25,480,000
40 $7,550,000 Los Angeles 07-LA-60 R7.4/R8.1	In Montebello, at Paramount Boulevard. Outcome/Output: Widen roadway to match the new bridge width, realign and upgrade ramps to current standards, construct sidewalks, ADA ramps, and three retaining walls. Preliminary Engineering / Programmed / Expended PA&ED $141,000 $0 PS&E $2,900,000 $0 R/W Supp $80,000 $0 (Construction Support: $3,000,000)	07-4859 SHOPP/14-15 $8,000,000 0715000132 4 3X7114	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.131	$151,000 $7,399,000

2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description	PPNO Program/Year Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(1) Projects Amended into the SHOPP by Department Action				**Resolution FP-14-56**
41 $3,690,000 Inyo 09-Iny-395 8.4	Near Owens Lake, from the Kern County line to 1.2 miles south of South Little Lake Road. Outcome/Output: Repave roadway with asphalt, place shoulder backing, and replace striping to extend pavement service life and improve ride quality along 33.6 lane miles of roadway. Preliminary Engineering / Programmed / Expended PA&ED $45,000 $53,353 PS&E $220,000 $118,881 R/W Sup $10,000 $0 (Construction Support: $470,000)	09-2610 SHOPP/14-15 $3,600,000 0914000053 4 361404	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.121	$74,000 $3,616,000
42 $919,000 Calaveras 10-Cal-26 Var.	In Calaveras and Amador Counties on Routes 26 and 49 at various locations. Outcome/Output: Construct centerline and shoulder rumble strips to improve safety and reduce the number of severity of collisions. Preliminary Engineering / Programmed / Expended PA&ED $120,000 $77,204 PS&E $160,000 $96,787 R/W Supp $22,000 $0 (Construction Support: $184,000)	10-3083 SHOPP/14-15 $1,210,000 1014000089 4 0Y9804	2013-14 302-0042 SHA 302-0890 FTF 20.20.201.010	$18,000 $901,000
43 $5,816,000 San Joaquin 10-SJ-4 R16.6	In Stockton, at the Crosstown Freeway Viaduct Bridge No.29-0269. Outcome/Output: Reconstruct bridge hinges, replace joint seals, and replace bearing pads to extend the bridge service life of one bridge. Preliminary Engineering / Programmed / Expended PA&ED $30,000 $7,588 PS&E $150,000 $107,091 R/W Supp $20,000 $0 (Construction Support: $1,362,000)	10-3065 SHOPP/14-15 $6,248,000 1014000133 4 1C0904	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.119	$116,000 $5,700,000
44 $200,000 Stanislaus 10-Sta-Var. Var.	In Stanislaus, Merced and San Joaquin Counties at various intersections. Outcome/Output: Upgrade/Replace existing pedestrian crosswalk indication modules and push buttons with an Accessible Pedestrian Signal (APS) system. Preliminary Engineering / Programmed / Expended PA&ED $20,000 $48,018 PS&E $30,000 $150,242 R/W Supp $0 $0 (Construction Support: $50,000)	10-3077 SHOPP/14-15 $200,000 1014000189 4 1E0604	2013-14 302-0042 SHA 20.20.201.015	$200,000

2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description	PPNO Program/Year Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(1) Projects Amended into the SHOPP by Department Action				**Resolution FP-14-56**
45 $65,562,000 Imperial 11-Imp-8 R65.0/R74.5	East of El Centro, from 0.8 mile west of Route 98 to 0.6 mile east of the All American Canal Bridges. Outcome/Output: Rehabilitate pavement of 38 lane miles of roadway improve safety, ride quality, and reduce future maintenance cost and frequency. Preliminary Engineering Programmed Expended PA&ED $833,000 $1,011,833 PS&E $2,725,000 $679,751 R/W Sup $5,000 $0 (Construction Support: $10,520,000)	11-0546 SHOPP/14-15 $65,564,000 1114000112 4 413704	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.122	$1,311,000 $64,251,000
46 $48,950,000 Imperial 11-Imp-8 R90.0/R96.8	Near Winterhaven, from 0.7 mile west of Route 186 to 0.3 mile east of Fourth Avenue Overcrossing. Outcome/Output: Remove and replace mian lanes and rehabilitate ramps to improve safety, ride quality, and reduce future maintenance cost and frequency along 27.2 lane miles of roadway. Preliminary Engineering Programmed Expended PA&ED $741,000 $401,598 PS&E $2,387,00 $1,055,948 R/W Sup $7,000 $0 (Construction Support: $7,567,000)	11-1121 SHOPP/14-15 $48,959,000 1114000006 4 416904	2013-14 302-0042 SHA 302-0890 FTF 20.20.201.122	$979,000 $47,971,000
47 $1,400,000 Orange 12-Ora-261 Var.	In Orange County, from Ground Water Treatment Facility at Walnut Avenue to Orange County Sanitation District sewer in Main Street. Outcome/Output: Construct groundwater transmission line to meet currently federally regulated groundwater discharge. Preliminary Engineering Programmed Expended PA&ED $1,058,000 $897,937 PS&E $750,000 $23,896 R/W Sup $221,000 $39,256 (Construction Support: $922,000) This is a Financial Contribution Only (FCO) to Irvine Ranch Water District.	12-5542 SHOPP/14-15 $1,400,000 1200000218 4 0H4504	2013-14 302-0042 SHA 20.20.201.335	$1,400,000

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 95

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTION COMMISSION

CTC Meeting: June 25, 2015

Reference No.: 2.5b.(2)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of
Budgets

Subject: **FINANCIAL ALLOCATION FOR SHOPP PROJECTS - ADVANCEMENTS RESOLUTION FP-14-57**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission allocate $8,519,000 for two projects programmed in the 2014 State Highway Operation and Protection Program (SHOPP) in Fiscal Year (FY) 2015-16.

ISSUE:

The attached vote list describes two SHOPP projects for $8,519,000 programmed in FY 2015-16. The Department is ready to proceed with these projects and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that $8,519,000 be allocated from the Budget Act of 2013, Budget Act Items 2660-302-0042 and 2660-302-0890, for two 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 AdvPhase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(2) SHOPP Projects (ADVANCEMENTS)				**Resolution FP-14-57**
1 $7,467,000 Kern 06-Ker-99 25.8/26.2	In Bakersfield, at southbound off-ramp to Rosedale Highway. Outcome/Output: Widen Southbound off ramp to improve operational efficiency and safety during peak hours of travel. Preliminary Engineering / Programmed / Expended PA&ED $0 $0 PS&E $0 $0 R/W Sup $0 $0 (Construction Support: $0) This is a Financial Contribution Only (FCO) to the City of Bakersfield.	06-6752 SHOPP/15-16 $7,467,000 0614000154 4 484624	2013-14 302-0042 SHA 302-0890 FTF 20.20.201.310	$149,000 $7,318,000
2 $1,052,000 Inyo 09-Iny-168 16.8/17.5	Near Bishop, from Barlow Lane to 0.2 mile west of Pioneer Lane. Outcome/Output: Construct 0.7 miles of sidewalk and widen shoulder. Preliminary Engineering / Programmed / Expended PA&ED $0 $0 PS&E $0 $0 R/W Supp $0 $0 (Construction Support: $375,000)	09-0654 SHOPP/15-16 $1,052,000 0912000002 4 350604	2013-14 302-0042 SHA 302-0890 FTF 20.20.201.361	$21,000 $1,031,000

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 96

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 25, 2015

Reference No.: 2.6a.(1a)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of
Budgets

Subject: **FINANCIAL ALLOCATION FOR LOCALLY ADMINISTERED STIP TRANSIT PROJECT (ADVANCEMENT)**
RESOLUTION MFP-14-11

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission allocate $7,995,000 for the locally administered East Bay Bus Rapid Transit State Transportation Improvement Program (STIP) Transit (PPNO 2009Z) project, in Alameda County. This allocation represents funding for the Fiscal Year (FY) 2015-16 and shall be recorded against FY 2015-16 capacity.

ISSUE:

The attached vote list describes the locally administered STIP Transit project totaling $7,995,000. The local agency is ready to proceed with this project and is requesting an allocation at this time; however, the allocation is contingent on the passage of the 2015 Budget Act.

FINANCIAL RESOLUTION:

Resolved, that $7,995,000 be allocated from the Budget Act of 2015, Budget Act Item 2660-101-0890 for the locally administered STIP Transit project described on the attached vote list.

Attachment

2.6 Mass Transportation Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Project Description	Dist-PPNO Program / Year Programmed: Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.6a.(1a) Locally Administered STIP Transit Project (ADVANCEMENTS)				**Resolution MFP-14-11**
1 $7,995,000 Alameda-Contra Costa Transit District MTC 04-Alameda	East Bay Bus Rapid Transit. In the cities of San Leandro, Oakland, and Berkeley. Construct dedicated bus lanes, passenger stations with pedestrian enhancements, transit signal priority at signalized intersection, curb-bulb and landscape treatments, and rehabilitate existing pavement sections at selected locations within the project limits. (Future Consideration of Funding approved under Resolution E-15-26; May 2015.) Outcome/Output: Enhance regional connectivity, upgrade the streetscape, construct new stations, add landscaping, create and transit career opportunities, and attract new riders. **CONTINGENT ON THE PASSAGE OF THE 2015 BUDGET ACT.**	04-2009Z RIP/15-16 CONST $7,995,000 0415000348 S T337TA	2015-16 101-0890 FTF 30.10.070.625	$7,995,000

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 97

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 25, 2015

Reference No.: 2.6a.(1b)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of
Budgets

Subject: **FINANCIAL ALLOCATION FOR LOCALLY ADMINISTERED STIP TRANSIT PROJECTS (ADVANCEMENTS)**
RESOLUTION MFP-14-_

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) defer an allocation of $39,100,000 for two locally administered State Transportation Improvement Program (STIP) Transit projects because these projects are advanced from a future program year.

ISSUE:

The attached vote list describes two locally administered STIP Transit projects programmed in Fiscal Year (FY) 2016-17 totaling $39,100,000. Although the local agencies are ready to proceed with these projects, it is recommended that the Commission defer this allocation. No Analysis has been completed to indicate sufficient FY 2015-16 capacity is available to advance future projects.

Attachment

2.6 Mass Transportation Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Project Description	Dist-PPNO Program / Year Programmed: Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.6a.(1b) Locally Administered STIP Transit Projects (ADVANCEMENTS)				**Resolution MFP-14-**
1 $27,000,000 Los Angeles County Metropolitan Transportation Authority LACMTA 07-Los Angeles	Systemwide Light Rail Vehicles. Acquisition of 175 light rail vehicles to provide needed capacity expansion and improve service delivery of light rail system. (CEQA – NOE, 15301.) Outcome/Output: Increase light rail fleet size to help meet growing demand, relieve traffic congestion and improve regional air quality. **THE DEPARTMENT RECOMMENDS THIS ITEM BE DEFERRED AT THIS TIME.**	07-4025 RIP/16-17 CONST $27,000,000 0715000307 S R241TF	2013-14 101-0046 PTA 30.10.070.626	$27,000,000
2 $12,100,000 City of Lodi SJCOG 10-San Joaquin	Harney Lane/UPRR Grade Separation. In Lodi, on Harney Lane, from West Lane/Hutchins Street to Stockton Street. Widen from two lanes to four lanes and construct grade separation. (CEQA – NOE; 03/04/2013.) (NEPA – CE; 03/25/2013.) Outcome/Output: Improve traffic flow at Harney Lane and Route 99 interchange, as well as for developments constructed or that will be constructed along the corridor that increase usage of Harney Lane. **THE DEPARTMENT RECOMMENDS THIS ITEM BE DEFERRED AT THIS TIME.**	10-6630 RIP/16-17 CONST $12,100,000 1015000167 S R338TA	2013-14 101-0046 PTA 30.10.070.627	$12,100,000

State of California

California State Transportation Agency

DEPARTMENT OF TRANSPORTATION

Tab 98

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 25, 2015

Reference No.: 2.8a.(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 PROJECT ALLOCATION FOR LOCALLY-ADMINISTERED ACTIVE TRANSPORTATION PROGRAM PROJECTS, PER ATP GUIDELINES**
WAIVER 15-29

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) extend the period of project allocation for the projects listed on the attached document for the time periods shown.

ISSUE:

The attached document identifies 35 projects totaling $22,389,000 that are programmed in the Active Transportation Program (ATP) for Fiscal Year 2014-15. The agencies will not be able to request an allocation of funds by the June 30, 2015 deadline. The attachment shows the details of the projects and the explanation for the delays. The project sponsors are requesting extensions, and the regional planning agencies concur.

BACKGROUND:

Current ATP Guidelines adopted by the Commission stipulate that funds that are programmed for all components of local grant projects or for Department construction costs are available for allocation only until the end of the fiscal year identified in the ATP. The Commission may approve a waiver to the timely use of funds deadline one time only for up to 12 months.

Attachment

Time Extension/Waiver – Project Allocation Deadline
Active Transportation Program

Project #	Applicant County PPNO Project Description Reason for Project Delay	Extension Amount ($ in thousands) PA&ED (Project Approval & Environment Document) PS&E (Plans, Specifications & Estimates) R/W (Right of Way) CON (construction) **TOTAL**	Number of Months Requested Extended Deadline CT Recommendation
1	City of Arcata Humboldt County PPNO: 01-2404 Humboldt Bay Trail: Arcata Rail with Trail Project	$0 $0 $0 $3,100 **$3,100**	12 Months 06/30/2016 Support
	The City of Arcata (City) is requesting a 12-month extension to the period of allocation for the construction (CON) phase of the Humboldt Bay Trail: Arcata Rail with Trail project. The City experienced unexpected delays during the Project Approval and Environmental Document and Right of Way (R/W) phases. The City anticipated completing the environmental studies by December 2014. During the Biological Assessment (BA), the City realized that a Biological Acoustic Analysis was required. The City contracted with North State Resources, Inc. to complete and submit the BA. The City anticipates having the BA completed no later than the end of June 2015. The City had originally completed the CEQA, but due to the changes, the City needs a supplemental document. The City is also completing all technical studies to comply with the NEPA. Furthermore, the City encountered an additional delay to the project due to the required removal of three billboards along the proposed project alignment. The City anticipates obtaining R/W certification by March 2016. To allow for any unforeseen issues, the City is requesting an additional three months. Therefore, the City is requesting a 12-month time extension to the CON phase of the project to June 30, 2016.		
2	City of Fortuna Humboldt County PPNO: 01-2405 Fortuna Safe Routes to Schools Project 2014	$0 $53 $0 $0 **$53**	6 Months 12/31/2015 Support
	The City of Fortuna (City) is requesting a six-month extension to the period of allocation for the Plans, Specifications and Estimates (PS&E) phase of the Fortuna Safe Routes to Schools project. The City experienced unexpected delays during the Environmental phase. The City anticipated requesting PS&E allocation in June 2015. However, the project was delayed due to the City's unfamiliarity with the consultant procurement process and Disadvantaged Business Enterprise requirements of state only funded ATP projects. The City is now aware of the procedures and has hired a consultant to complete the environmental documents. The City anticipates having the environmental documents completed by December 2015. Therefore, the City is requesting a six-month time extension to the PS&E phase of the project to December 31, 2015.		
3	City of Clearlake Lake County PPNO: 01-3105 Phillips Avenue Class II Bicycle Lanes Project	$0 $46 $0 $0 **$46**	9 Months 03/31/2016 Support
	The City of Clearlake (City) is requesting an eight-month extension to the period of allocation for the Plans, Specifications and Estimates (PS&E) phase of the Phillips Avenue Class II Bicycle Lanes project. The City experienced unexpected delays during the environmental phase. The City anticipated requesting Project Approval & Environmental Document (PA&ED) allocation earlier in the Fiscal Year (FY). The City requested PA&ED allocation just after the programming was approved in January 2015. The City received allocation of PA&ED funds in March 2015. The shortened time window left the City without ample time to obtain National Environmental Policy Act (NEPA) clearance before the end of the current fiscal year. The City anticipates approval of NEPA by March 2016. Therefore, the City is requesting a nine-month extension to the PS&E phase of the project to March 31, 2016.		

CEQA- California Environmental Quality Act
NEPA-National Environmental Policy Act
ATP-Active Transportation Program

FHWA-Federal Highway Administration
Department-California Department of Transportation

Time Extension/Waiver – Project Allocation Deadline
Active Transportation Program

Project #	Applicant County PPNO Project Description Reason for Project Delay	Extension Amount ($ in thousands) PA&ED (Project Approval & Environment Document) PS&E (Plans, Specifications & Estimates) R/W (Right of Way) CON (construction) **TOTAL**	Number of Months Requested Extended Deadline CT Recommendation
4	City of Roseville Placer County PPNO: 03-1522 Downtown Roseville Class I Trails Project	$0 $0 $0 $1,236 **$1,236**	12 Months 06/30/2016 Support
	The City of Roseville (City) is requesting a 12-month extension to the period of allocation for the construction (CON) phase of the Downtown Roseville Class I Trails project. The City experienced unexpected delays during the Environmental phase. The City anticipated completing the environmental phase and requesting CON allocation in June 2015. Since the project is located within a floodplain and riparian area, the City had to conduct a hydraulic analyses and report to ensure compliance with local, state and federal floodplain regulations including the Central Valley Flood Protection Board (CVFPB). This delayed the project by seven months. During the preparation and review of the Biological Assessment (BA), the City discovered that the proposed project area may contain endangered species of the Valley Elderberry Longhorn Beatle (VELB), Central Valley steelhead (Steelhead), and Pacific Salmon (Salmon). The City prepared and submitted the BA to the Department for review in January 2015. Once the review is complete, the City will submit the documents for response from the United State Fish and Wildlife Service in regards to the VELB, and the National Marine Fisheries Service in regards to the Steelhead and Salmon. The City anticipates completion of the environmental phase by June 2016. Therefore, the City is requesting a 12-month time extension for the CON phase of the project to June 30, 2016.		
5	City of Elk Grove Sacramento County PPNO: 03-1677 City of Elk Grove – Lower Laguna Creek Open Space Preserve Trail Project	$0 $160 $0 $0 **$160**	12 Months 06/30/2016 Support
	The City of Elk Grove (City) is requesting a 12-month extension to the period of allocation for the Plans, Specifications and Estimates (PS&E) phase of the City of Elk Grove – Lower Laguna Creek Open Space Preserve Trail project. The City experienced unexpected delays during the processing of environmental documents. The City developed the project schedule under the assumption that the project would receive state only funding, therefore not requiring NEPA clearance. Since state only funding was not received, the City must now pursue NEPA clearance. The project area contains a potential wetland, triggering a Biological Assessment to receive NEPA clearance. Due to limited rain events, the City cannot investigate for environmental impacts to the potential wetland areas. The City needs an additional rainy season to observe the potential wetland. Therefore, the City is requesting a 12-month time extension to the PS&E phase of the project to June 30, 2016.		
6	City of Woodland Yolo County PPNO: 03-1920 2014 Safe Routes to School Plan	$0 $0 $0 $539 **$539**	7 Months 01/31/2016 Support
	The City of Woodland (City) is requesting a seven-month extension to the period of allocation for the construction (CON) phase of the 2014 Safe Routes to School plan. The City experienced an unexpected delay due to coordinating efforts with project co-applicant. The 2014 Safe Routes to School project was originally awarded to the City. However, in March 2015 the City decided to relinquish the grant funds and responsibilities to Yolo County. The City was unfamiliar with the Non-Infrastructure (NI) work plan staffing requirement. Since staffing is a major aspect to this project, the City had to revise the current work plan to address the staffing requirement. The NI work plan will be submitted to the Department for approval. Therefore, the City needs time to coordinate with Yolo County. The City anticipates approval of the NI work plan and anticipates requesting a CON allocation by January 2016. Therefore, the City is requesting for a seven-month extension to the CON phase of the project to January 31, 2016.		

Time Extension/Waiver – Project Allocation Deadline
Active Transportation Program

Project #	Applicant County PPNO Project Description Reason for Project Delay	Extension Amount ($ in thousands) PA&ED (Project Approval & Environment Document) PS&E (Plans, Specifications & Estimates) R/W (Right of Way) CON (construction) **TOTAL**	Number of Months Requested Extended Deadline CT Recommendation
7	County of Santa Cruz Santa Cruz County PPNO: 05-2605 Radar Speed Feedback Signs and Flashing Beacons Project	$0 $0 $0 $757 **$757**	6 Months 12/31/2015 Support
	The County of Santa Cruz (County) is requesting a six-month extension to the period of allocation for the construction (CON) phase of the Radar Speed Feedback Signs and Flashing Beacons project. The County experienced an unexpected delay to the Plans, Specifications and Estimates (PS&E) phase. The County anticipated requesting CON allocation in Fiscal Year (FY) 2015-16; as indicated in their original application. However, the allocation for CON was inadvertently programmed in FY 2014-15. The County is currently working to complete the PS&E phase by August 2015. The County anticipates requesting the CON allocation in December 2015. Therefore, the County is requesting a-six month extension to the CON phase of the project to December 31, 2015.		
8	City of Goleta Santa Barbara County PPNO: 05-2611 Hollister Class I Bike Project	$0 $0 $0 $1,664 **$1,664**	9 Months 03/31/2016 Support
	The City of Goleta (City) is requesting a nine-month extension to the period of allocation for the construction (CON) phase of the Hollister Class I Bike project. The City experienced an unexpected delay to the Plans, Specifications and Estimates (PS&E) phase. The City anticipated requesting the CON allocation in June 2015. The proposed project has generated community concern and feedback. The City incorporated these concerns and the proposed alternatives. The design of the project was revised accordingly and delayed the PS&E phase by nine months. Therefore, the City is requesting for a nine-month extension to the CON phase of the project to March 30, 2016.		
9	California State University Fresno Fresno County PPNO: 06-6744 Fresno State – Barstow Avenue Bikeways Project	$0 $222 $0 $0 **$222**	2 Month 08/31/2015 Support
	The California State University Fresno (CSU Fresno) is requesting a two-month extension to the period of allocation for the Plans, Specifications and Estimates (PS&E) phase of the Fresno State – Barstow Avenue Bikeways project. CSU Fresno experienced an unexpected delay during the completion of environmental documents. CSU Fresno is finalizing the CEQA Notice of Exemption and estimates completion by June 2015. Once the CEQA Notice of Exemption is completed, CSU Fresno anticipates requesting PS&E allocation by July 2015. To allow for any unforeseen delay, CSU Fresno is requesting an additional month. Therefore, CSU Fresno is requesting a two-month extension to the PS&E phase to August 31, 2015.		

Time Extension/Waiver – Project Allocation Deadline
Active Transportation Program

Project #	Applicant County PPNO Project Description Reason for Project Delay	Extension Amount ($ in thousands) PA&ED (Project Approval & Environment Document) PS&E (Plans, Specifications & Estimates) R/W (Right of Way) CON (construction) **TOTAL**	Number of Months Requested Extended Deadline CT Recommendation
10	California State University Fresno Fresno County PPNO: 06-6744 Fresno State – Barstow Avenue Bikeways Project	$0 $0 $0 $650 **$650**	6 Month 12/31/2015 Support
	The California State University Fresno (CSU Fresno) is requesting a six-month extension to the period of allocation for the construction (CON) phase of the Fresno State – Barstow Avenue Bikeways project. CSU Fresno experienced an unexpected delay during the Right of Way utility relocation. CSU Fresno anticipated utility relocation to be performed quickly. However, Pacific Gas and Electric (PG&E) requires their utilities to be underground within the project limits. Coordinating this effort and incorporating the changes to the design plans will delay the construction by six months. Therefore, CSU Fresno is requesting a six-month extension to the CON phase of the project to December 31, 2015.		
11	City of Dinuba Tulare County PPNO: 06-6777 Class II and Class III Bike Lanes Project	$0 $0 $0 $261 **$261**	6 Months 12/31/2015 Support
	The City of Dinuba (City) is requesting a six-month extension to the period of allocation for the construction (CON) phase of the Class II and Class III Bike Lanes project. The City experienced an unexpected delay during the completion of the Plans, Specification and Estimates phase. The City anticipated requesting the CON allocation in June 2015. The project's PS&E phase is funded through a local Measure R fund. The City received these funds in early May 2015 and will be hiring an engineering consultant in June 2015 to complete the design. The City anticipates completing design in October 2015. To allow for any unforeseen delays, the City is requesting an additional two months. Therefore the City is requesting a six-month extension to the CON phase of the project to December 31, 2015.		
12	City of Fresno Fresno County PPNO: 06-6759 Sidewalk on Hughes Avenue from Hedges to Floradora Project	$0 $8 $71 $0 **$79**	6 Months 12/31/2015 Support
	The City of Fresno (City) is requesting a six-month extension to the period of allocation for the Plans, Specifications and Estimates (PS&E) and Right of Way (R/W) phases of the Sidewalks on Hughes Avenue from Hedges to Floradora project. The City experienced an unexpected delay during the completion of the environmental phase of the project. The City anticipated requesting allocation for PS&E and R/W funds in June 2015. However the environment process has taken longer than anticipated. The City has submitted the NEPA Categorical Exemption and expects completion by September 2015. To allow for any unforeseen delays to the NEPA process, the City is requesting an additional three months. Therefore, the City is requesting a six-month extension to the PS&E and R/W phase of the project to December 31, 2015.		

CEQA- California Environmental Quality Act
NEPA-National Environmental Policy Act
ATP-Active Transportation Program

FHWA-Federal Highway Administration
Department-California Department of Transportation

Time Extension/Waiver – Project Allocation Deadline
Active Transportation Program

Project #	Applicant County PPNO Project Description Reason for Project Delay	Extension Amount ($ in thousands) PA&ED (Project Approval & Environment Document) PS&E (Plans, Specifications & Estimates) R/W (Right of Way) CON (construction) **TOTAL**	Number of Months Requested Extended Deadline CT Recommendation
13	City of Santa Paula Ventura County PPNO: 07-3565J Santa Paula 10th Street (State Route 150) Bicycle and Pedestrian Improvement Project	$0 $0 $0 $577 **$577**	12 Months 06/30/2016 Support
	The City of Santa Paula (City) is requesting a 12-month extension to the period of allocation for the construction (CON) phase of the Santa Paula 10th Street (State Route 150) Bicycle and Pedestrian Improvement project. The City experienced an unexpected delay during the Plans, Specifications and Estimates and Right of Way (R/W) phases. The City anticipated requesting the CON allocation in June 2015. During the design of the project, the City realized the need for an encroachment permit from the Department. The Department's encroachment permit requires the modification of the traffic signals and curbs ramps. These modifications need to be incorporated into the design plans, and were not part of the ATP funding. Additional time will be required to complete an amendment to program funding and for processing by the Metropolitan Planning Organization. The proposed bikeway improvements encroach on railroad R/W. The City has been working on acquiring an encroachment permit from the railroad. The City anticipates completing the design revisions and re-certifying the R/W certification by June 2016. Therefore, the City is requesting a 12-month extension to the CON phase of the project to June 30, 2016.		
14	City of Los Angeles Los Angeles County PPNO: 07-4864 Sheridan Street Elementary and Breed Street Elementary Safe Routes to School Project	$0 $204 $0 $0 **$204**	8 Months 02/29/2016 Support
	The City of Los Angeles (City) is requesting an eight-month extension to the period of allocation for the Plans, Specifications and Estimates (PS&E) phase of the Sheridan Street Elementary and Breed Street Elementary Safe Routes to School project. The City experienced an unexpected delay during the completion of the environmental phase of the project. The City anticipated requesting the PS&E allocation in June 2015. The City developed the project schedule assuming the CEQA document would satisfy the PS&E allocation request. Further, the City also realized that NEPA clearance was required and adjusted their project schedule. The City requested a portion of the PS&E funding to be programmed under PA&ED to allow for the development of the NEPA documents. The programming change was approved at the December 2014 Commission meeting. The City submitted and anticipates approval of the NEPA document by November 2015. The City is requesting an additional four months to allow for any unanticipated additional technical studies. Therefore, the City is requesting an eight-month time extension for the allocation of PS&E phase of the project to February 29, 2016.		

CEQA- California Environmental Quality Act
NEPA-National Environmental Policy Act
ATP-Active Transportation Program

FHWA-Federal Highway Administration
Department-California Department of Transportation

Time Extension/Waiver – Project Allocation Deadline
Active Transportation Program

Project #	Applicant County PPNO Project Description Reason for Project Delay	Extension Amount ($ in thousands) PA&ED (Project Approval & Environment Document) PS&E (Plans, Specifications & Estimates) R/W (Right of Way) CON (construction) **TOTAL**	Number of Months Requested Extended Deadline CT Recommendation
15	City of Los Angeles Los Angeles County PPNO: 07-4866 Hollywood High School and Selma Avenue Elementary School Safe Routes to School Project	$0 $132 $0 $0 **$132**	8 Months 02/29/2016 Support
	The City of Los Angeles (City) is requesting an eight-month extension to the period of allocation for the Plans, Specifications and Estimates (PS&E) phase of the Hollywood High School and Selma Avenue Elementary Safe Route to School project. The City experienced an unexpected delay during the completion of the environmental phase of the project. The City anticipated requesting the PS&E allocation in June 2015. The City developed the project schedule assuming the CEQA document would satisfy the PS&E allocation request. Further, the City also realized that NEPA clearance was required and adjusted their project schedule. The City requested a portion of the PS&E funding to be programmed under PA&ED to allow for the development of the NEPA documents. The programming change was approved at the January 2014 Commission meeting. The City submitted and anticipates approval of the NEPA document by November 2015. The City is requesting an additional four months to allow for any unanticipated additional technical studies. Therefore, the City is requesting an eight-month time extension for the allocation of the PS&E phase of the project to February 29, 2016.		
16	City of Los Angeles Los Angeles County PPNO: 07-4867 Menlo Avenue Elementary School and West Vernon Elementary School Safe Routes to School Project	$0 $190 $0 $0 **$190**	8 Months 02/29/2016 Support
	The City of Los Angeles (City) is requesting an eight-month extension to the period of allocation for the Plans, Specifications and Estimates (PS&E) phase of the Menlo Avenue Elementary School and West Vernon Elementary Safe Routes to School project. The City experienced an unexpected delay during the completion of the environmental phase of the project. The City anticipated requesting the PS&E allocation in June 2015. The City developed the project schedule assuming the CEQA document would satisfy the PS&E allocation request. Further, the City also realized that NEPA clearance was required and adjusted their project schedule. The City requested a portion of the PS&E funding to be programmed under PA&ED to allow for the development of the NEPA documents. The programming change was approved at the January 2014 Commission meeting. The City submitted and anticipates approval of the NEPA document by November 2015. The City is requesting an additional four months to allow for any unanticipated additional technical studies. Therefore, the City is requesting an eight-month time extension for the allocation of the PS&E phase of the project to February 29, 2016.		

CEQA- California Environmental Quality Act
NEPA-National Environmental Policy Act
ATP-Active Transportation Program

FHWA-Federal Highway Administration
Department-California Department of Transportation

Time Extension/Waiver – Project Allocation Deadline
Active Transportation Program

Project #	Applicant County PPNO Project Description Reason for Project Delay	Extension Amount ($ in thousands) PA&ED (Project Approval & Environment Document) PS&E (Plans, Specifications & Estimates) R/W (Right of Way) CON (construction) **TOTAL**	Number of Months Requested Extended Deadline CT Recommendation
17	City of Los Angeles Los Angeles County PPNO: 07-4871 Hollywood Western Pedestrian Improvements Project	$0 $64 $0 $0 **$64**	8 Months 02/29/2016 Support
	The City of Los Angeles (City) is requesting an eight-month extension to the period of allocation for the Plans, Specifications and Estimates (PS&E) phase of the Hollywood Western Pedestrian Improvements project. The City experienced an unexpected delay during the completion of the environmental phase of the project. The City anticipated requesting the PS&E allocation in June 2015. The City developed the project schedule assuming the CEQA document would satisfy the PS&E allocation request. Further, the City also realized that NEPA clearance was required and adjusted their project schedule. The City requested a portion of the PS&E funding to be programmed under PA&ED to allow for the development of the NEPA documents. The programming change was approved at the January 2014 Commission meeting. The City submitted and anticipates approval of the NEPA document by November 2015. The City is requesting an additional four months to allow for any unanticipated additional technical studies. Therefore, the City is requesting an eight-month time extension for the allocation of the PS&E phase of the project to February 29, 2016.		
18	City of Los Angeles Los Angeles County PPNO: 07-4872 Delores Huerta Elementary and Quincy Jones Elementary Safe Routes to School Project	$0 $172 $0 $0 **$172**	8 Months 02/29/2016 Support
	The City of Los Angeles (City) is requesting an eight-month extension to the period of allocation for the Plans, Specifications and Estimates (PS&E) phase of the Delores Huerta Elementary and Quincy Jones Elementary Safe Routes to School project. The City experienced an unexpected delay during the completion of the environmental phase of the project. The City anticipated requesting the PS&E allocation in June 2015. The City developed the project schedule assuming the CEQA document would satisfy the PS&E allocation request. Further, the City also realized that NEPA clearance was required and adjusted their project schedule. The City requested a portion of the PS&E funding to be programmed under PA&ED to allow for the development of the NEPA documents. The programming change was approved at the January 2014 Commission meeting. The City submitted and anticipates approval of the NEPA document by November 2015. The City is requesting an additional four months to allow for any unanticipated additional technical studies. Therefore, the City is requesting an eight-month time extension for the allocation of the PS&E phase of the project to February 29, 2016.		
19	City of Los Angeles Los Angeles County PPNO: 07-4873 Little Tokyo Pedestrian Safety Project	$0 $133 $0 $0 **$133**	8 Months 02/29/2016 Support
	The City of Los Angeles (City) is requesting an eight-month extension to the period of allocation for the Plans, Specifications and Estimates (PS&E) phase of the Little Tokyo Pedestrian Safety project. The City experienced an unexpected delay during the completion of the environmental phase of the project. The City anticipated requesting the PS&E allocation in June 2015. The City developed the project schedule assuming the CEQA document would satisfy the PS&E allocation request. Further, the City also realized that NEPA clearance was required and adjusted their project schedule. The City requested a portion of the PS&E funding to be programmed under PA&ED to allow for the development of the NEPA documents. The programming change was approved at the January 2014 Commission meeting. The City submitted and anticipates approval of the NEPA document by November 2015. The City is requesting an additional four months to allow for any unanticipated additional technical studies. Therefore, the City is requesting an eight-month time extension for the allocation of the PS&E phase of the project to February 29, 2016.		

CEQA- California Environmental Quality Act
NEPA-National Environmental Policy Act
ATP-Active Transportation Program

FHWA-Federal Highway Administration
Department-California Department of Transportation

Time Extension/Waiver – Project Allocation Deadline
Active Transportation Program

Project #	Applicant County PPNO Project Description Reason for Project Delay	Extension Amount ($ in thousands) PA&ED (Project Approval & Environment Document) PS&E (Plans, Specifications & Estimates) R/W (Right of Way) CON (construction) **TOTAL**	Number of Months Requested Extended Deadline CT Recommendation
20	City of Palmdale Los Angeles County PPNO: 07-4878 Avenue R Complete Streets and Safe Routes to School Project	$0 $440 $0 $0 **$440**	12 Months 06/30/2016 Support
	The City of Palmdale (City) is requesting a 12-month extension to the period of allocation for the Plans, Specifications and Estimates (PS&E) phase of the Avenue R Complete Streets and Safe Routes to School project. The City experienced an unexpected delay during the environmental phase. The City originally intended to pursue a Categorical Exemption (CE) under NEPA. The City was informed during the CE process that the project would require further studies, thus delaying it. The additional studies include a Finding of No Significant Impact and seasonal studies during the rainy and dry seasons. The City anticipates completion and obtaining NEPA clearance by April 2016. The City is requesting an additional two months to allow for any unanticipated delays. In total, the City is requesting for a 12-month extension to the PS&E phase of the project to June 30, 2016.		
21	Los Angeles River Revitalization Corporation Los Angeles County PPNO: 07-4917 North Atwater Non-Motorized Multimodal Bridge (La Kretz crossing) Project	$0 $0 $0 $3,660 **$3,660**	12 Months 06/30/2016 Support
	The Los Angeles River Revitalization Corporation (LARRC) is requesting a 12-month extension to the period of allocation for the construction (CON) phase of the N. Atwater Non-Motorized Multimodal Bridge (La Kretz crossing) project. LARRC experienced an unexpected delay in obtaining a Master Agreement (MA). LARRC is a non-profit organization that will not be sponsored by a City or County. ATP funding requires the applicant to hold a MA with the Department. LARRC began working towards obtaining a MA in November 2014. The Department indicated they would need to create an MA to meet LARRC's non-profit status. The process to obtain an MA requires an accounting process audit. The estimated completion of the audit report is June 2015, and then the MA can be executed. Therefore, to allow for any unanticipated delays, LARRC is requesting for a 12-month extension to the CON phase of the project to June 30, 2016.		
22	El Monte City School District Los Angeles County PPNO: 07-4918 Durfee – Thompson Elementary Emerald Necklace Walking School Bus Plan	$0 $0 $0 $604 **$604**	12 Months 06/30/2016 Support
	The El Monte City School District (District) is requesting a 12-month extension to the period of allocation for the construction (CON) phase of the Durfee – Thompson Elementary Emerald Necklace Walking School Bus plan. The District experienced an unanticipated delay in obtaining a Master Agreement (MA). The District will not be sponsored by a City or County and does not currently have a MA with the Department. ATP funding requires applicants to hold a MA. The process to obtain a MA requires an accounting process audit to be conducted by the Department's Audits and Investigation (A&I) Division. The A&I Division conducted a field visit in January 2015. The District is waiting to for the audit report, and can then proceed to request an allocation. Therefore, to allow for any unanticipated delays, the District is requesting for a 12-month extension to the CON phase of the project to June 30, 2016.		

Time Extension/Waiver – Project Allocation Deadline
Active Transportation Program

Project #	Applicant County PPNO Project Description Reason for Project Delay	Extension Amount ($ in thousands) PA&ED (Project Approval & Environment Document) PS&E (Plans, Specifications & Estimates) R/W (Right of Way) CON (construction) **TOTAL**	Number of Months Requested Extended Deadline CT Recommendation
23	City of Carson Los Angeles County PPNO: 07-4934 City of Carson Active Transportation Project	$0 $46 $0 $0 **$46**	3 Months 09/30/2015 Support
	The City of Carson (City) is requesting a three-month extension to the period of allocation for the Plans Specification and Estimates (PS&E) phase of the City of Carson Active Transportation project. The City experienced an unanticipated delay during the environmental document phase. The City originally anticipated the project receiving state only funding (SOF), thus not requiring NEPA clearance. The project did not receive SOF. The City was informed by the Metropolitan Planning Organization on April 21, 2015, that NEPA clearance would be required. The City started the NEPA process on May 5, 2015. NEPA clearance is estimated to be completed in August 2015. Therefore, to allow for any unanticipated delays, the City is requesting a three-month extension to the PS&E phase of the project to September 30, 2015.		
24	City of Huntington Park Los Angeles County PPNO: 07-4937 State Street Complete Street Project	$0 $0 $0 $1,163 **$1,163**	12 Months 06/30/2016 Support
	The City of Huntington Park (City) is requesting a 12-month extension to the period of allocation for the construction (CON) phase of the State Street Complete Street project. The City experienced an unanticipated delay completing the Plans, Specifications and Estimates (PS&E) phase. The City anticipated requesting the CON allocation in June 2015. The City held a community meeting to discuss the project's impacts on local businesses. Several business owners did not attend the initial meeting and have requested additional community meetings to share their concerns. The City requires additional time for community outreach to design a project in a way that will be acceptable to the entire community. The City anticipates incorporating the community's concerns and revising the plans by June 2016. Therefore, the City is requesting a 12-month extension to the CON phase of the project to June 30, 2016.		
25	City of Indio Riverside County PPNO: 08-1144 Andrew Jackson Elementary Pedestrian Improvements Project	$0 $186 $0 $0 **$186**	12 Months 06/30/2016 Support
	The City of Indio (City) is requesting 12-month extension to the period of allocation for the Plans, Specifications and Estimate (PS&E) phase of the Andrew Jackson Elementary Pedestrian Improvements project. The City experienced an unexpected delay during the environmental phase of the project. The City received an allocation for the Project Approval and Environmental Document funds in December 2014. The City proceeded to solicit proposals from qualified engineering consultants. The process to receive proposals, interview qualified firms, and begin negotiations has taken longer than expected. In addition, the City is pending approval of the Preliminary Environmental Studies form in order to move forward with NEPA and CEQA clearance. Therefore, to allow for any unanticipated delays, the City is requesting a 12-month extension to the PS&E phase of the project to June 30, 2016.		

Time Extension/Waiver – Project Allocation Deadline
Active Transportation Program

Project #	Applicant County PPNO Project Description Reason for Project Delay	Extension Amount ($ in thousands) PA&ED (Project Approval & Environment Document) PS&E (Plans, Specifications & Estimates) R/W (Right of Way) CON (construction) **TOTAL**	Number of Months Requested Extended Deadline CT Recommendation
26	City of San Jacinto Riverside County PPNO: 08-1146 Safe & Active San Jacinto-Safe Routes to School Project	$0 $0 $126 $0 **$126**	2 Months 08/31/2015 Support
	The City of San Jacinto (City) is requesting a two-month extension to the period of allocation for the Right of Way (R/W) phase of the Safe & Active San Jacinto Safe Routes to School project. The City experienced an unexpected delay during the Plans, Specification and Estimates (PS&E) phase. The City received an allocation for PS&E funds in January 2015. The City started the process to select a survey consultant in February 2015. The City received proposals from the consultants in March 2015 and selected the consultant in May 2015. Therefore, to allow for any unanticipated delays, the City is requesting a two-month extension to the R/W phase of the project to August 31, 2015.		
27	City of Ontario San Bernardino County PPNO: 08-1156 Safe Routes to Schools Active Transportation at Four Elementary Schools Project	$0 $0 $50 $0 **$50**	2 Months 08/31/2015 Support
	The City of Ontario (City) is requesting a two-month extension to the period of allocation for the Right of Way (R/W) phase of the Safe Routes to Schools Active Transportation at Four Elementary Schools project. The City experienced an unexpected delay during allocation for R/W. The City misunderstood the preparation of the allocation process. The City was not aware that allocation of R/W funds could be done alongside the allocation of PS&E funds. The City was under the impression that the R/W phase could not be initiated until the PS&E phase was completed, similar to a federally funded project. The City anticipates requesting R/W allocation at the August 2015 Commission meeting. Therefore, the City is requesting a two month extension to the R/W phase of the project to August 31, 2015.		
28	City of Coachella Riverside County PPNO: 08-1163 Active Transportation Program Improvements Project	$0 $100 $0 $0 **$100**	6 Months 12/31/2015 Support
	The City of Coachella (City) is requesting a six-month extension to the period of allocation for the Plans, Specifications and Estimate (PS&E) phase of the Active Transportation Program Improvements project. The City experienced an unexpected delay to the environmental phase. The City anticipated requesting the PS&E allocation by June 2015. The reason for the delay is because the General Plan (GP) was not approved until April 2015. The City could not proceed with obtaining NEPA clearance until the adoption of the GP. The City needed to ensure that the projects proposed elements would not create any negative impacts to the community. The City anticipates NEPA approval by December 2015. Therefore, the City is requesting a six-month extension to the PS&E phase of the project to December 31, 2015.		

CEQA- California Environmental Quality Act
NEPA-National Environmental Policy Act
ATP-Active Transportation Program

FHWA-Federal Highway Administration
Department-California Department of Transportation

Time Extension/Waiver – Project Allocation Deadline
Active Transportation Program

Project #	Applicant County PPNO Project Description Reason for Project Delay	Extension Amount ($ in thousands) PA&ED (Project Approval & Environment Document) PS&E (Plans, Specifications & Estimates) R/W (Right of Way) CON (construction) **TOTAL**	Number of Months Requested Extended Deadline CT Recommendation
29	City of Rialto San Bernardino County PPNO: 08-1164 City of Rialto Safe Routes to School Program	$0 $0 $0 $1,450 **$1,450**	3 Months 09/30/2015 Support
	The City of Rialto (City) is requesting a three-month extension to the period of allocation for the construction (CON) phase of the City of Rialto Safe Routes to Schools Program. The City experienced an unexpected delay due to the Non-Infrastructure (NI) Work Plan. The City anticipated requesting the CON allocation in June 2015. NI projects require approval by the Department for a NI Work Plan (Form 22-R). The City submitted Form 22-R on April 24, 2015. The submitted form is pending approval and is anticipated in the next few weeks. To allow for any unanticipated delays, the City is requesting a three-month extension to the CON phase of the project to September 30, 2015.		
30	City of Chino Hills San Bernardino County PPNO: 08-1168 City of Chino Hills – Los Serranos Safe Routes to School Sidewalk Project	$0 $119 $0 $0 **$119**	6 Months 12/31/2015 Support
	The City of Chino Hills (City) is requesting a six-month extension to the period of allocation for the Plans, Specifications and Estimate (PS&E) phase of the Los Serranos Safe Routes to School Sidewalk project. The City experienced an unexpected delay during the completion of the environmental phase of the project. The City planned to complete the Project Approval and Environmental Document (PA&ED) phase of project by March 2015. However, the rate of progress has delayed the project. The City determined that the project would be Categorically Exempt (CE) under CEQA, and submitted their CE in April 2015. The City is seeking NEPA CE clearance and the exemption is expected to be complete by September 2015. To allow for any unforeseen delays, the City is requesting an additional three months. Therefore, the City is requesting a six-month extension to the PS&E phase of the project to December 31, 2015.		
31	Rim of the World Recreation and Park District San Bernardino County PPNO: 08-1170 Rim of the World Active Transportation Program	$0 $0 $0 $285 **$285**	9 Months 03/31/2016 Support
	The Rim of the World Recreation and Park District (District) is requesting a nine-month extension to the period of allocation for the construction (CON) phase of the Rim of the World Active Transportation Program. The District experienced an unexpected delay obtaining a Master Agreement (MA). The District began to process documents to obtain a MA with the Department. However, the State Controller's Office indicated that that the District lacked adequate segregation of duties for managing federal and state funded projects. As a result, the District requested San Bernardino Association of Governments (SANDBAG) to become the lead agency in implementing the project. SANBAG is drafting an agreement and plans to present it to the SANBAG Board of Directors in July 2015. To allow for any unanticipated delays, the District is requesting for a nine-month extension to the CON phase of the project to March 31, 2016.		

CEQA- California Environmental Quality Act
NEPA-National Environmental Policy Act
ATP-Active Transportation Program

FHWA-Federal Highway Administration
Department-California Department of Transportation

Time Extension/Waiver – Project Allocation Deadline
Active Transportation Program

Project #	Applicant County PPNO Project Description Reason for Project Delay	Extension Amount ($ in thousands) PA&ED (Project Approval & Environment Document) PS&E (Plans, Specifications & Estimates) R/W (Right of Way) CON (construction) **TOTAL**	Number of Months Requested Extended Deadline CT Recommendation
32	Town of Apple Valley San Bernardino County PPNO: 08-1171 Mojave Riverwalk South Project	$0 $0 $0 $923 **$923**	12 Months 06/30/2016 Support
	The Town of Apple Valley (Town) is requesting a 12-month extension to the period of allocation for the construction (CON) phase of the Mojave Riverwalk South project. The Town experienced an unexpected delay during the Right of Way (R/W) phase of the project. The project requires the acquisition of four easements. The Town has secured three of the four easements, and will require an additional six months to acquire the fourth and last easement. The proposed project is also located along an existing flood control access point road along the river. The Town submitted the permit application to the San Bernardino County Flood Control District early in the process. The review process for the permit application, the Memorandum of Understanding and Common Use Agreement were underestimated. The San Bernardino County Flood Control District indicated that a delay of 12 months is expected. Therefore, the Town is requesting for a 12-month extension to the CON phase of the project to June 30, 2016.		
33	City of Victorville San Bernardino County PPNO: 08-1158 City of Victorville - Interagency Safe Routes to School Project	$0 $375 $30 $0 **$405**	12 Months 06/30/2016 Support
	The City of Victorville (City) is requesting a 12-month extension to the period of allocation for the Plans, Specifications & Estimates (PS&E) and Right of Way phases of the City of Victorville – Interagency Safe Routes to School Projects. The City experienced an unexpected delay during allocation of the environmental phase. The City anticipated requesting allocation for the Project Approval & Environment Document (PA&ED) in December 2014. However, there was a delay due to the consultant selection. The City received an allocation for PA&ED funds in the May 2015 Commission meeting. The City selected a consultant and awarded the contract at its June 2, 2015, City Council Meeting. The City expects heavy consultation with the Lahontan Regional Water Quality Control Board & Army Corps of Engineers due to the proposed drainage and roadway improvements. Therefore, to allow sufficient time to complete the environmental phase, the City is requesting a 12-month extension to June 30, 2016.		
34	Merced County Merced County PPNO: 10-5003 Walnut Avenue Complete Street Upgrade Project	$0 $36 $0 $0 **$36**	12 Months 06/30/2016 Support
	Merced County (County) is requesting a 12-month extension to the period of allocation for the Plans, Specifications and Estimate (PS&E) phase of the Walnut Avenue Complete Street Upgrade project. The County experienced an unexpected delay during the Project Approval and Estimates Document (PA&ED) phase of the project. The County received an allocation for PA&ED funds in March 2015. The project is pending approval of the required Authorization to Proceed (E-76) before awarding the PA&ED portion of work. The E-76 was approved in May 2015. The environmental documents are estimated to take three months to prepare. The estimated approval time for NEPA clearance can take up to a year. After receiving NEPA clearance, the County will then submit the Right of Way (R/W) certification. Therefore, to allow for any unanticipated delays, the County is requesting for a 12-month extension to the PS&E phase of the project to June 30, 2016.		

Time Extension/Waiver – Project Allocation Deadline
Active Transportation Program

Project #	Applicant County PPNO Project Description Reason for Project Delay	Extension Amount ($ in thousands) PA&ED (Project Approval & Environment Document) PS&E (Plans, Specifications & Estimates) R/W (Right of Way) CON (construction) **TOTAL**	Number of Months Requested Extended Deadline CT Recommendation
35	City of Brea Orange County PPNO: 12-2170C The Tracks at Brea Trail Segments 2 and 3 Project	$0 $0 $0 $2,557 **$2,557**	12 Months 06/30/2016 Support

The City of Brea (City) is requesting a 12-month extension to the period of allocation for the construction (CON) phase of the Tracks at Brea Trail Segments 2 and 3 project. The City experienced an unexpected delay during the design and environmental documents portions of the project.

The Tracks at Brea Trail Segments 2 and 3 are two of the six segments that make up a full four-mile “rails to trails” project called The Tracks at Brea. The project has two fund sources, which are ATP and the Land and Water Conservation Fund (LWCF). The City’s contract and notice to proceed from LWCF for the design cost on Segment 2 was delayed. Designs for Segment 2 cannot begin until the funding contract was executed, which caused a delay of four months. Furthermore, the City was unaware of the required NEPA clearance. The City realized that the environmental processes are more extensive than originally anticipated. The City expects to receive NEPA approval by February 2016, a delay of eight months. To allow for any unforeseen delays to the NEPA process the City is requesting an additional four months. Therefore, the City is requesting for a 12-month extension to the CON phase of the project to June 30, 2016.

State of California

California State Transportation Agency

DEPARTMENT OF TRANSPORTATION

Tab 99

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 25, 2015

Reference No.: 2.8a.(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 PROJECT ALLOCATION FOR LOCALLY-ADMINISTERED STIP PROJECTS, PER STIP GUIDELINES WAIVER 15-30**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) extend the period of project allocation for the projects listed on the attached document for the time periods shown.

ISSUE:

The attached document identifies eight projects totaling $22,590,000 that are programmed in the State Transportation Improvement Program (STIP) in Fiscal Year 2014-15. The agencies will not be able to request an allocation of funds by the June 30, 2015 deadline. The attachment shows the details of the projects and the explanation for the delays. The project sponsors are requesting extensions, and the regional planning agencies concur.

BACKGROUND:

Current STIP Guidelines, Resolution G-13-07, adopted by the Commission stipulate that funds that are programmed for all components of local grant projects or for Department construction costs are available for allocation only until the end of the fiscal year identified in the STIP. The Commission may approve a waiver to the timely use of funds deadline one time only for up to 20 months in accordance with Section 14529.8 of the Government Code.

Attachment

Time Extension/Waiver – Project Allocation Deadline
Local Streets and Roads Projects

Project #	Applicant County PPNO Project Description Reason for Project Delay	Extension Amount ($ in thousands) PA&ED (Project Approval & Environment Document) PS&E (Plans, Specifications & Estimates) R/W (Right of Way) CON (construction) **TOTAL**	Number of Months Requested Extended Deadline CT Recommendation
1	Tehama County Tehama County PPNO: 02-2333 Jewett Creek Bridge Replacement at Kirkwood Road Project	$0 $15 $0 $0 **$15**	9 Months 03/31/2016 Support
	Tehama County (County) is requesting a nine-month time extension to the Plans, Specifications and Estimates phase of the Jewett Creek Bridge Replacement at Kirkwood Road project. The County has experienced unanticipated delays during the environmental phase. The County has combined the Jewett Creek Bridge Replacement at Kirkwood Road project with the Jewett Creek Bridge Replacement at Columbia Avenue project (project #2 below) and planned to award the project under one contract. However, the completion of the in-depth Feasibility Study for the Jewett Creek Bridge Replacement at Columbia Avenue project took longer than expected causing a six-month delay. The County has received the biological opinion and anticipates NEPA clearance by October 2015. To allow for any unforeseen delays and to advertise this project in a single contract with the Jewett Creek Bridge at Columbia project, the County is requesting an additional five months. Therefore, the County is requesting a nine-month time extension from June 30, 2015 to March 31, 2016.		
2	Tehama County Tehama County PPNO: 02-2334 Jewett Creek Bridge Replacement at Columbia Avenue Project	$0 $15 $0 $0 **$15**	9 Months 3/31/2016 Support
	Tehama County (County) is requesting a nine month time extension to the Plans, Specifications and Estimates phase of the Jewett Creek Bridge Replacement at Columbia Avenue project. The County has experienced unanticipated delays during environmental phase. The County has combined the Jewett Creek Bridge Replacement at Kirkwood Road project with the Jewett Creek Bridge Replacement at Columbia Avenue project and intends to award the project under one contract. The completion of the in-depth Feasibility Study for the Jewett Creek Bridge Replacement at Columbia Avenue project took longer than expected causing a six-month delay. The County has received the biological opinion and anticipates NEPA clearance by October 2015. To allow for any unanticipated delays and to advertise this project in a single contract with the Jewett Creek Bridge at Columbia project, the County is requesting an additional five months. Therefore, the County is requesting a nine-month time extension from June 30, 2015 to March 31, 2016.		
3	City of Portola Plumas County PPNO: 02-2480 Road A15 Reconstruction Phase II	$0 $0 $0 $2,880 **$2,880**	2 Months 08/31/2015 Support
	The City of Portola (City) is requesting a two-month time extension to the construction (CON) phase of the Road A15 Reconstruction Phase II project. The City has experienced unanticipated delays during approval of final plans. The City anticipated requesting a CON allocation in June 2015. The project requires approval from the Division of Architect (DSA). The project plans were submitted to the DSA office in March 2015. The estimated timeline for review and approval is mid-June 2015. The DSA has indicated that they will not be able to approve the plans in time for the June allocation deadline. The City anticipates receiving approval by July 2015. Therefore, the City is requesting a two-month time extension from June 30, 2015 to August 31, 2015.		

CEQA- California Environmental Quality Act
NEPA-National Environmental Policy Act
STIP-State Transportation Improvement Program

FHWA-Federal Highway Administration
TE-Transportation Enhancements
Department-California Department of Transportation

Time Extension/Waiver – Project Allocation Deadline
Local Streets and Roads Projects

Project #	Applicant County PPNO Project Description Reason for Project Delay	Extension Amount ($ in thousands) PA&ED (Project Approval & Environment Document) PS&E (Plans, Specifications & Estimates) R/W (Right of Way) CON (construction) **TOTAL**	Number of Months Requested Extended Deadline CT Recommendation
4	Marin County Marin County PPNO: 04-2128D North Civic Center Drive Improvements Project	$0 $0 $0 $407 **$407**	6 Months 12/31/2015 Support
	Marin County (County) is requesting a six-month time extension to the construction (CON) phase of the North Civic Center Drive Improvements project. The County has experienced unanticipated delays during the environmental phase. The County anticipated requesting a CON allocation in June 2015. The County has submitted the environmental documents for approval. However, the project also requires approval by the State Historic Preservation Officer (SHPO). The final SHPO concurrence is anticipated by June 2015 with NEPA approval to follow. The County anticipates NEPA approval and endeavors to request CON allocation by August 2015. To allow for any unforeseen delays to the NEPA approval, the County is requesting an additional four months. Therefore, the County is requesting a six-month extension for the CON phase of the project to December 31, 2015.		
5	City of Napa Napa County PPNO: 04-2130F California Boulevard Roundabouts Project	$0 $0 $431 $0 **$431**	14 Months 08/31/2016 Support
	The City of Napa (City) is requesting a 14-month time extension to the Right of Way (R/W) phase of the California Boulevard Roundabout project. The City has experienced unanticipated delays during the environmental phase of the project. The City's project originally included two roundabouts. In April 2014, the Department notified the City of their intent to construct a roundabout at an intersection adjacent to the City's roundabouts. The City and the Department determined that the three roundabouts should be delivered concurrently. Since the environmental process was ongoing, the third location had to be incorporated into the studies. The City and the Department pursed a Cooperative Agreement to combine the three roundabouts into one project. In August 2014, the City experienced an earthquake that added to the delay in the decision to combine the projects. The formulation of the Cooperative Agreement and the complications of the earthquake have delayed the project by 14 months. The City is therefore requesting a 14-month extension to August 31, 2016.		
6	City of Goleta Santa Barbara County PPNO: 05-1840A Cathedral Oaks Landscaping Enhancement project	$0 $0 $0 $325 **$325**	12 Months 06/30/2016 Support
	The City of Goleta (City) is requesting a 12-month time extension to the construction (CON) phase of the Cathedral Oaks Landscaping Enhancement project. The City has experienced unanticipated delays during the environmental phase. The Cathedral Oaks Landscaping Enhancement project falls within the same area of a recently completed project. The City recently completed a STIP project that met the environment requirement. The City assumed this project would have the same environment requirement. However, the City was informed that a new environmental document was required. As a result, the completion of a separate environmental document will delay the project by six months. Further, the City intended to use recently installed water meters. However, the City must now use reclaimed water instead. To use the reclaimed water facilities, the City will need to connect to the existing system. The additional water lines necessitate an encroachment permit, which will delay the project by about four months. Therefore, to allow for any unanticipated delays, the City is requesting a 12-month time extension for the CON phase of the project to June 30, 2016.		

CEQA- California Environmental Quality Act
NEPA-National Environmental Policy Act
STIP-State Transportation Improvement Program

FHWA-Federal Highway Administration
TE-Transportation Enhancements
Department-California Department of Transportation

Time Extension/Waiver – Project Allocation Deadline
Local Streets and Roads Projects

Project #	Applicant County PPNO Project Description Reason for Project Delay	Extension Amount ($ in thousands) PA&ED (Project Approval & Environment Document) PS&E (Plans, Specifications & Estimates) R/W (Right of Way) CON (construction) **TOTAL**	Number of Months Requested Extended Deadline CT Recommendation
7	Tuolumne County Tuolumne County PPNO: 10-0235 Mono Way Operational & Safety Improvements Project	$0 $80 $0 $0 **$80**	20 Months 02/28/2017 Support
	The County of Tuolumne (County) is requesting a 20-month time extension to the Plans, Specifications and Estimates phase of the Mono Way Operational & Safety Improvements project. The County has experienced unanticipated delays during the Project Approval and Environmental Document and Right of Way phases. The County anticipated State Route 108 to be relinquished in October 2013. The relinquishment was finalized by the Commission in July 2014. The County has since started the Preliminary Design required for the Environmental and Cultural Studies. The County anticipates beginning the NEPA studies in November 2015. In addition, the Environmental and Cultural Studies are expected to be completed within 12 months in November 2016. The total delay anticipated is 17 months. To allow for any unforeseen delays, the County is requesting an additional three months. Therefore, the County is requesting a 20-month extension from June 30, 2015 to February 28, 2017.		
8	San Diego Association of Governments San Diego County PPNO: 11-7421W Inland Rail Trail Phases (2-4) Project	$0 $0 $0 $18,437 **$18,437**	20 Months 02/28/2017 Support
	The San Diego Association of Governments (SANDAG) is requesting a 20-month time extension to the construction phase of the Inland Rail Trail Phases (2-4) project. SANDAG has experienced unanticipated delays during the Right of Way (R/W) phase of the project. SANDAG experienced a delay to the project due to acquiring R/W easements and completing utility relocations. SANDAG has been working with the North County Transit District (NCTD) for 24 months and it is in the process of obtaining the necessary R/W easements. NCTD determined that a Federal Transit Administration (FTA) approval is required before easements can be granted. NCTD anticipates providing the easement by early 2016. SANDAG has also been working with San Diego Gas & Electric (SDG&E) on issues related to utility relocations. SDG&E anticipates completing relocation by Winter 2016. The project has been delayed by approximately 18 months. To allow for unanticipated delays SANDAG is requesting an additional two months. Therefore, SANDAG is requesting a 20-month time extension from June 30, 2015 to February 28, 2017.		

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 100

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 25, 2015

Reference No. 2.8a.(3)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce De Terra, Acting Chief
Division of Transportation
Programming

Subject: **REQUEST TO EXTEND THE PERIOD OF PROJECT ALLOCATION FOR STATE-ADMINISTRATED ON-SYSTEM STIP PROJECTS, PER STIP GUIDELINES WAIVER 15-31**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) extend the period of project allocation for 20 months for the State administrated Sonoma 101 Follow-up Landscaping project (PPNO 0789F) in Sonoma County, on the State Highway System.

ISSUE:

Currently a total of $2,967,000 in Regional Improvements Program funds is programmed to the Sonoma 101 Follow-Up Landscaping project for construction capital ($2,452,000) and construction support ($515,000) in Fiscal Year 2014-15.

The project is ready for delivery. However, Governor Brown's declaration of emergency due to the ongoing drought has mandated statewide water rationing. Recent Executive Order B-29-15, issued on April 1, 2015, has placed further state-wide restrictions and enforcement measures on the water use. In light of these severe water restrictions, the Department is evaluating how to best address the follow-up landscaping requirements. The Department is requesting a 20-month time extension in order to evaluate various options to meet the follow-up landscaping commitments.

BACKGROUND:

Current STIP Guidelines, Resolution G-13-07, stipulate that funds programmed for all components of local grant projects or Department construction and construction support costs are available for allocation only until the end of the fiscal year identified in the STIP. The Commission may approve a waiver to the timely use of funds deadline for allocation one time only for up to 20 months in accordance with Section 14529.8 of the Government Code.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 101

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 25, 2015

Reference No. 2.8a.(4)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce De Terra, Acting Chief
Division of Transportation
Programming

Subject: **REQUEST TO EXTEND THE PERIOD OF PROJECT ALLOCATION FOR LOCALLY-ADMINISTERED ON-SYSTEM STIP PROJECTS, PER STIP GUIDELINES WAIVER-15-32**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) extend the period of project allocation for two locally administrated on-system projects for the time periods specified on the following page.

ISSUE:

The attached document identifies two projects totaling $1,350,000 programmed in the 2014 State Transportation Improvement Program (STIP) in Fiscal Year 2014-15. The implementing agencies will not be ready to request an allocation of funds by the June 30, 2015 deadline. The attachment shows the details of the projects and the explanation for the delays. The project sponsors have requested an extension, and the regional planning agencies concur.

BACKGROUND:

Current STIP Guidelines, Resolution G-13-07, stipulate that funds programmed for all components of local grant projects or Department construction and construction support costs are available for allocation only until the end of the fiscal year identified in the STIP. The Commission may approve a waiver to the timely use of funds deadline for allocation one time only for up to 20 months in accordance with Section 14529.8 of the Government Code.

	Dist-Co-Rte Implementing Agency PPNO Project Description	Program/Year Extension Amount By Component ($ in thousands) PA&ED (Project Approval & Environmental Document) PS&E (Plans, Specifications and Estimates) R/W (Right of Way) CON (Construction) TOTAL	Number of Months Requested Extended Deadline CT Recommendation
1	08-Riv-60 Riverside County Transportation Commission PPNO: 04-0046J SR60 Truck Climbing/ Descending Lanes	RIP / 14-15 $0 $0 $550 $0 **$550**	9 months 03/31/2016
	Currently $550,000 in Regional Improvements Program funds is programmed to the SR60 Truck Climbing/Descending Lanes project for Right of Way (R/W) in Fiscal Year 2014-15. The R/W activities can not start until the environmental document has been finalized. During the "public comment" period for the environmental document, comments about air quality and traffic concerns were received. Addressing these concerns has resulted in delays in completing the environmental document as per the original schedule. Based upon these delays, the Riverside County Transportation Commission is requesting a 9-month time extension.		
2	04-Mrn-101 Transportation Authority of Marin (TAM) PPNO: 04-0342L Route 101 HOV Lane Gap Closure - Mitigation Planting	RIP / 14-15 $0 $0 $0 $0 **$800**	9 months 03/31/2016
	Currently $800,000 in Regional Improvement Program funds are programmed to the Route 101 HOV Lane Gap Closure – Mitigation Planting project for construction in Fiscal Year 2014-15. The project scope involves delivering required environmental mitigation for the Marin Corridor HOV Gap Closure corridor project. The Department was the implementing agency for the Route 101 Gap Closure project. However, TAM is the lead for the mitigation project. The process of establishing roles and responsibilities and then developing a cooperative agreement with TAM required extensive review of all Route 101 HOV Gap Closure Corridor permits and the environmental document. The cooperative agreement needed to make sure that all the commitments and reporting requirements, as specified in the permits, are fulfilled by TAM. In addition, due to community feedback, a more extensive public outreach effort was needed to address concerns for the Brookdale area location. These factors have contributed to delays in completing the design work as originally planned. Based upon these delays, TAM is requesting a 9-month time extension.		

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

Tab 102

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 25, 2015

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 ACTIVE TRANSPORTATION PROGRAM (ATP) PROJECTS, PER RESOLUTION G-14-05 WAIVER 15-33**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) extend the period of contract award for the project listed on the attached document for the time period shown.

ISSUE:

The Commission allocated $4,900,000 for the construction of four ATP projects identified on the attachment. The responsible agencies have been unable to award the contracts within six months of allocation. The attachment describes the details of the projects and the explanation for the delays. The respective agencies request extensions, and the planning agencies concur.

BACKGROUND:

Current ATP Guidelines, Resolution G-14-05, 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 12 months.

Attachment

Time Extension/Waiver – Project Contract Award Deadline
Active Transportation Program

Project #	Applicant County PPNO Project Description Reason for Project Delay	Extension Amount *Construction Only*	Allocation Date Resolution Number Number of Months Requested Extended Deadline CT Recommendation
1	Napa County Napa County PPNO: 04-2300A Napa Vine Trail Phase 2	$3,600,000	01/22/2015 FATP-1415-03 3 Months 10/31/2015 Support
	The Napa County (County) is requesting a three-month extension to the period of contract award for the construction (CON) phase of the Napa Vine Trail Phase 2 project. The City experienced an unexpected delay in finalizing the Plans, Specifications and Estimates package. The County received the CON allocation in January 2015. The County anticipated submitting the Request for Authorization in February 2015, but it was delayed until April 2015. The County received their approved Authorization to Proceed with construction on May 1, 2015. The County is currently working on advertising the project and anticipates awarding in July 2015. To allow for unforeseen bidding issues, the County is requesting a three-month extension from July 31, 2015 to October 31, 2015.		
2	San Bernardino Association of Governments San Bernardino County PPNO: 08-1145 SANBAG Safe Routes to School Plan	$400,000	12/10/2014 FATP 1415-02 6 Months 12/31/2015 Support
	The San Bernardino Association of Governments (SANBAG) is requesting a six-month extension to the period of contract award for the construction (CON) phase of the SANBAG Safe Routes to School Plan project. SANBAG experienced an unexpected delay due to multiple coordination issues. The Safe Routes to School Plan is comprised of two phases. Phase I (Initial Prioritization Analysis) involves stakeholder engagement and socioeconomic analysis around the school site. SANBAG Active Transportation Program funding will be applied to Phase II (Walk Audits). Phase I needs to be completed prior to commencing Phase II. The City was delayed in completing Phase I due to the stakeholder engagement portion taking four months longer than anticipated. SANBAG anticipates beginning the Request for Authorization process in August 2015. To allow for any unforeseen delays, SANBAG is requesting an additional four months. Therefore, SANBAG is requesting a six-month extension from June 30, 2015 to December 31, 2015.		
3	City of Stockton San Joaquin County PPNO: 10-3097 Safe Routes to School Plan	$350,000	01/22/2015 FATP-1415-03 6 Months 01/31/2016 Support
	The City of Stockton (City) is requesting a six-month extension to the period of contract award for the construction (CON) phase of the Safe Routes to School Plan project. The City experienced an unanticipated delay in awarding the contract. The City received the CON allocation in January 2015. The City could not advertise until the Authorization to Proceed with construction (E-76) was approved. The City received the E-76 in February 2015, then issued the Request for Proposal in April 2015. The City anticipates awarding the project by July 31, 2015. Although the City does not foresee any delays to award, the City is requesting a six-month extension from July 31, 2015 to January 31, 2016 to allow for any bidding and/or awarding issues.		

Time Extension/Waiver – Project Contract Award Deadline
Active Transportation Program

Project #	Applicant County PPNO Project Description Reason for Project Delay	Extension Amount *Construction Only*	Allocation Date Resolution Number Number of Months Requested Extended Deadline CT Recommendation
4	City of Stockton San Joaquin County PPNO: 10-3098 Bicycle Master Plan Update	$550,000	01/22/2015 FATP-1415-03 6 Months 01/31/2016 Support

The City of Stockton (City) is requesting a six-month extension to the period of contract award for the construction (CON) phase of the Safe Routes to School Plan project. The City experienced an unanticipated delay in awarding the contract.

The City received the CON allocation in January 2015. The City could not advertise until the Authorization to Proceed with construction (E-76) was approved. The City received the E-76 in February 2015, then issued the Request for Proposal in April 2015. The City anticipates awarding the project by July 31, 2015. Although the City does not foresee any delays to award, the City is requesting a six-month extension from July 31, 2015 to January 31, 2016 to allow for any bidding and/or awarding issues.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

Tab 103

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 25, 2015

Reference No.: 2.8b.(2)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce De Terra, Acting 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 15-34

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) approve time extensions for the period indicated for the two State Transportation Improvement Program (STIP) projects: the Route 15 widening (Phase 2) project (PPNO 0174L) and the Landscape Enhancement project (PPNO 0175N), both located in San Bernardino County

ISSUE:

On December 10, 2014, the Commission allocated a total of $81,353,000 for two STIP projects. In accordance with Resolution G-13-07, the deadline to award contracts for projects allocated in December 2014 is June 2015.

At the time these projects were allocated, they were combined for construction and were going to be federalized under one project through a Federal Statewide Transportation Improvement Program (FSTIP) amendment. It was anticipated that the project would be advertised in January 2015 and then awarded in May 2015. The project was unable to get Federal approval which has delayed the project being awarded. The delay in receiving Federal approval was due to revocation of a rule related to air quality conformity by Environmental Protection Agency. All Federal Transportation Improvement Program amendments throughout the nation were on hold during that time. This freeze was removed in early April 2015 but the Department will not be able to meet the deadline for these projects and is requesting a six-month time extension for the period of contract award extending the deadline to December 31, 2015.

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.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 104

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 25, 2015

Reference No.: 2.8c.(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 PROJECT COMPLETION FOR LOCALLY-ADMINISTERED STIP PROJECT, PER STIP GUIDELINES WAIVER 15-35**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve the time extension request to the period of project completion deadline for Bowman Road Bridge No.08C-0009 project (PPNO 2148) in Tehama County, in the attached document.

ISSUE:

The Commission allocated $352,000 for the construction of one locally-administered State Transportation Improvement Program (STIP) project identified on the attachment. The responsible agency has been unable to complete the project by the July 31, 2015 deadline. The attachment describes the details of the project and the explanation for the delay. The respective agency requests an extension, and the planning agency concurs.

BACKGROUND:

Current STIP Guidelines stipulate that a local agency has up to 36 months from the time of contract award to accept the contract. The local agency has 180 days after the contract acceptance to prepare and submit the final invoices and reports to the Department. The Guidelines further stipulate that the Commission may approve a waiver to the project completion deadline one time only for up to 20 months in accordance with Section 14529.8 of the Government Code.

Attachment

Time Extension/Waiver – Project Completion Deadline
Local Streets and Roads Projects

Project #	Applicant County PPNO Project Description Reason for Project Delay	Extension Amount *Construction Only*	Award Date Resolution Number Number of Months Requested Extended Deadline CT Recommendation
1	Tehama County Tehama County PPNO: 02-2148 Bowman Road Bridge (#08C-0009)	 $352,000	07/24/2012 FP-11-28 20 Months 03/31/2017 Support

Tehama County (County) is requesting a 20-month extension to the mitigation period of the construction completion phase of the Bowman Road Bridge (08C-0009) project. The County has experienced an unforeseen delay during the construction phase.

The County awarded the contract on July 2012 and completed construction on September 2014. However, the County was unaware of the United States Army Corps of Engineers Long Term Environmental Commitment (LTEC) planting, sustaining and monitoring mitigation requirement. The LTEC period is for ten years, and the County anticipates performing the majority of the mitigation within the next two years. The remaining eight-year period of habitat mitigation and monitoring will be paid with local funds. Therefore, the County is requesting a 20-month extension from July 31, 2015 to March 31, 2017.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 105

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 25, 2015

Reference No.: 2.8c.(2)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce De Terra, Acting Chief
Division of Transportation
Programming

Subject: **REQUEST TO EXTEND THE PERIOD OF PROJECT COMPLETION FOR STATE ADMINSTERED PROJECTS ON THE STATE HIGHWAY SYSTEM, PER STIP GUIDELINES**
WAIVER 15-36

RECOMMENDATION:

The California Department of Transportation recommends that the California Transportation Commission (Commission) extend the period of project completion by 20 months, to July 31, 2017, for the State administered I-15/I-215 Devore Interchange Improvements project (PPNO 0170M) in San Bernardino County.

ISSUE:

On August 22, 2012, the Commission allocated the pilot Design Build, Devore Interchange Improvements project with the intent that Design would be completed in 10 months and the entire project would be completed within 46 months. Design Build projects are awarded having the contractor responsible for both the Design and Construction. The project was awarded in November 2012, but the Department did not request the 10 months needed for Design which was in addition to the 36 months needed for construction.

Additionally, during the Design phase, the contractor proposed design improvements which were accepted through an approved contract change order. This change resulted in utility conflicts, geotechnical issues. As a result, an additional 10 months are required to complete construction. Including the 10 months needed to complete the Design phase, the Department is requesting a 20-month extension to the period of project completion to extend the deadline to July 31, 2017.

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.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 106

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 25, 2015

Reference No.: 2.8d.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rihui Zhang
Division Chief
Local Assistance

Subject: **REQUEST TO EXTEND THE PERIOD OF PROJECT DEVELOPMENT EXPENDITURES FOR LOCALLY-ADMINISTERED STIP PROJECTS, PER STIP GUIDELINES WAIVER 15-37**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) approve extensions to the period of project development expenditure for the time periods identified for each project on the attached document.

ISSUE:

The attached list identifies two locally-administered State Transportation Improvement Program (STIP) projects totaling $425,000. The Commission allocated the funds in Fiscal Year 2012-13 for the project development phases, as shown on the attachment. The attachment shows the details of the project and the explanation for the delays.

BACKGROUND:

Current STIP Guidelines, Resolution G-13-07, stipulate that 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. The Commission may approve a waiver to the timely use of funds deadline one time only for up to 20 months in accordance with Section 14529.8 of the Government Code.

Attachment

Time Extension/Waiver – Project Development Expenditure Deadline
Local Streets and Roads Projects

Project #	Applicant County PPNO Project Description Reason for Project Delay	Phase Allocation Amount Balance Remaining	Allocation Date Allocation Resolution Number Number of Months Requested Extended Deadline CT Recommendation
1	Trinity County Trinity County PPNO: 02-2487 Lowden Park to Senior Center Bike/Pedestrian Path	Plans, Specifications and Estimates, and Right of Way Allocated: $60,000 and $100,000 Balance: $50,113 and $100,000	08/22/2012 FP-12-07 4 Months 10/31/2015 Support
	Trinity County (County) is requesting a four-month extension to the period of the Plans, Specifications and Estimated (PS&E) and Right of Way (R/W) phase of the Lowden Park to Senior Center Bike/Pedestrian Path project. The County has experienced an unforeseen delay during the final design. The project will be built along the East Weaver Creek Levee, a United States Army Corps of Engineers (USACE) Flood Control Project. The County is required to consult with USACE regarding construction on the levee and across the flood control channel. After two years of negotiations, USACE agreed to the design for the trail and bridge. However, the County needs to complete the R/W negotiations before the final realignment. The County anticipates completing both the PS&E and R/W phase by October 2015 within the requested four-month time extension. Therefore, the County is requesting a four-month extension from June 30, 2015 to October 31, 2015.		
2	San Luis Obispo County San Luis Obispo County PPNO: 05-2375 San Juan Creek Pedestrian Bridge Project	Project Approval & Environmental Document Allocated: $265,000 Balance: $21,933	05/07/2013 FP-12-52 6 Months 12/31/2015 Support
	San Luis Obispo County (County) is requesting a six-month extension to the period of the Project Approval & Environmental Document (PA&ED) phase of the San Juan Creek Pedestrian Bridge project. The County has experienced an unforeseen delay during the environmental documents process. The County received an allocation for PA&ED funds in May 2013. After environmental approval, the County pursued efforts to complete an engineering analysis needed to create a sound environmental assessment. The CEQA Mitigated Negative Declaration was approved in February 2015. NEPA documents were submitted to the Department in January 2015. The County is working on addressing comments from the Department. To allow time to complete necessary reviews and coordination, the County is requesting a six-month extension from June 30, 2015 to December 31, 2015.		